

City of Sedgwick Bicycle/Pedestrian Master Plan

The Healthy Harvey Coalition is a countywide Coalition composed of residents, businesses, and agencies working together to improve the health, safety, and success of all Harvey County residents. Walk & Roll Harvey is a leadership team within the Coalition focusing on non-motorized transportation.

The Sedgwick Bicycle/Pedestrian Master Plan is a tool to support the health, safety, and success of residents of the City of Sedgwick with a resident-created strategy to make walking and biking safer and more enjoyable within the city limits. Walk & Roll Harvey, the Healthy Harvey Coalition, the Harvey County Health Department, the City of Sedgwick and residents collaborated to develop this Bicycle/Pedestrian Plan as a guiding tool for non-motorized transportation in Sedgwick.

Funding for the City of Sedgwick Bicycle/Pedestrian Master Plan is being provided by Blue Cross and Blue Shield of Kansas as part of the community's *Pathways to a Healthy Kansas* grant.

The Sedgwick City Council Adopted the plan on May 18, 2020.

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Why non-motorized transportation

In 2015, the Surgeon General issued *Step it Up! The Surgeon General's Call to Action to Promote Walking and Walkable Communities*. The introduction lists three reasons for the call to action: 1) the need to prevent chronic disease, not just react to them; 2) walking is applicable to all people; and 3) all people should have access to safe places to walk (or wheelchair roll). The Secretary of Health said in the introduction, "But for some, access to safe places to walk isn't so simple. Without well-connected sidewalks and paths, or nearby destinations, our daily decision to walk or roll can be a bit tough. And that is especially true for people who need to use assistive devices or wheelchairs." (<https://www.hhs.gov/sites/default/files/call-to-action-walking-and-walkable-communities.pdf>)

When we built our towns in Harvey County, automobiles did not exist and the main form of transportation within our towns was pedestrian. Our neighborhoods built prior to World War 2 demonstrate this with sidewalks and easy connectivity to amenities. After World War 2, philosophy of city planners changed and neighborhoods were built to prioritize cars – hence houses with garages and driveways in front rather than porches to welcome visitors. Over the decades, sidewalks have deteriorated and considerations have changed. Try to push a stroller or steer a wheelchair along an eighty-year-old sidewalk if you doubt this. Smart Growth America (smartgrowthamerica.org) is a resource for communities who want to make their streets safer and more appealing for people who ride bikes or who walk. They promote the philosophy that cities and streets are for people, and as such, governments should consider people walking, riding bikes, using transit, and driving cars when they plan their street projects. A plan for non-motorized transportation, such as a Bicycle/Pedestrian Master Plan, can help cities in this consideration.

Why does the Healthy Harvey Coalition care about non-motorized transportation? The mission of the Coalition is to improve the health, safety, and success of all people in Harvey County. Health. Safety. Success.

The four prominent causes of chronic disease in the US are cancer, cardiovascular disease, chronic obstructive pulmonary disease, and type 2 diabetes. Avoiding tobacco use, eating healthy foods, and getting adequate exercise are key to avoiding, and for treating, these diseases. "Physical activity is one of the best things people can do to improve their health. It is vital for healthy aging and can reduce the burden of chronic diseases and can prevent early death"

(<https://www.cdc.gov/physicalactivity/about-physical-activity/index.html>).

In Harvey County, 81.7% of adults do not get the recommended amount of exercise; in Sedgwick County, 81.6% of adults do not get the recommended amount of exercise (2017 Behavioral Risk Surveillance System). In Kansas youth, 73.5% are not physically active for 60 minutes every day of the week as recommended (2017 Youth Risk Behavior Surveillance System). In 2018, Kansas was the 12th most obese state in the United States (stateofobesity.org).

The easiest way to add exercise into a person's day? Walk or ride a bike for errands or trips under two miles. Walk to school or work. Ride a bike to the café. If it is safe to walk or ride a bike.

Not all residents can or choose to drive automobiles. Those residents should be able to navigate their communities safely. Younger children cannot drive. Many elderly cannot drive. Lower income residents may not be able to afford a car or have to conserve gasoline. Some residents may have health issues that prevent them from driving. In addition, some residents simply want to walk or ride a bike, to enjoy a slower pace of life that allows more interaction with their neighbors.

Sidewalks and off road paths are the safest infrastructures for walking or riding bikes. When traffic and speed on a street are low, and with proper signage and enforcement, it is safe to ride a bike on the street, if the bicyclist is experienced. For young children just learning to ride, a multi-use path or sidewalk is preferred. The safety concern with riding a bike on a sidewalk or path is with the number of driveways that cross the sidewalk or path. People driving cars exiting driveways tend to look for pedestrians moving at slow speeds; people riding bikes or jogging

move at higher speeds and people driving cars do not always notice them when exiting a driveway.

Children who get adequate exercise are more likely to succeed in school. They have better academic performance, higher test scores and fewer behavioral issues (https://www.cdc.gov/healthyyouth/health_and_academics/pdf/pa-pe_paper.pdf).

In 1969, 50% of children either walked or rode their bike to school. In 2009, only 13% of children walked or rode their bike to school. Thirty five percent of children in grades K through 8, living within half a mile of their school, are driven to school in an auto

(http://guide.saferoutesinfo.org/introduction/the_decline_of_walking_and_bicycling.cfm). When added to structured (PE classes) and unstructured (recess) physical activity, children who ride their bike or walk to school are more likely to reach the physical activity recommendations for youth of 60 minutes per day.

Economically, communities with higher numbers of people walking and biking tend to have increased retail activity, property values, and reduced healthcare costs (<https://www.cdc.gov/physicalactivity/about-physical-activity/why-it-matters.html>).

“Chronic diseases could cost Kansas \$17.8 billion in medical costs and an extra \$6.9 billion annually in lost employee productivity”

(<https://www.fightchronicdisease.org/states/kansas>). The three causes of most chronic diseases such as heart disease and diabetes are lack of physical activity, poor nutrition, and tobacco use. Providing adequate infrastructure (sidewalks or bike paths) can help address the lack of physical activity (only 19% of Kansans get adequate physical activity, 2017 Behavioral Risk Surveillance System). Improving health by promoting walking and biking creates a side benefit - motorists and residents shop local, rather than traveling to locations outside the community. A study in New York City showed that businesses near protected bike lanes increased business by 49% versus the 3% increase in the rest of the borough (“Measuring the Streets” New York City Department of Transportation, 2012).

Recommendations for improvement

Planning Committee members assessed Sedgwick streets for current conditions in September 2019. Walk & Roll Harvey hosted a public forum on October 16 at The Meeting House.

Participants identified safety for students and families walking, jogging, and biking as the primary concern. Top three locations of concern are lack of sidewalks on Madison/Ridge Road south of 1st/125th Street and on 7th street, and the railroad crossing at 4th street. Lack of adequate pedestrian lighting was also identified as a concern.

Recommendations are (see map in appendix):

1. Continuing the sidewalk on the east side of Madison/Ridge Road south of 1st/125th Street.
2. Sidewalk on one side of 7th Street (no preference given) from Madison/Ridge Road to the railroad.
3. Multi-use Path on one side of 7th Street (no preference given) from the railroad to Hoover Road.
4. Sidewalk on 8th Street from Madison/Ridge Road to Monroe, the on Monroe to the school.
5. Multi-use Path on one side of Hoover Road (no preference given) from 7th Street to 1st/125th Street.
6. Multi-use Path on 1st/125th Street from Hoover Road to Madison/Ridge Road.
7. Multi-use Path on Harrison Avenue from 7th Street to 1st/125th Street.
8. Pedestrian lighting on 7th Street from Madison/Ridge Road to Hoover Road.
9. Pedestrian lighting on Hoover Road from 7th Street to 1st/125th Street
10. Pedestrian lighting on the existing walking path from Harrison Avenue to Ashton Land/Teri Lane.
11. Pedestrian lighting on Harrison from the walking path to 7th Street.
12. Pedestrian lighting on 8th Street south on to Monroe to the school.
13. Signaled cross walks from 1st/125th Street and Madison/Ridge Road.
14. Elevated crossing of the railroad at 4th street.

An additional recommendation is to create a fund to assist residents with maintenance and repair of existing and new sidewalks.

No on-street infrastructure (bike lanes, or bike boulevards) are recommended due to low traffic flow. On roads where traffic flow and speed are higher, sidewalks or multi-use paths are recommended.

Annual Bike & Pedestrian Count

To track bicycle and pedestrian traffic, an annual count of bicyclists and pedestrians will be conducted. Counts will be used in future master plan updates and to show need to obtain funding for higher cost projects. The City of Sedgwick will conduct the annual count on _____ from _____ to _____. The counts will be conducted at the same time and place every year to obtain a “snapshot” of usage.

Bicycle & Pedestrian Data Collection – Screenline Count Form Date: _____

Location: _____ Between: _____ and _____

Name: _____ Phone#: _____

Instructions: Count for two hours in 15 minute increments. Count all bicyclists and pedestrians (walking or running) crossing your screen line under the appropriate categories. The most important data is the number of bicyclists and pedestrians, additional attributes are secondary. Count the number of people on the bicycle, not the number of bicycles. E.g. – a tandem bicycle counts as two cyclists and two tally marks. Sidewalk riding is riding on the sidewalk in either direction of travel. Shared-use path riding is using the 10 foot shared-use path adjacent to a roadway. Wrong way riding is a bicyclist riding in the street in the opposite direction of vehicle travel. Wrong way walking is walking with the direction of vehicle travel. Total the tally marks for the column in the bottom row when complete and return form. Use tally marks.

Cyclists and pedestrians are assumed to be male unless tally mark is present indicating female.

Time	Cyclist	Pedestrian	Female	Sidewalk Riding	Path Riding	Wrong - way	Child	Young Adult (13-21)	Adult
5:00 – 5:15									
5:15 – 5:30									
5:30 – 5:45									
5:45 – 6:00									
6:00 – 6:15									
6:15 – 6:30									
6:30 – 6:45									
6:45 – 7:00									
Totals									

Appendix

Multi-use path and sidewalk

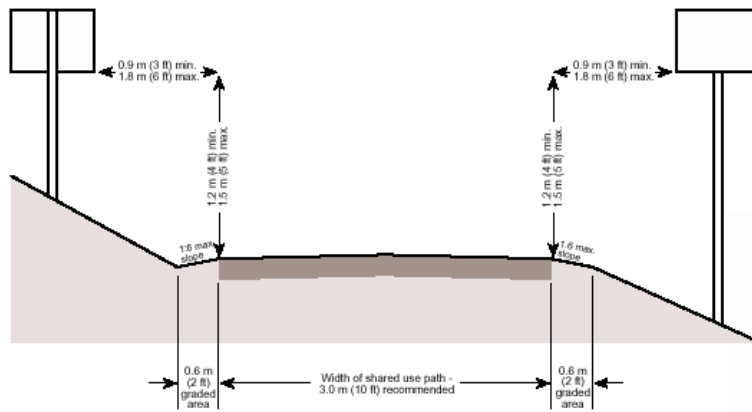


Figure 17. Cross Section of Two-Way Shared Use Path on Separated Right-of-Way

<https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/08.htm>



<https://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/>

While similar, multi-use paths and sidewalks, while similar, are not the same. A sidewalk for a residential area is 5 feet wide and is designed for pedestrians (including wheelchair users). A multi-use path is 10 feet that is designed for both bicycle and pedestrian use; the multi-use path must be wide enough to allow a bicycle to pass a pedestrian with a safe space, or two wheelchairs to pass side-by-side.

More sidewalk and path guidelines are available in the National Association of City Transportation Officials Urban Street Design Guide <https://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/>



Highly recommend posting “No motorized vehicles” signage. Motorized vehicles should not be on a pedestrian trail.



Example of a multi-use path sign

Crosswalks



Bollard type signs may be used in advance of crosswalks at non-signalized intersections.



https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwas14014/



Examples of lighted crosswalks



<https://ruraldesignguide.com/physically-separated/shared-use-path>

Pedestrian/Bike Bridges



Pedestrian crossing of Hwy 61 at 30th Street in Hutchinson. Google Street View



Pedestrian crossing of Kellogg Road near Washington Avenue in Wichita. Google Street View

The following items from the City of Sedgwick Zoning Ordinances may apply to implementation of the recommendations in this Master Plan:

- Section 4 Purpose 2. Provide adequate light, air and acceptable noise levels.
- Cross walk: A right-of-way across a block or providing access within a block to be used primarily by pedestrians.
- Pedestrian way: A right-of-way, dedicated to public use, which cuts across a block to facilitate pedestrians access to adjacent streets and properties.
- Public property: Any property owned by the city in fee simple, including but not limited to, public parks, parkways, streets, street islands, boulevards, lakes, ponds, sidewalks, courtyards, terraces, common areas, and public buildings.
- Street: The entire right-of-way width, dedicated to public use, which provides for vehicular and pedestrian traffic and access to adjacent properties, and for the placement of utilities and includes the terms "road", "highway", "lane", "place", "avenue", "alley", or other similar designation.