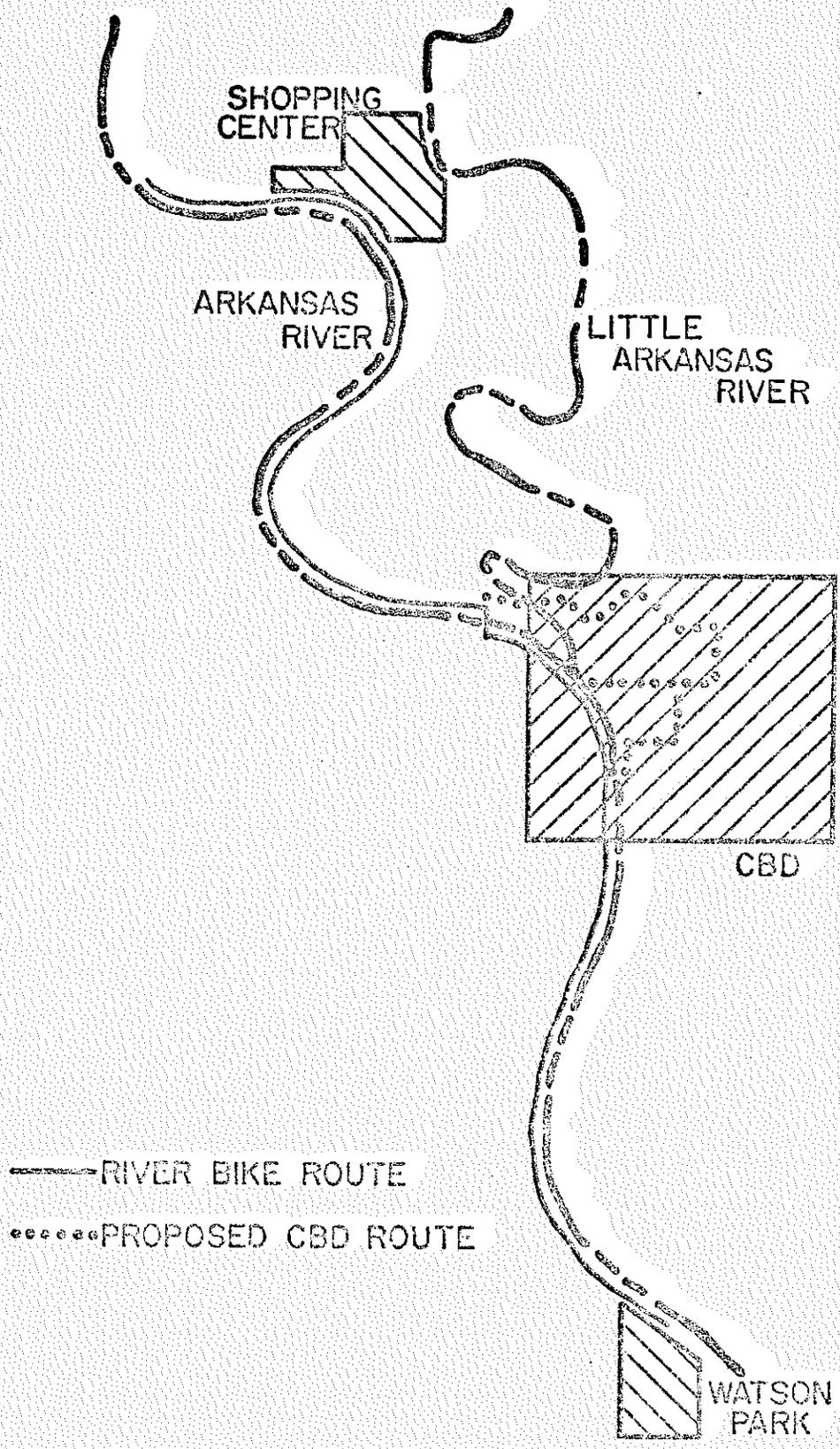


WICHITA, KANSAS BIKEWAY DEMONSTRATION PROPOSAL



WICHITA BIKEWAY PROPOSAL

INTRODUCTION

Reaffirming Wichita's enduring commitment to bicycling, the City Commission voted on May 18, 1976, not only to endorse the concept behind the attached Bikeway Demonstration Project proposal but also to set aside the local matching share of the project (\$18,410) from Community Development block grant contingency funds. The Wichita proposal, to build a Central Business District bikeway connection to existing river trails, is thus assured local implementation if given federal approval.

Previous tangible expressions of the City's commitment to bicycling include: 80 miles of signed, on-street bike routes; 3.75 miles of completed exclusive bike trail, bisecting the heart of the city, along the Arkansas River; 4.25 miles of additional exclusive river trail under construction and/or programmed for construction; and extensive intricate designs and plans for future bike trails along the Wichita/Valley Center Floodway and in conjunction with the Canal Route Interstate 35W and Inner Loop freeway corridors. The Federal, State, and local investment in bikeways has totalled over one million dollars, with designs and construction plans for the Canal Route Open Space bike and hike corridor developed at a cost of \$250,000. Matching Federal/local funds in the amount of \$570,000 have been spent on beautifying the river bank trail, with another \$106,400 allocated specifically to the construction of the trail, and with future river trail construction programmed at a cost of \$125,000.

In the past the City's use of local, State, and Federal funds for bikeway construction and planning projects has been seen as a substantial investment in recreational facilities. Fortuitously, however, the Wichita network of bikeways and bike routes is located so as to be, potentially, a well-articulated and functioning transportation system; and this is the way it has been quite deliberately envisioned in recent months. It is from this perspective, with the goal of increasing the utility of the bikeway network as a whole, and correspondingly increasing the cyclist's access to the city, that the present project was chosen and developed by the City departments of Planning, Public Works, Parks, and Community Development. The proposed bikeway will be useful to populations within and adjacent to the Central Business District, as well as to the extensive population ranging the eight-mile length of the river trails.

Along with the utility of the proposed CBD link, safety was a critical consideration in selection of the proposed route. The existing river trails, which are completely separate and protected from automobile right-of-way, provide the safe bicycling environment that commuters and recreational cyclists alike require. Implementa-

tion of this project will ensure that more commuting cyclists take advantage of the river trails' insulation from traffic. When cyclists reach the CBD extension of the river trails, they will of course still need to navigate somewhat cautiously in the downtown area. But instead of competing with automobiles, buses, and trucks for road space in the downtown, cyclists will be served by a largely exclusive bike route. Of the 2.73 miles of route to be designated and constructed under the terms of the Wichita Bikeway Demonstration Project, 2 miles will be exclusive bicycle right-of-way, separated with curb protection from the road, and distinguished via innovative fences from pedestrian right-of-way. The CBD route will offer cyclists a far safer environment in the CBD than they now experience.

Cyclists' responses to the new route will be analyzed carefully, when the demonstration project is evaluated, and the system will be correspondingly adjusted to their needs. The CBD project will provide the necessary research to guide future decisions and policy-making in regard to bicycling.

a. Need for the Project:

Although the Arkansas River bike trails were planned with recreational cyclists in mind, these safe, direct, and attractive trails could double as long-distance commuter bikeways, if an extension were provided into the Central Business District.

Certainly the trails suffice to meet recreational needs. They provide a safe and pleasurable setting for people biking nowhere in particular. (See Photograph 1 and 2.) But from the more functional standpoint of cyclists with destinations in the Central Business District, the trails are a frustrating cul-de-sac, providing no access to key CBD destinations (the library, Century II Civic Center, shops, offices, the Omnisphere Planetarium, the City Hall, and the County Courthouse). (See attached map.) Where the cyclist leaves either the northern or the southern river trail, congested roads leading into the CBD must yet be negotiated. Traffic in the CBD presently acts as an obstacle, not only to cyclists coming from the direction of the river trails, but also to any cyclist biking east or west across the city.

To meet the needs of commuting cyclists and to encourage more commuting, exclusive bike routing must be extended into the CBD and theft-proof storage facilities must be provided at key CBD locations. With these provisions for safer cycling and for safeguarding the cyclist's investment in his bike, it is reasonable to assume that a larger ridership could be attracted to the existing

WICHITA, KANSAS

BIKEWAY DEMONSTRATION PROPOSAL



a. Need for the Project: (continued)

trails. In essence, a CBD connection would multiply the usefulness of the recreational river trails by actualizing their potential as north and southbound long-distance commuter links. It is also probable that a CBD connection would stimulate commuting from all directions in the city, and most particularly from neighborhoods located adjacent to the CBD. Given a safe route and adequate storage facilities, short-distance commuters located in a concentration of multi-family dwelling units several blocks northwest of the CBD might find that the bicycle rivals the automobile in convenience for trips downtown.

Although recreational cycling has been heavily promoted by the City, little is known about the needs and preferences of Wichita's commuting cyclists. This bikeway project would bridge the physical gap between the river trails and the CBD and would also fill the research gap. It would provide the necessary information to guide future decisions about bicycle commuting in the Wichita area.

b. Demonstration Project Objectives:

The project is designed to demonstrate the demand for short and long-distance bicycle commuting into downtown Wichita. It is assumed that a latent demand exists; but that, at present, potential cyclists are dissuaded from riding downtown because the downtown lacks physical amenities and accommodations for cyclists' needs.

The corresponding hypothesis to be tested by the project can then be stated as follows: Provision of an exclusive bikeway into the CBD will significantly boost bike ridership, and more particularly bicycle commuting, within the downtown and also on existing river trails. To attract commuters, it is assumed that the proposed bikeway must meet the following specifications:

- (1) it must provide a safe bicycling environment;
- (2) it must be planned according to a logical travel pattern;
- (3) it must be readily identifiable as separate bicycle right-of-way by means of a functional motif, such as a bench or fence repeated to lend continuity;
- (4) it must be provided with well-advertised, theft-proof storage facilities at key CBD destinations; and
- (5) it must be strongly promoted in the media with maps of the route published and distributed widely.

In testing the demand for short and long-distance bicycle commuting,

b. Demonstration Project Objectives: (continued)

bike traffic downtown and on the river trails will be evaluated before and after implementation of the proposal, with special attention given to the safety of the route, the design, and the other features described above. Origins and destinations (trip purposes) of cyclists will be determined.

As will be indicated in the description of the project that follows, this bikeway will combine a variety of route designs: routing over new trails, routing on existing sidewalks modified for bike use and specially-designated street lanes set aside for bike travel, and right-of-way shared with automobiles. These segments of the route will be tested against each other, to determine riders' acceptance of the route's varying physical characteristics.

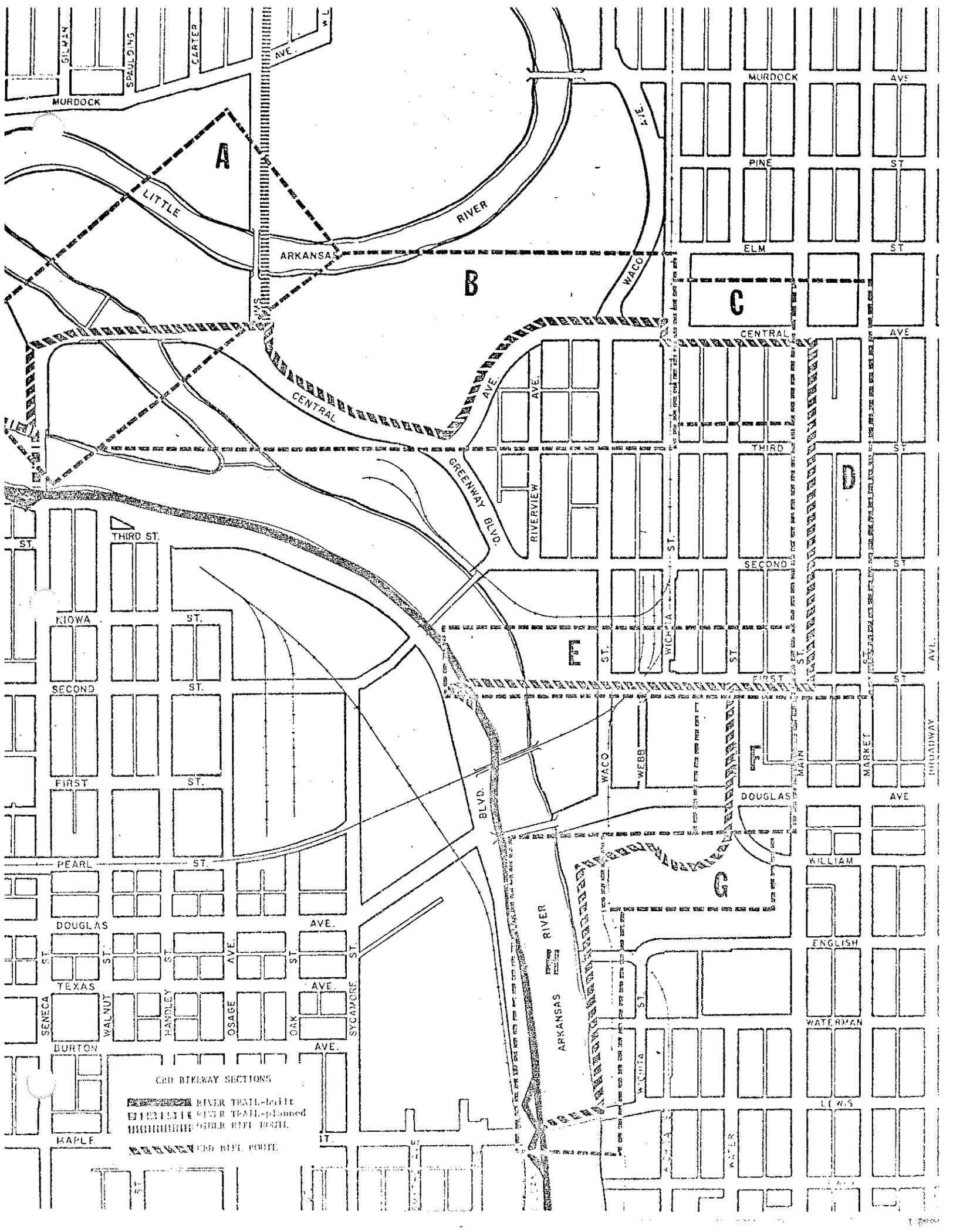
Research from this project will provide a statistical basis for assessing future needs for bikeway support facilities and augments to the existing trails. Conceivably the project might be a first step toward negotiations with CBD and other employers as to the feasibility of promoting bicycle commuting among their employees.

c. Description of Project Activities:

As noted on the attached map, the bikeway route has been divided into sections, for the purpose of assigning construction priorities.

From the standpoint of long-distance commuting objectives involving the connection of the river trails with the CBD, the most critical section of the route is across the new First/Second Street Bridge. (See Photograph 3.) This link is labeled "Section E" on the attached map. On the bridge's south side, a ramp would be built to connect the bridge with the north and southbound river trails. The southern sidewalk across the bridge would be signed to indicate exclusive bicycle right-of-way. (See Photograph 4.) Although the bridge has been completed, the segment of First Street from the bridge to Water Street is still under construction. (See Photograph 5.) Previous to completion of First Street, it will thus be possible to modify the sidewalk in order to accommodate bicycles. After crossing the river, the sidewalk bikeway would then continue east along First Street for three blocks. Specially designed fences or benches (to which cyclists could lock their bikes) would be provided to distinguish bicycle right-of-way from that of pedestrians when the bikeway occurs on sidewalks. The separating benches would be used, furthermore, to provide overall continuity and identification of the route.

With the implementation of this section of the bikeway, cyclists' entrance into the CBD from the river trails would be facilitated and



GRID BIKEWAY SECTIONS
 RIVER TRAIL - built
 RIVER TRAIL - planned
 OTHER BIKE ROUTE

c. Description of Project Activities: (continued)

the essential link, for long-distance commuting purposes, between the river trails and the CBD would be accomplished.

To accommodate short-distance bicycle commuting and intra-CBD bike travel, however, implementation of other sections of the proposal would need to follow. At the intersection of First Street with Main Street, marked "Section E" and "Section D" on the attached map, cyclists would cross Main and then proceed north across First, arriving at the sidewalk on the east side of Main Street. This sidewalk structure, for three blocks along Main from First Street north to Central, is already composed of a bikeway and a separate pedestrian walkway. Although it has not yet been signed as such, the bikeway part of the structure was previously designed and ordained by the City Commission to be exclusive bicycle right-of-way. (See Photograph 6.) Implementation of this section would involve signing and the continuation of interspersed separating fences or benches.

With cyclists crossing Main Street at Central, the bikeway would continue in "Section C" along Central's wide southern sidewalk beside the City Hall. (See Photograph 7.) Signing and separating fences would be continued and a storage facility would be located on this section of the route to accommodate bike traffic to City Hall and the County Courthouse.

From the standpoint of short-distance commuting objectives, the next link, labelled "Section B" on the map, is essential to the test objectives of the proposal. At the railroad tracks west of City Hall, cyclists would cross Central, and the bikeway would continue through the open space along the northern side of Central. It would be aligned along an existing sidewalk, which would be expanded with new concrete bike trail (approximately 3000 feet in length and 6 feet wide). This sidewalk currently extends along side of a concentration of multi-family dwelling units. (See Photograph 8.) It is anticipated that a population of 1200, living in these units, will be served by the proposed bikeway, in addition to the numerous residents of neighborhoods adjacent to Riverside Park. These residents constitute a test population for short-distance bicycle commuting. At least six curb cuts would be necessary to the implementation of this section, along with signing and separating fences.

The construction of the northern sections of the project, "Section B" through "Section E", would permit a valid demonstration of the demand for both short and long-distance bicycle commuting into the downtown area.

From the vital First Street link, "Section E", the City would continue the bikeway south to other key destinations of the downtown.

c. Description of Project Activities: (continued)

This portion of the bikeway is labelled "Section F" and "Section G" on the attached map. For one block on Water Street from First to Douglas Avenue, the bikeway could be routed on the street in an exclusive bike lane. To accommodate this lane, parking would need to be removed from the east side of Water Street. (See Photograph 9.) The lane could be separated by curb protection from automobile right-of-way. On the less-congested access road around Century II, labeled "Section G" on the map, bicycles would share right-of-way with automobiles for a short distance. Sufficient bike storage facilities would be provided in Sections F and G to serve the business district, the library, and Century II. Signing and separating fences would be continued as much as possible.

Other sections of the route which are important from the standpoint of the project's articulation with the City's overall bikeway system are labelled "Section A" and "Section H" on the attached map. These sections consist of additional links with the river trails across the Seneca Street and Lewis Street bridges, and they would be implemented for further access to the trails, if funds permit. The Lewis Street bikeway connection would be designed in conjunction with beautification efforts planned for the east bank of the Big Arkansas River near Century II Civic Center. (Note the existing ramps at the Lewis Street Bridge in Photograph 10.) It should be noted that the Nims Street Bridge, depicted as crossing the Little Arkansas River in "Section A" on the attached map, has been planned with bike lanes that would connect with the proposed bikeway.

d. Time Schedule for Project:

- Month x: --Receipt of Federal approval of bikeway proposal.
- Month x + 1 --Investigation of City Statutes regarding bike traffic on sidewalks, with recommended revisions to the City Commission.
 - Preliminary organization of the pre-test.
 - Review of bikeway proposal with downtown organizations, with local bike clubs and with Neighborhood Councils of the areas to be affected by bike route.
 - Modification of proposal to accommodate new ideas.
- Month x + 2 --MAPD conducts pre-test.
 - Preliminary engineering of route and initiation of pre-construction activities.
- Month x + 5 --Implementation of proposal.
- Month x + 11--Completion of construction.
 - Promotion via media and distribution of map.

d. Time Schedule for Project: (continued)

Month x + 26--MAPD conducts post-test under similar weather conditions to pre-test.

--Evaluation data is assembled and reviewed.

--Report is prepared on findings of project.

--Based on the data, modifications to bike systems are recommended, along with strategies for implementation.

e. Description of the area, available transportation facilities, and other proposed bicycle system improvements:

Wichita, because of its low-to-moderate and spreading population density, is primarily oriented around the automobile, although the level terrain of the city is especially conducive to bicycling. Approximately 265,000 people live in the city, and approximately 50,000 bicycles were reported owned in the 1973 Wichita-Sedgwick County Intergovernmental Enumeration, with an average of one bike owned for every two households.

The car is the prevailing mode of transportation. Although levels of ridership on the city-owned fleet of 54 buses have steadily increased since 1972, fewer than 1 percent of the total trips made are made via buses.

One area particularly well-served by transit, however, is the Central Business District, the location of the Wichita Bikeway Demonstration Project. Commuting cyclists making use of the CBD bikeway link could thus make use of the bus as a supplementary form of transportation. Wichita's CBD has experienced some of the same problems that have plagued other center city areas, but considerable public and private investment has taken place in the downtown during the past few years and there are many favorable indications. Employment levels, for instance, have steadily increased in the CBD since 1970. Primarily in service, finance, or governmental operations, 23,600 people were employed in the downtown area as of 1973. Although the residential population of the CBD per se is low, future plans for the downtown call for intensified residential construction. In addition, surrounding the downtown area are viable residential neighborhoods, atypical of the blighted areas often found adjacent to CBDs. Rehabilitation of homes in these areas has, in many instances, increased real estate values. The City is committed to improving and preserving the downtown. In this regard, an in-depth economic study of the downtown is underway, with the ultimate objective of recommending further revitalization strategies.

e. Description of the area, available transportation facilities, and other proposed bicycle system improvements: (continued)

The river, and likewise the river trails, bisect the heart of the city's population from north to south.

Bike trails along the Arkansas River were first envisioned in a 1968 study of the river corridor, and later elaborated in the urban beautification study, Toward a More Livable City, published by the MAPD in 1970. These studies proposed that a loop of parks along the Arkansas River and the Wichita-Valley Center Floodway be connected by a system of hiking trails, bridle trails and bikeways. (See attached map.) From Seneca Street to Watson Park, 3.75 miles of bike trail along the west side of the river is now complete. Construction of bike trail along the east side of the river from Seneca Street north to 13th Street has begun; with completion of the 4.25 mile trail north to 21st Street programmed in the City Capital Improvement Program for 1977, from \$70,000 in general obligation bonds.

Via a simpler strategy, the City also sought to encourage bicycling in 1973, when 80 miles of on-street bike routes were identified and marked throughout Wichita.

Plans have also been developed for bikeways through multi-use corridors, such as the Inner Loop and Canal Route freeway corridors. In conjunction with plans for the Canal Route Interstate-35 highway, the idea of a Canal Route Open Space hike-and-bike trail began to take shape in 1970 with the publication of a Planning Department preliminary study. The bike trail conceptualized for the corridor would weave through parks adjacent to I-35 and would also interconnect with the bikeway loop along the Big Arkansas River. Since the preliminary study was completed, two further volumes of design plans for the Open Space corridor have been completed, with a third and final volume of construction plans recently finished. All of the plans for the corridor were funded from interstate funds by the State and Federal governments.

f. Estimated Project Costs:

The attached table presents a summary of estimated costs for the project. The cost for construction, estimated at \$82,050, includes preliminary engineering and field engineering. Additional costs of \$3000 for promotion and \$7,000 for the evaluation program, place the project's total cost at approximately \$92,050. On the basis of the 80:20 funding ratio for the demonstration program, the local contribution would be \$18,410.

POSSIBLE FUTURE EXTENSION OF BIKE PATH NORTH ALONG LITTLE ARKANSAS RIVER

POSSIBLE LINKAGE BETWEEN POSSIBLE FUTURE BIKE PATH ALONG LITTLE ARKANSAS RIVER AND BIKE PATH ALONG ARKANSAS RIVER - LINK WOULD BE ACCOMPLISHED BY A BIKE ROUTE ALONG 18TH ST.

POSSIBLE FUTURE EXTENSION OF BIKE PATH ALONG FLOODWAY

POSSIBLE FUTURE EXTENSION OF BIKE PATH FROM EXISTING PATH ALONG ARKANSAS RIVER NORTH ALONG LITTLE ARKANSAS RIVER TO 18TH ST.

POSSIBLE FUTURE EXTENSION OF BIKE PATH ALONG ARKANSAS RIVER FROM EXISTING PATH AT SENECA ST. NORTH TO WICHITA-VALLEY CENTER FLOODWAY

POSSIBLE FUTURE USE OF WICHITA-VALLEY CENTER FLOODWAY FOR THE BIKE PATH SYSTEM

EXISTING BIKE PATH ALONG ARKANSAS RIVER FROM SENECA SOUTH TO HARRY

PROPOSED EXTENSION BY PARK DEPT. OF BIKE PATH FROM HARRY ST. SOUTH TO WATSON PARK AND HERMAN HILL PARK

POSSIBLE FUTURE EXTENSION OF BIKE PATH FROM HERMAN HILL PARK SOUTH ALONG ARKANSAS RIVER TO DRAINAGE CANAL

POSSIBLE LINKAGE OF CANAL ROUTE BIKE PATH AND BIKE PATH IN HERMAN HILL PARK - LINK COULD BE ACCOMPLISHED BY A BIKE ROUTE ALONG WASSAL ST. WEST TO ARKANSAS RIVER AND NORTH ALONG RIVER TO PARK

POSSIBLE LINKAGE BETWEEN CANAL ROUTE BIKE PATH AND POSSIBLE FUTURE BIKE PATH ALONG ARKANSAS RIVER - LINK COULD BE ACCOMPLISHED BY A BIKE ROUTE ALONG 18TH ST.

PROPOSED EXTENSION OF BIKE PATH FROM 25TH ST. NORTH ALONG CHICHOLEM CREEK TO GROVE PARK

POSSIBLE FUTURE BIKE PATH ALONG PROPOSED INNER-LOOP FROM I-35W TO THE EXISTING BICYCLE PATH ALONG THE ARKANSAS RIVER

PROPOSED BIKE PATH ALONG I-35W FROM 25TH ST. SOUTH TO THE EXISTING OVERPASS AT WASSAL ST.

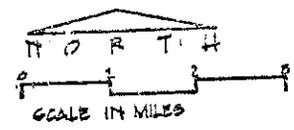
PROPOSED EXTENSION OF BIKE PATH ALONG WASSAL ST. AFTER PATH PASSES OVER I-35W ON EXISTING OVERPASS TO TIE IN WITH JOYLAND PARK - PATH WOULD PROCEED UNDER GYPSUM CREEK BRIDGE AT HILLSIDE AND CONTINUE ALONG GYPSUM CREEK OR ROSS PKY. MEDIAN TO PLANSVIEW PARK

PROPOSED EXTENSION OF PATH ALONG I-35W RAN ADJACENT TO JOYLAND PARK FROM EXISTING OVERPASS SOUTH TO GYPSUM CREEK - BIKE PATH WOULD THEN CONTINUE ALONG GYPSUM CREEK TO THE DRAINAGE CANAL AND SOUTH TO THE ARKANSAS RIVER

POSSIBLE FUTURE EXTENSION OF BIKE PATH ALONG ARKANSAS RIVER FROM DRAINAGE CANAL SOUTH TO THE WICHITA-VALLEY CENTER FLOODWAY

INVENTORY OF EXISTING AND PROPOSED BIKE PATHS IN CYD AROUND WICHITA

Fig. 2.2



PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS P.A.
IN ASSOCIATION WITH
OBLINGER - SMITH CORPORATION
WICHITA, KANSAS

f. Estimated Project Costs (continued)

According to the City's Federal-aid Coordinator, Community Development block grant (CDBG) funds could be used for the local match. The City Manager's office had indicated that \$90,000 is available from a CDBG contingency fund and the \$18,410 could be provided from this fund. The Wichita City Commission voted at its regular May 18, 1976 meeting both to approve the concept of the project and to approve the use of CDBG funds as a local match.

g. Evaluation Program

The Metropolitan Area Planning Department (MAPD) will assume the responsibility of developing and implementing an evaluation plan. As now envisioned this evaluation will involve a pre-construction and post-construction survey of CBD-oriented bike ridership. While the levels of short and long-distance bike commuting will be the major area of concern, the evaluation will attempt to accumulate an additional body of information.

In regard to short and long-distance bicycle commuting, levels of ridership will be monitored at key CBD locations (Library, Kiva office complex, etc.) prior to construction of the path and following construction. Residential areas expected to be major users of the CBD and river paths will also be surveyed to ascertain the residents' awareness of the path, possible reasons for using or not using the path, and general attitudes toward the desirability of the bicycle as a viable means for commuting-type transportation.

In addition, path users will be surveyed for further information. This information would include: a standard set of socio-economic questions (income, age, etc.), the effect of the promotional phase of the project on ridership, the importance of secure and sheltered storage facilities, and because of the nature of the routes a set of questions on rider attitudes to various path configurations (totally exclusive path, exclusive path on sidewalks, exclusive path on streets, use of barriers for path identity, etc.) will also be obtainable. These attitudes will offer an important control consideration in that it will be compiled from one population sample.

The evaluation will be carried out over a period of at least one year. While most of the ridership phase of the evaluations would occur during conditions favorable for cycling, other situations will also need to be examined.

BIKEWAY CONSTRUCTION COST ESTIMATES

| | New Trail | Fences | Storage | Signs w/p | Sign w/op | Curb Modify | Other | Total Section Cost |
|---------------|-----------------|-----------------|----------------|----------------|--------------|----------------|--------------|--------------------|
| SECTION A | \$ 9,000 | \$ | \$2,000 | \$ 200 | \$ | \$2,000 | \$? | \$13,200 |
| SECTION B | 18,000 | 3,000 | | 160 | 100 | 1,200 | | 22,460 |
| SECTION C | | 1,500 | 2,000 | 80 | 50 | 200 | | 3,830 |
| SECTION D | | 9,000 | 2,000 | 280 | 300 | | | 11,580 |
| SECTION E (a) | 2,400 | 3,000 | | 200 | 100 | 1,200 | | 6,900 |
| SECTION F | | 6,000 | | 160 | 200 | | (b) 400 | 6,760 |
| SECTION G | | 3,000 | 2,000 | 160 | 100 | | (c) 400 | 5,660 |
| SECTION H | 8,400 | 3,000 | | 160 | 100 | | | 11,660 |
| TOTALS | \$37,800 | \$28,500 | \$8,000 | \$1,400 | \$950 | \$4,600 | \$800 | = \$82,050 |

- (a) Ramp to Bridge at 1st/2nd
 - (b) Remove Parking Meters
 - (c) Street Painting
- w/p = with post
w/op = without post

TOTAL ESTIMATED PROJECT COSTS

| | |
|------------------------|--------------|
| (1) Construction | \$82,050 |
| (2) Promotion | 3,000 |
| (3) Evaluation Program | <u>7,000</u> |
| | \$92,050 |

h. Participation and Planning Coordination:

With the Metropolitan Area Planning Department (MAPD) assuming major responsibility for development and evaluation of the bicycle demonstration program, coordination with ongoing planning efforts can and will be handled in a fairly routine manner. (In the area of transportation, the Metropolitan Area Planning Commission (MAPC) is the designated 3-C planning agency. The MAPC also provides project review as the A-95 review agency and carries out land use and open space/recreation planning.)

Initial development of this proposal was done cooperatively among the City's Planning, Public Works and Parks Departments. The concept of the CBD bikeway was unanimously endorsed by the Technical Advisory Committee for Transportation Planning and the Center City Steering Committee. If the Department of Transportation selects Wichita's proposals as a demonstration project, additional input will be solicited from the local bicycling club, the Greater Downtown Wichita organization, the Midtown Citizens Association and similar involved groups.

i. Funds Spent on Bikeways:

The development of biking facilities and the encouragement of their use have received strong support from the City of Wichita. Most indicative of this commitment is the development of the exclusive bike routes along the Arkansas River. Eventually this trail will extend for approximately eight miles from 21st street (Twin Lakes shopping center) on the north to Watson Park in south Wichita. Presently, 3.75 miles of the route have been completed from Watson park to the intersection of Seneca and McLean streets just northwest of the CBD. Costs directly allocatable to construction of this segment are approximately \$106,400. In coordination with the bike route's development, major river bank beautification has also occurred. The cost of these improvements has been approximately \$570,000. While not precisely part of the bike route, these site improvements contribute significantly to the route's appearance and consequently encourage their use for biking purposes.

Extension of the Arkansas River bike route is presently underway with construction scheduled to begin this year on the section from Seneca and McLean to north 13th street. The cost of this route segment has been placed at \$55,000. The final route segment, from 13th street north to 21st street is programmed for 1977 in the present Capital Improvements Program with funds for construction estimated at \$70,000. Again, riverbank beautification is also planned in conjunction with the bike route construction.

WICHITA BIKEWAY PROPOSAL

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i. Funds Spent on Bikeways: (continued)

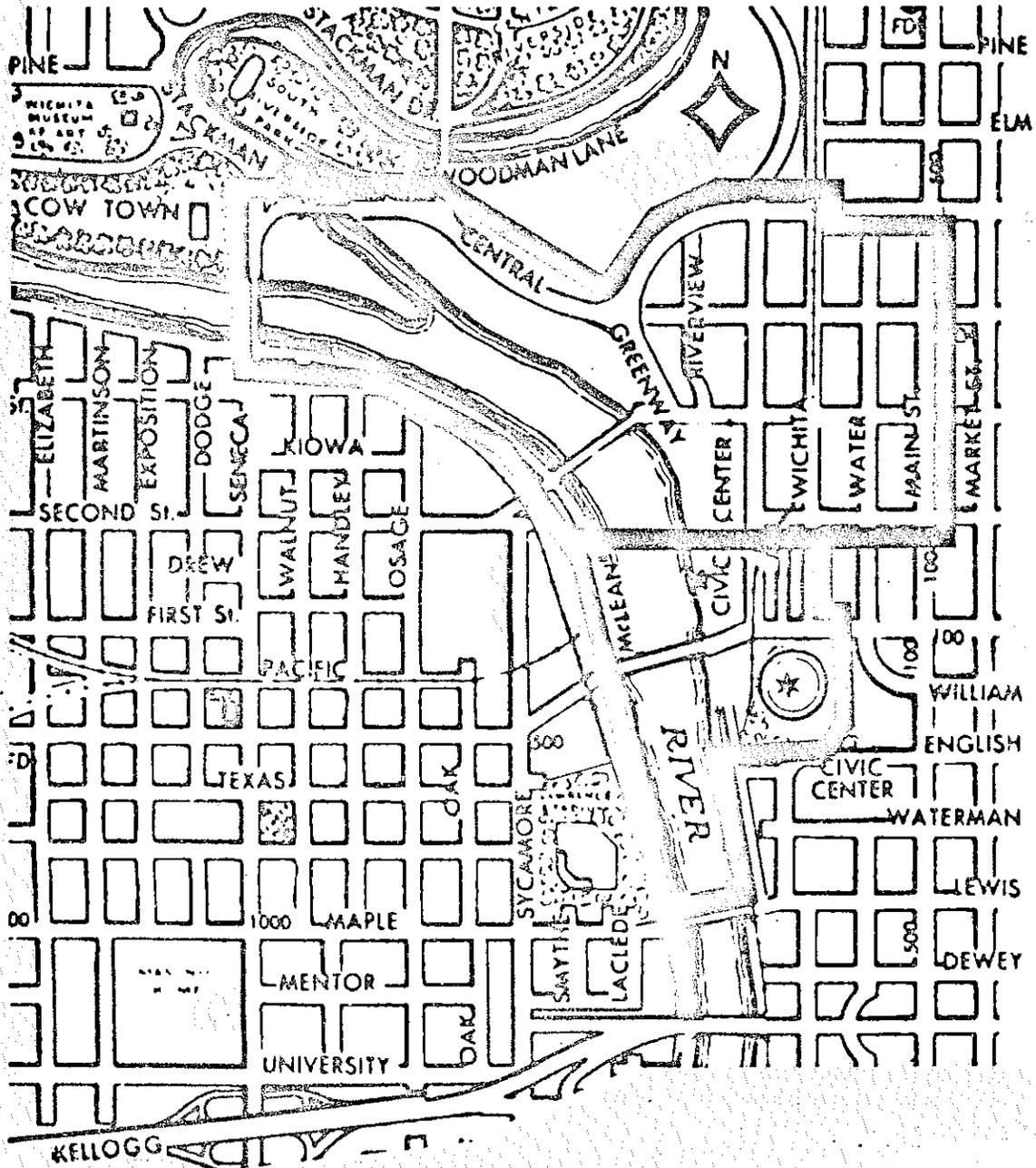
Funding for both the bike route and river bank site developments has largely been on a 50:50 federal to local shared basis. The local funds have been provided through use of general obligation bonds. The federal share has mainly been made available through the Urban Renewal Agency (URA).

In addition to the river route, the City maintains over 80 miles of on-street, signed bikeways. This system of bikeways was developed in 1973 and involved the identification of appropriate streets on the basis of such factors as safety, aesthetics, and access to points of interest. The development and signing of this bikeway system was done at a cost to the City of approximately \$52,000. In conjunction with the bikeway system development a major promotional effort of the bikeway system and Arkansas River route was undertaken through the printing and distribution of 10,000 "Wichita Bikeway System" maps (see appendix for copy). The cost involved was approximately \$3,000.

Additional bike-related expenditures, for which explicit cost estimates are not readily identifiable, would include: construction of the east sidewalk along Main street (part of proposed CBD route) to accommodate a bike route, and the reconstruction of the Nims Street bridge (connects to north portion of proposed CBD route) to accommodate a bike lane. Also included in this nonexplicit category of bike-related expenditures are the various costs involved in bike-related planning. Conceptualization of a multiple use plan for the I35W Canal Route in east Wichita was initiated by the MAPD. A major use considered in conjunction with the highway's right-of-way is a system of bike and hike trails. State funds of approximately \$250,000 have since been used for development of a multiple use plan for the Canal Route corridor. Actual implementation of the bike and hike trails is awaiting proper phasing. Multiple use plans have also been developed for the Inner Loop expressway and the Wichita Floodway.

j. Maintenance:

Responsibility for maintaining the CBD bikeway and supporting storage facilities will be assumed by the City of Wichita.



Wichita Beacon Staff

The Central Business District bikeway is nearly complete at cost of \$92,000
 ...Funds haven't been budgeted for maintenance, and path is littered with glass, weeds...