

REIMAGINED  
MOVE 2040



APPENDIX 5:

**BICYCLE & PEDESTRIAN**



271 W 3<sup>RD</sup> STREET, STE. 208, WICHITA, KS 67202  
316-779-1313 | [WWW.WAMPO.ORG](http://WWW.WAMPO.ORG)

# Current Bicycle and Pedestrian System Conditions

Walking and bicycling, which are considered two of the more common modes of active transportation, have clear public health benefits due to the physical activity required. However, active transportation modes have proven to offer benefits beyond improved public health. By providing active transportation infrastructure, communities can offer residents opportunities beyond private vehicle travel that can alleviate traffic congestion and improve travel reliability. Furthermore, walkable communities that contain a mix of land uses have been shown to create many economic benefits, such as increased property valuations and increased business revenues related to higher levels of pedestrian traffic, as well as decreased household transportation and healthcare costs.

This section of the report summarizes the bicycle and pedestrian system of the Wichita Area Metropolitan Planning Organization. Descriptions of the existing bicycle and pedestrian facilities are provided, and the active transportation strategies available to WAMPO are discussed.

## Benefits of Walking and Bicycling Infrastructure

There are several benefits associated with walkable and bikeable communities.

- **Economic benefits:** several studies have shown that walkable and bikeable neighborhoods lead to economic benefits. According to a 2019 study from Smart Growth America and George Washington University, the benefits of walkable neighborhoods include attracting a more educated workforce, higher levels of social equity, and higher levels of economic productivity. <sup>1</sup>
- **Community health benefits:** Walkable and bikeable communities by design encourage their residents to exercise more and improve overall resident health. Creating more walkable neighborhoods is part of a Centers for Disease Control and Prevention (CDC) initiative created by its Community Preventive Services Task Force.
- **Greenhouse gas reductions:** when bicycle and walking trips are substituted for motorized vehicle trips, vehicle emissions from transportation are reduced, including greenhouse gas emissions. A 2015 study from the Institute for Transportation and Development Policy estimates that a shift in urban transportation to more bike trips could reduce carbon dioxide emissions from urban passenger transport by nearly 11 percent in 2050. <sup>2</sup>

## Walking and Bicycling in the WAMPO Region

Mode share data from the American Community Survey 5-Year Estimates for 2017 indicates that 1.6% of commuters in the Wichita Metropolitan area walk to work, while only 1.4% of commuters in Sedgwick County commuters walk to their work location. Meanwhile, the walk mode share for the State of Kansas is estimated to be higher than both the Wichita metro and Sedgwick County at 2.4%. Regarding bicycle mode share, 0.4% of commuters in the Wichita metro use this mode as their means of transportation to work while a slightly smaller proportion of 0.3% of Sedgwick County commuters are estimated to peddle their way to work. Bicycle mode share for the State of Kansas is consistent with that for the Wichita metro, with under one half of one percent of Kansans biking to work. **Table 1** summarizes the commuting mode shares for the Wichita metro, Sedgwick County

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<sup>1</sup> Ranking Walkable Urbanism in America's Largest Metros | 2019

<sup>2</sup> A *Global High Shift Cycling Scenario*, Institute for Transportation and Development Policy, November 2015.

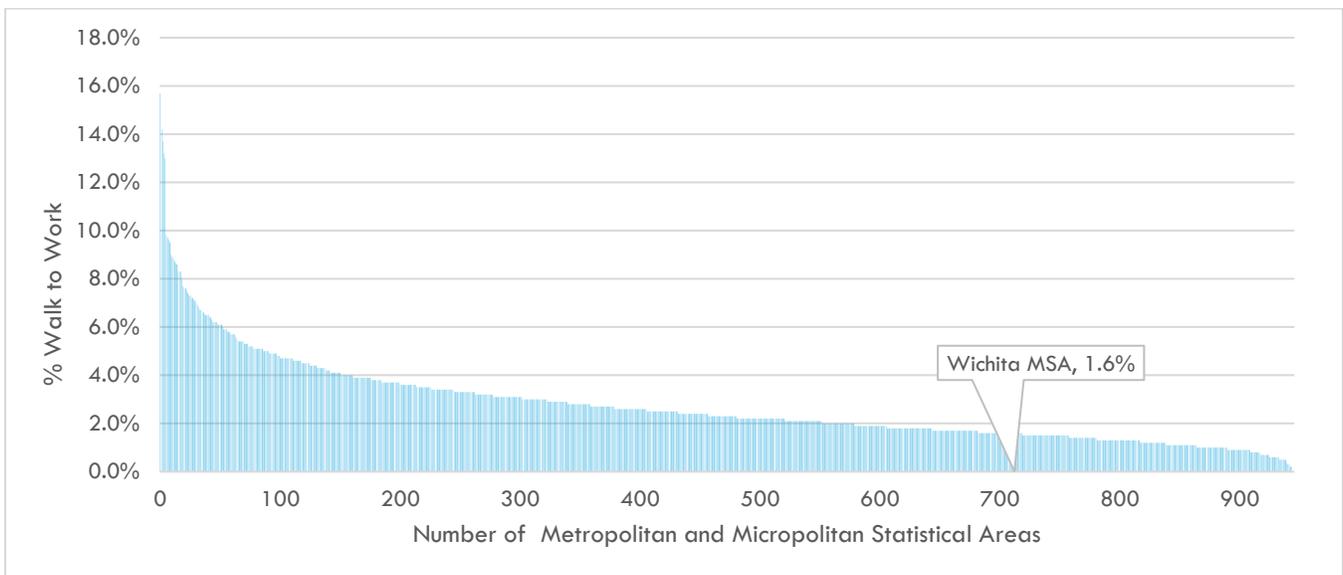
and the State of Kansas. **Figure 1** compares the walking a mode share for the Wichita Metro area with all metropolitan and micropolitan statistical areas in the U.S. **Figure 2** shows the same comparison for the biking mode share. It should be noted that roughly 100 of the metropolitan and micropolitan statistical areas recorded a 0% mode share for bicycle commuting and do not appear on **Figure 2**.

**Table 1. Commuting Habits for the Wichita Metro Area, Sedgwick County, and the State of Kansas.**

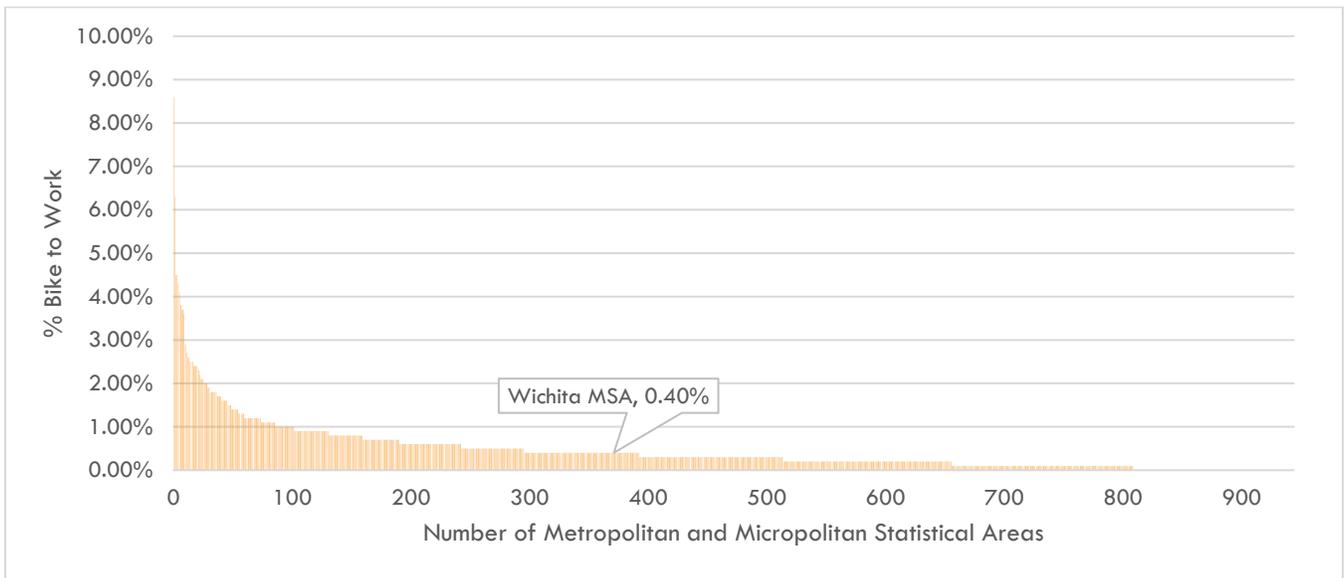
Means of Transportation to Work	Wichita, KS Metro Area	Sedgwick County, Kansas	State of Kansas
Car, truck, or van - Drove alone	84.6%	85.0%	82.4%
Car, truck, or van - Carpooled	8.4%	8.3%	9.0%
Public transportation (excluding taxicab)	0.5%	0.5%	0.5%
Walked	1.6%	1.4%	2.4%
Bicycle	0.4%	0.3%	0.4%
Taxicab, motorcycle, or other means	1.2%	1.2%	1.0%
Worked at home	3.5%	3.2%	4.3%

Source: American Community Survey 5-Year Estimates, 2017

**Figure 1. Percent of Walking Mode Share for Work Commutes for all U.S. Metropolitan and Micropolitan Statistical Areas.**



**Figure 2. Percent of Bicycle Mode Share for Work Commutes for all U.S. Metropolitan and Micropolitan Statistical Areas.**



# Planning and Designing for Multi-Modal Streets

The City of Wichita adopted a set of street design guidelines in 2014 that formalized the consideration of multi-modal planning and design in all “public and private development in street rights-of-way and public access easements.”<sup>3</sup> While these guidelines aim to facilitate the consideration of bicycle and pedestrian infrastructure in roadway design, the policy applies to other mobility devices as well as transit, freight, and emergency vehicles.

## Bicycle and Pedestrian Facility Typologies

Wichita’s street design guidelines describe a number of different bicycle and pedestrian facilities that should be considered in future roadway projects in order to develop a multi-modal transportation system that balances the needs of all road users. In addition to conventional sidewalks, these guidelines present seven different facility types, which are described in **Table 2** below according to definitions developed by the National Association of City Transportation Officials (NACTO).

**Table 2. WAMPO Bicycle and Pedestrian Typologies.**

<p><b>Conventional bicycle lanes:</b> Uses pavement markings and signage to allocate exclusive roadway space for bicyclist use in a lane adjacent to vehicle travel lanes.</p> <p>Photo Source: City of Ft. Lauderdale, FL.</p>	
<p><b>Buffered bicycle lane:</b> Same concept as a conventional bicycle lane, except a designated buffer space separates the bicycle lane from vehicle travel lanes or, alternatively, parked cars.</p> <p>Photo Source: NACTO</p>	

<sup>3</sup> City of Wichita, KS. Street Design Guidelines. <https://www.wichita.gov/Planning/PlanningDocument/Street%20Design%20Guidelines-Final.pdf>.

**Table 2. WAMPO Bicycle and Pedestrian Typologies (continued)**

<p><b>Contra-flow bicycle lanes:</b> Bicycle lanes that are separated via striping to allow users to travel the opposite direction of motor vehicle traffic. These facilities turn one-way roads into hybrid two-way facilities, with motor vehicle traffic traveling in one direction and bicycle traffic traveling the other direction.</p> <p>Photo Source: NACTO</p>	
<p><b>Left-side bike lanes:</b> Conventional bicycle lanes placed on the left side of either one-way streets or two-way median divided streets. These facilities are advantageous for streets that have heavy transit use or high risk for collisions between bicyclists and parked vehicles.</p> <p>Photo Source: NACTO</p>	
<p><b>One-way protected cycle tracks:</b> Street-level or sidewalk level bikeways that are separated from vehicle travel lanes by physical barriers such as parking or concrete medians.</p> <p>Photo Source: NACTO</p>	
<p><b>Two-way cycle tracks:</b> Similar to one-way protected cycle tracks, but these facilities are wider to accommodate bicycle travel in both directions.</p> <p>Photo Source: NACTO</p>	
<p><b>Sidepaths:</b> Paths designed for walking and bicycling and located either adjacent to roadways or in recreational areas. Sidepaths are normally designed to accommodate users of all skill levels by offering a low-stress environment for walking and biking.</p> <p>Photo Source: City of Ft. Lauderdale, FL</p>	

## City of Wichita Design Guidelines

The Wichita City Council endorsed a series of Street Design Guidelines in 2014. These provide guidance for bicycle and pedestrian infrastructure improvements, including various bicycle lanes and sidewalk zone options. These design guidelines cover a range of different facilities available for the City to consider in future roadway improvements so that a better balance of roadway space can be allocated to transportation modes other than private vehicles. While the purpose of the guidelines is to better accommodate all modes of transportation, the policy acknowledges that the guidelines do not apply uniformly across all street types. To provide the proper active infrastructure, the context of each project must be accounted for during the planning and design process. **Table 3** presents the bicycle and pedestrian treatments and parameters described in the Wichita Street Design Guidelines.

**Table 3. Design Guidelines for Bicycle and Pedestrian Facilities.**

Type of Facility	Facility Width		Pavement Markings Required	Buffer Required
	Preferred	Minimum		
Conventional Bike Lane	6'	4'	Yes	No
Buffered Bicycle Lane	8'	5.5'	Yes	Yes
Contra-Flow Bike Lanes	6'	4'	Yes, signage also required	No
Left-Side Bike Lanes	6'	4'	Yes	No
One-Way Protected Cycle Tracks	7'	5'	Yes	Yes
Two-Way Cycle Tracks	12'	8'	Yes	Yes
Sidepath	12'	10'	No	No
Sidewalk	6'	5'	No	No

Source: City of Wichita Street Design Guidelines

## Existing Bicycle Network

While the Street Design Guidelines describe the appropriate treatments for a range of bicycle and pedestrian facilities, the existing bicycle network in the WAMPO area consists of four types of facilities—bike boulevards, bike lanes, shared roadways, and shared-use— designed to connect the City of Wichita with the surrounding communities. These facilities can be categorized into on-street facilities (bike boulevards, bike lanes, and shared roadways) and off-street facilities (shared-use paths) that are located adjacent to roadways or as trails through recreational areas. Within the WAMPO region, the on-street and off-street facilities are defined as<sup>4</sup>:

<sup>4</sup> Wichita Area Metropolitan Planning Organization, Regional Pathway System Plan. [https://2a6c947c-fa8a-4065-8aa7-7412c9bc0bd4.filesusr.com/ugd/bbf89d\\_a86e1b55af994675bfeb767f84cadba7.pdf](https://2a6c947c-fa8a-4065-8aa7-7412c9bc0bd4.filesusr.com/ugd/bbf89d_a86e1b55af994675bfeb767f84cadba7.pdf)

- **Bike Boulevard:** A low-speed and low-volume street bicycle route shared with vehicles. These boulevards incorporate additional markings and improved crossings to facilitate safer bicycle travel.
- **Bike Lane:** A portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use by bicyclists.
- **Shared Roadway:** A roadway open to both bicycle and motor vehicle travel.
- **Shared-Use Path:** A bikeway physically separated from motorized vehicular traffic by an open space or barrier, and either within the right-of-way or within an independent right-of-way.

A review of the Kansas Department of Transportation’s bicycle facility data indicates that the majority of the region’s bicycle network is shared use paths, totaling 170 miles. There are currently just over 20 miles of bike lanes in the WAMPO region, with most of these facilities concentrated in downtown Wichita, while bike boulevards and shared roadways total 2.6 miles and 0.36 miles, respectively. **Table 4** presents a summary of the total length of the bicycle infrastructure present in the WAMPO region by facility type while **Figure 3** illustrates their locations.

**Table 4. Bike Facility Miles by Facility Type.**

Facility Type	Length (miles)
<b>Bike lanes</b>	20.26
<b>Bike Boulevard with Sharrows</b>	2.62
<b>Shared Roadway</b>	0.36
<b>Shared Use Paths</b>	170
<b>Total</b>	193.24

Source: Kansas Department of Transportation

## Bicycle and Pedestrian Accessibility

Accessibility is a measure of the opportunities available within a given travel area or catchment. As a performance measure, accessibility ties the quality of land use and transportation network connections together, rather than just focusing on either transportation or land use independently. Accessibility analyses are used in transportation planning to identify regional network gaps, provide a way of prioritizing projects and strategies in the long-range planning process, and inform policy decisions regarding both land use and the transportation system. This metric, which can be defined as measuring the opportunities (i.e. employers, shopping, schools, parks, etc.) that are available within a given travel area or travel time. The accessibility metric provides insight into how transportation systems and land uses function together.

An accessibility analysis was conducted for the regional bicycle and pedestrian system of the WAMPO area. This analysis delineated travel catchment areas, which are geographic areas in which non-motorized trips are modeled to assess the number of jobs that can be reached on foot or via bicycle within three different travel times—10 minutes, 20 minutes, and 30 minutes. While jobs were the focus of this analysis, pedestrian opportunities could include a broad range of destinations like grocery stores, medical facilities, parks and greenspace, etc. An example of the results of the pedestrian accessibility analysis is shown in **Figure 4**. This map illustrates the number of jobs that are within a 30-minute walk. The methodology and remainder of the walking and biking accessibility measures are shown in the Accessibility Documentation in the appendix.

Figure 3. WAMPO Regional Bicycle and Pedestrian System.

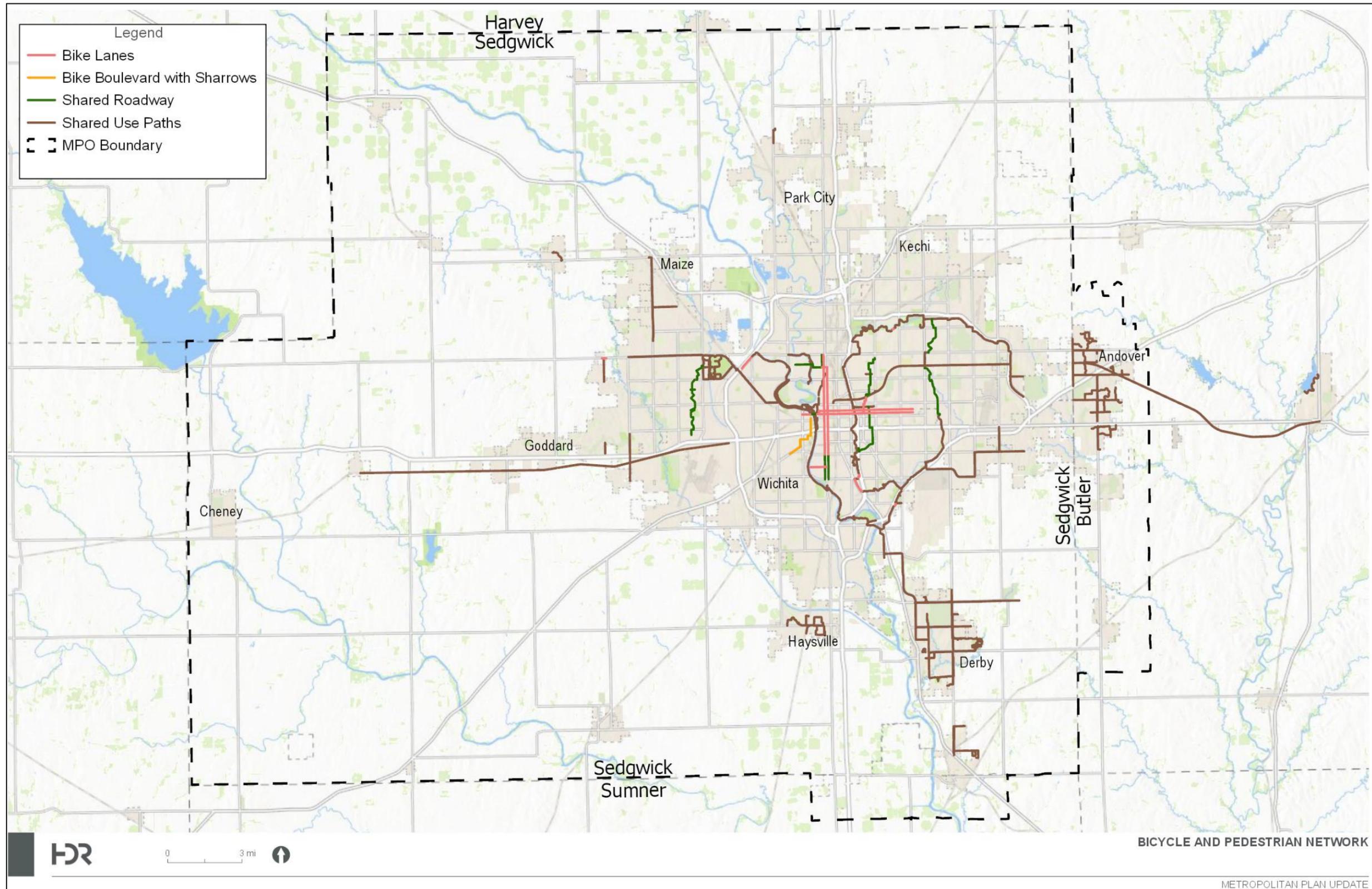
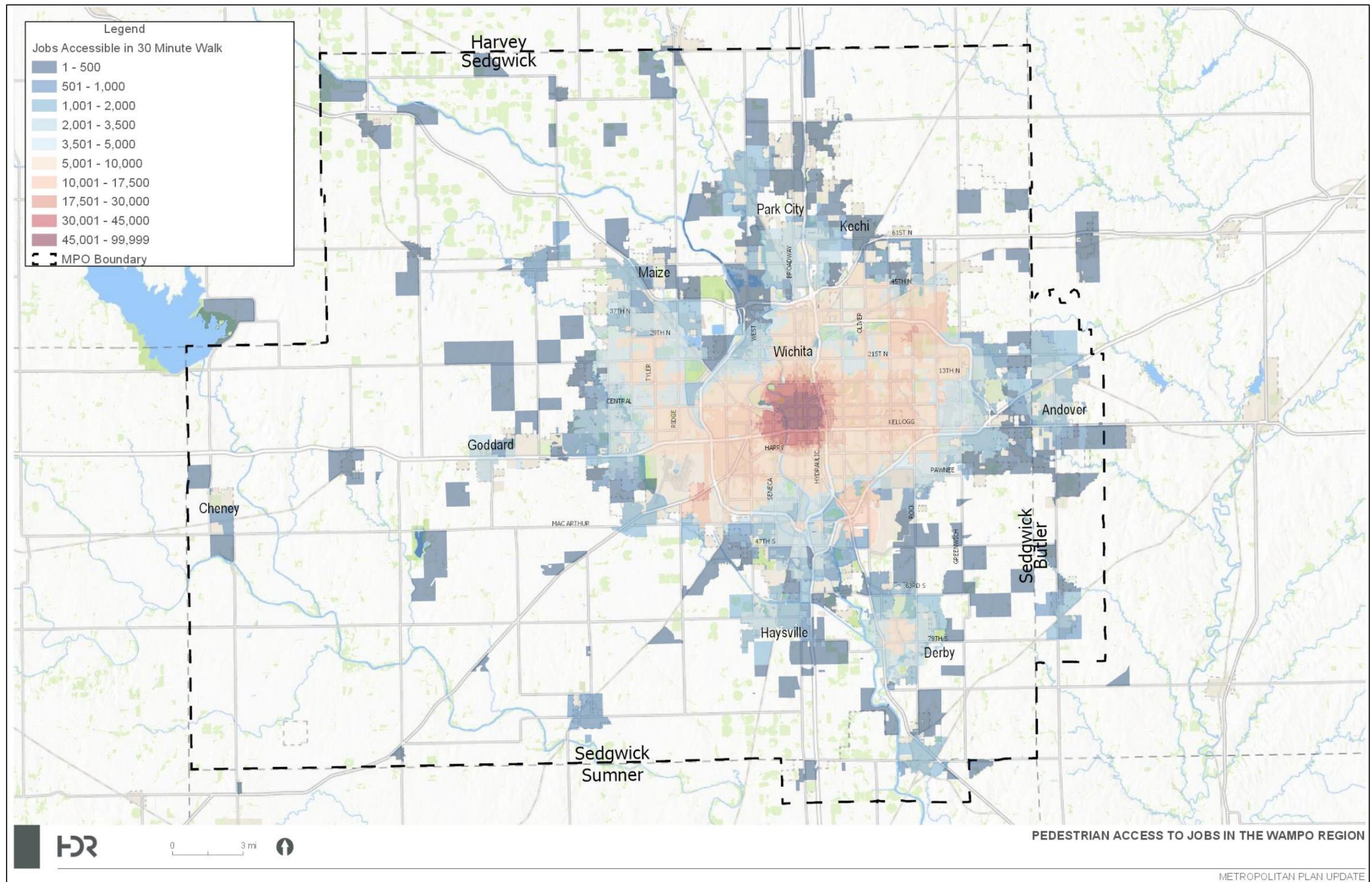


Figure 4. Results of Pedestrian Accessibility Analysis for Employment Opportunities Accessible via a 30 Minute Walk.



## Bicycle and Pedestrian Counts

WAMPO facilitates an annual bicycle and pedestrian count event in which volunteers count the number of bicyclists, pedestrians, and other non-motorized transport users (i.e. scooters, skateboards, roller skaters, etc.) over a two-hour morning and two-hour evening period on two different days in September. These counts are recorded following National Bicycle and Pedestrian Documentation (NBPD) methodology, which accounts for weather and other community events that may influence the amount of active transportation users recorded on the regional bicycle and pedestrian network at the time of the counting event.<sup>5</sup>

Between the years 2012 and 2019, volunteers recorded counts at 35 different sites across the region. However, all 35 sites were not included in each year's counting event due to varying numbers of volunteers. To illustrate annual trends in the number of active transportation users, the 2019 counts for the top 5 locations that were the most frequently recorded during the 2012-2019 period are presented in **Table 5. Figure 5** displays the region's bicycle and pedestrian counts.

**Table 5. Annual Bike, Pedestrian, and Other Counts for the Most Frequently Recorded Locations in the Regional Trail Network, 2019.**

Location	Bike Count	Pedestrian Count	Other Count	Total Counts
Arkansas River Path at Keeper of the Plains	116	343	174	633
Broadway Street and 1 <sup>st</sup> Street	102	329	34	465
Douglas Avenue and Washington Avenue	62	327	46	435
Broadway Street and Central Avenue	93	253	5	351
1 <sup>st</sup> Street and Waco Avenue	56	88	23	167

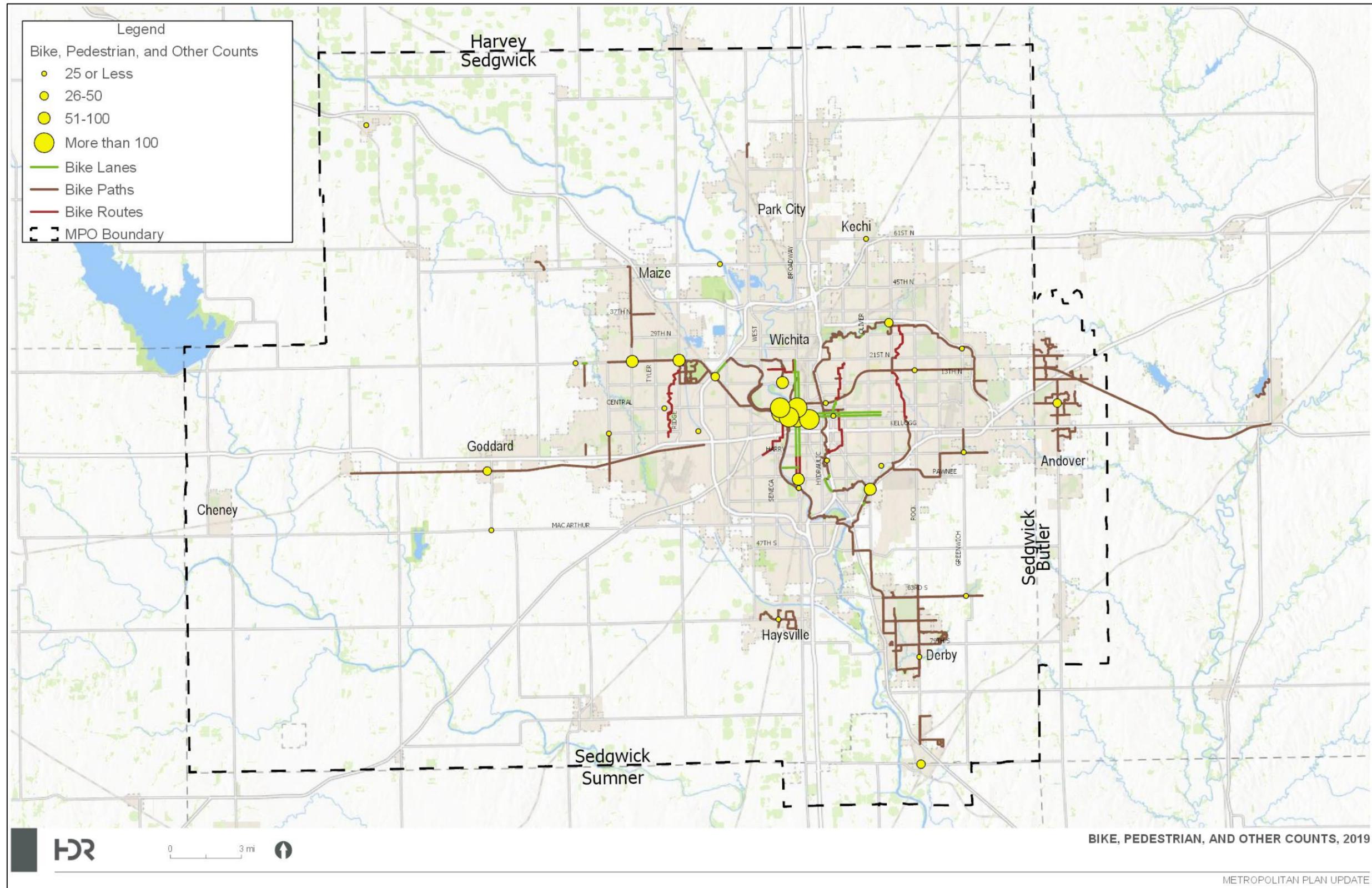
Source: WAMPO

Due to fact that bicycle, pedestrian, and other counts were recorded at locations that do not currently have bike or pedestrian facilities, WAMPO and other jurisdictions in the region could use these count locations as means of identifying potential bicycle and pedestrian projects in the future.

<sup>5</sup> National Bicycle and Pedestrian Documentation Project. <http://bikepeddocumentation.org/>.

**Figure 5.  
Pedestrian and  
by Location,**

**Bicycle,  
Other Counts  
2019.**



## Emerging Active Transportation Modes

The past several years have seen a revolution in how people travel and the types of transportation modes they use for commuting, recreation, and other trip purposes. Several of these emerging mobility technologies have made their way to the WAMPO region, such as bike share, and electric scooters. However, these transportation modes are not without their own considerations and costs, and communities are encouraged to work with the public and other stakeholders to plan for the role they desire to see these technologies play in the regional transportation system.

### Bike Share ICT

Bike Share ICT is a collaborative partnership between Blue Cross and Blue Shield of Kansas and the Knight Foundation Fund that provides rentable bicycles for use within the WAMPO region.<sup>6</sup> Users must be 18 years or older and can either pay each time they rent a bicycle or sign up for a membership via a smartphone application.

The cost of each rental is \$1.50 for every 30 minutes, and bicycles may be rented for up to 24 hours. Past 24 hours, users will be charged an additional \$30 overtime fee for exceeding this maximum rental period. There are 19 stations located in the City of Wichita, with approximately 100 bicycles available for rent. Users are free to return their rented bicycle to any of the 19 stations to end their rental, but the bicycles must be locked up and secured at a station—failing to do so can incur additional fees and charges.

Trip data for the Bike Share ICT Program was analyzed to get basic statistics for ridership, including the total number of trips, average distance traveled per trip in miles, and the average length of each trip in minutes. The data, which was recorded between January 2019 and February 2020, indicates that 23,200 trips were taken, and the average trip length was 2 miles. Each ride averaged about 40 minutes. **Table 6** ranks the top 5 bike share stations with regard to total number ending trips during the 2019-2020 period.

**Table 6. Top 5 Bike Share ICT Stations by Total Count of Trip Ends, 2019-2020.**

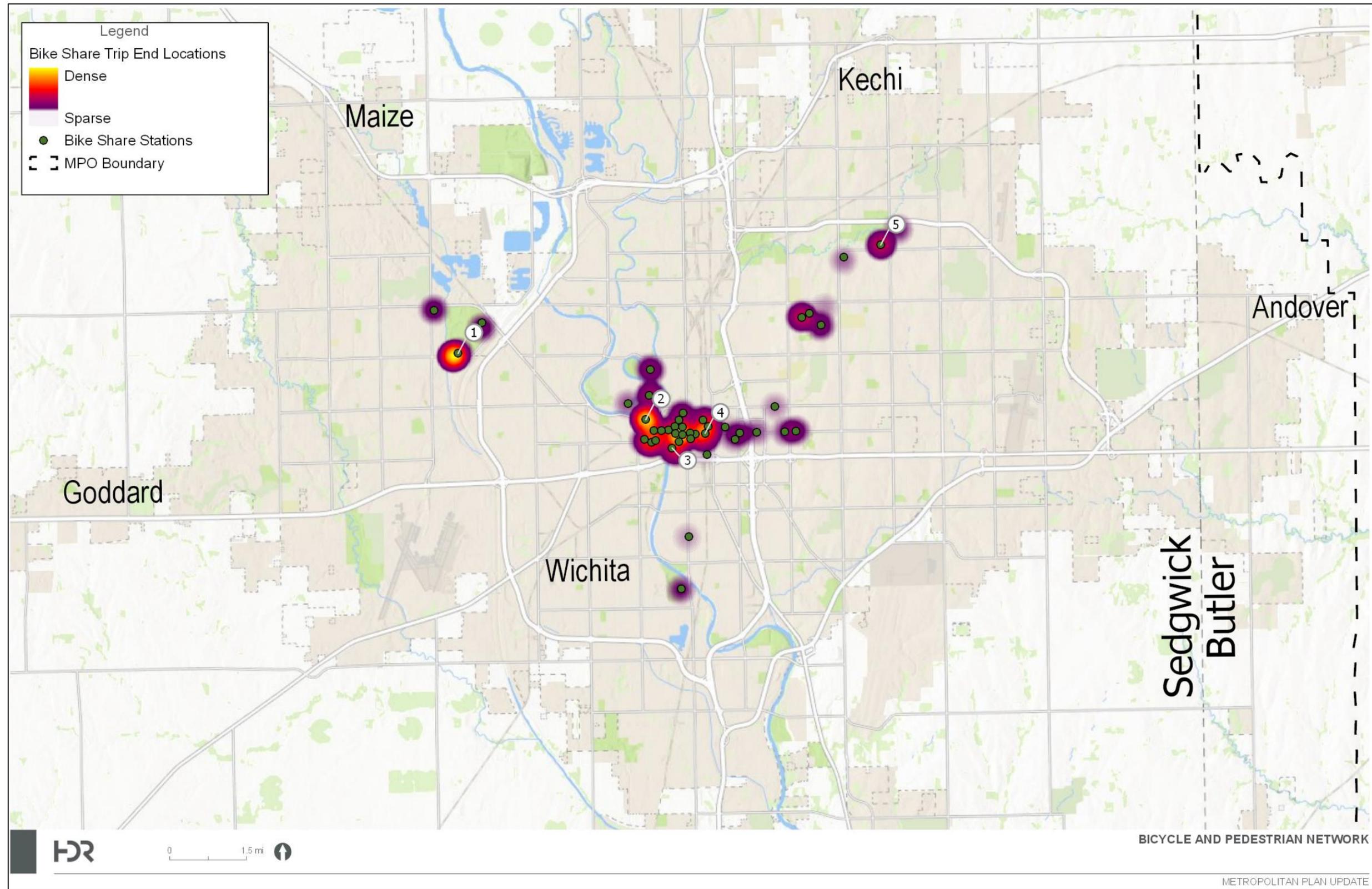
Rank	Station	Count
1	Sedgwick County Park - 13th St. Entrance	2,772
2	Keeper of the Plains/Exploration Place	2,377
3	Waterman + Arkansas River	1,064
4	Mead + Douglas	1,021
5	Great Plains Nature Center	953

Source: Zagster

The Bike Share ICT Program data included trip end locations, which were used to create the heat map in **Figure 6**. This map also contains the locations of the 43 bike share locations riders can check out and return the shared bicycles. **Figure 6** labels the top 5 bike share locations in terms of total number of trip ends completed at each site while **Figure 7** is an origin-destination map for central Wichita that illustrates the distribution of bike share trips from January 2019 through February 2020 and the stations that these trips started and ended at.

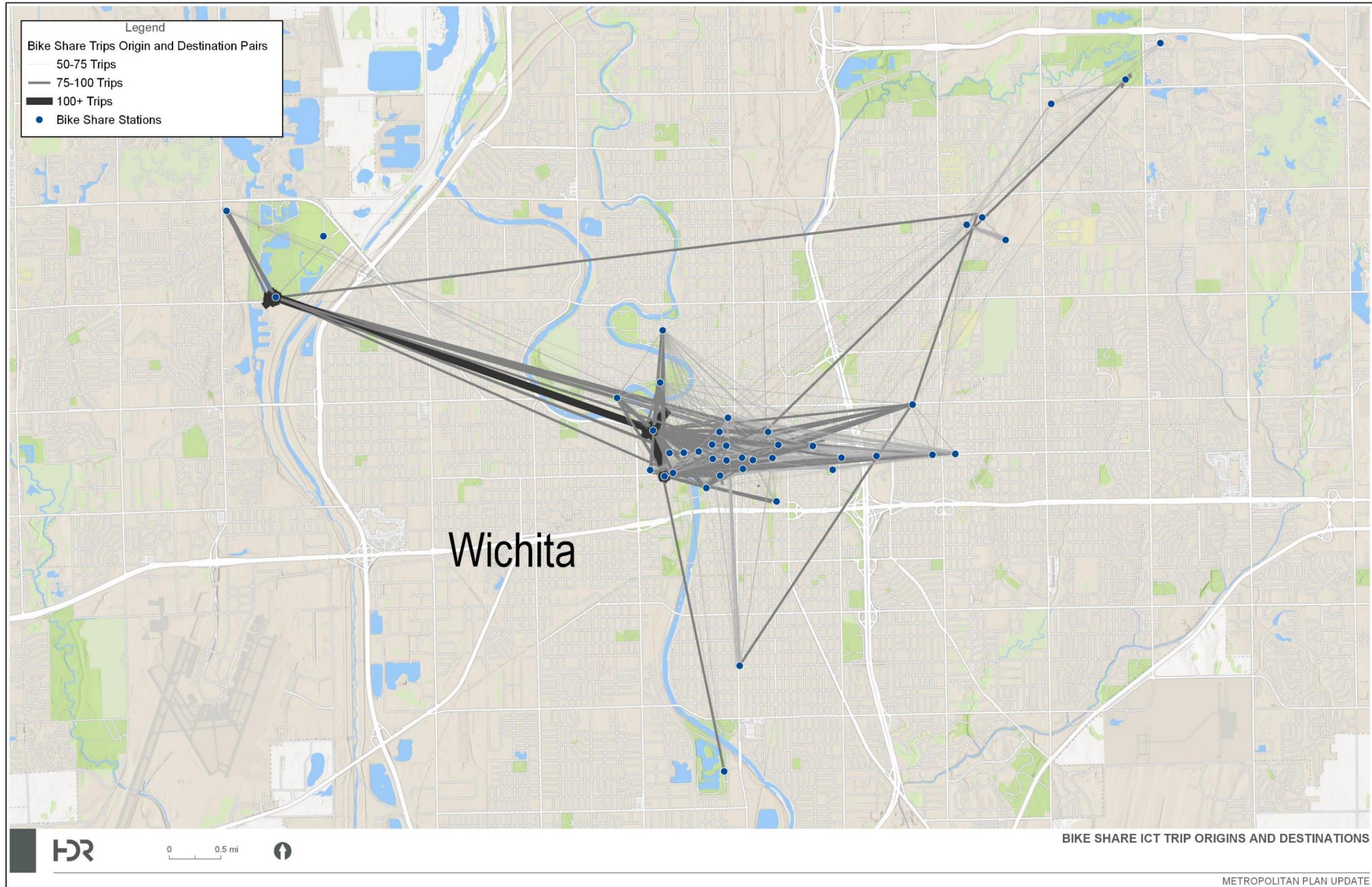
<sup>6</sup> Bike Share ICT, <https://bikeshareict.com/about/>.

**Figure 6. Bike Facility Locations and Trip End Locations.**



**Share ICT Locations and Trip End**

Figure 7. Bike Origin and Map.



Share ITC Trip Destination

## Electric Scooters

Electric scooters have been available in U.S. communities since 2017. Since their introduction, numerous metropolitan areas across the country have instituted pilot programs to study the effects of this mode on local transportation networks. While these scooters are a solution to the “last-mile” issue—helping connect individuals to public transit and other transportation modes to complete trips—the public safety concern related to scooter users riding in vehicle travel lanes and not wearing helmets have led communities to adopt local ordinances and other policies that limit scooter sharing operations. Further concerns over the use of electric scooters include these vehicles serving as an obstacle when parked on public sidewalks. This results in cluttering the public space and creating impediments to accessibility for sidewalk users, especially those of limited mobility (i.e. wheelchair users, walkers, strollers, etc.).

In 2019, the Wichita City Council approved an ordinance requiring scooters to enter into pilot operating agreements to operate in the city.<sup>7</sup> Since then, two scooter companies – Spin and VeoRide – launched pilot programs in the region.

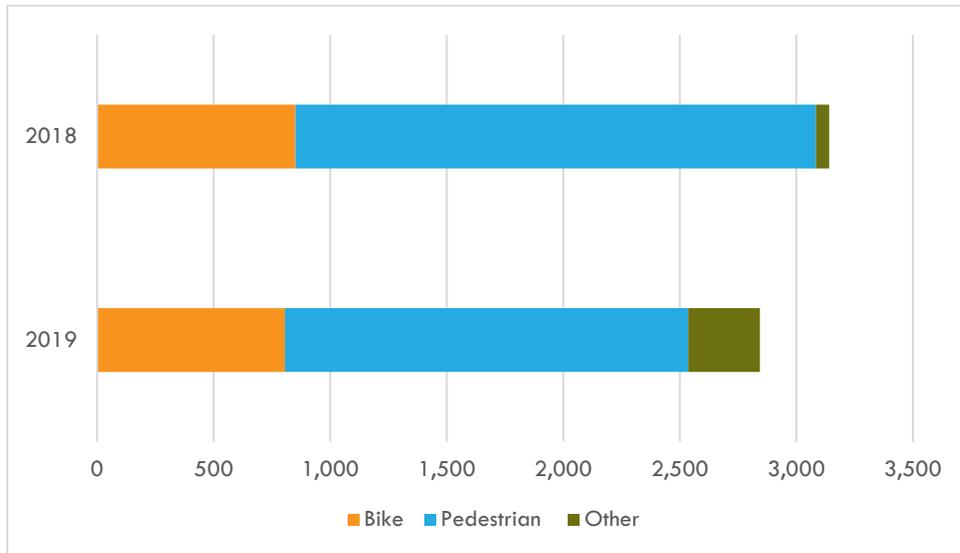
- **Spin:** Spin specializes in the operation of dockless mobility systems across the U.S. With operations in 62 cities and 20 college campuses, Spin has recorded over 1 million rides since 2016. Individuals over the age of 18 can download the Spin app on their smart phone, create a profile, and check the scooters out. Once their trip is complete, the user returns the scooter to a designated area. Rides on Spin scooters start at \$1 to rent the vehicle, and then 15 cents per minute.
- **VeoRide:** VeoRide operates mobility sharing programs in communities and college campuses throughout the U.S. Within the City of Wichita, VeoRide maintains a fleet of 500 scooters. Renting a VeoRide scooter is a similar process to Spin for users, who use the smart phone app to locate a scooter to rent. Users simply return the scooter to a designated area once their trip ends. VeoRide’s cost is also \$1 to check a scooter out and then an additional 15 cents per minute. VeoRide scooter trip data indicates that the average trip taken on a VeoRide scooter was 21 minutes long at an average cost of \$4.26. The timeframe of this data was August 2019 through February 2020.

The introduction of the scooter share system may have encouraged a shift in how active transportation users are getting around the region. Based on 2018 and 2019 data from the annual bicycle and pedestrian count event, “Other” active transportation mode share, which includes scooters, roller skaters, skateboarders, etc., increased from a 2018 level of 2% to 11% in 2019, while Bike counts increased from a 2018 level of 27% to 28% in 2019. Pedestrian counts comprised 71% in 2018 but dropped to a 2019 level of 61%. **Figure 8** summarizes these mode shifts between 2018 and 2019.

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<sup>7</sup> City of Wichita. <https://www.wichita.gov/Scooters/Pages/default.aspx>.

**Figure 8. Change in Bicycle, Pedestrian, and Other Count Shares, 2018-2019.**



Source: WAMPO

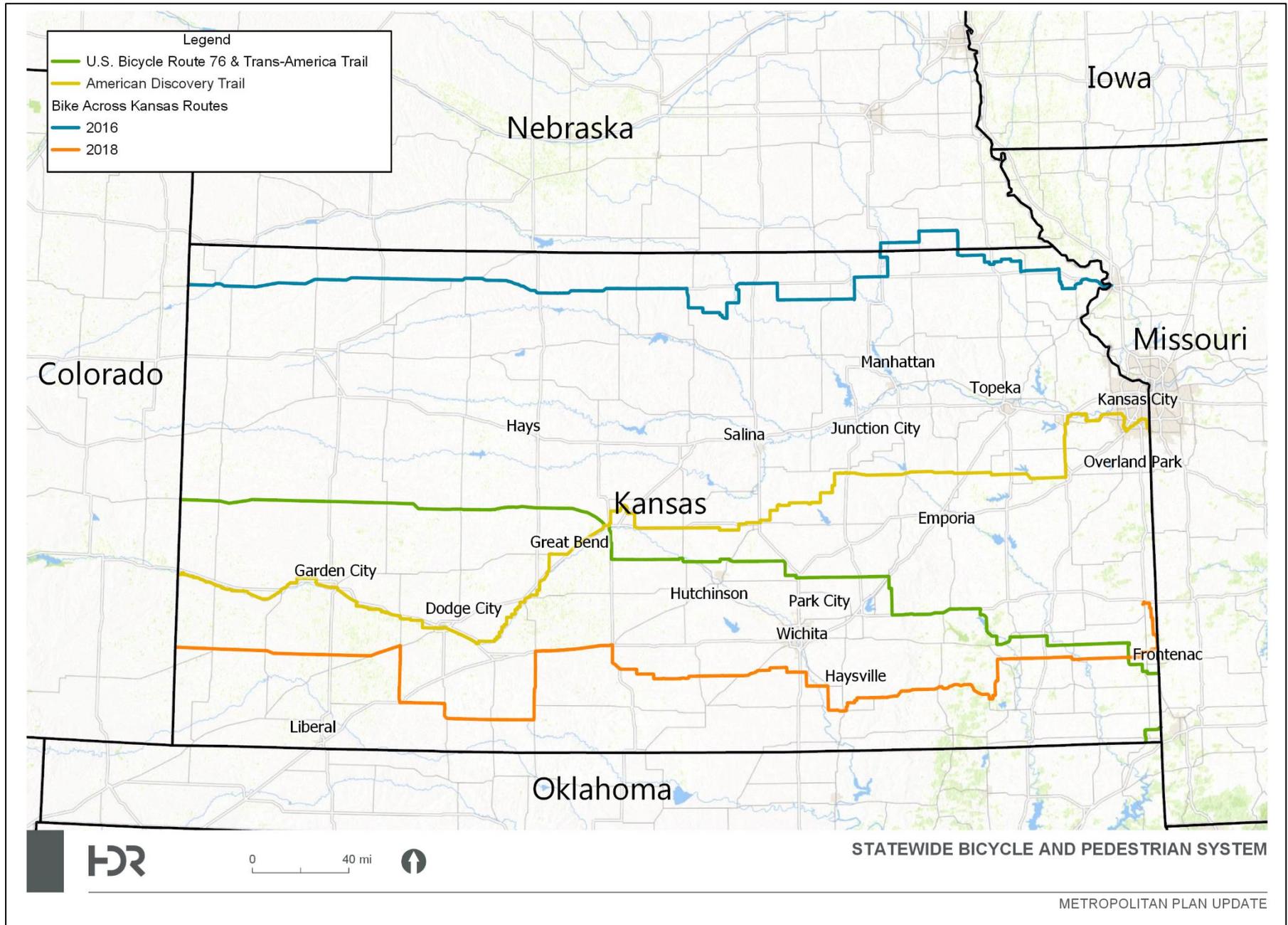
## Kansas Statewide Bicycle and Pedestrian System

The State of Kansas maintains several statewide bicycle and pedestrian routes that connect cities and towns and major recreational opportunities, bridging gaps between the state's urban and rural areas. The major route traversing the State is the U.S. Bicycle Route 76 trail, which begins in Western Kansas and extends east to the town of Frontenac on the border of Kansas and Missouri. This route lies just north of the city of Wichita, crossing through the city of Newton.

Two state bicycling routes have been dedicated as part of the annual Bike Across Kansas (BAK) event that began in 1975 as a way to promote health, wellness, and the enjoyment of the natural and cultural amenities of the State.<sup>8</sup> Although the BAK route changes each year, the routes are based on one of two general paths, either crossing the northern part of the State or through the southern half. **Figure 9** shows the locations of the Statewide Bicycle and Pedestrian System. As shown, state bicycling routes run near the Wichita metro area. Additional trail connections within the metro area have the potential to connect the region to the wider statewide bike network.

<sup>8</sup> Biking Across Kansas, About BAK. <https://bak.org/about.php>.

Figure 9. Statewide Bicycle and Pedestrian Network.



## Bicycle and Pedestrian Safety Performance Measures

Pursuant to Federal requirements set forth in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and continued by the Fixing America's Surface Transportation (FAST) Act, Metropolitan Planning Organizations are obligated to establish performance measures and associated targets to evaluate progress towards both local and national transportation goals. The MAP-21 performance measures relate to varying aspects of transportation, including system reliability, infrastructure condition, congestion reduction, and safety.

Safety is considered a top national priority and this attitude is reflected by WAMPO, which strives to increase the safety of the local transportation system for all modes of travel. Under MAP-21 legislation, there are five safety performance measures:

1. Number of fatalities
2. Fatality rate
3. Number of serious injuries
4. Serious injury rate
5. Number of non-motorized fatalities and serious injuries

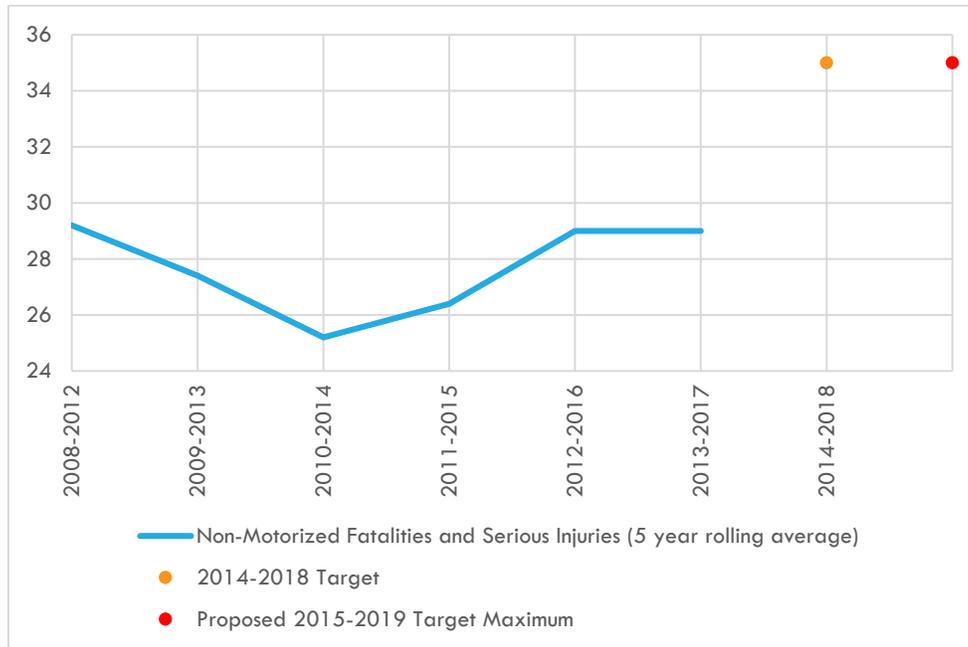
The Safety performance measure that relates to WAMPO's bike and pedestrian system is the number of non-motorized fatalities and serious injuries that occurred in the region, which is based on a 5-year rolling average.

### Non-Motorized Fatalities and Serious Injuries- 2012-2017

Analysis conducted by WAMPO indicates that the number of non-motorized fatalities and serious injuries occurring in the region declined between 2012 and 2014, and then increased in both 2015 and 2016 before seeing another decrease in 2017. **Figure 10** presents the number of fatalities and serious injuries occurring in the WAMPO region as well as the rolling 5-year average.

The previous performance measure target for bicycle and pedestrian safety was met for the year 2018; this target was a 5-year rolling average of 35 fatalities and serious injuries per year over 2014-2018. For the year 2019, the bike and pedestrian safety performance target proposed by the MPO was again an average of 35 fatalities and serious injuries per year between 2015 and 2019.

**Figure 10. WAMPO Non-Motorized Fatalities and Serious Injuries, 2012-2017.**



Source: WAMPO

## WAMPO Bicycle and Pedestrian Initiatives

The identification of the needs, desires, issues, and opportunities inherent in a community's active transportation network is often done through the production of a bicycle and pedestrian plan. These documents provide the vision for the regional bicycle and pedestrian network, but the impetus for moving towards this vision resides in local government policies and projects. For the Wichita Area Metropolitan Planning Organization (WAMPO), the formalization of the vision has been accomplished through the Planning Walkable Places Program, the Regional Pathway System Plan, and the Annual Bicycle and Pedestrian Counting Event.

### Planning Walkable Places

The purpose of the Planning Walkable Places Program is to provide funding for local non-capital planning projects related to the active transportation system, such as developing design standards to promote walkable places, signage and wayfinding for pedestrians, traffic calming studies, and active transportation plans that also incorporate bicycle elements. Preliminary Engineering and Construction projects, even for bicycle and pedestrian facilities, are ineligible for funding.

Any WAMPO member jurisdiction may compete for Planning Walkable Places grants. Per program guidelines, public participation is required and project sponsors must maintain early and ongoing public comment periods throughout a funded project's development. Additional considerations for grant applicants are projects that promote safety and/or improve walkability in and around community event areas will receive top priority.

Once a project sponsor submits an application for Planning Walkable Places funding, the Review Committee makes a recommendation to the Transportation Advisory Committee, which then approves recommended projects to be voted on by the Transportation Policy Board. Projects selected under the Planning Walkable Places program are funded with WAMPO's sub-allocated Surface Transportation Block Grant (STBG) funds. The funding match is 80% of total project funds from sub-allocated STBG sources while the sponsor must provide a 20% match. The Fiscal Year 2019 Transportation Improvement Program indicates that WAMPO programmed \$1,664,081 for the Planning Walkable Places program, with just over \$1.2 million in STBG funding and the remaining funds from local matches.<sup>9</sup>

## Regional Pathway System Plan

WAMPO's Regional Pathway System Plan (RPSP, last updated in 2011) identifies future bicycle and pedestrian projects to improve local connections to the regional network based on existing conditions. The RPSP also recommends the adoption of pedestrian facility guidelines found in the Association of American State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities.

The RPSP provides background into the existing condition of the regional bicycle and pedestrian facilities, as well as recommending projects based on the AASHTO categories: intolerant, tolerant, supportive, and pedestrian places; each category has recommended projects tailored to its environment. Recommendations for non-infrastructure improvements and benchmarks for monitoring the performance of the active transportation network are also provided by the RPSP.

The RPSP concludes with the articulation of the emerging opportunities and issues that face the regional bike and pedestrian network. This section was organized into three categories—Improved monitoring of the plan, Suggested route changes, and Suggest route additions. Each category then provides a summary of the related issues and opportunities, as well as the recommended strategies for addressing them. **Figure 11** is a map Regional Pathways Corridor sourced from the Plan's 2011 update and shows recreational bicycling opportunities throughout the region.

## Bicycle and Pedestrian Annual Counting Event

As described earlier, the Bicycle and Pedestrian Annual Counting Event is another bicycle and pedestrian initiative undertaken by WAMPO. WAMPO uses this annual opportunity to engage the community with the bicycle and pedestrian network while promoting the benefits of active transportation.

## Bike Walk Wichita Bicycle and Pedestrian Projects

Bike Walk Wichita is a nonprofit organization dedicated to the promotion of safe active transportation within the City of Wichita and South Central Kansas.<sup>10</sup> The organization aims to bring together community members and local organizations to advocate for a more livable and accessible city through safer walking and biking infrastructure.

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<sup>9</sup> Wichita Area Metropolitan Planning Area, FY2019-2020 Transportation Improvement Program. [https://2aea947c-fa8a-4065-8aa7-7412c9bc0bd4.filesusr.com/ugd/bbf89d\\_af6bfa628482477dbb558209774c44ea.pdf](https://2aea947c-fa8a-4065-8aa7-7412c9bc0bd4.filesusr.com/ugd/bbf89d_af6bfa628482477dbb558209774c44ea.pdf).

<sup>10</sup> Bike Walk Wichita. <https://bikewalkwichita.org/get-involved/about-us/>.

Bike Walk Wichita is providing input to the MTP development process by providing a list of bicycle and pedestrian issues for Wichita, including some prioritized bicycle and pedestrian projects for the area. These projects are presented in **Figure 12** and include trail expansions, safety improvements, and trail redesigns.

**Figure 11. Regional Pathway System Plan.**

Source: WAMPO

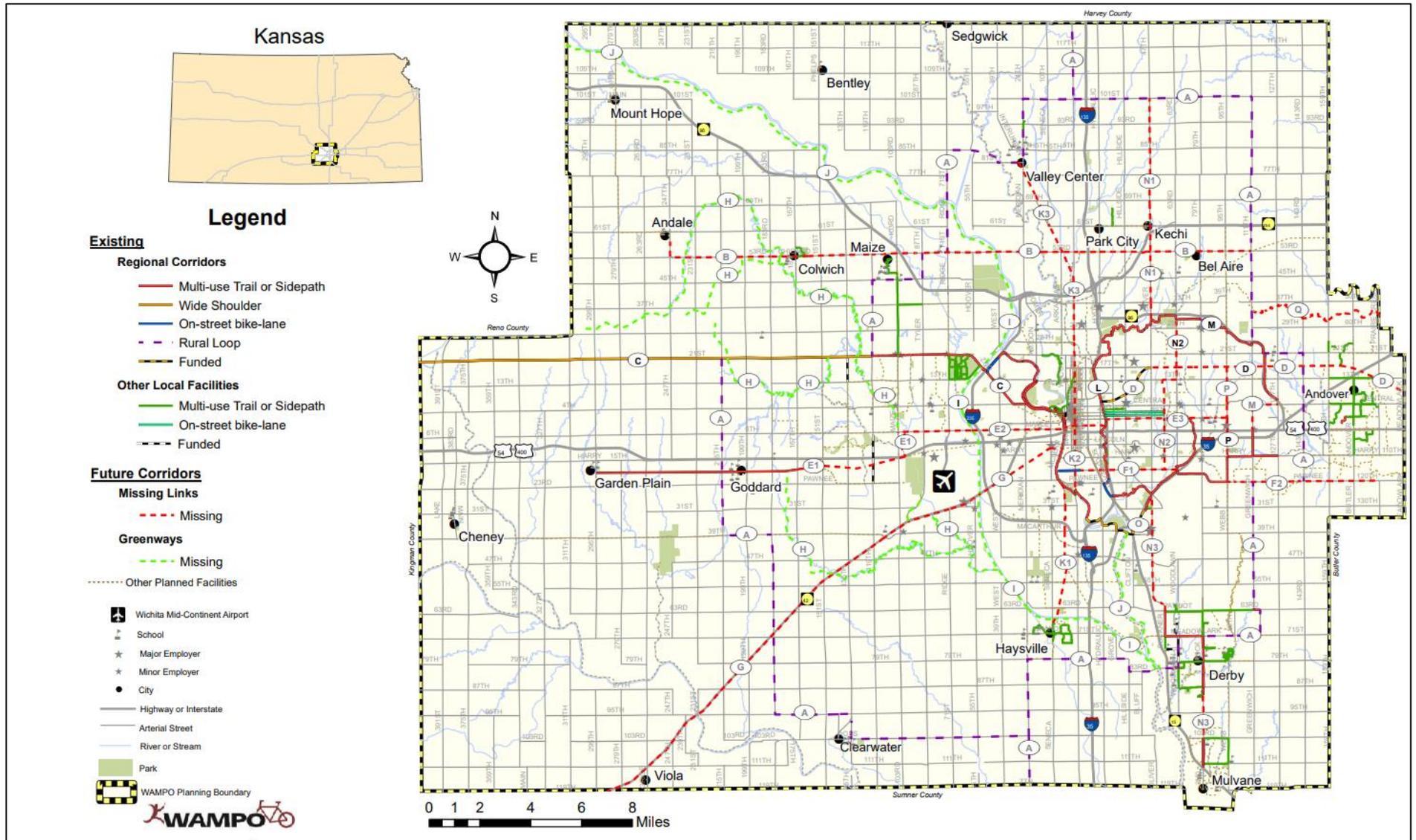
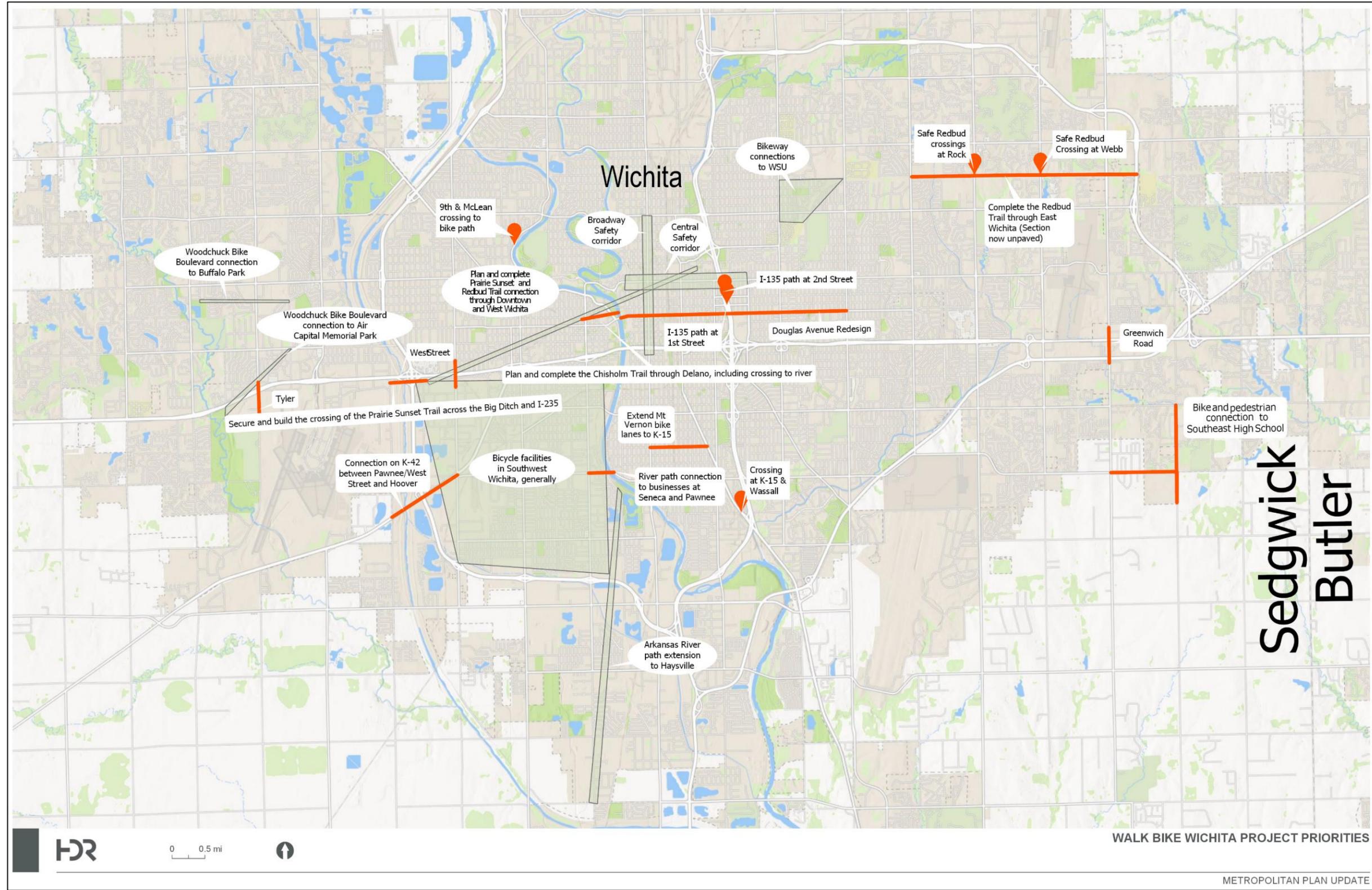


Figure 12: Bike Walk Wichita Priority Bicycle and Pedestrian Issues / Projects



Wichita

WALK BIKE WICHITA PROJECT PRIORITIES

METROPOLITAN PLAN UPDATE

Source: Bike Walk

## Implementation Considerations for the Future

During the process of engagement, the following considerations were identified as potential areas where the regional system may benefit from additional bicycle and pedestrian planning:

**Planning Recommendations:** WAMPO is committed to taking project level characteristics and recommendations into consideration by incorporating them into the following plans and process(s):

- A. Local Assistance Project: Turning the goals of *REIMAGINED MOVE 2040* into reality will require more than just building discrete transportation projects. It will require new approaches to transportation, land use, and economic development in the WAMPO region. The focus of this project will involve the procurement of consultant services to research and provide WAMPO members with best practices and recommended approaches to help achieve the long-range plan vision.
- B. Collaboration & Training: WAMPO is committed to exploring and making available collaborative training and education opportunities with entities like the Local Technical Assistance Program (LTAP) and Association of Pedestrian and Bicycle Professionals (APBP). These efforts will support efforts to take a “deeper dive” into the most pressing and relevant transportation issues and solutions.
- C. Regional Committee Work: WAMPO is supportive of facilitating regional discussions among designated and ad hoc committees who are focused on the implementation of the goals, strategies and vision of the *REIMAGINED MOVE 2040* plan.

The following issues and recommendations have been submitted through the engagement process as important future considerations:

### System Design and Connectivity:

- Pedestrian Linkages: Inadequate or unconnected sidewalks has been noted locally as one of the chief obstacles for safety and wellness practices. Future consideration should be given to evaluate current or future opportunities for addressing pedestrian needs and issues at the neighborhood level.
- Local pedestrian plans should include specific project level guidance versus an overemphasis of design guidelines as a best practice.
- More considerations for including systemic ways to install or maintain sidewalks.

### System Safety:

- When considering future safety topics, pedestrians and other non-car travelers perceive that they are not welcomed or safe on streets.
- Additional planning need to support Safe Routes to Schools that specific include bright crosswalks that are routinely repainted.

- Consider and explore ways to help make bicycle commuting safer and easier. Best practices include things like brightly painted or better-protected bike lanes to frequent destinations and secure bike racks at businesses and churches.

**Policy and Planning:**

- Efforts are ongoing at the national level to continue developing standards and guidance for bicycle and pedestrian infrastructure at the local and regional level. WAMPO will continue to monitor and contribute as appropriate to this work.

**General Considerations:**

- Recreational bicycling is only part of the story. Future considerations on bicycle commuting needs additional planning and attention.
- Various facilities like “Contra-flow” bike lanes, one-way protected cycle tracks, or two-way cycle tracks need future planning attention.

Over the next 20 years, the WAMPO region will face significant transportation challenges from changing demographics, the need to attract and retain talent, increasing roadway fatalities, and the declining purchasing power of our transportation funding. To meet these challenges WAMPO will be focused on the five focus areas of the REIMAGINED MOVE 2040 plan.

To learn more about the focus areas or the larger plan in general visit: [www.wampo.org/metropolitan-transportation-plan-mt](http://www.wampo.org/metropolitan-transportation-plan-mt).