

DRAFT Wichita Downtown Streets Plan – Adoption Process

July 2022



AGENDA

- Project Intro
- Overview and Process
- Conditions, Input, and Concepts
- Next Steps



2019-2020 Project Acknowledgements

- Technical Advisory Committee

- Scott Knebel
- Gary Janzen *
- Michael Tann *
- Shawn Mellies
- Scot Rigby
- Jason Gregory *

- Project Team

- Jim Watson
- Alyson Fletcher *
- JC Alonzo

- Focus Group

- Adam Barlow-Thompson
- Joshua Blick
- Jeff Best
- Alejo Cabral
- Chris Hansen
- Cody James Foster
- Alan Kailer *
- Denny Marlin
- Johnathan McRoy
- Tre Rios
- Andy Slater
- Brian Blackerby
- Allison Graham
- Jodi Palacios
- Kendice Talty
- AJ Pickering

New Committee Representatives

Technical Advisory Committee (staff)

Name	Organization/Department
Scott Wadle	Planning
Gary Janzen	PW&U
John Philbrick	CMO
Mark Manning	Finance
Kathy Sexton	CMO
Mike Mayta	IT
Mike Tann	Transit
Jan Jarman	Law
Jason Gregory	Downtown Wichita

Steering Committee (appointed)

Name	Organization/Department
Victor Ojeleye	Wichita Regional Chamber of Commerce
Larry Weber	Downtown Development Corporation
Susie Santo	Visit Wichita
Debra Fraser	Old Town Association
Brandon Johnson	Council Member District I
Tom Scanlon	Council Member District VI
Joe Johnson	Metropolitan Area Planning Commission
Steve Suellentrop	Douglas Design District
Alan Kailer	Wichita Bike Ped Advisory Board
Chris Whitney	Century II and Intrust Bank Arena

PROJECT TEAM



Implementation Support Team



WICHITA DOWNTOWN STREETS DRAFT GOALS

Enhance Safety & Health



Manage Infrastructure Resources to Maximize Value



Provide Mobility Choices for All Residents, Businesses, & Visitors



Embrace Innovation & Technology



Prioritize Active Transportation Options



Foster Consistent Economic Investment



Promote Vibrant Downtown Neighborhoods



More information

- www.Wichita.gov/downtownstreets





Overview and Process

Key Questions the Plan Addressed

1. How can our downtown streets network help us accomplish community goals today and into the future?
2. How do the changes on one street impact the network?

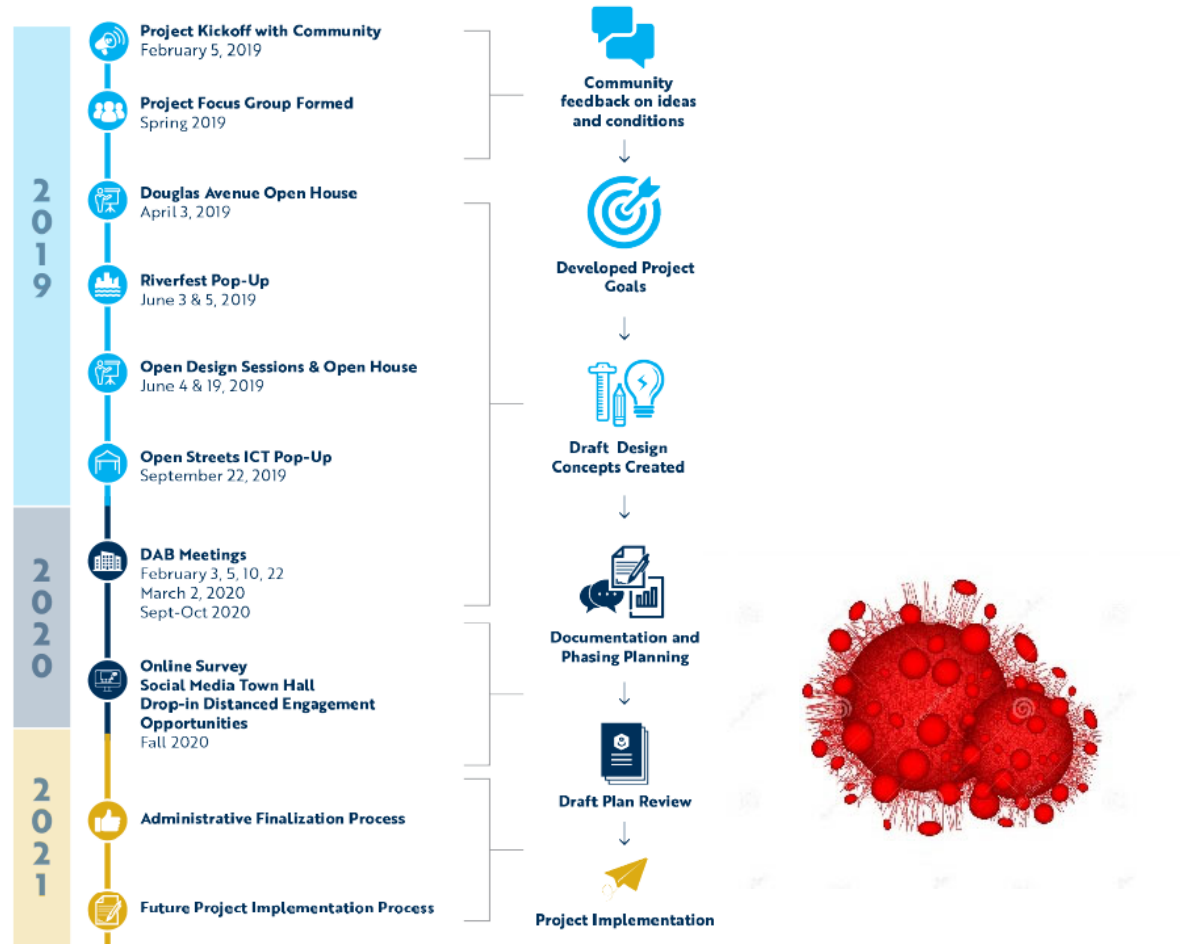
Funding

- Wichita Area Metropolitan Planning Organization (MPO)
 - Planning Walkable Places \$280,000
 - KDOT
- Wichita Parking and Multi-Modal Fund
 - \$70,000



Project Activities and Timeline

Pivot to Virtual Process Fall 2020



Downtown Streets Plan Adoption Process

Steering Committee Meeting	7/6/2022	Wednesday	4:00 PM
Advance Plans	7/7/2022	Thursday	10:30 AM
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City Council (If DAB meetings are completed the prior month)	10/11/2022	Tuesday	10:00 AM



Conditions, Input, and Concepts

1923 – Douglas Avenue



1926 – Broadway



1955 – Broadway



1963 – Douglas Avenue

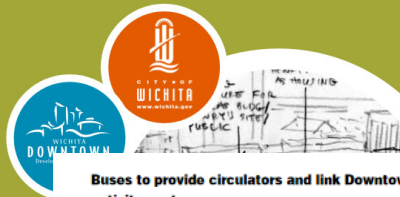


1937 – First and Topeka Streets





Project Downtown: The Master Plan for Wichita



NOVEMBER 2010
PREPARED BY GOODY CLANCY
WITH
ZIMMERMAN-VOLK, W-ZHA, MUB, PEG
HOTTELSON ASSOCIATES, PLACEMATTERS

Buses to provide circulators and link Downtown activity centers

Expand the Q-Line in the near future from one 30-minute circuit to four linear routes focused on Douglas Avenue and Main Street. Extend service days and hours for all four routes. Over the longer term, add two additional routes that also focus on Douglas and connect to Old Town.

- **Q-Line Route 1** should operate Monday through Saturday from 10 a.m. to midnight and focus its service on Douglas, serving all of Downtown, Old Town, and the Delano district with a 10-minute headway between trips.
- **Q-Line Route 2** should primarily serve as a park-and-ride service to support events at INTRUST Bank Arena, the Century II Performing Arts and Convention Center, and Old Town and should operate six days a week from 5 p.m. to midnight, with Sunday service on event days as necessary.
- **Q-Line Route 3** should serve the governmental and office districts of Downtown, with service to Old Town on a route that focuses on Main Street and Douglas. The line should operate weekdays from 7 a.m. to 7 p.m.
- **Q-Line Route 4** should serve the Museums on the River district, with a connection to Q-Line Route 1 in the Delano district. The line should operate from 10 a.m. to 6 p.m., Tuesday through Saturday.
- **Q-Line Route 5** would emphasize performing arts, hotel, dining and convention destinations; **Q6** would add the Commerce Street Arts District and Via Christi Hospital.

Conversion of one-way to two-way streets to facilitate multimodal Downtown travel

Several of Downtown's pedestrian-oriented streets should shift from one-way to two-way traffic to attract intra-Downtown

travel. The conversions should include St. Francis, William, and English. Additionally, Main Street should be converted to two-way traffic between Douglas Ave. and Murdock Street to facilitate more efficient bus routing. Also consider the opportunity to convert First and Second streets from their a one-way couplet to two-way traffic on each. This would make Downtown navigation more convenient for drivers and cyclists, help keep traffic speeds moderate, and make the projected Q3 route easier to use by consolidating it on one street. Because the one-way couplet extends east through other neighborhoods, conversion to two-way traffic would require further study of the conversion's feasibility in those neighborhoods or creation of a new crossover point between one- and two-way traffic.

Traffic-signal synchronization

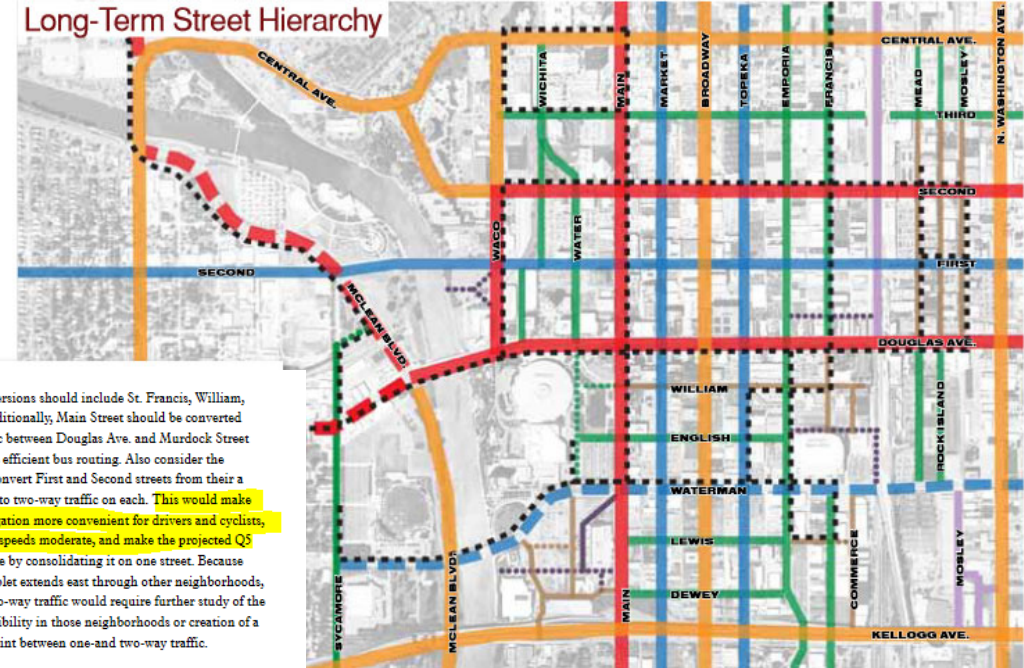
Improve signal timing throughout Downtown, coordinated with the street-type definitions show on the Street Hierarchy diagrams (next page). Time signals to allow consistent traffic movement wherever possible at moderate, pedestrian-friendly speeds at or below 25 mph. Coordinate traffic-management efforts to optimize flow at critical blocks and intersections.



Addition of bike facilities

Dedicated bicycle lanes should be constructed on both an east-west corridor (the First-Second couplet) and a north-south corridor (the Market-Topeka Ave. couplet) through Downtown. Install "share the road" bicycle markings and signage on Waterman.

Long-Term Street Hierarchy



BUSINESS

Area of St. Francis Street seeing business renewal downtown

BY JERRY SIEBENMARK
UPDATED AUGUST 06, 2014 12:09 PM



St. Francis street upgrades include Rotary Park, adjacent to a parking lot where the old Coleman factory stood; amenities such as old-fashioned-looking lighting; benches and bike racks; and the conversion from one-way to two-way traffic. (June 25, 2014) THE WICHITA EAGLE



Only have a minute? Listen instead



Powered by Trinity Audio

Warren Tandoc first spotted it a couple of years ago when the coffee entrepreneur was driving his food truck downtown.

"I thought if I was going to have a brick-and-mortar version of what I was doing, that would be it," Tandoc said.

Commercial Real Estate

William Street set to become two-way, helping downtown retail



Retail access in this new parking garage at Topola and William could be helped by the conversion of William Street to two-way traffic.

By John Stearns - Reporter, Wichita Business Journal
Sep 6, 2013, 5:48pm EDT

IN THIS ARTICLE

Food & Lifestyle industry

erry Jones

cott Knebel

The Wichita City Council next week will vote on bids to convert William Street downtown to two-way traffic between Main and Emporia.

Cunspec Inc., doing business as Kansas Paving, is the low bidder at \$302,793.50. Cornejo & Sons LLC is the other bidder, at \$377,118.20. The approved contractor will repave the street, restripe it, and install new signs and signals.

The conversion will help retail in the area and has been proposed for years, says Scott Knebel, the city's downtown revitalization manager. But all the recent development in the

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COX BUSINESS

RECOMMENDED

COMMERCIAL REAL ESTATE
The List: These are St. Louis' 25 largest construction projects, in pictures



RESIDENTIAL REAL ESTATE
Million-dollar home sales going #4 highbusters in 2021



CAREER & WORKPLACE
Revealed: The 75 Fastest Growing Companies in Greater Washington



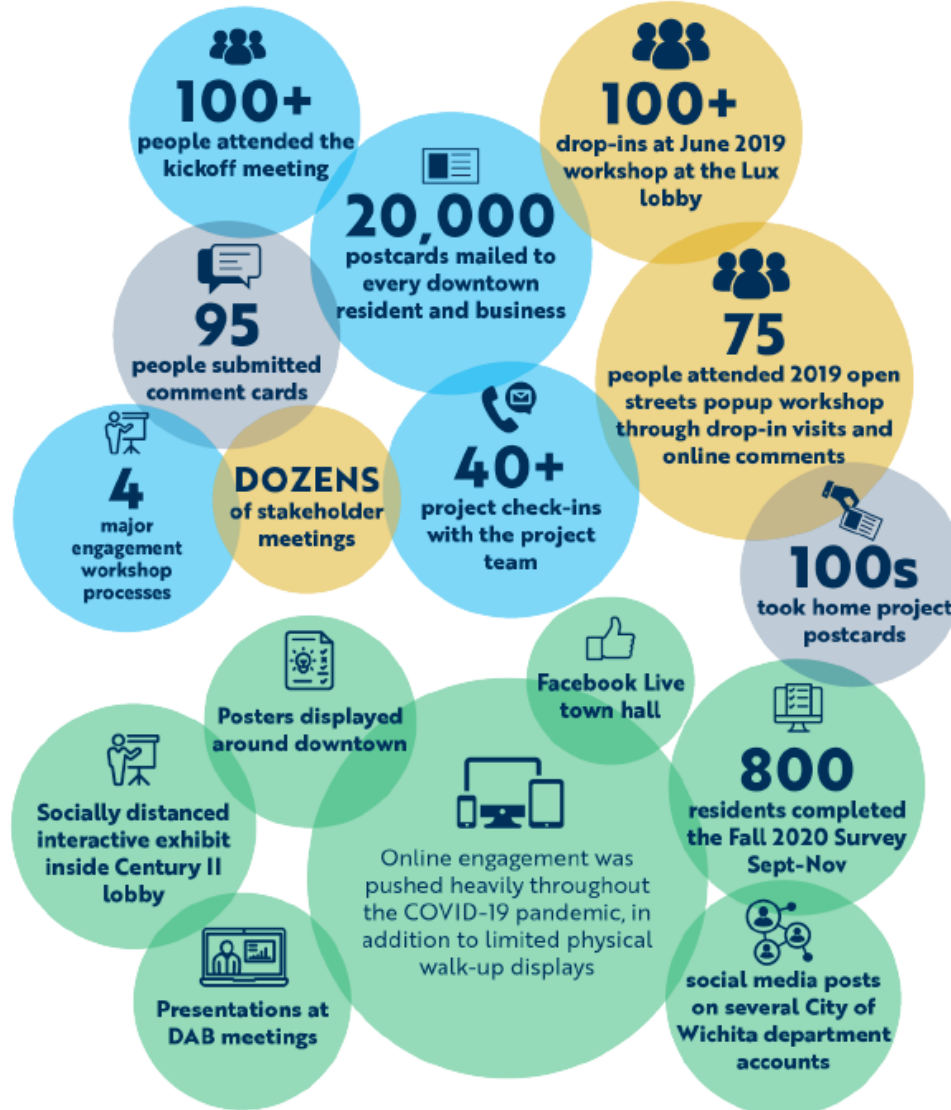
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HOW WE HEARD FROM YOU

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KEY PROJECT WORKSHOPS 2019-2020

February 2019

- Kickoff Public Meeting

April 2019

- Douglas Avenue Charrette & Open House

June 2019

- Riverfest Pop-Up
- Open Design Sessions & Open House

September 2019

- Open Streets Pop-up
- Stakeholder Meetings


September 2020:

Virtual Engagement – Online Survey, Virtual Workshop, and Drop-in Workshop Exhibits



WORKSHOPS, CHARRETTEs, POP-UPS, MAILERS



COMMENT CARD  **Wichita Downtown Streets**

Which of the following MOST REGULARLY brings you to Downtown Wichita? (choose all that apply):
 Live Work Shop Commute through Other Lat

What is the MOST IMPORTANT issue for this project to solve?
More A-line \$ bases need to come more often

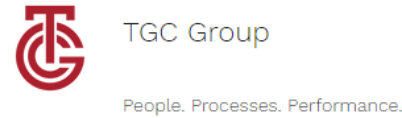
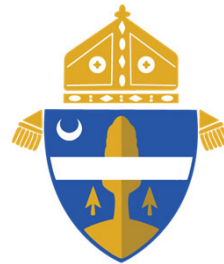
Please provide any other comments on the Downtown Streets Plan.
Protected bike lanes are missing - would like down town more.

Name Andy Hall
Email Address andy.hall@cityofwichita.com Phone 316-261-9955

THANK YOU!



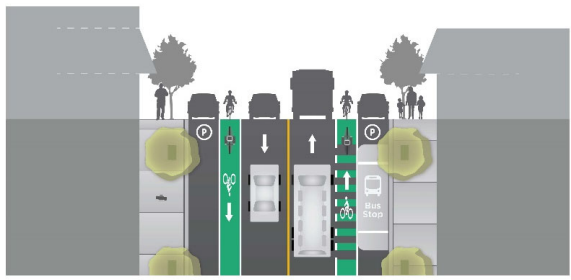
KEY STAKEHOLDERS ENGAGED IN THE PROCESS



BROADWAY

OPTION 1

Standard Bike Lanes with On-Street Parking, Buses Stop on Bike Lane



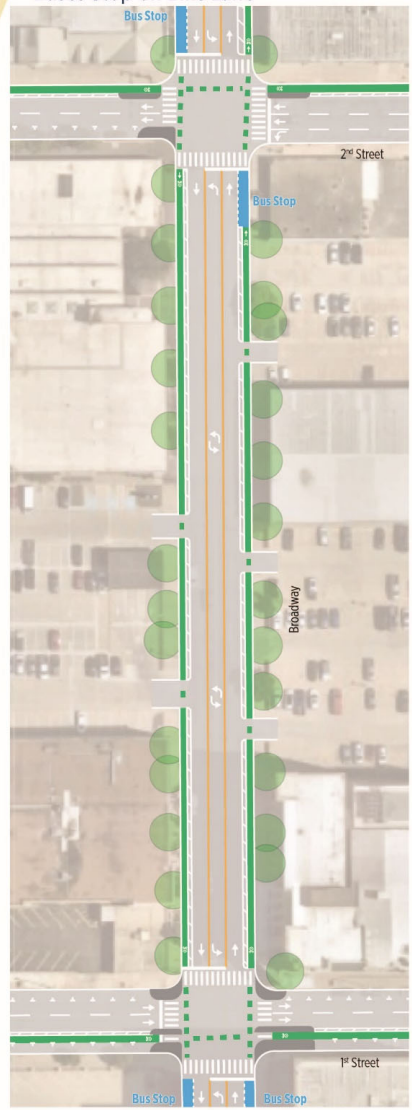
OPTION 2

Buffered Bike Lanes, No On-Street Parking, Buses Stop on Bike Lane



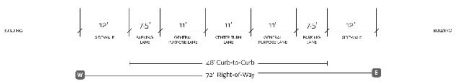
OPTION 2

Buffered Bike Lanes, No On-Street Parking, Buses Stop on Bike Lane



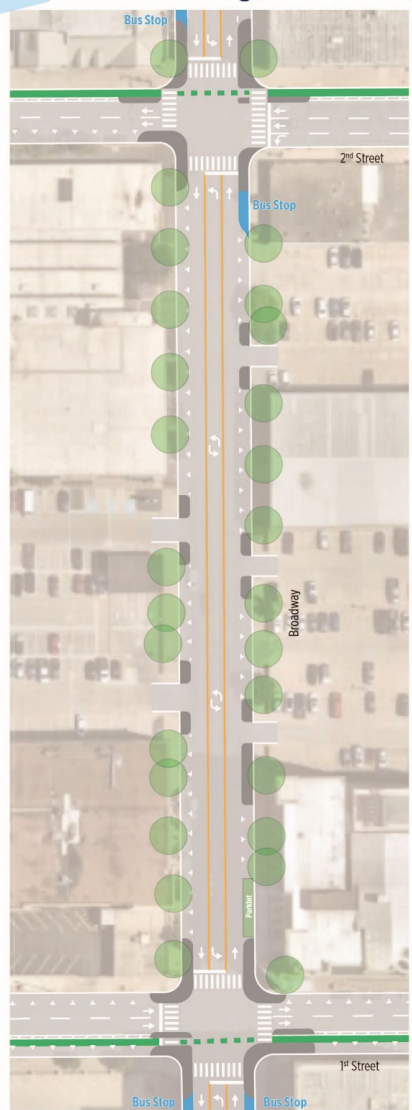
OPTION 3

Enhanced Bus Stops with On-Street Parking (No Bike Lanes)



OPTION 3

Enhanced Bus Stops with On-Street Parking (No Bike Lanes)



WICHITA DOWNTOWN STREETS DRAFT GOALS

Enhance Safety & Health



Manage Infrastructure Resources to Maximize Value



Provide Mobility Choices for All Residents, Businesses, & Visitors



Embrace Innovation & Technology



Prioritize Active Transportation Options

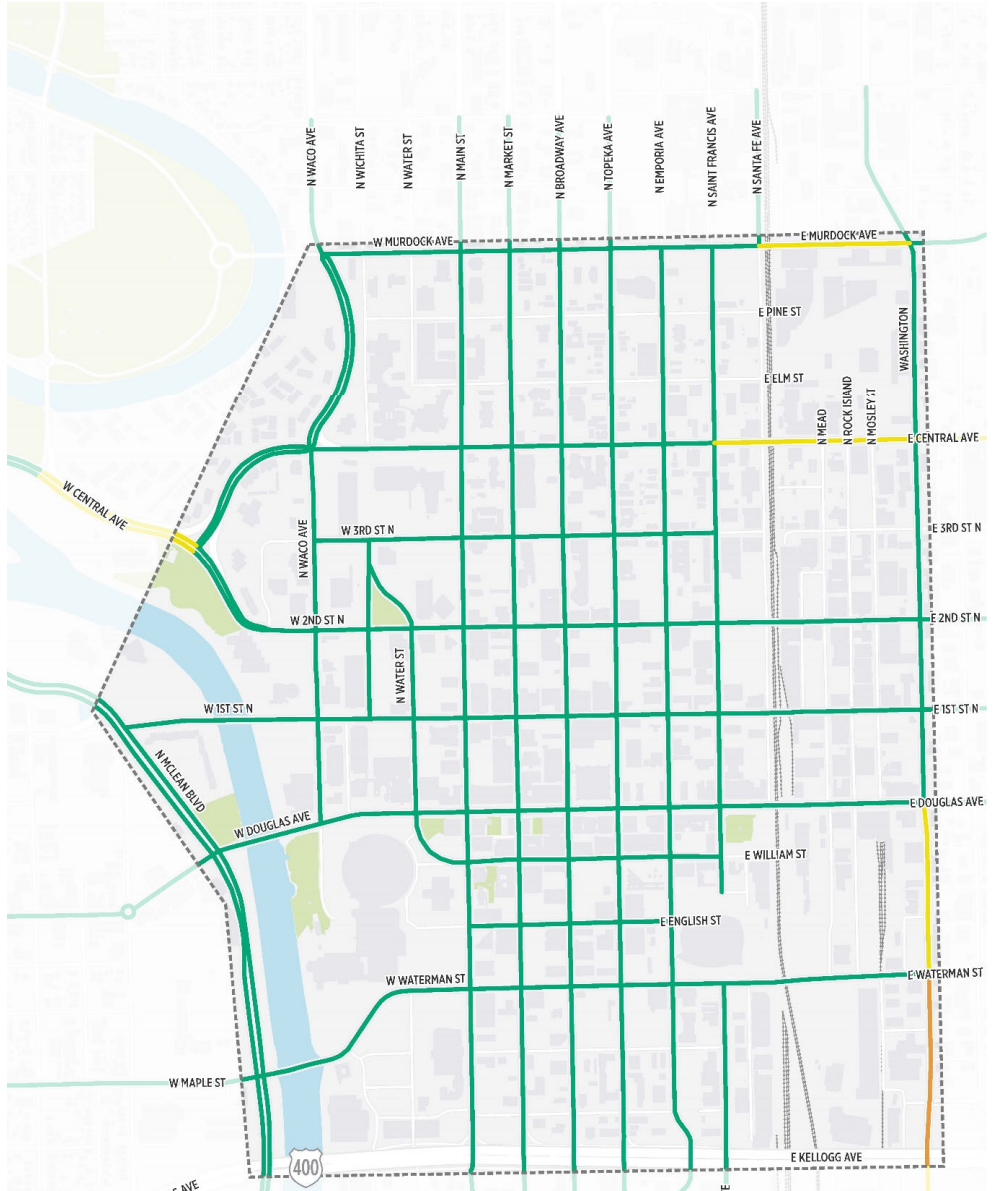
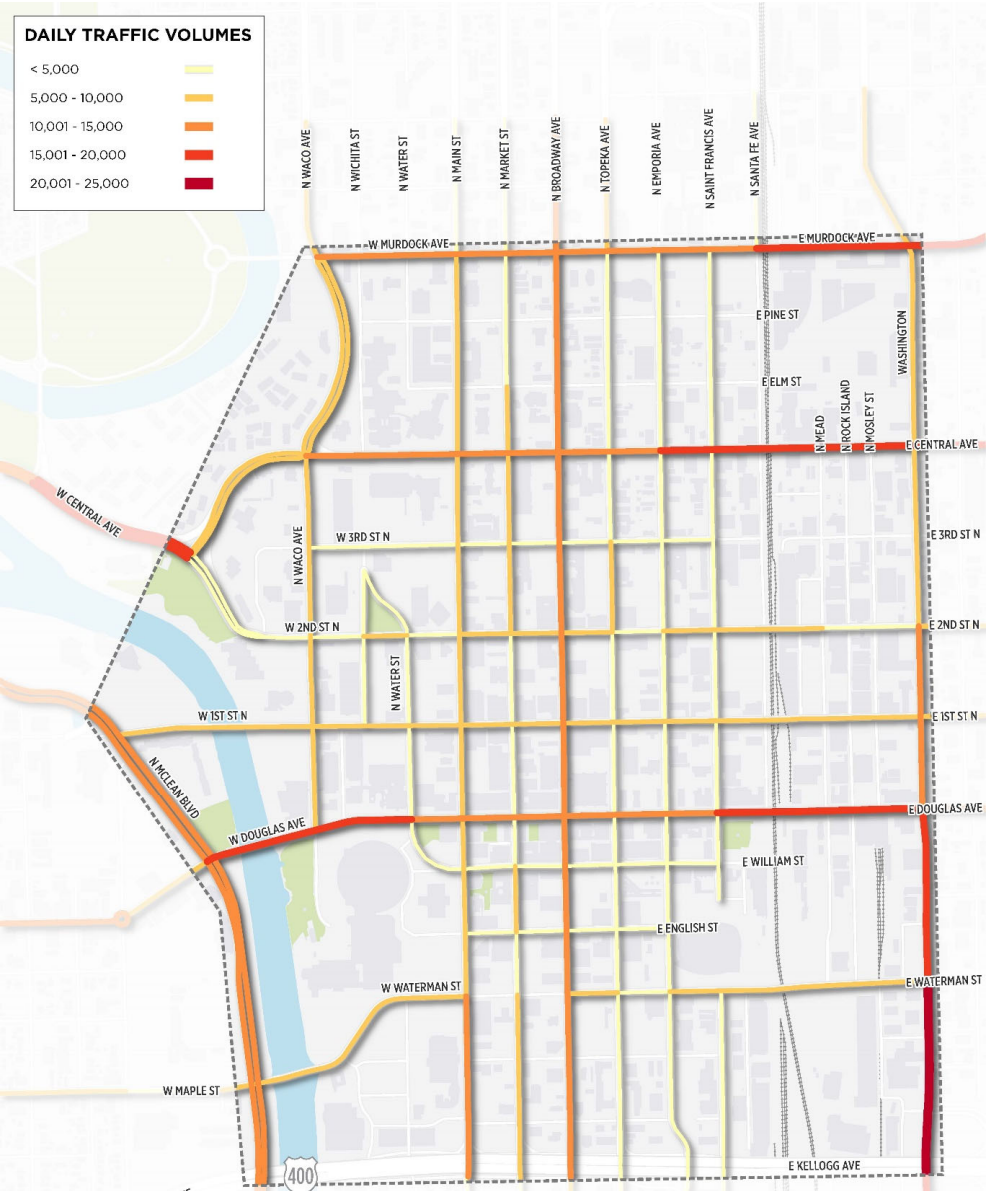
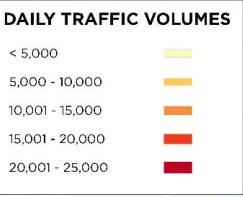


Foster Consistent Economic Investment

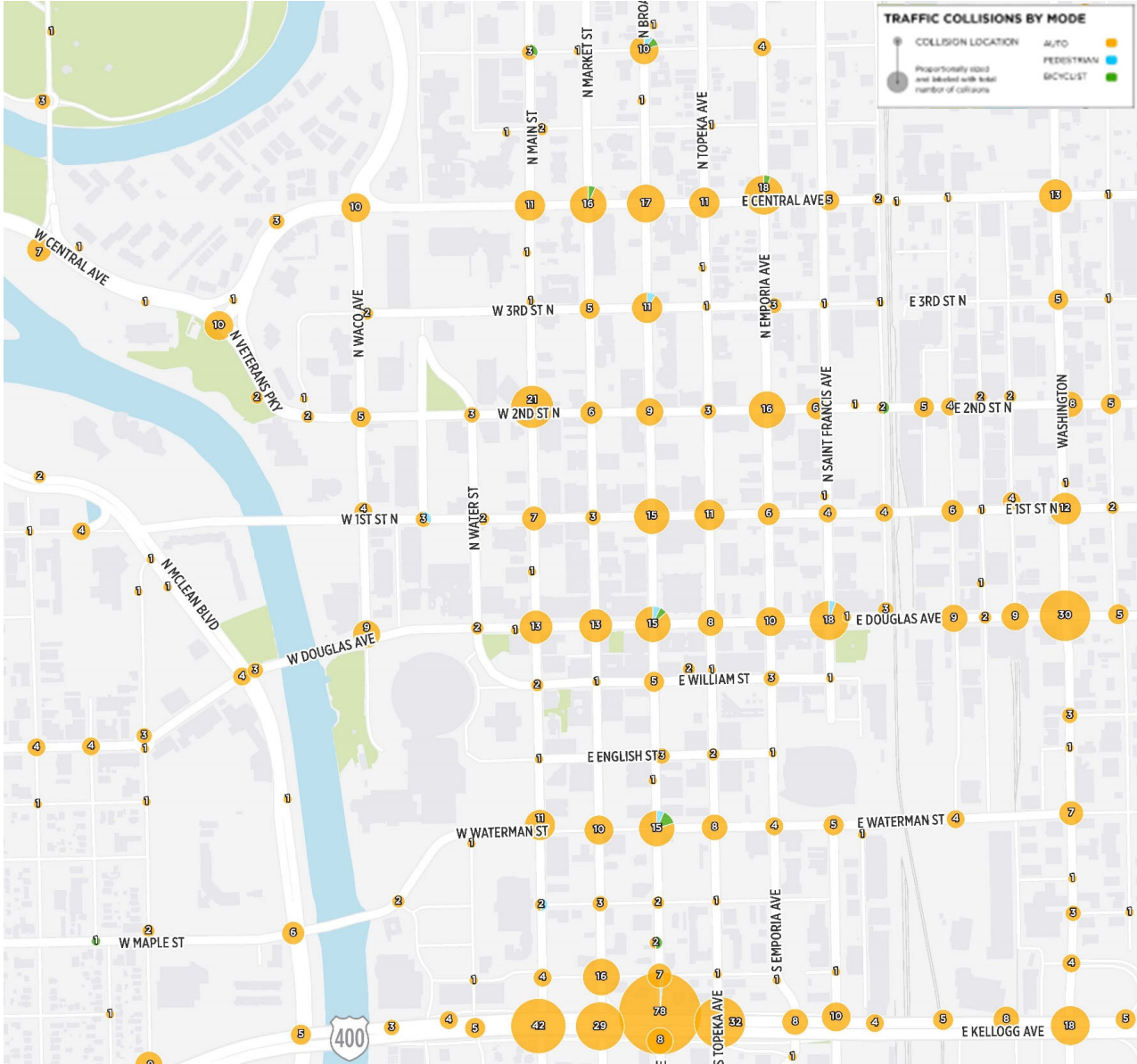


Promote Vibrant Downtown Neighborhoods

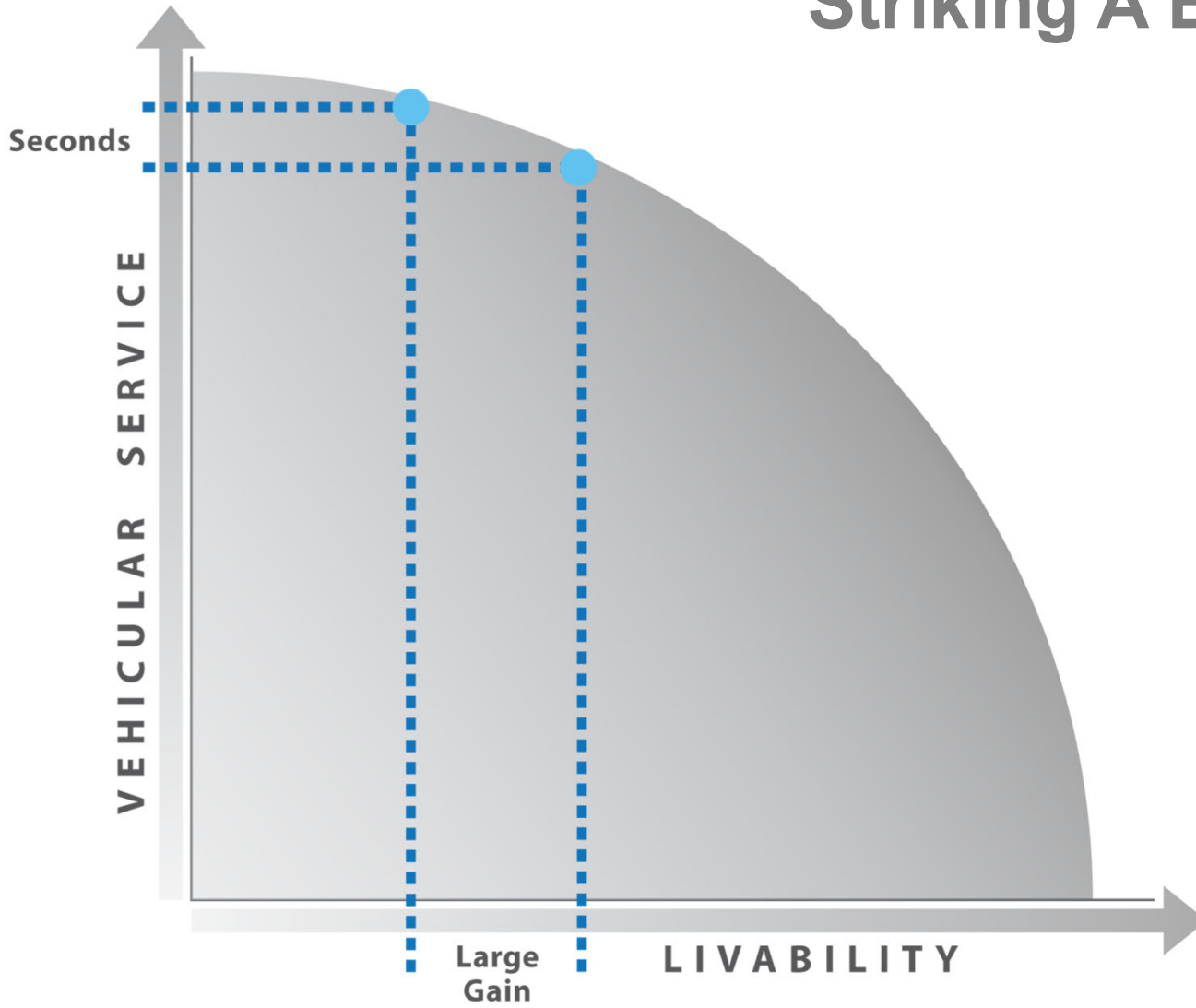




CRASH DATA

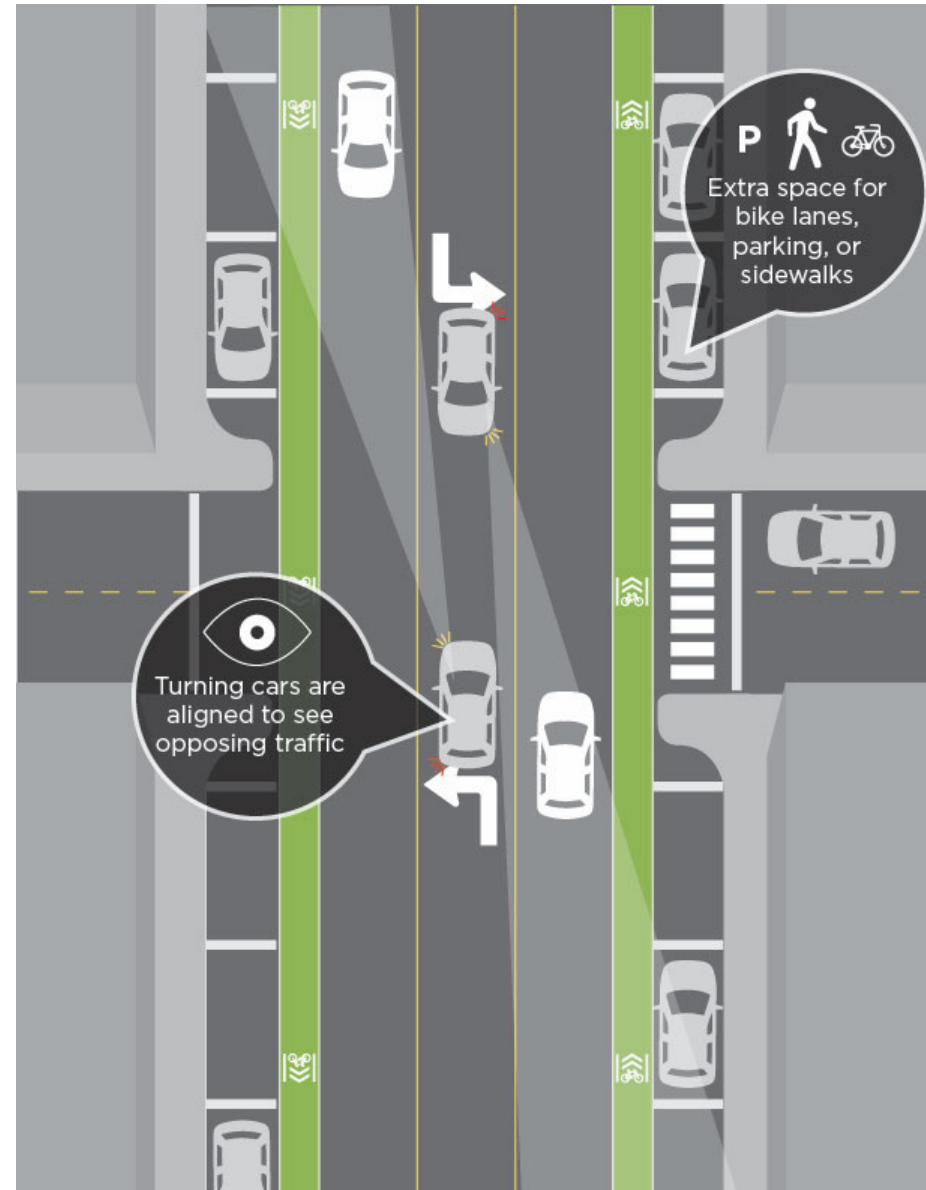


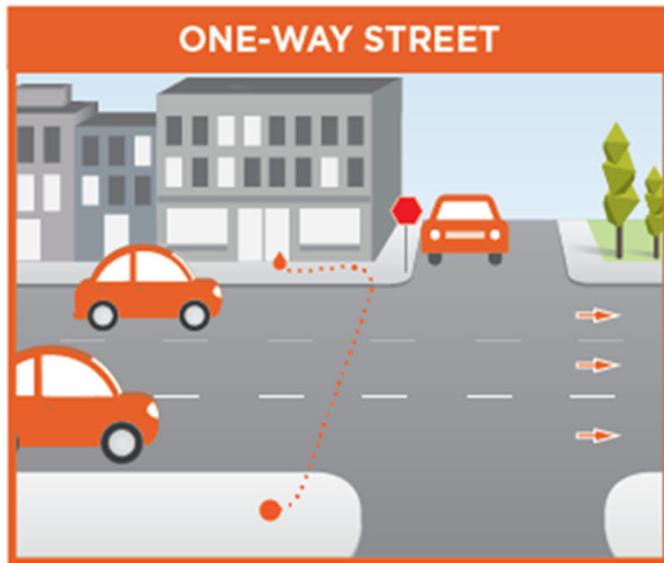
Striking A Balance



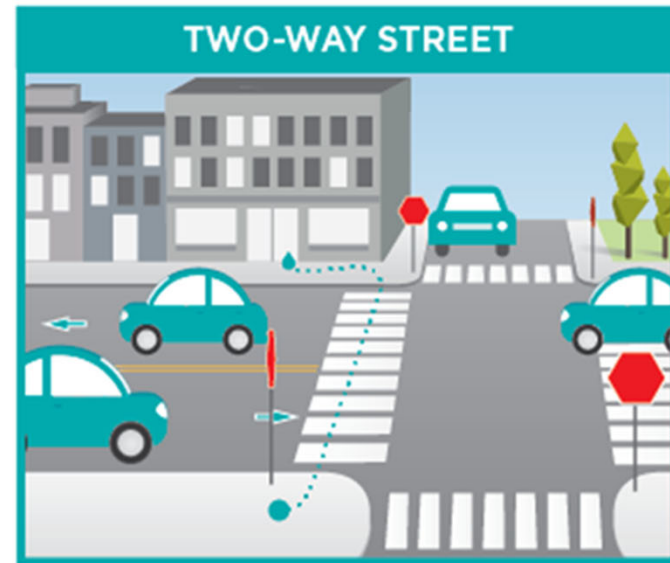
ROAD DIET BENEFITS

- 2-3 lane sections improve
 - Safety
 - Walkability
 - Economic Benefit
- 4+ lane sections improve
 - Speed of drivers
 - Capacity when over 25,000 vehicles per day



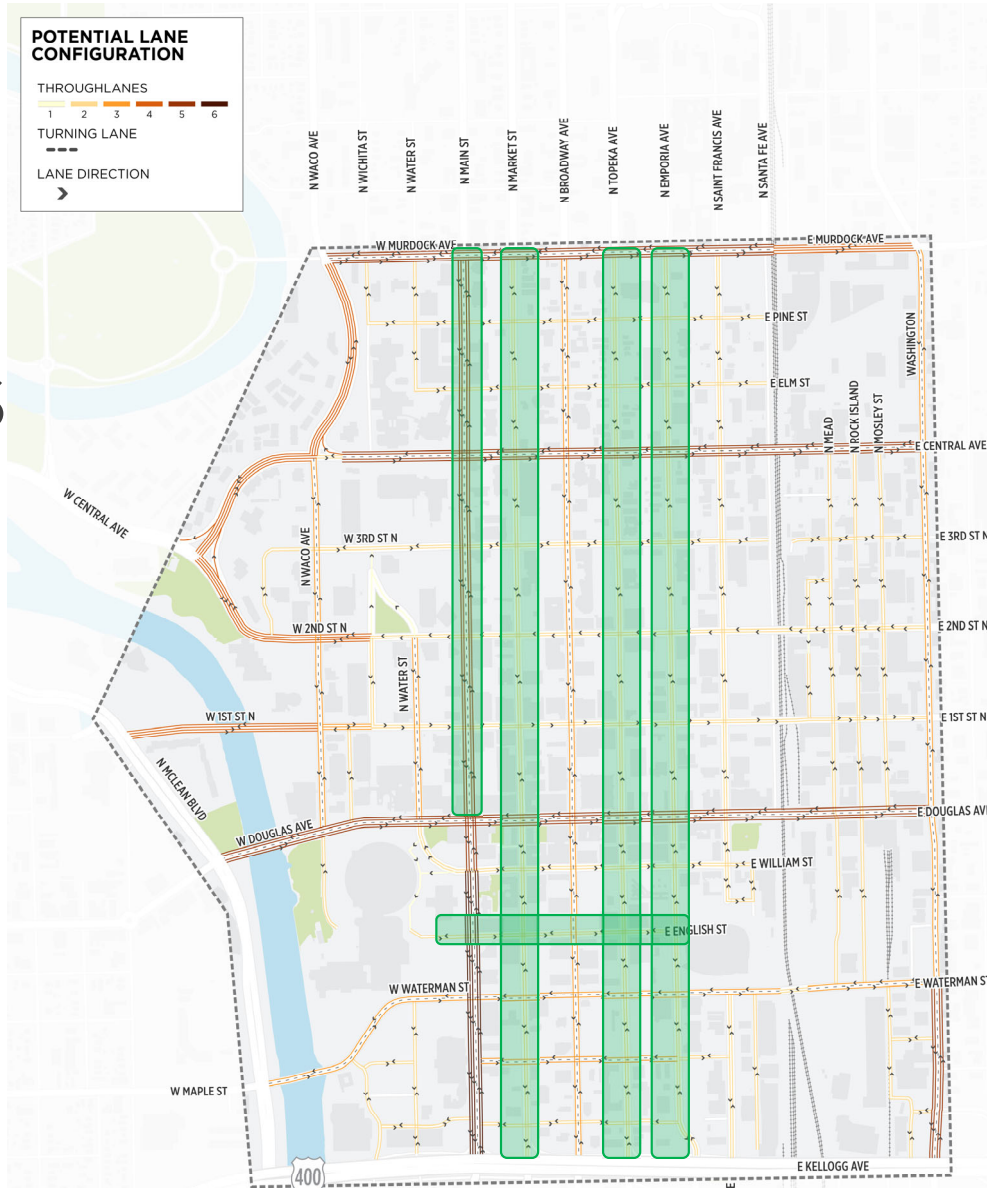


- Faster traffic speeds
- Higher traffic capacity (multiple lanes)
- Limited bicycle connectivity
- Circuitous access
- Limited business visibility

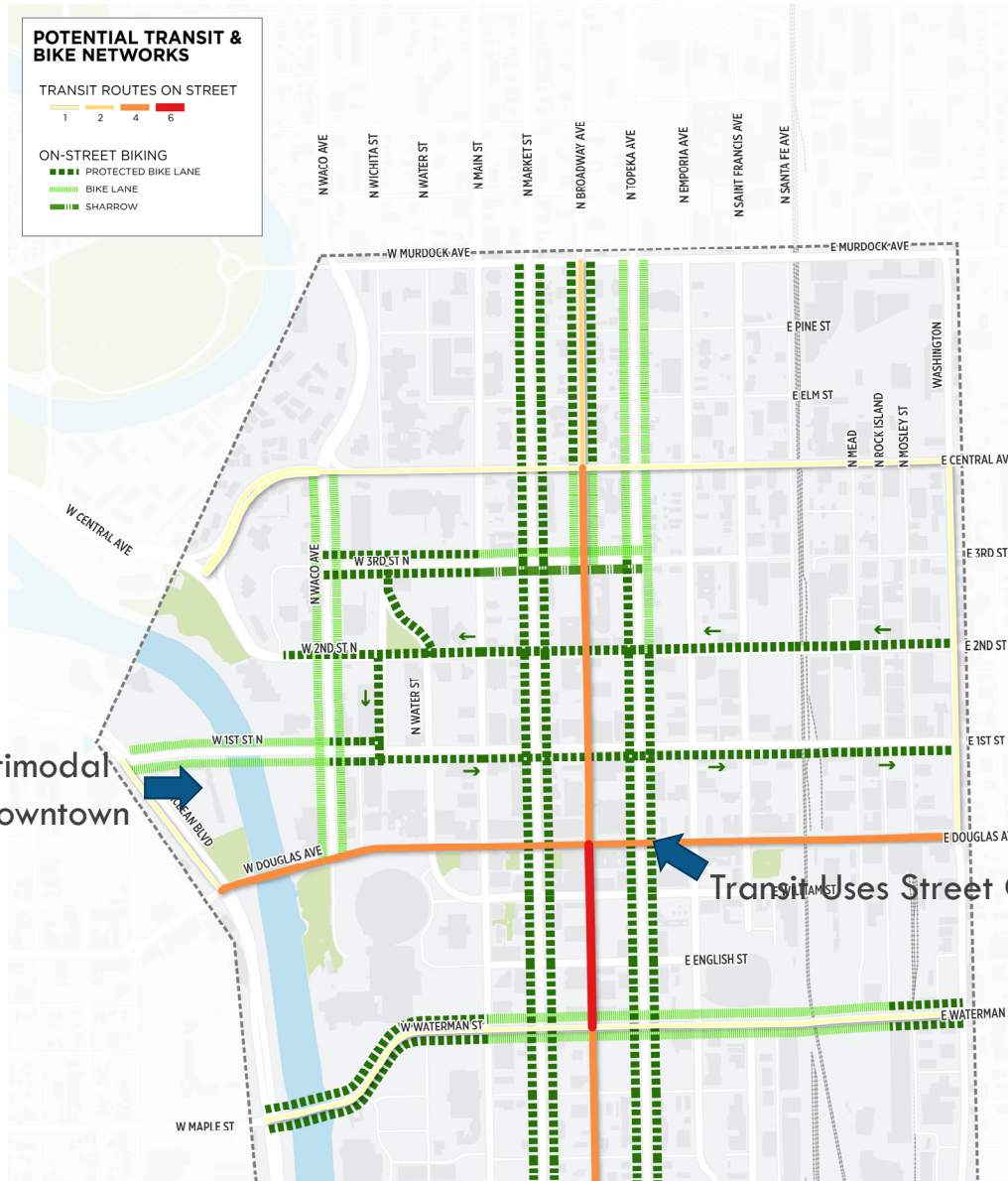


- Slower traffic speeds
- Limited traffic capacity
- 2-way bicycle connectivity
- Predictable pedestrian conditions
- More Direct access
- Increased business visibility

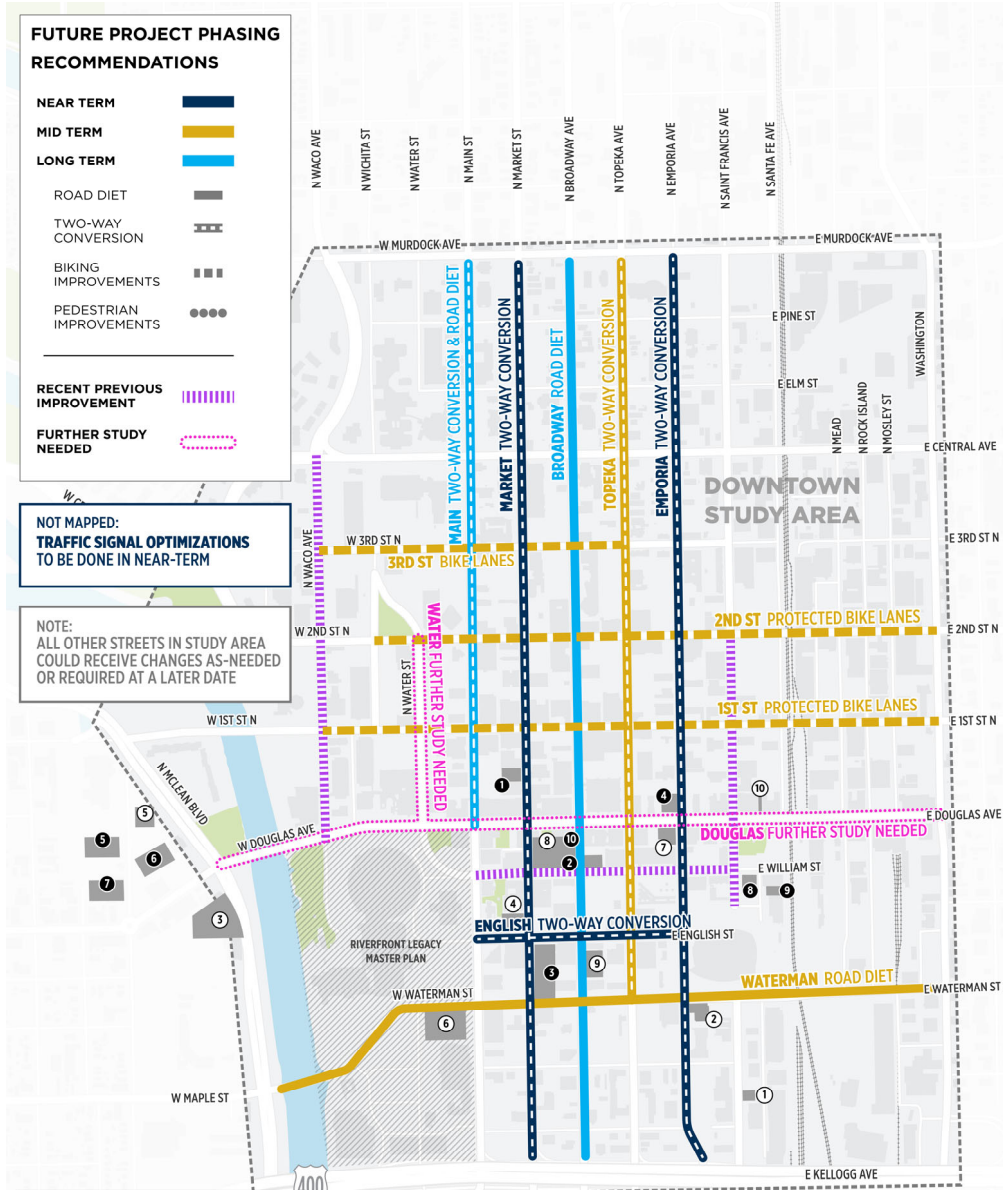
DRAFT POTENTIAL ONE-WAY TO TWO-WAY CONVERSIONS



DRAFT POTENTIAL BICYCLE & TRANSIT NETWORKS

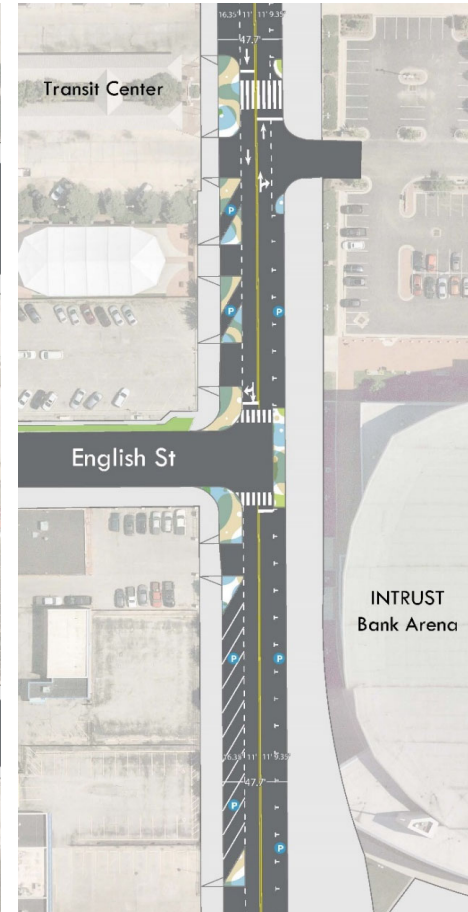
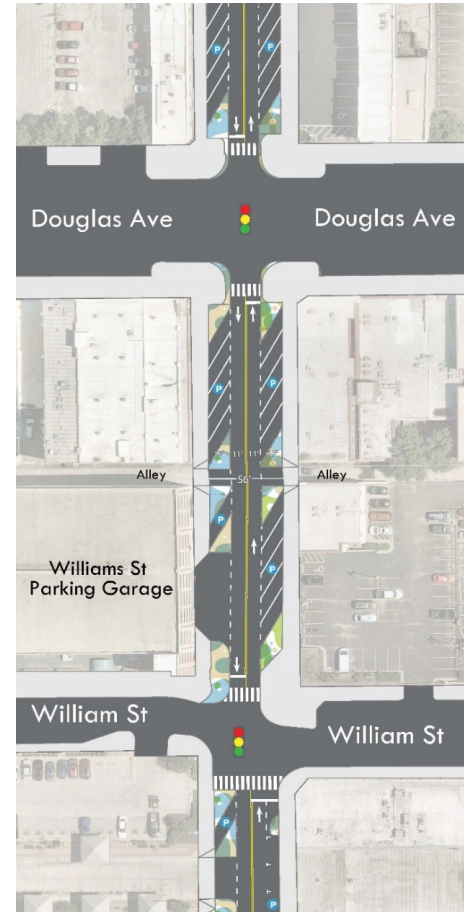


DRAFT PHASING



Early Implementation: Emporia Street became Two-Way in 2020

- Central to Dewey
- Cost around \$400,000.
- New traffic signals and markings
- Worked with nearby businesses to make sure the changes met their need
- Safety goals for drivers and pedestrians
- Goal of providing easier access for nearby businesses

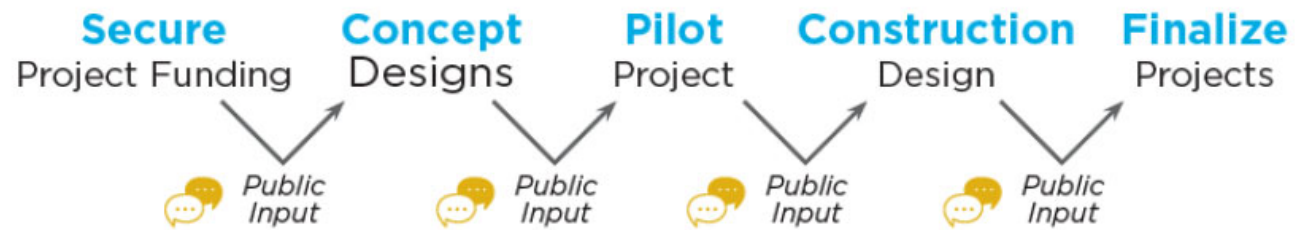




Next Steps

★ Future Implementation Processes ★

Sample Project Development Scenario



Downtown Streets Plan Adoption Process

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Thank You

Please visit our project website for more information:

www.Wichita.gov/DowntownStreets



APPENDIX SLIDES

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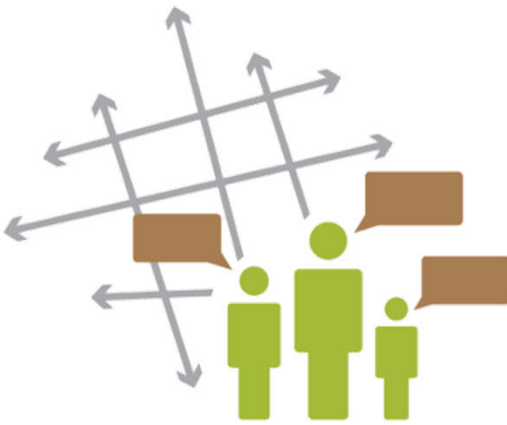
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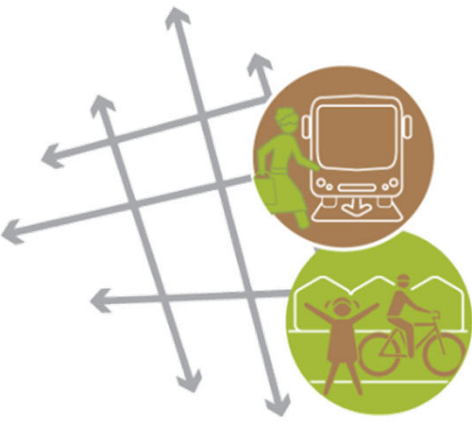
Planning Process



DISCOVERY



DESIRE



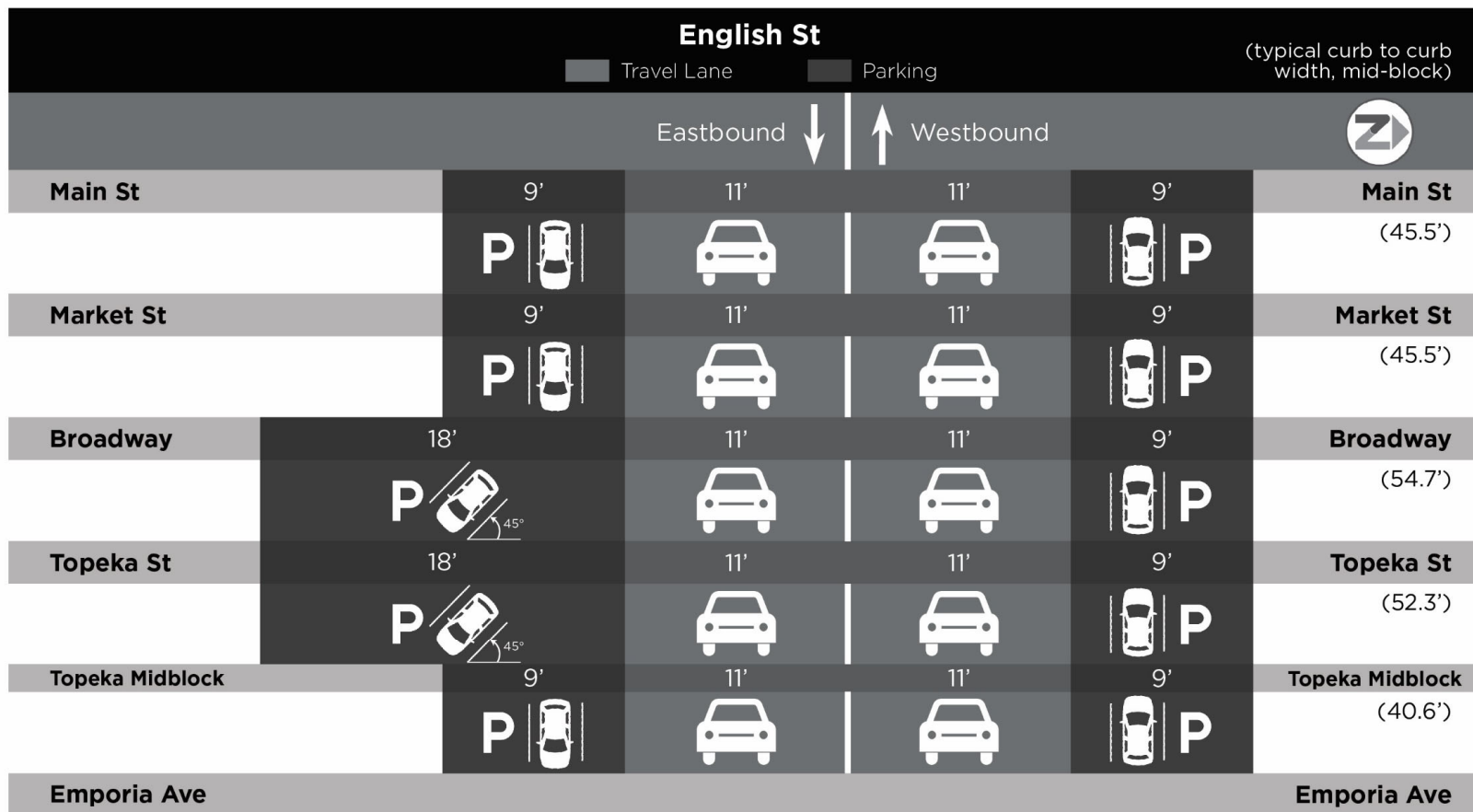
DESIGN



DOCUMENTATION

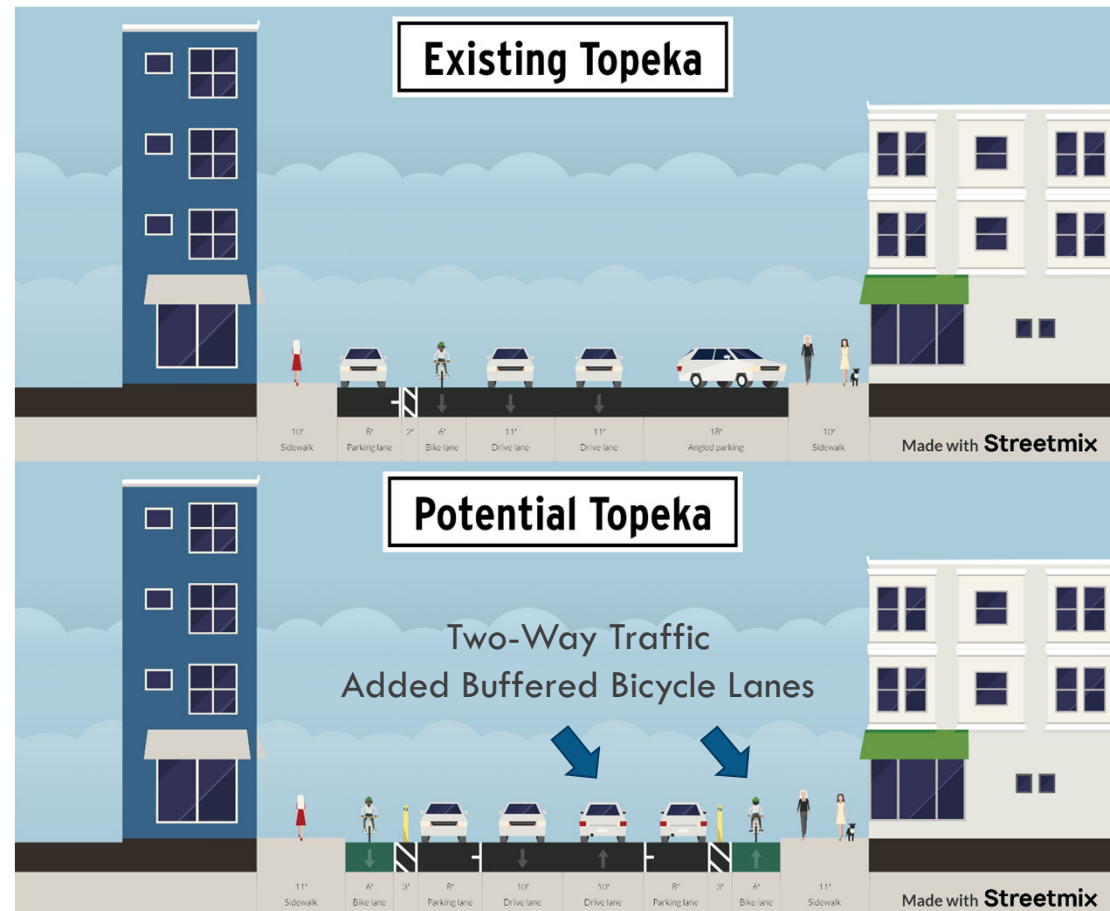


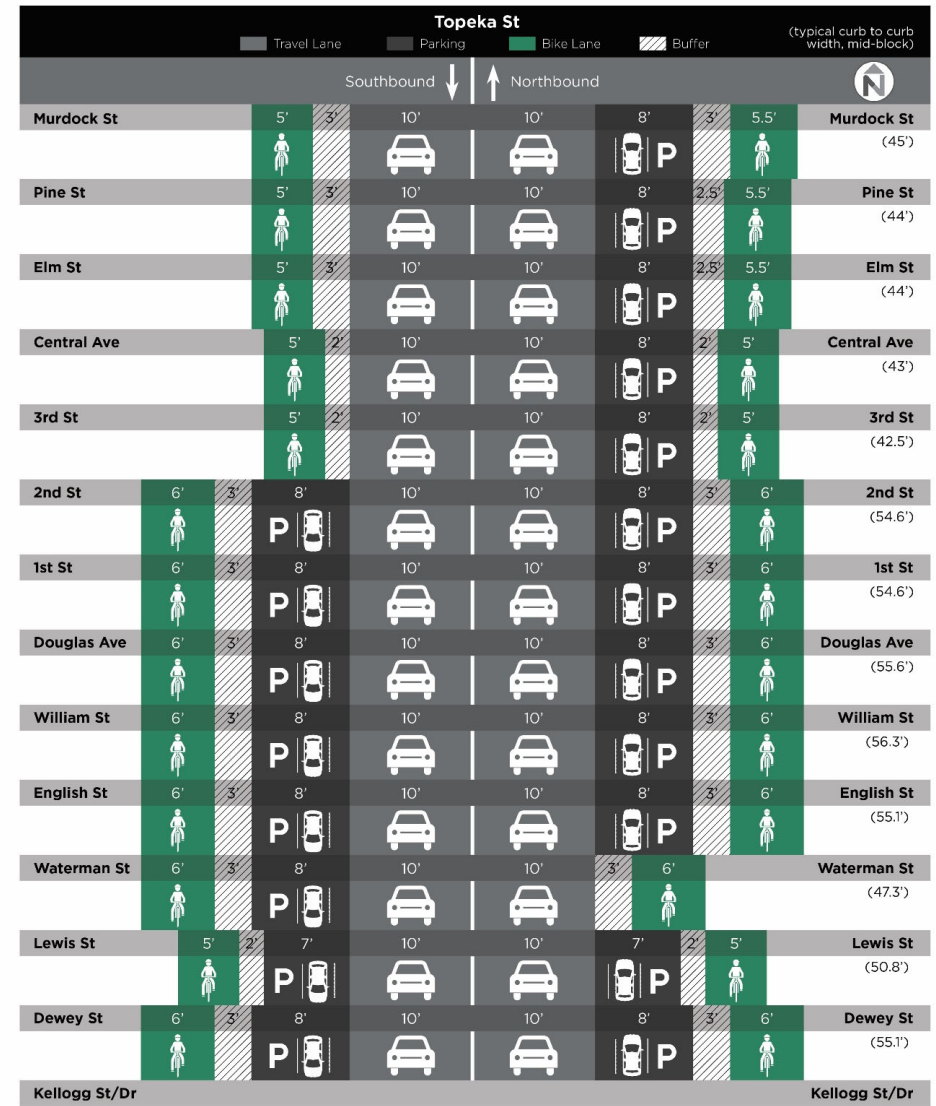
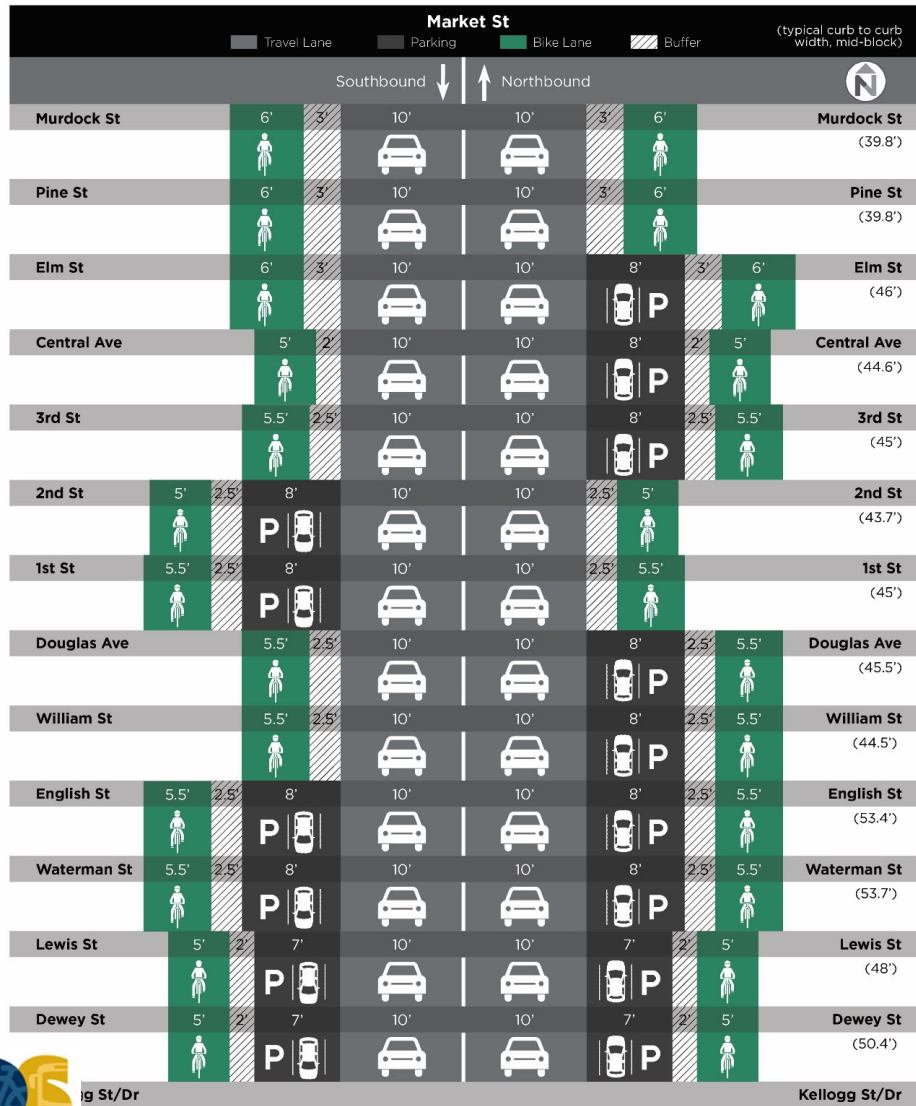
TWO-WAY CONVERSION OPPORTUNITY ON ENGLISH



MARKET/TOPEKA OPPORTUNITIES

- Existing
 - Volume: 2,500-6,500 vpd
 - Capacity: 25,000-30,000 vpd
- Potential
 - Greater Economic Impact
 - Safer Pedestrian Crossing
 - Added & Safer Bicycle Facilities
 - Capacity: 25,000-30,000 vpd





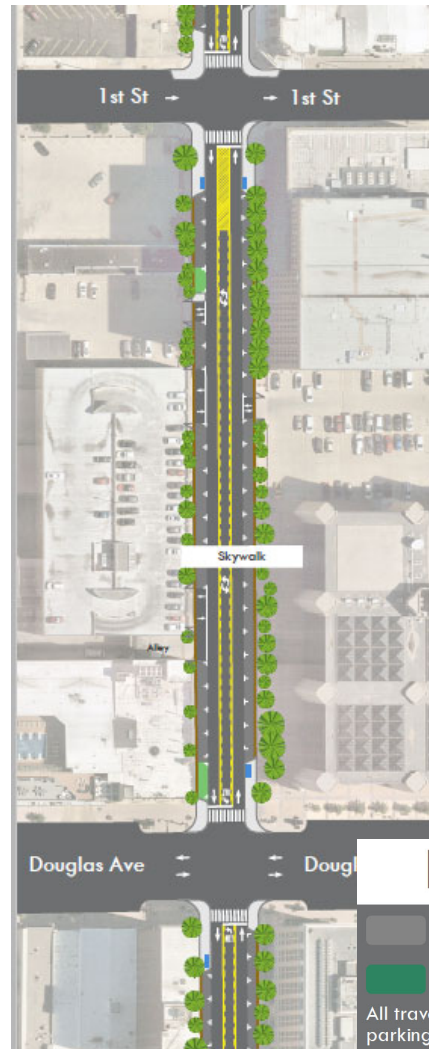
BROADWAY OPPORTUNITIES

- Existing
 - Volume: 10,500-14,000 vpd
 - Capacity: 40,000+ vpd
- Potential
 - Greater Economic Impact
 - Increased Safety
 - Increased Mobility (Transit)
 - Safer Pedestrian Crossing
 - Capacity: 25,000-30,000 vpd



BROADWAY CONCEPT

Improvements north of 13th Street currently in motion



Broadway Corridor Concept

- Parking
 - Gutter Pan
 - Potential Parklets
 - No Turn Zone
 - Bike Path
 - Bus Stop
 - Buffer/No Drive Zone
 - New Curbs
- All travel and turn lanes are 11' wide, bike lanes are at least 4' wide, buffers are at least 2' wide, and parking lanes are 7'-9' wide depending on available width.

