

Big Ideas for Implementing Pathways in the WAMPO Region

The WAMPO Regional Pathway System Plan emphasizes the role of local support and involvement. Although WAMPO will be responsible for the plan's overall coordination, establishing local ownership and support is critical to its successful implementation. Coordination between various agencies and departments is a key component to effective local implementation.

This Plan highlights the ecological, recreational, and quality of life benefits that can be gained by preserving the land around waterways for open space and trails. To supplement open space corridors, the plan also advocates retrofitting (e.g. re-striping to include bike lanes) select roadways to accommodate all modes of transportation. Five general strategies for implementing the WAMPO Pathways Plan were identified and include:

STRATEGY #1: Establish Plan Ownership and Support

1-A. The Wichita Area Metropolitan Planning Organization (WAMPO) shall be responsible for the overall coordination of the Regional Pathways Plan. WAMPO will also receive, review, and rank applications for FHWA Transportation Enhancement (TE) funds. WAMPO will forward to the Kansas Department of Transportation (KDOT) a prioritized list of TE applications. KDOT, as administrators of this funding, will consider the regional priority of the TE list and will select, prioritize, and award funding for projects seeking Transportation Enhancement funds.

In support of the Plan, the Transportation Enhancement application process may be modified to recognize pathway projects that are consistent with the regional plan.

1-B. Local communities should develop pathways plans that provide local and neighborhood connections to the Regional Plan. Communities are encouraged to use the Regional Plan as they update their own comprehensive plans, transportation plans, and parks and open space plans.

1-C. Plan implementation shall be accomplished through local community transportation plans with support and regional oversight from WAMPO.

1-D. Citizen support for this Plan and its projects should be shown to the individual Cities responsible for implementation of its component parts.

1-E. Other implementation methods could follow an agency lead, public-private lead, and/or private sector lead model as described following:

- ▶ Local Planning and Community Development Departments or Parks and Recreation Departments often lead Agency Models. A community may also encourage multiple departments and agencies, such as its Parks and Recreation Department, Public Works Department, and Utility Districts to work together toward Regional Plan implementation.

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- ▶ Partnerships that combine strong government leadership with private fundraising support, promotion, and programming are examples of Public-Private Models. Such models may also have strong private sides that take leadership roles with regard to planning, design, and system implementation; the public side then supports the private side with management, programming, and promotion.
- ▶ Private organizations, with their own means of system establishment and operation and no means of government influence, often characterize Private Sector Models.

Because Wichita area civic leaders are currently involved in various efforts (Visioneering Wichita's Economic Development Committee and Quality of Life Committee) and many citizens are active in existing advocacy groups (Prairie Travelers, bike clubs and walking/running clubs) a public-private partnership may be the most beneficial local implementation model to assist with the Regional Plan.

STRATEGY #2: Promote Interagency Coordination

2-A. Interagency coordination will be an important key to successful Plan implementation and should involve regular meetings with area agencies, communities, and groups, as well as the development of promotional materials to improve collaboration.

Promotional materials may include:

- ▶ Newsletters;
- ▶ A website;
- ▶ A regional map;
- ▶ Guest speaker forums for key topics;

A Top-Down, Bottom-Up Implementation Approach

The implementation strategies contained in this Action Plan are structured to provide a comprehensive long-range vision for completing a regional pathway system.

Some strategies require long-term shifts in policy focus and a regional commitment by all jurisdictions to uniformly work with individual land owners to preserve and protect corridors for future public access. Other strategies are small, short-term actions that can and should happen immediately to improve conditions for bicycling and walking.

The implementation strategies shall first be applied to complete prioritized segments of identified Primary Corridors. The same principles and strategies will also apply to shorter segments of secondary pathway corridors, community connections, and local Safe Routes to Schools projects. The plan provides guidelines for recommended implementation approaches applicable to all projects and jurisdictions, but not site-specific details for any one corridor.

It is important to remember that this plan is being prepared for the Wichita Area Metropolitan Planning Organization (WAMPO), who is in charge of regional transportation planning and the flow of federal and state dollars for transportation improvements.

However, implementation of any given project must be endorsed and initiated by the affected local jurisdiction(s). Implementation of each identified project will thus depend on a grass-roots swell of local support from citizens, neighbors, trail advocates, local staff and elected officials.

In addition, a standardized set of design approaches including the following may also be useful:

- ▶ Common Regional Pathways Signage Program;
- ▶ Standard Regional Logo for Identification Purposes; and
- ▶ Design and Construction Standards.

STRATEGY #3: Encourage Local Implementation

3-A. In order to increase local implementation of the Regional Plan, local communities could modify their Capital Improvement Programs to include items such as roadway re-striping, sidewalk replacement or widening, and American Disabilities Act (ADA) upgrades that are consistent with the Regional Plan to further assist with its implementation. Moreover, communities should strive to build community support for revised street designs that use road diets and modified sidewalk standards for new roads. Each community may also survey its homeowners to learn more about their views on these issues.

3-B. Local agencies may also propose that major sewer and water utility easements become “public use” or “multi-use” easements rather than maintenance easements. They should also ensure that their parks, recreation, and open space plans include local pathways systems.

STRATEGY #4: Save Land Around Waterways









A primary goal of this plan is to provide strategies to improve the bicycle/pedestrian transportation network in the WAMPO region. One possible method is to combine this goal with strategies that provide preservation of waterways and to seek opportunities for such strategies. Such an action may provide a number of benefits including:

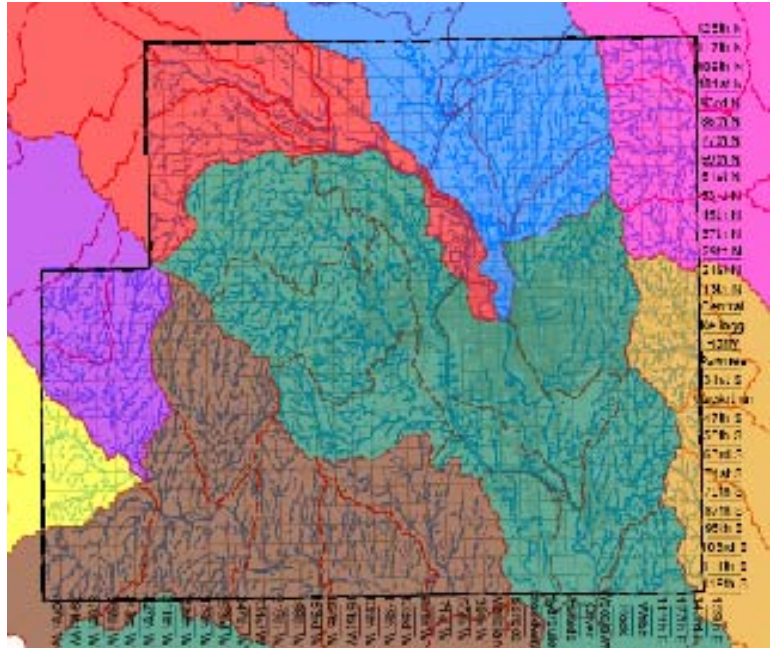
- ▶ Preserves and enhances wildlife habitat areas;
- ▶ Preserves sensitive open spaces that naturally buffer adjacent water features such as streams and rivers;
- ▶ Helps with the absorption of storm water runoff to reduce flooding;
- ▶ Prevents stream banks from eroding and helps remove pollutants;
- ▶ Reserves community amenities such as creeks, lakes, and rivers for public use and recreational opportunities;
- ▶ Enhances human access to the natural environment;
- ▶ Increases the potential for heritage tourism at locations along waterways;
- ▶ Provides scenic walkways;
- ▶ Preserves community character; and
- ▶ Enhances property values.

4-A. Work with watershed districts to preserve stream and river corridors. A watershed is an area of land that drains water into a particular creek, river, lake, or aquifer. Water drains downhill, so hills, ridges, and other high points define the boundaries of a watershed. Watershed districts are concerned with drainage problems, flood prone areas,

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and potential mitigation strategies dealing with land use around streams and rivers. There are eight active watershed districts in Sedgwick County:

- ▶ Walnut basin
 - Upper Walnut River 
 - Lower Walnut River 
- ▶ Lower Arkansas Basin
 - Ninnescah 
 - South Fork Ninnescah 
 - North Fork Ninnescah 
 - Middle Ark-Slate 
 - Little Arkansas 
 - Gar Pease 



4-B. The City of Wichita Floodplain Management Task Force membership should be a natural ally of the pathways, bicycling, and walking community in saving land around waterways. There are also several not-for-profits around the Wichita area that are concerned about the preservation of waterways and water quality issues.

4-C. Identify sensitive assets, particularly along streams and other waterways, which should be preserved. Protecting these natural corridors may allow for the construction of multi-use paths, encourages conservation, and improves flood control. These efforts may be contracted at the regional level.

4-D. Make stream buffers part of overall parks and open space plans developed by local agencies. Acquire and conserve open space parcels with multiple potential benefits. Focus on private incentives, building local management capacity, and the acquisition and regulation of conservation lands.



4-E. Consider a stream setback or riparian protection ordinance. These ordinances ensure that streams in a watershed are lined with vegetation for a certain width, generally 100 – 150 feet from the centerline. The ordinance promotes vegetation,

recreation, utilities, agriculture, and wildlife habitats within the buffer, and reduces potential contamination and degradation.

4-F. Consider an “Alternatives Futures Analysis” to predict the likely economic and environmental outcomes of traditional development and watershed practices versus sustainable watershed management strategies. This type of analysis shall assist with decision-making and public education. For a link to an example of such an analysis for the Blackberry Creek Watershed in Illinois see:

<http://www.co.kane.il.us/kcstorm/blackberry/ExecSummary.pdf>

STRATEGY #5: Retrofit Roadways for Multi-Modal Accommodation

5-A. Create a regional street system that functions effectively for all modes of travel. Provisions should be made to better accommodate walking, bicycling, and transit, with the goal of increasing levels of use for these modes.

5-B. Consider adding on-street bicycle accommodation to identified primary regional corridors where recommended by the WAMPO consultant (see Appendix A) through one or more of the following means.

▶ **Restripe minor arterials**

Allocate space for bicycle lanes by restriping existing roadways. A cost-effective means of accommodating bicycle travel, bike lanes may be implemented as a road diet treatment or by narrowing existing lanes. Restriping may be completed in conjunction with reconstruction, overlay, and/or routine restriping projects.

▶ **Construct new roadways**

New and retrofit projects built to urban cross-sections should include bicycle lanes and rural roadways should include paved shoulders as an incidental part of construction projects.

Such enhancements should be routinely included as an incidental part of major traffic capacity construction projects programmed within the WAMPO region.

5-C. Post “*Share-the-Road*” warning signs on rural routes that receive high levels of use by cyclists. Such signs do not designate a corridor as a bicycle facility, but alert drivers to existing or potentially hazardous road conditions such as slow-moving vehicles.

5-D. Transform targeted bus routes into multi-modal corridors by providing the following:

▶ **Continuous sidewalks**

Provide facilities that meet ADA requirements on both sides of bus route streets.

▶ **Convenient street crossings**

Locate bus stops near intersections or providing mid-block crossings where pedestrians can safely and conveniently access transit service from both directions of travel.

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- ▶ **Pedestrian amenities**
Provide benches and shelters that offer comfort and support to transit system users.
- ▶ **Bicycle Parking**
Place secure inverted-U parking at bus stops to enable people to combine travel modes for greater personal mobility.
- ▶ **Bike Racks on Buses**
Install bicycle racks on all buses. Wichita Transit offers bike racks on all fixed-line buses. Addition research is needed to explore the opportunity to place bike racks on other transit and paratransit vehicles used in the WAMPO region.
- ▶ **Pedestrian Walkways**
Encourage private properties to construct walkways that allow people to conveniently walk from transit stops to adjacent destinations.

Mobility Characteristics

While not undertaken for the entire WAMPO region, the 2006 Citizen Satisfaction Survey conducted for the City of Wichita by the National Research Center, Inc. most likely reflects modal split conditions throughout the region.

Survey results include:

What one method of transportation do you usually use (for the longest distance of your commute) to travel to work?

Single Occupant Vehicle.....	81%
Multiple Occupant Vehicle.....	14%
Public Transportation.....	1%
Walk.....	1%
Work at Home.....	1%
Other.....	0%

Ease of travel in Wichita?	% Survey Respondents Rating Good or Excellent:
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By Car.....	67%
By Bus.....	17%
Bicycling.....	24%
Walking.....	41%

If the WAMPO Region desires to increase use of other transportation modes beyond motor vehicle trips, investment needs to be made to provide enhanced infrastructure and programs to support these modes.

STRATEGY #6: Explore Potential Funding Strategies to Supplement Available Enhancement Dollars

The Wichita Area Metropolitan Planning Organization (WAMPO) will provide overall coordination and planning for the Regional Pathways Plan and work with local communities on implementation. This includes assisting with funding to the extent possible. The WAMPO region has depended largely upon the federal Transportation Enhancement program to fund pathway projects in the past. However, many other funding possibilities exist. This section outlines several options available to jurisdictions in the state of Kansas.

6-A. The largest existing funding mechanism will be through local government tax revenues. Local governments which have a funding source will be able to leverage other funding sources such as private, federal, and/or state grants. Local agencies which

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currently do not have a dedicated local revenue stream might consider working towards this type of resource.

6-B. Sometime in the future the WAMPO region may want to consider a regional funding strategy. Many recent voter initiatives around the nation have focused more on land conservation and open space preservation than on funding trail or pathway projects. Almost all of these examples have included opportunities for pathways.

6-C. The State of Kansas has already passed enabling legislation which allows for local governments to fund park, trail, and storm water management project themselves. Park, trail, and storm water projects have been combined into an overall plan and financed together successfully in other regions. Some types of financing options are as follows:

Property Tax

Property taxes are the primary revenue source for a municipality's general funds. These funds are used to complete public works projects including storm water management, pathways, and green infrastructure projects. However, many other public works projects such as roads, lights, and sidewalks are funded with the general fund. Schools are also funded with property taxes. These competing uses must be considered when choosing to use property taxes.

Local Sales Tax

Sales taxes are often viewed as positive local funding sources because consumers from other municipalities can help pay for needed infrastructure. Many communities have implemented sales taxes for a variety of needs and the perception is that the voters would not support additional taxes. Careful consideration of existing uses of sales taxes and potential future uses should be made.

General Obligation Bonds

General obligation bonds are common funding methods used primarily for capital improvement projects and other capital outlays such as land and major equipment acquisition. Issuance of long term debt allows the municipality to finance large expenditures through loans which are repaid from revenues generated over a significant portion of the life of the acquired asset. Debt financing may enhance the equity of cost recovery, because new customers who benefit from the asset also help pay the cost associated with the asset.

"Some of the corridors and strategies (road diets) will be controversial but these are issues that WAMPO and other locals need to decide on how committed they are to a complete regional pathway system. FHWA would certainly support all these efforts."

--David LaRoche, P.E.
Safety/Traffic Engineer
Federal Highway

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Kansas Watershed Restoration and Protection Strategy (KS-WRAPS)

The State Water Plan Fund and Clean Water Act-Section 319 grants provide funding to local sponsors for WRAPS development, assessment, planning, and implementation of projects to supplement other available funding sources. Projects are funded on a priority basis considering state and local interests and project history.

Non-Point Source Pollution Control Programs

The Conservation Reserve Program (CRP) is a voluntary program that provides annual rental payments to agricultural producers to safeguard environmentally sensitive lands by planting long-term, resource conserving vegetation to control soil erosion, improve water quality, and enhance wildlife habitat. Program signups are held periodically. A continuous signup provision of the CRP provides funding for installing vegetative buffers and other practices to protect rivers and streams and other environmentally sensitive areas.

Additional Funding Possibilities

Other strategies used across the U.S. that could be implemented to various extents in the WAMPO region include: developer dedications, developer incentives, land donations, land conservancies, and voluntary contributions. These strategies could be used by communities as they become locally viable options.

6-D. The WAMPO region may also consider supplementing existing funding sources with Public-Private Partnerships. Public-Private Partnerships can also provide seed money to develop pathway systems in local communities. In this scenario, community based foundations or other not-for-profits work with local governments to either build community paths or encourage residents to become more physically active.

Within the State of Kansas, the Sunflower Foundation: Health Care for Kansans (<http://www.sunflowerfoundation.org>) has provided funding for smaller, more health related path projects.

Another source of funding that could be explored is through the John S. and James L. Knight Foundation (<http://www.knightfdn.org>) which has been instrumental in reshaping many communities. Wichita is eligible for funding from this foundation as one of the 26 original Knight Communities.

Small Details for Implementation Within the WAMPO Region

This document is primarily a facilities development plan for where major infrastructure improvements should be made throughout the region, however it also recognizes that



Results from the 2006 City of Wichita Citizen Survey by the National Research Center, Inc.

there are smaller, low-cost strategies that can and should be undertaken to improve conditions for bicycling and walking. The WAMPO Regional Pathway System Plan follows an established “4-E” approach for non-motorized planning. Such implementation approach includes education (of everyone involved), encouragement (to increase levels of use), enforcement (to protect the rights of all), and engineering (to provide the needed facility improvements).

A variety of 4-E approaches were presented to the public at the second Pathway Users Group Workshop in October 2006. Participants ranked options, and the top 4-E principles have been formulated into recommended strategies to be implemented through a variety of actions that shall be the joint responsibility of both the public and private sectors, as follows:

STRATEGY #1: Educate Both Bicyclists and Motorists on Rules of the Road

1-A. Expand current “Cycle Smart” programs of Safe Kids Wichita Area, working in conjunction with local law enforcement agencies, to bring bicycle rodeo and safety programs to a greater percentage of area youth. Explore opportunities for additional funding of these programs through the Kansas Department of Transportation Safe Routes to Schools program.

Cycle Smart

The Kansas Safe Kids “Cycle Smart” program is designed to increase the number of children who are protected by helmets when engaging in wheel sports by making reduced-price helmets and an educational program available to Kansas children. “Ready to Roll” bike rodeo kits are available for local community events through local Safe Kids coalitions (See: www.kansassafekids.org).

Safe Routes to School (SRTS)

SRTS is a federal reimbursement program that provides funding for infrastructure projects and educational activities that assist cities, counties, and school districts to enable children to walk or bicycle to school more safely. Funding is provided through KDOT to local public authorities and school districts working cooperatively to address safety and encouragement at the local level.

(See: www.ksdot.org/burTrafficEng/sztoolbox/default.asp)

1-B. Promote “BikeEd,” a program of the League of American Bicyclists that emphasizes how to operate a bicycle safely and legally. Encourage local cycling advocacy groups to have members become League Cycling Instructors and offer courses to organizations throughout the WAMPO region.

BikeEd

The BikeEd program is a curriculum for adults and children and the certified instructors who teach it. BikeEd classes are taught across the United States by certified League Cycling

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Instructors (LCI). Courses offered include:

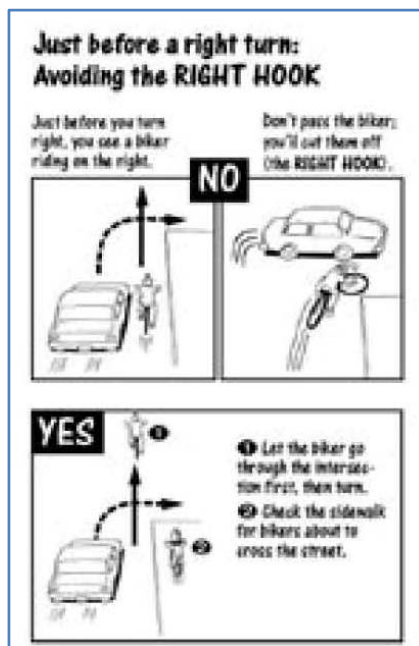
- ▶ Road I - gives cyclists the confidence they need to ride safely and legally in traffic or on the trail.
- ▶ Road II - for more advanced students with an understanding of vehicular cycling principles.
- ▶ Commuting - for adult cyclists who wish to explore the possibility of commuting to work or school by bike.
- ▶ Motorist Ed - a classroom session directed towards motorists.
- ▶ Kids I – teaches parents how to teach a child to ride a bike.
- ▶ Kids II – a Road I class for 5th and 6th graders; and new group riding curriculum for ride leaders and participants.

Additional information may be found on the League of American Bicyclists website at:

www.bikeleague.org/programs/education

1-C. Target additional bicycle safety education toward motorists. Explore opportunities for the Wichita Metropolitan Planning Organization to coordinate development and

dissemination of motorist awareness programs and literature throughout the region.



Example of Driver Education Materials produced by Dave Glowacz, WordSpace Press

Urban Bikers' Tricks & Tips

The author of the book, "Urban Bikers' Tricks & Tips: Low-Tech & No-Tech Ways to Find, Ride, & Keep a Bicycle," is available to develop brochures and safety literature for specific localities. Illustrated in step-by-step fashion, Dave Glowacz has developed "Tips for Motorists: Sharing the Road with Bicycle Riders," which can be customized to reflect Kansas traffic laws and meet the specific needs of the WAMPO region.

Motorist Ed

Motorist Ed is a 3-hour BikeEd classroom session that can be easily added to a driver's education curriculum, such as diversion training for reckless drivers or a course designed for local bus drivers.

TIPS FOR MOTORISTS

Sharing the road with bicycle riders

Directed towards motorists in general, topics covered include roadway positioning of cyclists, traffic and hand signals, principles of right-of-way, and left and right turn problems. Contact: www.bikeleague.org

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1-D. Improve bicyclist and pedestrian safety in the region by increasing the expenditure level for non-motorized projects. Address the issue of balancing needs with financial ability, as identified in the WAMPO Metropolitan Transportation Plan (MTP) 2035.

1-E. Monitor pedestrian and bicycle crashes by local Police and Sheriff Departments. Develop more detailed reporting formats that can provide guidance for future types of education that will directly correlate to crash types occurring in the region. Likewise, use enhanced reporting formats to determine where, if any, high accident locations exist that require corrective measures to existing infrastructure in addition to educational outreach.

STRATEGY #2: Regularly Maintain Pathway Facilities

2-A. Create a spot improvement program. Establish a regional reporting system whereby individual cyclists or other pathway users can report small improvements needed on either pathways or roadways. Create a standard reporting form and/or on-line resource and assign responsibility to a single entity for collecting all reported problems for the region and disseminating spot improvement requests to each affected jurisdiction.

2-B. Provide regular maintenance on roadways with designated bicycle facilities. Focus sweeping activities and maintenance attention to the right-hand edge of roadways and promptly fix problem areas. Pavement cracks (such as the gap between two slabs of pavement) and projections (including sinking drainage grates or crude patch jobs) pose particular hazards to bicycle travel.

2-C. Provide regular maintenance on off-road pathways so that the facility becomes an asset rather than liability. Focus maintenance on removal of sand, gravel, broken glass, branches and encroaching vegetation. Fix potholes, corrugations, and other rough surfaces. As an interim measure, post warning signs along pathways notifying trail users of an upcoming hazard if the problem cannot be fixed promptly.

2-D. Design facilities to national AASHTO standards that have been established for user safety and to minimize future maintenance needs.

STRATEGY #3: Conduct Special Events to Encourage Increased Levels of Bicycling and Walking

3-A. Participate in national events designed to focus attention on and increase usage of non-motorized transportation modes.

iWALK: International Walk to School Day

Join kids and families around the globe to walk and bike to school annually in the month of October. Organizational assistance, event ideas and resources are available. See:

www.walktoschool-usa.org

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National Bike Month

Each year, May is National Bike Month, when the League of American Bicyclists promotes Bike-to-Work Week and Bike-to-Work Day. Event organization, promotional materials, radio and video public service announcements, and bike month grants are available to local communities. See: www.bikeleague.org/programs/bikemonth/

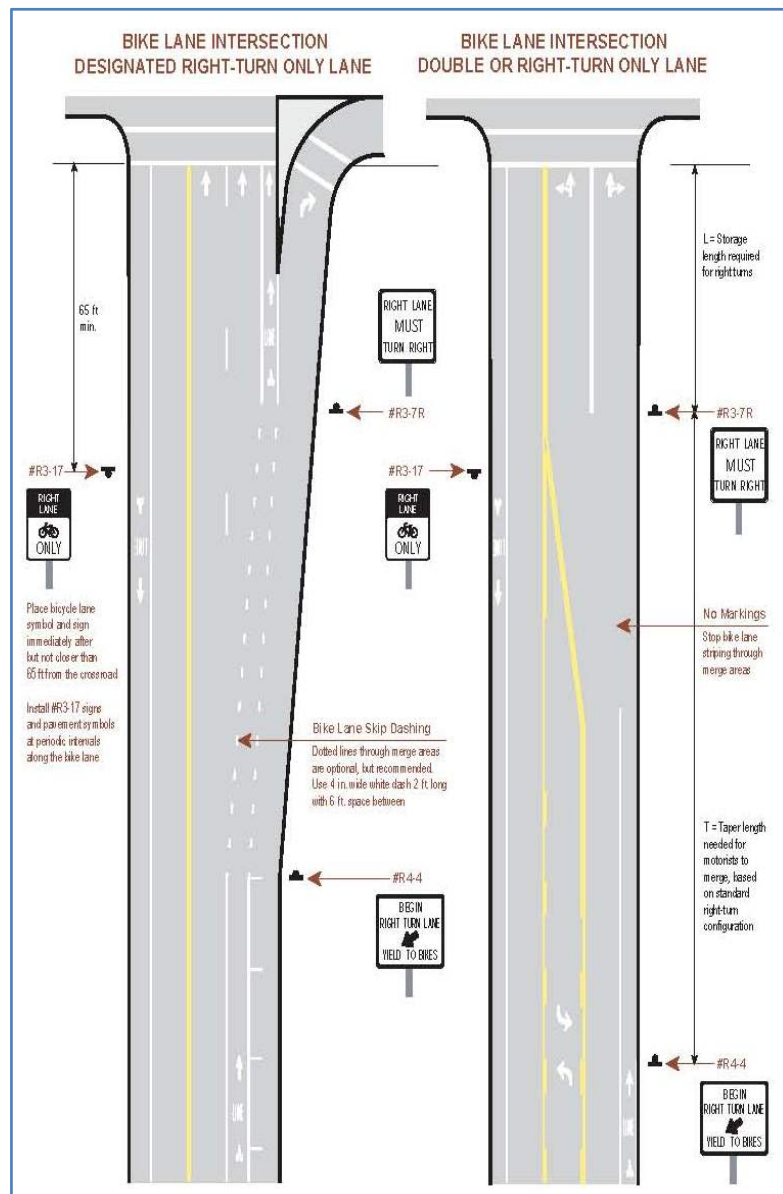
3-B. Support regional efforts to encourage Transportation Demand Management (TDM) strategies. Include bicycling, walking, and transit encouragement programs as effective means of reducing traffic and travel demand on the transportation network.

STRATEGY #4: Design Intersections to Accommodate Bicycle Travel

4-A. Use signal detection practices such as bicycle sensitive pavement loops or video surveillance that allow bicycles to trip signals. Adjust signal timing to provide an adequate clearance interval for bicyclists who begin crossing at the end of a green light.

4-B. In corridors where bicycle lanes are present and space allows, provide space for the bicycle lane at the stop bar. Always locate through bicycle lanes to the left of right-hand turning lanes as required by AASHTO.

4-C. In corridors where bicycle lanes are present and pavement space at the intersection needs to be allocated to vehicular turning movements, drop the bicycle lane in advance of the intersection and resume lane striping on the far side.



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STRATEGY #5: Print and Distribute a Bicycle Users Map

5-A. Update the last bicycle user map printed in the 1980s. Revise the format used previously that identified circuitous local routes lacking connections to destinations. Instead, the new map should show existing pathway facilities and suitability ratings of collector and arterial roadways for bicycling.

5-B. Encourage local advocacy groups to undertake this project, working in cooperation with the WAMPO Geographic Information Systems (GIS) staff to obtain needed data, as a major fundraising effort for local safety education and encouragement programs. Formulate a business plan for advertising and map sales to generate revenues.

STRATEGY #6: Design Safe, Convenient, and Visible Pathway Crossings of Major Roadways

6-A. Follow national standards set forth in the Manual of Uniform Traffic Control Devices (MUTCD) for signing and pavement markings at trail/roadway intersections. This action item needs to be done by every jurisdiction on every trail crossing, especially existing crossings of the Chisholm Trail and current and proposed crossings of the Redbud Trail.

- ▶ Use highly visible “ladder-style” crosswalks with longitudinal lines for added visibility. Plan for minimal maintenance by slightly adjusting the spacing of pavement markings to avoid the path of vehicular tire wear.
- ▶ Use MUTCD warning and regulatory signing on all intersection approaches (trail and roadway). Two options exist per MUTCD Figure 9B-7 or 3B-15. See illustration below.



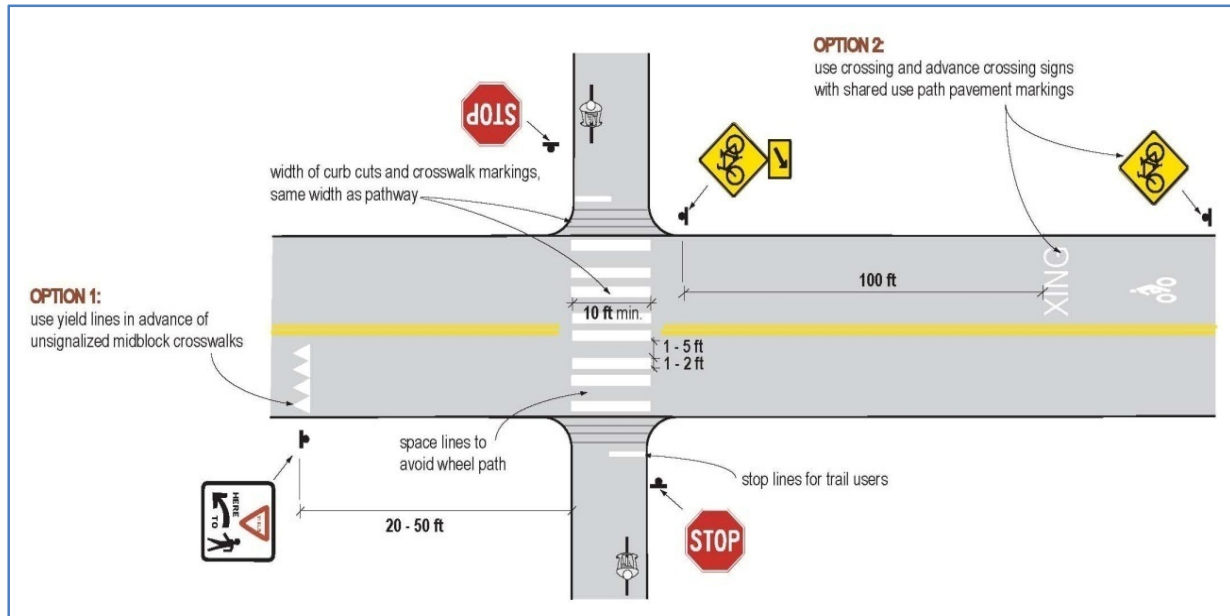
Example of pedestrian refuge islands with pedestrian actuated signals that stop traffic only when a user is present, visible crosswalks, and appropriate signing.

6-B. Provide mid-block trail crossings in locations with good visibility and adequate stopping sight distance, typically on roadways where speed limits are less than 45 mph.

- ▶ Use highly visible “ladder-style” crosswalks and appropriate signing.
- ▶ Consider installing pedestrian actuated signals to stop vehicular traffic for trail user crossings. Light remains green for vehicular traffic at all other times. Another option may be to install a pedestrian hybrid beacon. A pedestrian hybrid beacon is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

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- ▶ Where a center turning lane is present on the intersecting roadway, provide a mid-block refuge island to assist non-motorized users in crossing one direction of travel at a time.



6-C. Install orientation signing along trails at roadway crossings so that trail users know intersecting street names.

STRATEGY #7: Integrate Bicycling with Transit

7-A. Provide bicycle parking racks at bus stops along the identified primary corridors that follow street rights-of-way. The preferred rack style shall be one inverted-U parking rack with 30" min. clear spacing provided to allow bicycle loading and locking



maneuvers. Bike parking racks have been installed throughout the City of Wichita. The project should be complete by the end of 2011.



7-B. Wichita Transit currently provides bike racks on all fixed route buses. Efforts to provide bicycle racks on other transit vehicles; those used for on-demand or paratransit service providers will need to be investigated for potential benefit of those using these services.

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7-C. Encourage Transit-Oriented Development (TOD) along or near transportation corridors and activity centers that are served or anticipated to be served with public transit. Design and develop the lands in proximity to transit facilities to encourage people to use mass transit. Use TOD as a tool to spur neighborhood revitalization in disinvested areas, promote more efficient use of the region's transportation network, and protect a region's natural environment by building at more compact development patterns.

7-D. Establish specific TOD overlay districts. Site design criteria to be addressed in the regulations shall include:

- ▶ Pedestrian access and circulation from the boarding stop should be the most important consideration in site design.
- ▶ Provide grid-like street patterns with a high degree of connectivity that serve all modes of transportation - transit, bicycling, walking, and auto.
- ▶ Locate buildings next to stations, with commuter parking lots further removed. Require that buildings front the street and have direct access to sidewalks.
- ▶ Provide businesses that service commuters - such as drug stores, dry cleaners, banks, and grocery stores.
- ▶ Provide attractive landscaping, continuous paved sidewalks, street furniture, urban art, screen-off parking, weather protection, safe street crossings, public open spaces, and pedestrian plazas.

STRATEGY #8: Provide Bicycle Parking Facilities

8-A. All public and private destinations throughout the region shall provide bicycle parking racks per guidelines developed by the Association of Pedestrian and Bicycle Professionals (ABPB).

Information on integrating and using bicycle parking facilities may be found on the BicyclingInfo.org website at:

<http://www.bicyclinginfo.org/engineering/parking.cfm>



Recommended bicycle parking guidelines from the Association of Pedestrian and Bicycle Professionals, 2002

Key components identified by ABPB for bicycle parking facilities include:

- ▶ Parking racks shall be styles that adequately support the bicycle.
- ▶ Individual racks shall be sited to permit convenient user access.
- ▶ Rack parking areas shall be located adjacent to building entrances.

8-B. Consider providing bicycle lockers or indoor storage in locations where bicycles will be parked overnight or for longer durations.