

## 12. Bicycle and Pedestrian Improvements

**Issue** - The Proposed CIP includes \$6.1 million for bike enhancements, to support implementation of selected projects recommended in the Wichita Bicycle Master Plan. The CIP also includes projects that support the Pedestrian Master Plan objectives.

Developing and maintaining a robust and expansive bicycle path network is a community priority. On February 5, 2013, the Wichita City Council endorsed the Wichita Bicycle Master Plan (Plan) as a 10-year guide for bicycle related projects and programs by the City. The Plan includes recommendations to improve safety and improve conditions for bicycling, including recommendations for the development of a Priority Bicycle Network by 2023. In addition, the Plan recommended the formation of a Bicycle and Pedestrian Advisory Board. This board is supported by staff from the Planning Department and provides recommendations to the City Council.

Bicycle projects are typically funded using GO at-large funding to leverage federal funding. The funding usually is allocated through the Wichita Area Metropolitan Planning Organization (WAMPO) Transportation Improvement Plan (TIP). Although bicycle improvements could compete for STP (Surface Transportation Program), CMAQ (Congestion Mitigation and Air Quality) and TA (Transportation Alternatives) funding, typically the City applies for allocations from the TA category. Funding bicycle improvements from unleveraged GO at-large funding is an option as well, although that has not occurred as long as outside funding has been available. The Proposed CIP includes \$500,000 in GO at-large bi-annually (a total of \$2 million in the CIP to match an estimated \$3.6 million in federal funds) to support TIP applications. An additional \$500,000 in GO at-large funding is included in 2015 to finish previously approved projects.

BIKE ENHANCEMENT PROJECTS	
FUNDING SOURCE	AMOUNT
GO-at large Funding	\$2,500,000
Outside Funds	\$3,600,000
<b>TOTAL</b>	<b>\$6,100,000</b>
The Proposed CIP includes \$500,000 in GO at-large funding in 2015, 2017, 2019, 2021 and 2023, with anticipated federal funding of \$900,000 in 2017, 2019, 2021, and 2023.	

Specific projects are not identified within the CIP. Staff usually prepares TIP applications based on specific projects, and then initiates local funding to the extent necessary to match those TIP funds. The Plan identified the top priority trail project (Redbud Path from Woodlawn to K-96) and the top ten on-street projects. In addition, the Plan identified 10-year priority projects, shown at right. In some cases, progress on some of these projects has occurred since the Plan was endorsed in 2013. Finally, a variety of other potential projects have been identified. The implementation timeline

TOP PRIORITY BIKE ENHANCEMENT PROJECTS	
PROJECT	AMOUNT
<b>PRIORITY TRAIL PROJECT</b>	
Redbud Path, Woodlawn—K-96	\$2,250,000
<b>OTHER PRIORITY PROJECTS</b>	
2nd Street Bikeway, Seneca—Hoover	\$150,000
Douglas Ave. Bikeway, St. Paul—Edgemoor	\$300,000
Market/ Topeka, Kellogg—Mt. Vernon	\$300,000
Mt. Vernon Bike Lanes, K-15—Oliver	\$300,000
Woodchuck Bikeway, Central—University	\$350,000
17th/ 18th streets, Perry—I-135	\$200,000
Traffic Calming Improvements	\$1,000,000
Multi-Modal Projects Accommodation	\$2,000,000
Contract Maintenance of Bikeways	\$5,000,000
<b>TOTAL FOR TOP PRIORITY PROJECTS</b>	<b>\$11,850,000</b>

for the Plan depends on the amount of GO funds available and the ability to secure outside resources. See the table above for a list of the top priority projects and estimated project costs.

The Pedestrian Plan was endorsed November 4, 2014 and the Multi-Modal Policy and Street Design Guidance was endorsed December 2, 2014. The Pedestrian Plan includes design best practices for construction, as well as recommendations for improvements to pedestrian-related infrastructure. The CIP includes several projects which support pedestrian plan objectives, including \$450,000 annually for arterial sidewalks and ramps to fill in missing links; and \$4.7 million for traffic signalization projects. Also, the Downtown streetscape project (\$7 million) and the Douglas—Washington to Grove projects (\$10.25 million) will help achieve pedestrian plan objectives.

The Multi-Modal Policy addresses improvements for multiple modes: bicycling, transit, and walking. The policy applies to new construction and maintenance of City infrastructure, which includes streets, as well as utilities. Another objective of the policy is to tie improvements to one mode, such as transit, to other modes. For example, this could be accomplished by locating improvements associated with the Transit Benches/Shelters/Signs project at signalized intersections or where existing bike racks are located.

The Proposed CIP includes \$6.1 million for bicycle enhancement projects. Additional funding will be needed to complete the top priority projects by 2023. In addition, the Multi-Modal Policy and Street Design Guidance will influence the design of future projects.