

Corridor A

Oz Rural Loop

History

- ◆ In April 2006, the Oz Bicycle Club identified and mapped a 100-mile loop around the City of Wichita that recreational cyclists use for riding opportunities off of heavily traveled urban arterials.
- ◆ The club raised funds to purchase Share-the-Road signs for the route, and in June 2006, asked the Board of Sedgwick County Commissioners for permission to post signage.

Existing/Planned Facilities

Future paved roadway shoulders, or on-street bicycle lanes if developed to urban street standards, will be provided along this identified loop as roadway segments are improved as part of Sedgwick County's Capital Improvements Program. As suburban parts of the WAMPO region continue to grow and these roadways become widened to accommodate additional lanes and vehicular traffic flows, they need to accommodate bicycle travel.

Share-the-Road Signing is an option found in the 2003 Manual on Uniform Traffic Control Devices (MUTCD) published by the USDOT. Diamond-shaped and yellow, warning signs caution drivers that there may be bicyclists on the roadway. Such signs do not designate a corridor as a bicycle facility, but alert drivers to existing or potentially hazardous road conditions like sharp curves, slow-moving vehicles and potential cyclists. Share-the-road signs are appropriate for use on higher-speed suburban and rural roadways and will be implemented in conjunction with shoulder improvements.

System Connectivity

The identified Oz route intersects with several proposed regional projects. These connecting corridors will become key "escape routes" for recreational bicyclists desiring access from within the urbanized area to the County's scenic roadways.



In situations where there is a need to warn motorists to watch for bicyclists traveling along the highway, the SHARE THE ROAD (W16-1) plaque may be used in conjunction with the W11-1 sign. ---MUTCD, Section 9B.18

Corridor B

53rd Street North

<i>Future Need</i>	As the Wichita region continues to grow and develop to the north, 53rd Street should be preserved and enhanced as a regional east/west bicycling corridor to connect the communities of Andale, Colwich, Maize, Wichita, Park City and Bel Aire.
<i>Roadway Classification</i>	<p>Collector Roadway - two-lane rural road from 247th to Meridian</p> <p>Minor Arterial - from Meridian to I-135, built to a four-lane cross-section</p> <p>Minor Arterial - from I-135 to 127th, built to a two-lane cross-section</p>
<i>Traffic Volumes</i>	<p>2,000 - 6,000 ADT</p> <p>with volumes >10,000 at the intersection with I-135</p>
<i>Future Planning</i>	The affected local jurisdictions shall determine appropriate facility recommendations to implement the intent of this primary bicycling corridor.
<i>System Connectivity</i>	<p>This major east/west corridor will intersect with the following corridors:</p> <ul style="list-style-type: none"> ◆ planned Andale bike path along 247th ◆ potential future greenway projects along tributaries of the Cowskin Creek ◆ future extension of the sidepath trail along Maize Road ◆ future extension of the Big Arkansas River Trail north ◆ future trail along the Little Arkansas River ◆ proposed rail-banking of the BNSF rail line to Valley Center ◆ proposed Park City bike path along Hydraulic ◆ proposed on-street route on Oliver/47th ◆ proposed bike path along Webb Road/95th ◆ intersects with the Oz recreational loop ◆ direct connection to the new Wal-Mart Supercenter

Corridor C

21st Street North / Zoo Boulevard

Roadway Classification

Collector Roadway - two-lane rural road with paved shoulders from 407th west to 119th (18 miles)

Principal Arterial - 21st stays a two-lane rural road with paved shoulders from 167th to 119th, and becomes a multi-lane roadway from 119th to Hoover/55th (4 miles)

Principal Arterial - Zoo Blvd from 21st to Central (3 miles)

Traffic Volumes

500 - 6,000 ADT in rural parts of the county

11,000 - 31,000 ADT between 119th and Zoo

11,000 - 30,000 ADT on Zoo Blvd, with 37,000 ADT at the I-235 interchange

Existing/Planned Facilities

Paved Shoulders

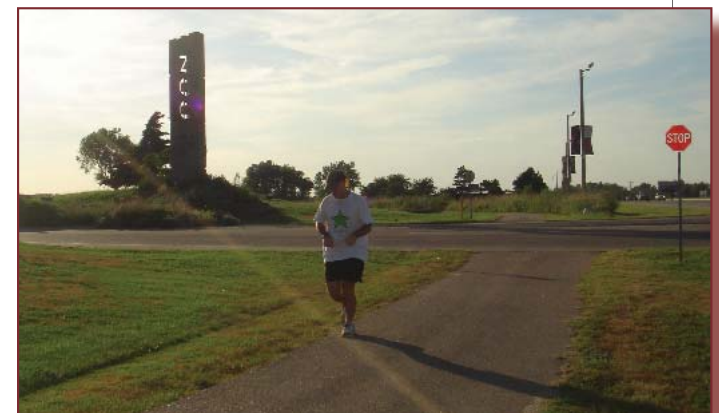
Sedgwick County Public Works has provided wide paved shoulders that make 21st an excellent bicycling corridor across the western part of the county.

Sidepath

A 10-foot wide pathway exists, first on the north side of 21st, then switching to the south side to connect with Sedgwick County Park, Zoo and Botanical Gardens. The off-road pathway continues to Central.

System Connectivity

This major east/west corridor connects the City of Wichita and Sedgwick County to the Cheney Reservoir on the Reno/Kingman County line.



Corridor D

"Redbud Trail" or BNSF / 17th Street

Corridor History

- ◆ This corridor was identified as a future bike path in the 1989 Comprehensive Bicycle Plan for the Wichita Metropolitan Area, and in the 1996 Wichita Parks and Pathways Plan.
- ◆ In the late 1990s, BNSF identified 11 miles of rail corridor for abandonment from 13th and Washington to the Sedgwick-Butler County Line (159th Street).
- ◆ The City of Wichita completed a feasibility study in January 2002 to examine options for the use of the corridor upon the ceasing of BNSF rail operations. Based on information in the study, City Council authorized staff in May 2002 to negotiate with the BNSF Railroad to railbank 9.83 miles of the corridor from Hydraulic Street to 159th Street.
- ◆ The City of Wichita and BNSF agreed to a Railbanking and Donation Contract on April 18, 2005.
- ◆ To date, the Wichita City Council has not authorized funding to develop a trail within this corridor but it is railbanked and planned as a multi-use trail.
- ◆ In the City of Andover, the corridor is not currently included in this plan.

Major Issues

- ◆ Unclear land title issues in certain segments of the corridor in Butler County.
- ◆ Pending Opt-In Class Action lawsuit for just monetary compensation from the federal government.
- ◆ Mid-block crossings of major arterial streets.
- ◆ Concerns with perceived safety and security by property owners living along suburban sections.
- ◆ Full support for trail development within the Ken-Mar Neighborhood for community development and to increase safety.

Existing/Planned Facilities

Railbanking ensures **long-term corridor preservation** and allows accommodation of several water and sewer lines. Adjacent property owners concerns with title ownership, public access and potential crime will need to be addressed before this corridor can develop as a multi-use trail for the full length. However, the corridor's long-term transportation potential should be preserved in all sections.

Candidate Sections For Initial Phasing

- ◆ Regional connections from the City of Andover pathway system to the K-96 Bicycle Path
- ◆ Trail development as a positive amenity in the Ken-Mar Neighborhood that assists with local revitalization efforts in the Central-Northeast Area Plan

Corridor E Prairie Sunset Trail

Corridor History

- ◆ This rail line was abandoned by the Central Kansas Railway, L.L.C. (CKR) on the west side of Wichita, from McCormick Avenue, south of Kellogg, westward to the eastern city limits of Garden Plain, Kansas.
- ◆ The City railbanked the section from Hoover Rd. to 119th Street West.
- ◆ Sedgwick County railbanked the mile-section between 119th and 167th Streets.
- ◆ The Prairie Travelers 501(c)(3) organization holds access rights to the eight miles of railbanked corridor extending from 167th Street west to 295th Street at Garden Plain.

Existing/Planned Facilities

Multi-Use Trail Development is underway from 167th West to 295th West by the Prairie Travelers, including bridge retrofits along the corridor and development of a park in downtown Goddard.

◆ A trail open for public use should continue east to at least the Cowskin Creek, and ideally to link to major employers and a potential pathway along The Big Ditch, if a multi-use trail can be routed through the Bombardier Learjet site.

◆ A soft-surface, crusher fines trail tread over the railroad ballast may be acceptable initially due to the rural location. Paving the facility may be desired as a long-term option.

◆ A high-priority one-mile connecting trail link shall be provided to the north along the Cowskin Creek, grade-separated from Kellogg Drive, to link with proposed bicycle facilities on Maple. This will create a continuous regional east/west route.



Corridor E Maple Street

Roadway Classification

Minor Arterial

from the western Urbanized Area boundary to the Arkansas River

Traffic Volumes

West of 119th: **<10,000 ADT**

Between 119th and West Street: **15,000 - 20,000 ADT**
with >20,000 at the intersections with Julia, Ridge and Tyler

Between West and Broadway: **3,000 - 11,000 ADT**

Future Planning

The affected local jurisdictions shall determine appropriate facility recommendations to implement the intent of this primary bicycling corridor.

System Connectivity

Developing Maple Street as a continuous on-street bicycle facility will provide links to:

- ◆ trail along Cowskin Creek to connect to Prairie Sunset Trail
- ◆ developing western subdivisions
- ◆ potential future greenway projects along tributaries of the Cowskin Creek
- ◆ potential future trail along the Big Ditch
- ◆ plans for bicycle accommodations thru the Arena Neighborhood, ideally on Waterman
- ◆ continuation east with on-street bicycle lanes on Douglas

Corridor E Douglas Street

Roadway Classification

Minor Arterial

from West / 39th W to Webb Road / 95th E

Traffic Volumes

West of Seneca: **< 8,000 ADT**

Between Seneca Street and Webb Road: **10,000 - 17,000 ADT**

Future Planning

The affected local jurisdictions shall determine appropriate facility recommendations to implement the intent of this primary bicycling corridor.

System Connectivity

Developing Douglas Street as a continuous on-street bicycle facility will provide links to the following:

- ◆ existing Arkansas River trail
- ◆ potential north/south bike lanes through Downtown on either Main / Broadway / Topeka
- ◆ plans for bicycle accommodation through the Arena Neighborhood, ideally on Waterman
- ◆ existing Canal Hike and Bike Trail
- ◆ proposed bike lanes on Oliver
- ◆ existing Gypsum Creek Bicycle Path
- ◆ proposed bike path along Webb Road / 95th

Corridor F Mt. Vernon

Roadway Classification

Minor Arterial
from Broadway to Woodlawn

Traffic Volumes

5,000-9,000 ADT

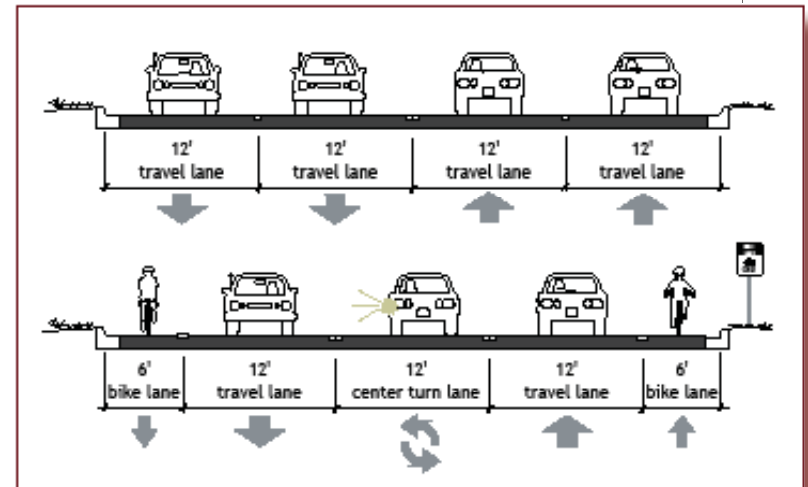
Existing/Planned Facilities

At the time of this writing, Wichita Public Works is working on initial engineering designs for this street project. It is anticipated that most portions of this corridor will include bicycle facilities. This is likely to be on-road bicycle lanes, but could be a combination of different facility types.

System Connectivity

Developing Mt. Vernon as a continuous on-street bicycle facility will provide links to the following:

- ◆ Arkansas River Trail
- ◆ north/south bicycle corridor through Downtown Wichita on Main / Broadway / Topeka
- ◆ existing Canal Hike and Bike Trail
- ◆ proposed bicycle corridor on Edgemoor
- ◆ existing Gypsum Creek Bicycle Path
- ◆ continuation to the east on bicycle facilities along Pawnee



Corridor F

Pawnee Avenue/23rd S

Roadway Classification

Principal Arterial
from Woodlawn to Rock

Minor Arterial
from Rock into Andover

Traffic Volumes

West of Rock Road: **13,000 - 15,000 ADT**
Between Rock Road and 111th E: **5,000 - 8,000 ADT**
East of 111th E: **<3,000 ADT**

Future Planning

The affected local jurisdictions shall determine appropriate facility recommendations to implement the intent of this primary bicycling corridor.

System Connectivity

Developing Pawnee as a bicycle corridor will provide links to the following primary corridors:

- ◆ continuation of the east/west bicycling corridor on Mt. Vernon
- ◆ existing Gypsum Creek Bicycle Path
- ◆ existing 10' pathway north on Webb Road/95th
- ◆ the Oz recreational loop
- ◆ connects directly into the City of Andover's proposed pathway system

This vital link was completed in September of 2006 at a cost of \$392,000.

Corridor G

Highway 42

History

- ◆ The 1989 Wichita Metropolitan Area Comprehensive Bicycle Plan identified a proposed bicycle path along Highway 42 out to Tyler Road.
- ◆ The 1991 PROS Plan also identified an exclusive bike trail along the K-42 extending six miles from the Arkansas River Trail to Tyler Road, in conjunction with the abandonment of the Santa Fe Railroad.
- ◆ According to KDOT, the railroad along the K-42 corridor from the K&O junction near West Street and Pawnee Street to Clonmel was railbanked in 1989.
- ◆ Continuing southwest into the county, the corridor was planned to be a rural arterial with paved roadway shoulders.

Roadway Classification

Freeway/Expressway - the W Southwest Blvd/W Cessna Blvd section
Minor Arterial - from Maize Rd/103rd W to the Sumner County line

Traffic Volumes

11,000 - 24,000 ADT on the freeway section
8,000 - 9,000 ADT on the minor arterial

Existing/Planned Facilities

Rail-Banking Project

Construct a multi-use pathway within the railbanked corridor.

Paved Shoulders

Shoulders exist along the roadway and should be maintained for bicycle use.

System Connectivity

A pathway following the K-42 corridor will offer the following regional connections:

- ◆ existing Arkansas River Trail
- ◆ potential future public-access pathway along The Big Ditch
- ◆ access to Cessna and the Wichita Mid-Continent Airport
- ◆ potential pathways along the Cowskin Creek and Lower Dry Creek
- ◆ linkage to the community of Viola and into Sumner County

Corridor H Cowskin Creek Tributaries

History

The Cowskin Creek Basin Watershed is comprised of the Cowskin Creek, Upper Dry Creek, Lower Dry Creek and their tributaries. All three watersheds face a series of multi-jurisdictional boundaries, rapidly changing land use characteristics, multiple urban and rural water needs, and increased flooding concerns. In 2005, the Andale Area Chamber of Commerce prepared a plan to combine the three watersheds into a single basin project to comprehensively devise a method to reduce regional flooding problems.

Potential Strategies

Combine multiple regional goals of recreation, transportation, flood control and preservation of natural resources by developing pathways along protected stream corridors. Create a regional plan that represents agricultural, urban and business watershed interests by addressing the following issues:

- ◆ Identifying a way to protect streams, allow for preservation and identify best connection routes.
- ◆ Developing a mechanism to protect that can be combined with recreational uses.
- ◆ Acquiring rights to public access. Existing pattern of development with small farms/building encroachment complicates access issues.
- ◆ Developing a comprehensive funding mechanism.

Benefits of Multi-Purpose Corridor Protection

In addition to making pathway system connections, multi-purpose waterway corridors offer the following to the region:

- ◆ Preserve and enhance wildlife habitat areas and connect wildlife corridors
- ◆ Preserve sensitive open spaces that naturally buffer adjacent water features (streams, rivers)
- ◆ Help with the absorption of runoff to reduce flooding
- ◆ Protect stream banks from eroding and helps remove pollutants
- ◆ Reserve community amenities such as creeks, lakes and rivers for public use
- ◆ Enhance human access to the natural environment
- ◆ Potential for increased heritage tourism for locations along waterways
- ◆ Potential to develop lakes that can be used to reduce flooding and serve multi-purpose needs
- ◆ Provide scenic walkways
- ◆ Preserve community character
- ◆ Create a collective method for all communities to manage surface water
- ◆ Enhance property values

Corridor I

The Big Ditch

History

- ◆ The Wichita-Valley Center Flood Control Project was a joint undertaking of the U.S. Army Corps of Engineers, Sedgwick County, City of Wichita and City of Valley Center, completed in the 1950s.
- ◆ The 750- to 1,500-foot wide floodway is maintained by City of Wichita Public Works.
- ◆ A 1979 challenge to the City of Wichita rights to use the property for ATV and other uses was denied by the courts citing that the original easement use was for flood control only.
- ◆ City of Wichita subsequently purchased public access rights on limited portions of the corridor.

Potential Strategies

The Big Ditch provides the ideal scenic location for multi-use trails along its levees. However, easement issues and engineering issues could be factors that make this infeasible. This strategy should be viewed in the long term and is dependent upon addressing the easement and engineering concerns.

Issues

- ◆ The easement issue must be resolved before the Big Ditch can have multiple uses.
- ◆ U.S. Corps of Engineer regulations regarding floodway facilities typically allow the following recreational uses:
 - Surfaced walkways along the top, outside toe, and between the top of the channel bank and inside toe.
 - Surface access ramps on the inside slope and outside slope.
 - Landscape modification 30 feet from the outside toe of levees.
- ◆ The Board of County Commissioners currently promotes a multi-use concept for the floodway and recognizes potential to create a regional park that may include some of the flood control area.



System Connectivity

A change in the Wichita-Valley Center Flood Control Project could provide regional pathway system connectivity from the City of Valley Center to the western side of the City of Wichita and the communities of Haysville and Derby.

Corridor J

Arkansas River Path

Existing Segments

- ◆ A 10-foot wide pathway currently exists along the west bank of the Big Arkansas River from I-235 to Broadway, then crosses to the river's east side and continues south to Garvey Park.
- ◆ Pathways have been developed along both river banks for the section from 13th Street to Maple.
- ◆ Along the route, several shorter segments of pathway have been constructed and others are planned to provide neighborhood connections to this major spine facility.

Existing/Planned Facilities

Watershed Protection

Northwest of I-235, a greenway trail has been proposed since 1996. Protection of a riparian buffer corridor for joint purposes of watershed management and public access is needed.



Multi-Use Path

The South Central Neighborhood plan recommends the extension of a trail link along the east bank of the Arkansas River, connecting to existing trail sections to the north. This link would include a pedestrian bridge across the river connecting Herman Hill Park to Watson Park.

The 1996 PROS Plan also showed planned trail facilities south of Chapin Park to the confluence of the Arkansas River and The Big Ditch. From this point south, the trail is proposed to detour over to Hydraulic/16th, cross the river, and continue along the west side of the waterway into Sumner County.

System Connectivity

In total, the Big Arkansas River runs about 51 miles through Sedgwick County from its northern to southern borders. While developing a continuous waterway-based trail facility for this length is a very long-term project, at completion the corridor will intersect with almost every east/west route proposed in the regional system. As such, this pathway will become major destination in and of itself, and several shorter, secondary neighborhood connections will be desired to be made to access this facility.

Corridor K

Haysville Connection

System Connectivity

This proposed 8-mile primary corridor will connect the City of Haysville to the Arkansas River Trail and City of Wichita system along the following segments of previously proposed pathways and new alignments:

Potential Strategies

Multi-Use Path

- extending from the Arkansas River Trail through Watson Park.

Road Diet or Sidepath

- along McLean Blvd to 31st.

Signed Shared Roadway (Bike Route)

- on Gold Street.

Multi-Use Path

- continuing south of Grove along ditch to Union Pacific Railroad.

Rail-with-Trail

- along a segment of the Union Pacific Railroad to Southern. This short segment of rail-with-trail will require barrier fencing to separate trail users from active rail use and address the railroad company's liability concerns.

Signed Shared Roadway (Bike Route)

- on Southern to 63rd.

Multi-Use Path

- along the railroad and Big Ditch rights-of-way to make short connection over to Seneca.

Sidepath

- along Seneca, as proposed in the City of Haysville Hike & Bike Trails plan to connect in with local pathways system.

Corridor K

Main, Broadway or Topeka

Routing Options:

Roadway Classification

Main: **Urban Collector**
Broadway: **Minor Arterial**
Topeka: **Urban Collector**

Traffic Volumes

Main: **1,000 - 11,000 ADT**
Broadway: **10,000 - 16,000 ADT**
Topeka: **1,000 - 6,000 ADT**

Future Planning

The affected local jurisdiction shall determine which street corridor to route in and appropriate facility recommendations to implement the intent of this primary north/south bicycling route through Downtown Wichita.

System Connectivity

Developing any one of these corridors as a continuous on-street bicycle facility will provide links to the following:

- ◆ proposed Redbud Trail
- ◆ funded Historic Midtown Bikeway/Greenway
- ◆ proposed bike lanes on Douglas
- ◆ proposed bike lanes on MacArthur

Corridor K

Wichita-Valley Center BNSF line

History

The 21st Street Revitalization Corridor Plan proposes the realignment of the BNSF mainline and rail yard activities from its current location along Broadway Boulevard to the existing Frisco main that is also owned by the BNSF Railroad. This recommendation in the proposed 21st Street Plan, to shift the railroad activities away from Broadway, is part of a solution to limit the number of rail-street at-grade crossings in North-Central Wichita.

- ◆ In March 2003, the BNSF Railway proposed to abandon approximately 17 miles of track between Wichita and Valley Center. The City of Wichita was interested in negotiating railbanking with BNSF for the portion of the line that runs from 45th Street near Park City to west of Meridian in Valley Center.
- ◆ BNSF is now keeping part of this corridor in active rail service, with two sections of the route abandoned in July 2006, totaling 5.65 miles.
- ◆ Adjacent land owners have raised property ownership issues along sections of the corridor.
- ◆ Future connections north of 13th Street to the southern terminus of the proposed abandonment will be tricky, most likely following Broadway. Another alternative to explore would be to route on Market Street from 13th to 35th, crossing Broadway and the railroad at 37th, and continuing north on Old Lawrence Road.
- ◆ Park City is exploring alternatives for connections along an adjacent railroad spur as well.

System Connectivity

Converting the Wichita-Valley Center BNSF line into a rail-trail is a long-term project that would ultimately provide regional linkage between Wichita, Park City and Valley Center, with connections to the following primary pathway corridors:

- ◆ continuation of the north/south corridor proposed for either Main, Broadway or Topeka
- ◆ future 53rd N bicycle corridor
- ◆ intersects with the Oz recreational loop
- ◆ connects into the Valley Center's existing and proposed pathway system

Corridor L

Canal Hike and Bike and Extension

Existing Segments

Canal Hike and Bike Trail

Existing facility beneath or parallel to I-135 running from 17th Street N to Pawnee.

The Grove Park to Chisholm Creek Park Bike Path

This segment meanders roughly parallel to K-96 from Grove Park near the I-135 interchange, to Chisholm Creek Park off of Woodlawn.

Missing Segments

Multi-Use Path

◆ There is a missing section between the western terminus of the Grove Park to Chisholm Creek Park Bike Path to the northern terminus of the Canal Hike and Bike Trail.

◆ Another link to be made is an extension south of Pawnee along Southeast Blvd/Atchison, Topeka and Santa Fe RR to link to the three proposed trails that converge near the Kansas Turnpike/I-35 crossing of the Arkansas River.

System Connectivity

This major 9-mile corridor, when completed in its entirety, will provide bicycling links to the following, starting at its southern terminus:

- ◆ Arkansas River Trail
- ◆ Gypsum Creek extension
- ◆ proposed east/west bike lanes along Mount Vernon
- ◆ proposed east/west bike lanes along Douglas
- ◆ rail-banked BNSF 17th Street corridor
- ◆ proposed Redbud Trail
- ◆ existing Grove Park, Chisholm Creek Bike Path and the K-96 Bike Path



Corridor M

K-96 Bike Path and Extension

Existing Segments

The K-96 Bike Path

Runs from Woodlawn east to 127th Street E.

Missing Segments

Signed Shared Roadway (Bike Route) and Multi-Use Path

◆ A 2-mile section of trail or on-road bicycle accommodation is needed along 127th E from the K-96 Bike Path terminus south to Harry Street. For this connection to be feasible, the pathway will need to use the N. 127th Street bridges over K-96 and the I-35/Kansas Turnpike, with a jog along the I-35 right-of-way under the Kellogg bridges to connect with proposed local pathway plans continuing south on 127th to Harry. Alternative alignments may also need to be explored for making this connection.

◆ At Harry, the pathway should be extended 1 mile west to connect to the existing facility on the south side of Harry between Webb Road and Greenwich.

System Connectivity

This major 14-mile corridor, when completed in its entirety, will provide bicycling links to the following, starting at its northern terminus:

- ◆ proposed Canal Hike and Bike connection
- ◆ proposed north/south bike lanes on Oliver
- ◆ Oz recreational loop
- ◆ rail-banked BNSF 17th Street corridor
- ◆ proposed Rebud Trail
- ◆ proposed east/west bike lanes along Mount Vernon

Corridor N

Oliver Street North of K-96

<i>Roadway Classification</i>	Urban Collector - from the northern Urbanized Area boundary to the Wichita city limits (5 miles) Minor Arterial - from the Wichita city limits to K-96 (4 miles)
<i>Traffic Volumes</i>	<8,000 ADT
<i>Future Planning</i>	The affected local jurisdictions shall determine appropriate facility recommendations to implement the intent of this primary bicycling corridor.
<i>System Connectivity</i>	Developing a continuous north-south corridor will provide bicycling links to the following: <ul style="list-style-type: none">◆ Bel Aire and Kechi into Wichita◆ numerous local commercial nodes◆ proposed east/west bike lanes along 53rd◆ existing K-96 bike path◆ existing Grove Park to Chisholm Creek Park bike path

Corridor N

Woodlawn-13th N-Edgemoor

<i>Roadway Classification</i>	Principal Arterial - Woodlawn, from K-96 to 13th N (2 miles) Minor Arterial - 13th N, from Woodlawn to Edgemoor ; Edgemoor, from Central to Harry (3 miles) Urban Collector - Edgemoor, from 13th N to Central; Edgemoor, from Harry to Mt. Vernon (1 mile)
<i>Traffic Volumes</i>	4,000 - 24,000 ADT with volumes >20,000 at the intersections on Woodlawn with 29th N, 21st N and 13th N
<i>Future Planning</i>	The affected local jurisdictions shall determine appropriate facility recommendations to implement the intent of this primary bicycling corridor.
<i>System Connectivity</i>	Developing a continuous north-south corridor will provide bicycling links to the following: <ul style="list-style-type: none">◆ numerous local commercial nodes◆ proposed Redbud Trail◆ proposed east/west bike lanes along Douglas◆ proposed east/west bike lanes along Mount Vernon◆ existing Gypsum Creek Bicycle Path◆ Spirit Aerosystems major employer

Corridor N

Oliver-Buckner-Meadowlark-Rock Road

Roadway Classification

Principal Arterials - Buckner, from 55th to 63rd; Rock Road, from Meadowlark to K-15
Minor Arterials - Oliver, from I-35 to Buckner; Buckner, south of 63rd; Meadowlark/71st

Traffic Volumes

11,000 - 25,000 ADT on the Principal Arterials

Potential Strategies

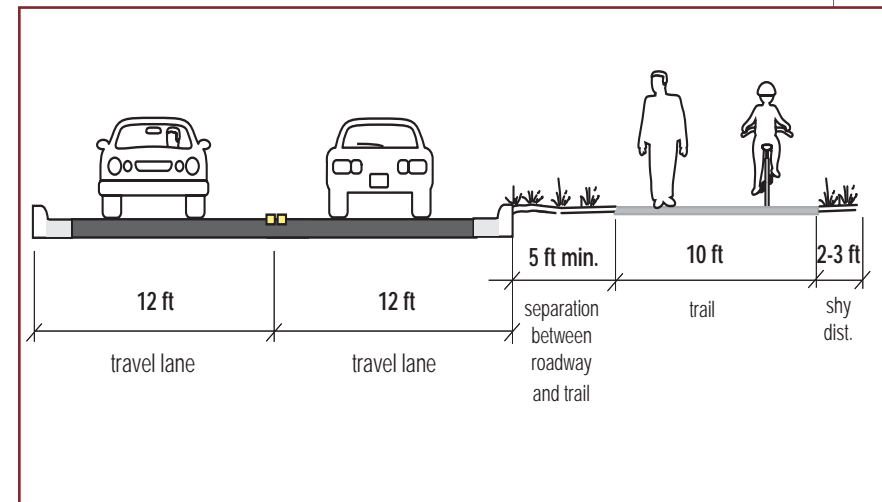
Multi-Use Path

Continue existing sidepath treatment found along Buckner/Meadowlark/Rock Road within Derby and Mulvane. Work with Spirit Aerosystems for accommodation through their campus.

System Connectivity

Making connections between existing pieces of pathway up to Oliver will link the following:

- ◆ the communities of Mulvane, Derby and Wichita
- ◆ local destinations within individual communities
- ◆ the 100-mile Oz Bicycle Club loop
- ◆ Spirit Aerosystems major employer
- ◆ existing Gypsum Creek Bicycle Path
- ◆ proposed north/south bike lanes along Oliver



Corridor 0

Gypsum Creek Bicycle Path

Existing Segments

◆ A 10-foot wide multi-use path has been constructed along the Gypsum Creek from Douglas south to 31st Street S.

Existing/Planned Facilities

Multi-Use Path

There is an approximately 3-mile missing link in continuing this facility westward to connect with the Arkansas River Trail. The Wichita Park and Recreation Department is actively planning this connection to create a continuous 45-mile greenway trail facility around southern Wichita, from roughly I-235 and 21st Street N around to Armour and Douglas Streets.



Routing

The pathway extension will continue from the southern terminus of the existing Arkansas River Path at Garvey Park, routing on the southern edge of Chapin Park and along the eastern side of I-35/Kansas Turnpike, to connect with the existing southern terminus of the Gypsum Creek Bicycle Path at Planeview Park.

System Connectivity

This missing trail segment links two major existing facilities, the Arkansas River Trail and the Gypsum Creek Bicycle Path, and provides intersecting connections to other primary corridors including:

- ◆ proposed north/south bike lanes along Oliver
- ◆ future extension southward of the Canal Hike and Bike Trail
- ◆ future extension southward of the Arkansas River Trail
- ◆ proposed Haysville connection

Corridor P Webb Road

Roadway Classification

Principal Arterial

Traffic Volumes

< **9,000 ADT** from K-96 north to Highway 254 on a four-lane cross-section
14,000 - 30,000 ADT between K-96 and Pawnee on a four-lane cross-section.
 < **6,000 ADT** south of Pawnee on a two-lane rural cross-section

Existing/Planned Facilities

Sidepath

Sections of sidepath are existing and planned for various parts of the corridor. However, previous planning efforts have not resulted in a continuous facility. We would like to see continuous accommodation made between at least 13th Street N and Pawnee/23rd Street S to provide a north/south route for the eastern portion of the region.

Future Bicycle Accommodation

As growth and development continue north along Webb, the sidepath treatment should be continued. Ideally, on-road accommodation for bicyclists would be provided in a corridor like this, but Webb Road is already built to the four-lane cross-section in undeveloped areas between K-96 and Highway 254. Due to the sprawling land development patterns, fast speed of traffic, and excessive width of the roadway corridor, a sidepath with limitations on intersection conflicts may be the only solution.

System Connectivity

Retrofitting Webb to become more of a multi-modal corridor will provide bicycling links to the following:

- ◆ proposed Redbud Trail
- ◆ proposed Douglas on-street bike lanes
- ◆ existing 10' wide bike path east along Kellogg
- ◆ existing 10' wide bike path along Webb
- ◆ existing 10' wide bike path west along Pawnee
- ◆ proposed 10' wide bike path east along Pawnee

Corridor Q

Whitewater River Watershed

History

The Whitewater River Watershed in Sedgwick County is located within the upper regions of the Walnut River Basin, which contains other stream corridors such as Wildcat Creek, Whitewater River and Eight Mile Creek. The watershed is 52% cropland grassland, 43% grassland, 2% treelined and 2% urbanized. The Kansas Water Office projects the watershed to grow 37% from 2000 to 2020. Several streams within the watershed are polluted from agricultural practices and runoff. The State is currently monitoring the water quality in many of the streams. There also have been several methods recommended for protection of the streams such as conservation tillage, contour farming, grass waterways and buffer strips.

Potential Strategies

- ◆ Combine multiple regional goals of recreation, transportation, flood control and preservation of natural resources by developing pathways along protected stream corridors.
- ◆ Create a regional plan that represents agricultural, urban and business watershed interests by addressing the following issues:
 - ◆ Identify ways to protect streams for preservation and decide best connection routes for multiple use.
 - ◆ Developing a mechanism to protect that can be combined with recreational uses.
 - ◆ Acquiring rights to access; existing pattern of development with small farms/building encroachment complicates access issues.
 - ◆ Developing a comprehensive funding mechanism.

Benefits of Multi-Purpose Corridor Protection

In addition to making pathway system connections, multi-purpose waterway corridors offer the following to the region:

- ◆ Preserves and enhances wildlife habitat areas, and connects wildlife corridors
- ◆ Preserves sensitive open spaces that naturally buffer adjacent water features (streams, rivers)
- ◆ Helps with the absorption of runoff to reduce flooding
- ◆ Protects stream banks from eroding and helps remove pollutants
- ◆ Reserves community amenities such as creeks, lakes and rivers for public use
- ◆ Enhances human access to the natural environment and provides scenic walkways
- ◆ Potential for increased heritage tourism for locations along waterways
- ◆ Create a collective method for all communities to manage surface water
- ◆ Preserves community character and enhances property values