

**CITY COUNCIL  
PROCEEDINGS  
JANUARY 14, 2025**

**MINUTES OF THE MEETING OF THE CITY COUNCIL**

Wichita, Kansas, January 14, 2025  
Tuesday, 09:00 AM

The City Council met in regular session with Lily Wu, Maggie Ballard, Brandon Johnson, Becky Tuttle, Mike Hoheisel, Dalton Glasscock, and JV Johnston.

Staff Members Present: Robert Layton, City Manager, Jennifer Magana, Law Department, and Shinita Rice, Deputy City Clerk.

[Approve the minutes of regular meeting January 7, 2025](#)

***Motion***

***Mayor Wu moved to*** Approve the minutes of regular meeting January 7, 2025

Motion carried 6 to 0

[Selection of the Vice Mayor and Oath of Office](#)

1.) [Selection of the Vice Mayor](#)

Mayor Wu stated Council Members, you have a ballot in front of you.? Please submit your ballots and I will read them as they come forward to me.? All right.? I will read ballot from Maggie Ballard, a ballot for J.V. Johnston, ballot from Brandon Johnson for J.V. Johnston, ballot from Becky Tuttle for J.V. Johnston, ballot from Dalton Glasscock for J.V. Johnston, ballot from J.V. Johnston for J.V. Johnston, ballot from Mike Hoheisel for J.V. Johnson, and ballot from Lily Wu for J.V. Johnston.? This would be a 7 to 0.

***Motion***

***Mayor Wu moved to*** approve JV Johnston as Vice Mayor.

Motion carried 7 to 0

Council Member Tuttle stated Thank you.? I just want to thank, uh, Vice Mayor Ballard, uh, for a few more minutes being Vice Mayor, um, for your service this year.? I know you've done an exceptional job.? You've represented the city well while you continue to represent your district.? So thank you for your extra time and effort.??And then to Council Member Johnston, good luck.? I know you'll do well.??This is a very important role and - and I'm awfully glad that you're going to be able to fulfill it this year.? So wish you luck.??And if you need any help or support, just let me know.??Thank you.

Council Member Hoheisel stated I'd like to echo, um, Council Member Tuttle's comments.? Uh, Maggie, I don't know how you fit all the duties into your already busy schedule, but you did

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it.? Um, welcome to the former Vice Mayor's Club.? I think now that you're in it, we will come up with official jackets, uh, get ourselves fitted and whatnot.? But, um, congratulations on the year that you served.? You did a great job.??And I expect, uh, Vice Mayor - soon-to-be Vice Mayor Johnston that I'll be saying' the same thing about you in a year.? So, uh, good luck, sir.

Mayor Wu stated Council members, I?would just like to echo the same message, uh, from two council members who have both served as vice mayors for the Council.? Um, now, we have a former vice mayor - soon-to-be vice mayor.??Thank you very much, Maggie, for always being supportive, uh, when the mayor cannot be in attendance at an event.? Uh, you've taken on the role of speaking on behalf of the City of Wichita.? Um, you've also spearheaded, uh, a lot of different initiatives that you care a lot about for this community, and I'm just very appreciative that you continue to lead District 6 and, um, look forward to your continued leadership.? As for soon-to-be, uh, Vice Mayor J.V. Johnston, um, I look forward to having you sitting next to me right here seconding, um, a lot of the motions from this bench.? Um, and I also will appreciate you being able to represent the City of Wichita at official functions whenever I?cannot attend.? So thank you very much, J.V.? At this time, um, I would like to ask current Vice-Mayor Maggie Ballard to come forward as we have a gift for her.? Yes.? Sowe'll go over here.

Vice Mayor Ballard stated sorry.? I didn't really prepare a speech.? Uh, I just want to say thank you for the opportunity to represent, uh, the city as vice mayor this past year.? Um, I've gotten a lot of different and new opportunities that I wouldn't have, uh, normally, um, had just in District 6.? So, um, I learned a lot, met a lot of new people, and I'm looking' forward to, uh, the next year.? Thank you.

2.) [Oath of Office Administered by Judge Jones](#)

Vice Mayor Johnston stated Thank you very much.? I appreciate these honors with the - and the support of the council.? I thank the council.? We all - I think we all had the same goals.??We had different roads to getting there, but we all had the same goals and we all get along and, uh - and I continue to work together and hopefully can help foster that even further.? So I just want to one - one story with you.? Yesterday, I?was talking' to a young lady, uh, at - at the Guadalupe Clinic and she moved here from Florida 4 years ago during COVID.? I said, "Why would you move from Florida to Kansas during COVID?"? COVID had locked down.? She was in school.??She wanted a change.? She got here not expecting to stay.? After 4 years, she decided to stay in Kansas and make Wichita her home.? So I think that tells a lot about our city and our people in our city.? And I?asked her why.? She said she liked the pace of life and she loved the people.? That's an asset that we have that other communities may or may not have, but we do have it.??And, uh, we value that and I?think Wichita - Wichitans are appreciating that more and more.? And I think if we - we spread that word, our great city will be even greater.? So thank you again for the honor and, uh, look forward to next year.? Thank you.

[AWARDS AND PROCLAMATIONS](#)

[Proclamations:](#)

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[Religious Freedom Day Girl Scouts of Kansas Heartland Council 100th Anniversary Human Trafficking Awareness Month](#)

Vice Mayor Johnston stated well, I'm Vice Mayor for 1 minute and I've already made a mistake. I - I've memorized my speech and I forgot the most important part and that's my wife, (Veronica). So I've had this wonderful speech about her and, uh, 40 - almost 43 years of marriage and been together for 46 years and, uh, she's followed me through thick and thin, through adventures, um, crazy adventures she'll tell you about. Some of them worked out. Some of them haven't. Uh, we've had successes and we've been on paper broke twice and, uh, we've made it through it. So, uh, I do appreciate you so much. Love you so much. And, uh - and thank you for everything you do. I appreciate it. Thank you.

Council Member Hoheisel stated and he talks about you all the time in the council. So just to let you know, you're always on his mind.

Council Member Ballard stated thank you, Mayor, Jennifer. I just wanted to - I just wanted to make sure I say thank you to you too. I know how hard you work and you're very much appreciated. Next time. There's always next time. Have a good day.

Vice Mayor Johnston stated Also, Jennifer, before you leave, I also want to thank you too. So I've - I've known you probably for a decade and, uh, there's no one with greater passion for your mission than you. So, uh, thanks for your leadership.

I) [PUBLIC AGENDA](#)

1.) [Chief ES Lewis - Community Outreach Center for the Tribe of Judah](#)

Chief ES Lewis stated Peace be with you. I am Chief E.S. Lewis of the Holy Kingdom of Judah. It is an honor and a privilege to stand before this council yet again. The Holy Kingdom of Judah would like to extend gratitude to Mayor Lily Wu, Councilman Johnson, the Wichita City Council, the City Manager, the Legal Department, the Wichita Police Department and the great people of the City of Wichita for the cooperation, civility, respect and support which has been extended to our tribe during our time of renewal and restoration. Our tribe also extends the warm gratitude to Councilman Hoheisel for movin' on our behalf durin' the last council meeting we attended. Councilman Hoheisel, thank you. The City of Wichita is fortunate to have a body of representatives who have a deep and genuine commitment to the peace and security of its citizens' gratitude. In a world marred by conflict, inequalities and injustices, we as global citizens must strive with unending perseverance to promote peace, love and prosperity for all. Peace is a pinnacle treasure which all humanity has an inheritance to enjoy. The path to global peace begins in our local communities. Cultivating a culture of peace means replacing lies, misconceptions, division and despair with truth, equity, unity and hope for all. An environment of peace can only be built upon a foundation of truth. Before a culture of lasting peace and contentment can encompass the Earth, the wrongs which have been committed against the Tribe of Judah must first be rectified. We as humanity have passed

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through great trials and tribulations since the time of the Triangular Trade.??These trials and tribulations have caused us to become more socially?conscious and spiritually aware.? With greater social consciousness comes greater social responsibility.? Many problems found in our modern society stem from Judahites suffering from a cultural identity crisis.? The Holy Kingdom of Judah social researchers have identified the crisis as Tribal Orphan Syndrome.? Research evidence suggests that orphans who have experienced trauma and the loss of parents may be more likely to exhibit behavioral issues.? Trauma due to emotional distress, unstable caregiving and lack of family identity can manifest in orphans as negative behaviors.? Similarly, tribe people who have suffered the trauma havin' their tribal identity, culture and heritage stripped from them adapt negative cultures, identities and behaviors, not their own.? The Holy Kingdom of Judah Tribal Community Center will help curtail negative behaviors within our communities by reintegrating tribe people into the knowledge, understanding and expectations of their innate tribal identity and cultural heritage.? Now is the time to restore Judah and remove the thorn injustice from the heel of humanity so that we may peacefully walk into a future of equitable coexistence.? To obtain the price of peace, it is paramount that each individual contributes and dedicates their contributions towards the creation of a peaceful future for all humanity.? Many citizens of the City of Wichita have awakened to their greater social responsibility and have made a contribution towards peace by signing a petition requesting the expedited inauguration of the Holy Kingdom of Judah Tribal Community Center.? In fewer than 30 days, the petition surpassed 500 signatures.? Comments from District 1 in the greater Wichita Community include, we need this center.? Finally, yes.? It is time for peace.? We got to have this.? The Holy Kingdom of Judah Tribal Council of Chiefs respectfully submits this petition to expedite the facilitation of the Holy Kingdom of Judah Tribal Community Center.??Thank you.? Peace be unto all.

2.) [Mary Dean - History](#)

Mary Dean stated Good morning, all.? I've been here before many times.? I've handed out information about, uh, the ordinance and reparations in Wichita.? You know who I am. I'm President Mary Dean of Kansas Justice Advocate, Inc.? I've, uh, sent emails and letters and everything else, uh, talking about the historical content of the history of reparations when it comes to Wichita, the case for reparations when it comes to Wichita, blacks in Wichita, Kansas, the local impact of, um, the historical injustice that have impacted black people in Wichita, Kansas.? You've heard this before.? As the leader of this city, because I'm not going to go through all of this, I got some questions myself.? As leaders of this city, Mayor Wu, it is your responsibility to address these issues head-on and work towards meaningful change by establishing a commission to study reparations in Wichita for black residents.? In conclusion, the pursuit of reparations is not just about righting the wrongs of the past, it's about building a future where justice and equity are at the forefront of our community.? I stand before you today not only as the president of Kansas Justice Advocate, Inc., but as a representative of all of those who have been affected by systemic racism - systemic racism.?? Today, we can make a difference and pave the way for a brighter and more inclusive future.? I have some information that I'd like to pass out to everyone, but I have a question for you, Mayor Wu, for you, City Councilmen, Mo-

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Councilwomen and Men, for you, City Manager Robert Layton, and for the attorney, uh, Jennifer Magana.? Mayor Wu, have you made an attempt to reach out to those mayors Everson, Illinois, Kansas City, Missouri or Tulsa, Oklahoma, who have established reparations - commissions to study reparations?? Study reparations for their black citizens?? I want this on the record.? I - I need answers.?? City Councilmen, women and men, have you all made an attempt to reach out to any of the city, um, representatives in Kansas City, Missouri, or Oklahoma or Everson, Illinois, to see how they set up their commissions to study reparations for blacks?? Have any of you made an attempt to do that?? You've been asked that before in emails.???You - you - you promised that you would reach out.? Have you reached out?? I'd like - I'd like an answer.? Have you reached out?? City Manager Robert Layton, what happened to the meeting that you had to discuss the ordinance that was submitted to this, uh, mayor and the City Council???What happened???Jennifer, uh, City Ma- City Attorney Jennifer, what happened to the ordinance that went to your office that was going to be reviewed for 30 to 60 days?? I haven't heard anything from anybody about this, about what has been or has not been done when it come - came to the ordinance that was submitted February the 5th, 2024, and resubmitted because it was re- revised last year, October.?? Hand-delivered to the mayor's office. Nothing. Why is everybody silent now?? Why can't I get any answers?? Why can't the citizens of this city get any answers about the ordinance that was submitted to study reparations???Study in this city for black residents?? You're talking' about unity, peace, healing.? Who's healing?? Can I get some answers?? I'd like to have it in writing.

Council Member Johnson stated Thanks, Mayor.? Um, Mary, appreciate you coming here.? Um, as I indicated to you previously, I actually did speak with the young lady who created the, uh, ordinance in Evansville, um, prior to them even doing that and how they were workin that through.? I think I?indicated that to you before.? Also, as a part of NLC, I've talked to three or four member of the Kansas City City Council about this.? Um, so yes, I've talked to them.? Outside of that, um, I am still supportive of this and wanted to know if you were supportive of going through the process we had originally came up with.??I have an email that shows that the last time there was a communication with you about this was September 11 to go to DICRAB if you were still interested in that.? I know DICRAB would love to have you there to start talking through the creation of a commission.

Mary Dean stated let me ask this question.? If that is the process, I mean, why hasn't the ordinance been put, uh, to the, uh - um, to the floor for discussion, uh, for an up and down vote?

Council Member Johnson stated because they wanted you to come present on your thoughts on not only the ordinance, maybe some suggestions of what it could look like, and they wanted some real input from you in the presentation that you wanted to give the council.??They wanted to hear that as well so that they could start to begin to craft that type of ordinance.

Mary Dean stated Okay.? because I did give a presentation, uh, to the, uh, diversity and inclusion and the racial - the Civil Rights Advisory Board.

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Council Member Johnson stated Yeah.? So again, I'm looking at an email right now that says that you were communicated with on September 11.? Um, they would like you to come back.? They wanted you to come back in October so that they could talk with you about that, have that presentation.? And DICRAB then would start to look at working with legal to create that ordinance that you first submitted.? Because what you submitted was not in the language that we use here in Wichita.? So they would start to work with that, probably have you back to look at the final version over their final draft before it came to council.? So if you're open to that, we can get you back to DICRAB.

Mary Dean stated Yeah.? Is that the revised...Uh, are you talking about the revised, uh, ordinance that was submitted?

Council Member Johnson stated Both.? So the first one that you sent was in the language - I believe that one came from Kansas City.? It had a few things in there that we don't do in Wichita.? So some of that would have to come out and that wouldn't...

Mary Dean stated No.??That didn't come from Kansas City.

Council Member Johnson stated Wherever it came from it was not...

Mary Dean stated that - that didn't come from Kansas City.? But, uh...

Council Member Johnson stated where?

Mary Dean stated that one was, uh, withdrawn, and I asked for it to be, you know - I submitted a revised one.

Council Member Johnson stated So both were not in the language that we use and the way an ordinance looks here. So it would have to be worked through legal to put into the way an ordinance will look here in the City of Wichita. So if you're still open to that, we can get you back at DICRAB to go through that, the suggestions you have, have that conversation, what the committee could look like, how the appointments are made because that was one of the things we talked to you about, and then we can go from there. They'll make a final recommendation to the council to vote on ordinance-wise.

Mary Dean stated Okay. All right. Let's try it again.

Council Member Johnson stated We'll be in contact with you.

Mary Dean stated all right. Thank you. But I still want some answers from the other folks. Okay? You gave me something, but I want some answers from everybody else. Thank you very much.

Council Member Hoheisel stated Thank you, Mayor. I participated in some of the conversations in NLC as well with some of the Kansas City colleagues and Council Member Johnson did, uh, ask a few of the questions that I had as far as, um, the first ordinance or the first le- uh, piece of legislation going before DICRAB. And then you pulled that and put

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another one in. I've had conversations with my DICRAB representative over this issue, too. So I - I do know that they are, um, wanting to have this discussion as well. So same with Council Member Johnson, that's what I've been waiting for is, uh, DICRAB to hear it and come with some suggestions as well. So just wanted to add that in as well.

Mary Dean stated so contact me.

Council Member Johnson stated you'll get an email from me and I'm CCing (Donte) on it right now.

3.) [Gloria Bayer - Questions for Council Members](#)

Gloria Bayer stated good morning. I have several comments and questions for you all. Thank you all for being here. I'm in J.V. Johnston's district. I'm noticing more and more bike lanes around the city. Um, it's kind of hard as a driver to give up the space from the driving lanes because our lanes seem to be becoming more and more narrow. I'm wondering how much the total cost to the taxpayer is going to be for this project as it proceeds around the city, um, since my understanding is the city is in quite a bit of debt. Is it really an important issue at this time, and if we're going to have these bike lanes, I'm concerned that the bikers are going to get hit. In fact, just the other day I did see a car get way too close to a biker. And I'm talking about out on West 21st, between Maize Road and 135th, which is the area I live in. It just seems like there needs to be some additional preventive thoughts and measures taken place about how to prevent accidents from happening, or penalties for getting too close before this project proceeds any further. And I did also notice the other day while driving that the snow was not off of the bike lanes, at least out in that area, which I - I don't know that bikers are going to be driving on those bike lanes, but, that was just something I wanted to mention. I did want to thank the city, however, for the crews who clean off the roads because they've done just an incredible job. Once I get outside my neighborhood, my neighborhood is not good, but I don't think the city manages that. Um, they make the roads clear and easy for us to travel on and so myself and many others can get to church and get groceries, which is so important to us. Their diligence and willingness to get out when the rest of us are home staying warm is amazing. Lastly, I just want to leave you - I'm a scripture person and, scriptures to me are of daily importance. And I just would like to challenge you to think about this as you govern this year. It's from Philippians 4:8.? "Finally, brothers and sisters, whatever is true, whatever is noble, whatever is right, whatever is pure, whatever is lovely, whatever is admirable, if anything is excellent or praiseworthy, think about such things." And thank you very much.

Vice Mayor Johnston stated Gloria, thank you for coming out on a cold, snowy day and getting' on those roads and coming' out to speak with us. So we appreciate that.

Harlan Bascombe stated good morning, Mayor, City Council Members.??My name is Harlan Bascombe. I live at 5512 South Santa Fe. That's in District 3. I'm coming today to talk a little bit about the budget. Growing up here in Wichita, raising a family, we, of course, had to budget to handle both our needs and our wants. Our needs were housing, medical care, uh, feeding my children. Th- those were all things that we had to have. Then we

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had our wants, our - our extra activities, the, uh, Boy Scouts, the Girl Scouts, uh, youth soccer. Those are all things that my kids were able to participate in and improve their quality of life, which is important. With the City Council, it's important that you consider our needs and our wants. Our needs are public safety such as the police department, fire, code enforcement. Those are all things that provide for the safety of our citizens. Our need - another need is our infrastructure, taking care of our streets, maintaining our, public property and just - just taking care of that - that infrastructure part. And, uh - and water and sewer.? I'm sorry. I wanted to mention that because we're doing a great job with the new water plant. And then another need for our community is our homeless population, which we've started a great project. You've got the - the, uh, shelter up and you're going to be working to implement the activities for the multi-agency center. The - those are our needs. Our wants are stuff like the museums, the parks and recreation programs, excuse me, festivals and our bike paths. Now, I do appreciate the bike paths. I used to occasionally ride some of the bike paths along the river to come to work everyday, but is it really a need for the city? It's a want that needs to be addressed once all the needs are taken care of. And I would charge that the City Council look into that, look into spending our resources responsibly and perhaps putting more emphasis on what our needs are. Thank you and y'all have a blessed day.

Council Member Johnson stated thanks, Mayor. Harlan, I appreciate, uh, your comments and I always appreciate having' this discussion. When I think about wants and needs, I too grew up poor. And so when I think about those wonderful days on the 1st and 15th when my refrigerator was colorful, but in-between it was bare. When I think about eating' Vienna sausages and Ramen noodles because I couldn't afford the things, or my mom couldn't afford the things everyone else did, or maybe some of the embarrassment of those paper food stamps that they used to have. She would do that at the store. I think about wants and needs. She really had to live within her means. But it was - it was important that the city invested in parks and arts and things like that because without that, I had nothing. I was not one of those kids that could go somewhere else and have fun or go to a movie. It was parks. It was the programs that the city offered that were either free or cheap. Those are the things that are needs for poor people because without that, what do we have? And what type of life would I have had if I didn't have those things? I went to city summer camps. Some of that was covered by the benefits that we had. I was able to participate in those art programs. I really got a lot of that. So were we in a position to maybe get that somewhere else, that type of enrichment? Not really. So when we talk wants and needs in public safety, arts, parks, libraries, all of that is also a need if we really care about providing those opportunities for our citizens. Now, if we take all of it away to your point, yes, we're tightening our belt. We're taking it away. But then for those who don't have the means to go to something' else that may be a little more costly, what about them?

Harlan Bascombe stated sure. And I agree with ya. I grew up poor myself. My - my mother was on welfare, and - and we struggled as I grew up. And - and I'm not saying' that these wants aren't important. Quality of life issues are important. They're - they're important to the, development of the city, of - of getting p- employers to locate here. And I understand all that. I just feel that there's a certain priority and - and we - we need to take that into consideration. But I agree with you 100%. Those - those wants are important, and I'm not trying to discount those wants. I took advantage of many of the same programs that - that you did as you were growing' up. I used to - to go swimming at the, Linwood Park swimming pool down there at Mount Vernon and Hydraulic. So I'm not trying to discount the importance of some of these



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ones. I'm just wanting to make sure we do focus on the more important things before we bring up some of those others. Again, not to discount the importance for the people who don't have the resources necessary to do some of the things that others get to do.

Council Member Johnson stated Yeah. No, I - and I appreciate that. And I also thank right now some of the narrative in the community is a little - it's true, but also nuanced. So if we look at our deficit, it has to be annually. You know, we can combine everything and say there's 20 plus million dollars of debt, but I think next year is 3.6 million I mean - so we have to legally have a balanced budget. And if we look at it annually, our staff does a wonderful job of finding ways to make adjustments to meet those needs. But when we talk about those higher numbers, I think of it like the Riverfront plan. Everyone talked at 1.3 billion, right? But really, every year there were phases. Those phases were not 1.3 billion. So when we talk about that high number, I think it gets people thinking oh, man, we need to start cutting'. We got to - we can't do these things. But really, there's smaller numbers every year and our staff is so talented. They always find a way to make that work. When I was elected, we had a \$7 million deficit and somehow we didn't have to make all the cuts people thought. We were still able to invest in communities. So yes, we need to prioritize and have those conversations, but it's not the huge number we're talking about because that's broke up over years. It's really smaller numbers that we'll get to every year. But again I appreciate the conversation.

Council Member Hoheisel stated thank you, Mayor. Uh, thanks for coming up, Harlan. I always appreciate a fellow District 3 resident coming up and talking. We're going to keep these things?in mind as we move forward. Of course, public safety comes first. What all public safety entails, that's going to be a part of, uh, the discussion moving' forward. So I appreciate you, again, coming up and letting us know, uh, your thoughts on this.And, um, yeah, we don't keep mayonnaise in the Hoheisel household anymore. Too many mayonnaise sandwiches over the years. So not - not a favorite of mine anymore. I'll say that.

Council Member Glasscock stated thank you, Mayor. Harlan, thank you for speaking. I just made a commitment over the past, uh - over the course of the next year to be much more intentional about saying that it's not the city's budget. It's the taxpayer's budget. We have no money that isn't derived from our taxpayers. And so the city has a responsibility not to add to the burden of our citizens, but to ease the burden for our citizens. And so I'm thankful with a reminder. We do have a deficit projected in 2026, '27 and '28. We need to be mindful of that when we're making decisions from this - this bench. And so I'm thankful for you to remind us of that. And I believe in a high quality of life, but I also believe that we must maintain what we have before you build new. And there's a lot of things that we aren't maintaining well in the city and let's maintain those before adding to that. So thank you for that reminder and I hope you come up, uh, more often as well. Appreciate it.

Twila Puritty stated Hey. Good morning. Happy New Year. Twila Puritty. I live in Polo Club, District 1. I certainly wasn't plannin' to come up here. I don't have any notes, but the budget discussion, um, prompted me to once again come up and talk about contracting and legal action against the city perhaps related to contracts and, um, employee issues, right? There's a lot of talk about budget, but it's the things we don't get to see that give me pause. How much do we spend in legal fees defending, um, actions against

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the city? And I'm talking just police, you know? Police is a passion of mine in policing black and brown people, but other suits against the city. Whether it's vendors, employees, what's the cost of defending those? What are they payouts? I just don't know that there's that transparency, um, to citizens on that topic. As a, you know, retired, uh, health care executive, contracting was a key component of my success over my career. And, uh, you know, I've - even just things that come up in the news, uh, the contracting issue, you know, not being enforced with the iShrink, um, the contract issue just with the veterinarian services, you know, for, um, animals. There's work - and when I read contracts done in the city, there's work to be done in those to tighten things up. With a good contract you won't have these, uh, lawsuits. The whole purpose is to tighten things up so everybody is clear about what's going on. So I just want to encourage a deep dive into the contracting partly. I want to encourage that, um, compliance to contracts. Every contract that the city has are the parties to the agreement in compliance with the agreement. Right? Uh, I think we've seen some things, that monies that could've been collected weren't because of a lack of compliance. And then the other thing, transparency and what it's costing us taxpayers to defend, um, contractual disputes or lawsuits and what it's costing then when, uh, there's payouts. Thanks for your time. If I can help, you know, provide insight or discuss any of this further offline with any of you, I'm more than willing. Thank you.

Mayor Wu stated thank you, Twila. I have a question for City Manager Layton. I would like to see, um, costs for legal fees broken down by law firms over the last 3 years, 2024, 2023, 2022. As well as, payouts, for the last 3 years as well and where each of those departments, where those payouts came from, which department they came from. And I would like that to be provided to the Council, the seven of us. Thank you.?

II) [CONSENT AGENDA ITEMS 1 THROUGH 25](#)

Council Member Johnson pulled #11 Council Member Ballard pulled #7

***Motion***

***Mayor Wu moved to*** approve Consent Agenda items 1 through 25, except 7 and 11.

Motion carried 7 to 0

Item #7

Council Member Ballard stated I am supportive of it. I just wondered if you could speak to the application a little bit.

Gary Janzen, Public Works & Utilities Department, stated Mayor and Council Members, Gary Janzen, Public Works and Utilities. I might ask you to ask that question one more time. Did you say speak to the location or to the specific item?

Council Member Ballard stated No - yeah. To the item.

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Gary Janzen, Public Works & Utilities Department, stated sorry, I misheard that. And I thought you were talking about location. That we continue to look for opportunities, especially those types of grants that require no local match like this one, stood out, I think is in support of what we've previously looked at, with the NASA study and the heat islands across the community. This grant would provide some expertise, some collaboration with other experts across the country to further define that plan, previously - eventually or potentially provide funding, especially for, increasing our tree canopy. I think that's where our focus would really be at. So again, there's no match required for this grant. We think it would provide us the opportunity, to continue looking in those areas where we can make a big difference for heat resiliency in different parts of the city.

Council Member Ballard stated and how much are the grants for?

Gary Janzen, Public Works & Utilities Department, stated the grant itself would - could be awarded \$10,000.

Council Member Ballard stated thank you so much and for continuing to look for ways to reduce heat.

Mayor Wu stated Gary, I do have follow-up questions then. This item says that this obviously does not have a - a match, but this quote could include actions such as tree planting, build shade for pedestrians, and public communication campaigns which obviously will cost dollars. Can you amount how much each of those three items would be in the approximate?

Gary Janzen, Public Works & Utilities Department, stated I don't think at this point in time we could even make a guess at that Mayor, until we got further along and - and understood what this plan - plan might provide. What I will tell you is I think that we would look for the opportunity with the \$10,000, uh, for implementation. It's not going to get us very far, but I think what we have found with some of these other grants within the scope of the things we've talked about here, the partnerships we would create, there's probably additional opportunities then for funding outside of that. Anything that we would do as far as implementation or a plan, we would bring back to Council. We would have to identify funding for any action that would be taken. Right now, I don't think we have any type of estimate until we find out what this plan is all about.

Mayor Wu opened Public Comment for this Agenda Item. Nobody came forward.

***Motion***

***Council Member Ballard moved to*** approve Consent Agenda item number 7.

Motion carried 7 to 0

**Item #11**

Council Member Johnson stated thanks, Mayor. Due to a personal conflict of interest, I have to abstain from this item.

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Mayor Wu opened Public Comment for this Agenda Item. Nobody came forward.

***Motion***

***Mayor Wu moved to*** approve Agenda item number 11.

Motion carried 6 to 0

COUNCIL BUSINESS

III) BOARD OF BIDS AND CONTRACTS

1.) [Board of Bids and Contracts dated January 13, 2025.](#)

Attachment: [01-13-2025 Board of Bids.pdf](#)

Josh Lauber, Finance Department, reviewed the item.

Council Member Glasscock stated thank you, Mayor. Could you go back to Slide 7 real fast? So is this the yearly cost for these?

Josh Lauber, Finance Department, stated estimated annual usage so.

Council Member Glasscock stated and so do we know how many - what are we estimating in terms of number of usage?

Josh Lauber, Finance Department, stated we have an estimated itemized breakdown of quantity, but Reggie, can you help me out with that? What we did was this is a fixed fee for service contract. And based on the estimated quantities from our, um, requesting department, that's where that 16,085 comes from.??

Reggie Davidson, Park & Recreation Department, stated and that amount is also factored into where we have porta potties in our parks and other locations that we use for programming throughout the year. So once we put the bid out, we use that from what we had in previous years to determine what that max amount could potentially be for the calendar year.

Council Member Glasscock stated so is this usage of hundreds or is it usage of thousands?

Reggie Davidson, Park & Recreation Department, stated it depends locations. Say for instance one of our parks may have programming that's there in certain portions of the year. We may put two porta potties on-site that's there for the half - for the - the participants to use. So it's just varied by location the number that we actually have.

Council Member Glasscock stated so we're probably looking at around 100, right? So it's a cost-per-unit of \$160 per use?

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Reggie Davidson, Park & Recreation Department, stated the cost is actually at \$150, if I'm not mistaken, per unit for uses on it. So it kind of gives you a number of what we're looking at throughout the year based on that.

Council Member Glasscock stated okay, thank you.

Josh Lauber, Finance Department, stated If I may, we have in the, um, formal bid packet the actual itemization of the rates and I can tell you specifically the quantities, if you'd like.

Council Member Glasscock stated okay.

Mayor Wu stated can you look at, um, Slide Number 13 I just want to get an update on when Carl Brewer's Community Center will open up officially with all the improvements and how much in total improvements that the community center receive I think that it's a really great center, but?I just want to know when the community can expect that to be finished.

Gary Janzen, Public Works & Utilities Department, stated Mayor, Council Members, Gary Janzen, Public Works and Utilities I think we're still tracking for late summer for the community center to be online. Current weather's not helping. We had a few issues right out of the chute even dealing with some storm water issues in the parking lot, but that really hasn't slowed down the facility, I don't think. Hopefully the weather straightens up here a little bit. Generally on projects like this they're able to move forward with vertical construction. But I think we're still on track for late summer. I'll confirm if that's not the case.

Mayor Wu stated remind me all the improvements that are happening there.

Gary Janzen, Public Works & Utilities Department, stated so, the best I can tell you is that we are, constructing, expanding the facility, remodeling the existing. There's going to be a gym. That's one of the largest components of that. I'd have to probably get back to you on some of the details?and?refresh my memory. It's been a while since I've looked at the plans. Council Member Johnson can probably provide as much as I can.

Council Member Johnson stated yeah, so, um, the current facility's a little under 13,000 square feet. It will be nearly 37,000 square feet when it's done. Current gym will remain, but revitalized new gym that can hold, I think, a little north of 300 people, full culinary arts opportunity and a commercial kitchen, as well as meeting rooms,?a?dining room. I believe there's another potential technology room. So there'll be a lot of opportunities in the space. The art is amazing. I've seen a lot more of it, but?I haven't seen all of it and of course, I think 190 new parking spots. I'm probably missing something else, but that's the gist of it. Definitely, an upgrade. When it was 100 degrees outside in the old facility, it might be 105 inside the the old one, so much needed upgrade. It's going to look great.

***Motion***

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**Mayor Wu moved to** receive and file report, approve the contracts and authorize the necessary signatures.

Motion carried 7 to 0

IV) PETITIONS FOR PUBLIC IMPROVEMENTS - NONE

V) UNFINISHED COUNCIL BUSINESS

VI) NEW COUNCIL BUSINESS

1.) [Ordinance Creating Chapter 11.51 Relating to Operation of Golf Carts](#)

Attachment: Agenda Report VI-1.doc

Attachment: 11.51\_Golf\_Carts\_DELINEATED\_1-7-25 FINAL.docx

Attachment: Ordinance No. 52-608 Operation of Golf Carts

Sharon Dickgrafe, Law Department, reviewed the item.

Council Member Glasscock stated thank you, Mayor. Great picture choice. I also want to thank Council or Vice Mayor Johnston for proposing this. I like reducing the burden on individuals. So I'm in support of this. I do have a few questions regarding this as well. It seems that in every ordinance we have, the core area is defined differently. So this is different than the core area defined. So for example this butts into Delano near Seneca Street. I don't see any reason for prohibiting it in Delano. What was the justification for that?

Sharon Dickgrafe, Law Department, stated I'm going to have to defer to the Police Department. And I believe Captain Stephens is here way in the back. I would agree that we do define central business district differently, core area differently. And I think it came down to safety concerns and traffic, but I will need to have Captain Stephens address that.

Captain Stephens, WPD, stated yes, good morning, Captain Stephens, Wichita Police Department. I'm assigned to the Traffic Division. And that was my selection. I was asked to provide input on the ordinance and the contents thereof. And quite simply put, I considered traffic flow, downtown business district, area where there are, again, traffic flow issues, or considerations buildings, visibility. And most of the speed limits within that core area, as I defined it, are 30 miles an hour. And many of the streets within that core area, as I defined it, also are arterial streets for the most part. So in short, that's - that's the - the reason. I didn't really look at or take into consideration any other core area definitions as they apply to other ordinances.

Council Member Glasscock stated thank you. I have a few other questions. I don't know if those would be for you or for Legal. You might be able to answer one. I noticed that it's you have to have a valid driver's license and 18. Most of the other communities I looked at 16

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other communities in the state and it was just all 18 or it was all valid driver's license. It wasn't restricted to 18. What was the justification for that?

Captain Stephens, WPD, stated first and foremost, it's incredibly important to us from a public safety standpoint to have a valid driver's license to operate any motorized vehicle on our city streets. The 18 years of age is a recommendation based on some of the things that we, the Police Department, have seen already in illegal operation of golf carts where younger individuals in the community are driving them. And we've had I can think of at least one incident where we had a serious injury involving youthful golf cart operators. So 18 from our standpoint seemed like a good age to - to draw the line. Not to mention also there are stipulations where we would like to be able to hold the owner, the parent of the golf cart accountable for violations that do occur involving drivers of that particular golf cart. And, of course, 18 is - is the - is where you become an adult. So children of golf cart operators would fall into that age range.

Council Member Glasscock stated Okay. I have probably two more questions, probably maybe one more for you regarding artillery streets. State law allows for crossing of arterials. All the communities, I didn't find one community in the state that prohibited crossing for example, Shawnee, Valley Center, Sedgwick, Olathe, Andover, Halsted, Goddard, Lenexa. Why would we take a more prohibitive approach than the other cities in our state?

Captain Stephens, WPD, stated We - as mentioned before, we do have several surrounding communities in the county, Derby, Goddard, Maize who allow golf cart operation, but the the traffic flow and the dynamics of those communities are not the same of here in Wichita. We have much higher traffic volume within the city, and the?- the consideration is - is - is protecting operators of golf carts, if we are to allow them to lawfully operate on our city streets. Golf carts are not designed the same way as - as, you know, several ton motor vehicles. So the fear is -or the hope is, is to avoid having that?- that close interaction with golf cart operators and motor vehicles that are operating at speeds higher than 30 miles an hour on arterial streets. From a public safety standpoint, my concern would be any collision involving a true motor vehicle with a golf cart crossing an arterial street would end in a fatality.

Council Member Glasscock stated thank you. I think I have more questions for Legal, but that's probably all for the Safety aspect. Probably two more questions. Applicable that we're talking our next items about bicycling as well. Bicycles are allowed to cross artillery streets. Correct?

Sharon Dickgrafe, Law Department, stated yes.

Council Member Glasscock stated Okay. I'll have more discussions about that in a minute, and then the last question I have probably for Legal, it had mentioned something about oh gosh, I can't think of the language right now; I didn't highlight it about other type of vehicles. Can you talk more about that as well?

Sharon Dickgrafe, Law Department, stated yes, the ordinance does not apply to

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ATVs, gators, micro trucks, micro utility trucks. Those would still be excluded from the city streets.

Council Member Glasscock stated okay thank you.

Council Member Hoheisel stated thank you, Mayor. I'm piggybacking off of Council Member Glasscock, are there any anything outside of golf carts that this would essentially legalize within residential areas, like riding lawnmowers, anything like that?

Sharon Dickgrafe, Law Department, stated No. We tried to lock it down pretty hard. Um, when we define golf cart we tried to make it clear that we are not encompassing all of these other types of micro/mini vehicles, or lawnmowers, or anything else. We're talking about a golf cart, looks something like what we have here. I am aware some have more seats than we do. State statute defines golf cart based on weight and width. So if it comes within those parameters, it would be a golf cart as opposed to an ATV or something else.

Council Member Hoheisel stated Okay. And I don't ride around in golf carts ever. The seat belt situation in a golf cart, is it usually one big seat belt across, or is it separate seats, separate seat belts for separate - nobody? Okay.

Sharon Dickgrafe, Law Department, stated I don't know the answer to that either though.

Council Member Hoheisel stated Okay. Some constituents have written in concerns that it looks like we have to have rear reflectors, and with it not being out at night time, I don't know that this is necessarily important, but are we requiring any extra reflectors on the side anywhere else on the golf cart, or is it just the rear reflectors?

Sharon Dickgrafe, Law Department, stated it has to have the rear reflectors. It also has to have the triangle that you see on farm equipment, for lack of a better word that would indicate to other people coming up on that vehicle that it's a slow-moving vehicle. But other than that, since we're not allowing operation during the nighttime, doesn't necessarily have to have headlights, but I think most, like this one, have some sort of lighting in the front. But we're not requiring anything additional.

Okay. Are we, how are we going to get the news out to this for communities? Are - is there any signage we're planning or anything like that around golf courses?

I could certainly work with, um, the Communications Team on - on messaging, social media, those kind of things. We don't have a plan at this point because we weren't sure what direction the Council was going to take.

Mayor Wu stated I have a couple questions regarding, sidewalks. Not only are we going to talk about the bikes in the next business item, but this is about golf carts. And, I know that there are some golf carts that don't go very fast and actually have utilized sidewalks as a means to get around. Can you, tell us the State law regarding the usage of bicycles as well as obviously, golf carts? Why not sidewalks?



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Sharon Dickgrafe, Law Department, stated I can tell you based on the City's ordinances that we don't allow the operation of those items on sidewalks, and it's a safety issue. I'm walking as opposed to somebody riding the bicycle beside me, next to me, the golf cart coming up behind me. I think the thought is that sidewalks are made to walk on not ride on. I am familiar that we now have electric scooters and all kinds of things that are utilizing those sidewalks. I would have to pull the ordinance again, but I'm pretty sure that they're not to be operated on the sidewalks either. They're supposed to be in the roadway. So that's certainly the goal of our ordinances is to, if it has wheels, keep it off the sidewalk if otherwise, it should be, on the street in a biking lane if it's - if it's a bike. And I don't know whether Captain Stephens has more comments way in the back again.

Captain Stephens, WPD, stated with regard to bicycles on sidewalks, it is my understanding that bicycles are not allowed in the downtown area on sidewalks. They must be on a roadway. Outside of the core downtown area they are allowed on sidewalks.

Mayor Wu stated which is also a quick reminder -- I know that we still have some snow-packed sidewalks. And that is the responsibility of the property owner. Is that correct to clear them off? I have seen several individuals riding bicycles, um, on main arterial streets because the sidewalk was not snow removed. And so, can you address that, either of you, regarding the law about clearing off sidewalks, whose responsibility it is?

Captain Stephens, WPD, stated I'll have to defer to Law. I do not know the answer to that one. I'm sorry, Mayor.

Jennifer Magana, Law Department, stated I'll just jump in. It is the, ah, responsibility of the property owners, Mayor.

Mayor Wu stated so just a reminder that it is the responsibility of the property owner to remove the snow off the sidewalk in front of your property so that if you're not in the downtown core, a bicycle can ride on the sidewalk, according to Captain Stephen.

Captain Stephens, WPD, stated I will certainly have to look it up, but it has been my ongoing understanding that in the downtown area bicycles are not allowed on sidewalks; outside of the downtown area they are.

Mayor Wu stated Which then brings me back to the golf cart question. I know that there are some, ah, neighborhoods, whether on the east side or west side of town that an individual would have to cross a sidewalk in order to get to another, um, golf cart friendly neighborhood, ah, or golf course. So in this ordinance you would not be able to even cross that arterial road. Would there be an opportunity for people to cross the arterial road if they're utilizing the crosswalk button and the crosswalk signs?

Sharon Dickgrafe, Law Department, stated the way it's currently written, no. And certainly when staff discussed that item, I mean, it's clear that this will cause potential issues for people that are trying to get to the golf courses, if I went across Maple. A lot of cities do allow you to cross those arterial streets and roadways. One kind of middle ground is

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to make them go to an intersection, so they're not zooming across Maize Road. Those are certainly options. And again, this is staff's first attempt. We don't necessarily expect that we'll get this done today, but certainly we're here to get input and direction from the Council.

Vice Mayor Johnston stated Thank you, Mayor. I just want to say thank you to Captain Stephens, put a lot of work into this, Chief Sullivan, Legal. Sharon, thank you very much. The why on this is because they're illegal everywhere, and they're being operated illegal everywhere. We have neighborhoods that people want to get, well one, especially in retirement neighborhoods where people want to get from one person's house to another house without driving their car. They deem it safer to drive a golf cart than to drive a car, or go to the clubhouse, or whatever that is. The same could be said of making their way to the golf course. Right now, if you own a golf cart in Tallgrass, Reflection Ridge, Crestview, wherever that is, your only means of getting to the first tee or the clubhouse is by the golf cart path. Golf courses do not want you on golf cart paths because there's golfers that are actively playing the golf course, and you could be hit with a golf ball, if you're on that path. So a lot of those places they'll use the roadways to get to the clubhouse, which is illegal right now. What prompted this, and- and we could -we just look the other way, just let - just let it go. But what prompted this was there's a neighborhood in west Wichita that is a retirement community that they have several residents that like to drive to each other's house and - and get to the clubhouse via their golf cart. And there's another resident who doesn't like their neighbors, or golf carts, or whatever, that keep calling the police. Police have to come out maybe hours later, they have to come out, take that complaint, write up that complaint, go over and talk to the offenders. And- and this happens time and time again. And it's just not a good use of our - our police time. It's a nuisance. And so just trying to get - it's probably the tightest golf course golf cart ordinance around. I understand that. We're just trying to get some legality to people using it in a closed community. So that's the reason. Now that's why we're not crossing arterial streets too. So that's the why of it. And, ah, if anyone has any suggestions or changes, so we're open to that. I know Sharon's open to that. So let's just have a discussion on that.

Mayor Wu stated I would like to add a comment regarding that if there was that compromise that you mentioned use -utilizing the crosswalk and the crosswalk signal to cross an arterial road, how would that change the ordinance currently drafted?

Sharon Dickgrafe, Law Department, stated currently drafted the ordinance provides that you cannot cross an arterial street. Let me get the actual section. Ah, that would be in Section 6. And we would just clarify Section B, that it can't be operated on the arterial street. However, golf cart may be used to cross any arterial street at a designated intersection, crosswalk whatever the Council wants that language to be. And I do need to admit that I'm wrong on the operation of bicycles. The City ordinances do allow bicycles on sidewalks. They are prohibited in the central business district and then there are rules that if you are crossing in a crosswalk they should act like a pedestrian while they're on the bicycle and push it across. And that's Section 11.48.160.

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Council Member Glasscock stated Thank you. I don't know if this on. For future this is just a comment because this was brought up too. For future reference, if - if I can't properly define the core district versus central business district verse whatever district this is or what other district this is, and I'm at this bench, I don't think that general public can. So we tell the public, oh, you can't drive it in the core district versus Central Business District, and there's a penalty of enforcement there, I think this body should look at defining a geographical area that is the core in everything we do and not changing it based on whatever ordinance we pass just in the future.

Sharon Dickgrafe, Law Department, stated and can I just address that? And the definition has become different over. Others of them are traffic. Others of them are licensing. But yes, you're correct. It would be nice to have one central definition. But because we don't regulate golf carts today, but we do 5 years from now; we don't license food trucks 10 years ago when we drafted things, but we do now; I mean, staff tries to be as consistent as we can, but it is difficult. And as you develop that core area, the uses become different.

Council Member Glasscock stated I think this body probably makes it difficult too, because we probably define different geographical areas at different times with different council people. So I understand, but maybe there's a way in the proc- or in the future to streamline it.

Mayor Wu stated I also ask, the \$75 per year, who will be administering that license? And how much time will that cost the staff?

Sharon Dickgrafe, Law Department, stated those licenses will be administered by the City Licensing Department, the Treasury Department. So they would create all the forms. They would then get the forms and verify the information as well as they can. Part of that is also for administrative costs for PD, and enforcement, and education.

Mayor Wu stated one more question for you, Sharon. What were some of the major concerns raised by either Law or Police regarding this ordinance?

Sharon Dickgrafe, Law Department, stated I'm going to talk to Police because I've learned not to talk for Police. Traffic safety, I think --and I don't know whether Gary's - Gary Janzen's still here -- just when you - when you have - when you add additional traffic to streets slower moving traffic, maybe not as safety built as a true automobile and just how those will mesh together. But Gary and/or - do you have any other comments? That would (unintelligible) perfect.

Captain Stephens, WPD, stated Captain Stephens, Wichita PD again. Yeah, Sharon's absolutely right. And also, again, golf carts are not built and made like your typical manufactured motor vehicle. They're crash rated far differently. They don't have all of the same safety features. However, they still have the ability to drive 25, 30 and in even some cases faster than 30 miles an hour. So the concern is high-volume traffic on Wichita streets with a vehicle of this type. The concern again is - is the safety of the operator of that golf cart should there be a collision.

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Mayor Wu stated I will also add a couple of comments. The prohibition of golf carts on sidewalks, walking trails, and bike paths I know the Redbud Trail is one that Council Member Tuttle is passionate about. And I know that Andover is creating a hub at the end of the Redbud Trail on their end. And I've heard from folks asking about utilizing a golf cart to use that bike path to get there. This would disallow it. But you mentioned that golf carts can go 25 to 30, sometimes more, or higher speeds. Can you talk about again, the prohibition of why not bike paths, if they're at a lower speed, if there was a speed limit?

Captain Stephens, WPD, stated Well, I can just speak anecdotally about golf courses have golf carts, ah, specifically designed for golf cart operation in those areas. Bike paths like on McLean along the river I'm not really intimately familiar with Redbud. But I do know that when you mix various different types of vehicular traffic, whether it be pedestrian traffic, bicycle traffic, and now a motorized vehicle on those paths, that would be the concern. The variations in size and speed of vehicles operating on the same small, medium are concerning from a safety aspect as well.

Council Member Hoheisel stepped away briefly

Vice Mayor Johnston stated thank you. I would concur with Captain Stephens having used the Redbud Trail with bikes riding with my wife, Sunset Trail. We actually live on the west side. And - and also just downtown in that area, if you have a golf cart, it'll take up most of that trail. And so just as a safety, I don't, I'm not sure it's a good place for a golf cart. So that's why we really want to limit it where - where it can go.

Council Member Glasscock stated last question I have. This might be for Legal or for you. Electric scooters, are they permissible on roads currently in the city?

Captain Stephens, WPD, stated Yes, they are.

Mayor Wu opened Public Comment on this Agenda item. Nobody came forward.

Council Member Glasscock stated just a few comments before we vote. I'm supportive of this. I wish it was less prohibitive as well. I think, if we're allowing individuals at 17 to operate a 2-ton truck, we could allow them to operate a golf cart. When we're looking at safety, we allow bicycles on the roads right now. We allow electric scooters on the roads right now. Allowing golf carts and using the argument that it's going to be less safe doesn't jive in my head. When we're looking at, ah, our communities, we talked about density. Olathe per square mile, density is 2,392 individuals. Wichita is 2,427 individuals. So they're similar densities. And so I'm interested to see if there's will from this body to make it less prohibitive. If there's not, I'll support the ordinance as written, but I'd be interested in hearing my colleagues' opinions as well.

Council Member Ballard stated thank you, Mayor. This potential ordinance really makes me nervous. I have a 14-year-old son that's going through, um, driving school right now, and so he'll have his license here shortly. And he, ah, needs a lot more practicing, driving

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certainly before he gets in a golf cart to go drive down arterial roads. So, I am having a really hard time supporting this, not because, you know I think there's obviously adults, you know, and things that can, are fully capable of driving golf carts, but I just am really nervous about, potentially opening the floodgates to create more problems, for WPD to have to, address. So, unfortunately for that I will not be supportive.

Council Member Tuttle stated thank you so much. I want to thank staff, Legal, Finance, Public Works, Wichita Police Department. I reached out to several of them to ask many questions before coming to a decision. Thank you to Vice Mayor Johnston for your work on this and for initiating this effort. I am not going to be supportive today for the following reasons. I did speak to Wichita Police Department Chief and also, several within leadership, and they are concerned about this. They said that they can't really take an official stand, but they do not recommend it. And so that means a great deal to me. Our community survey said that crime prevention is one of the community's highest concerns. But unfortunately, they don't think that we're addressing it very well. So adding unnecessary burden, such as now asking police to monitor golf carts --?are they licensed; do they have a sticker; then they have to pull them over -- it's taking away what I believe is a - it's a distraction from what we need to be focusing on is actual crime prevention. The other reason is safety. The Wichita Police Department again said because of the safety concerns they can't recommend it. We're making incredible efforts to make sure our streets are safe. And walking, and biking, and scootering has been mentioned, but especially walking and biking may be essential travel for some to be able to get to where people live, learn, earn, play, and pray. Golf carts are not essential travel. The other thing is, I did some research, and the reason that bikes are considered safe on the road but not golf carts is bikes are small bikes are smaller in size, and they also traverse at much slower speeds. So, um, they are considered by most communities safer. And then finally, this is creating a new ordinance, and it's creating a new fee. And I just cannot support adding to government when I don't see a true identified benefit for the community. So I will not be supportive. Thank you.

Council Member Hoheisel stated Thank you, Mayor. I will be supportive of this. I think you take a certain amount of responsibility upon yourself when you're driving a golf cart around the neighborhood. I do want to make sure that we do, um, everything we can to mitigate any of the - the dangers that come with it. I think not crossing arterial streets is a big step in that direction. In regards to maybe making it less restrictive regarding crosswalks and whatnot, I definitely do not want to get ahead of WPD, so I don't support that at this time. If we want to have a process to have them look at it, maybe what would be appropriate with it that's another discussion I think we can come back and address in the future. Yeah, but keeping it restricted to the neighborhoods, I think that is one of the big issues that I think are alleviated by not crossing arterial streets at this time. Thank you.

Council Member Johnson stated thanks, Mayor. I won't rehash everything Council Member Ballard and Tuttle said, so I am not supportive for those reasons.

Council Member Glasscock stated I just want to make one quick comment. This is a new ordinance because it's giving people more freedom and more flexibility and lessening the

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burden of government on individuals. So it's a new ordinance to make it easier for people to live their life.

Vice Mayor Johnston stated I just want to clarify, they're not to Council Member Ballard, you cannot operate them on streets. You can't be 14, 15, 16, or 17; you have to be 18 to operate that. So your son's got lots of practice before he's able to operate the golf cart in neighborhood street. I know that Council Member Tuttle has golf courses in your district that people are illegally operating them now. Even neighborhoods it's kind of a thing now in in upper end neighborhoods to buy a golf cart and drive around the neighborhood, ah, to the swimming pool, or the pickleball court, or wherever it is. If we don't define where you can do it, the police need to write tickets to people that are on the streets. It we'll have people still calling, wanting the police to come out, time, and time, and time again, which has happened to ticket these people. And right now we're not ticketing them, but it is against the law. It's completely against the law to drive these on sidewalks and any side street. So we should be ticketing these people operating these golf carts. So just want to get some a tight ordinance around it to where can operate these golf carts legally. That's the whole reason. You know, I'm against the ordinances too. I don't like them. But let's put some operations around it where you can operate these golf carts. Because right now, it is illegal everywhere, except a few places you can, such as a golf cart. So, that's about it. Thank you.

***Motion***

***Vice Mayor Johnston moved to*** adopt ordinance and place it on first reading.

Motion carried 4 to 3 (Nay: Maggie Ballard, Brandon Johnson, Becky Tuttle).

2.) [2024 Wichita Bicycle Plan Endorsement](#)

Attachment: [Agenda Report VI-2.docx](#)

Attachment: [Resolution No. 25-020 2024 Wichita Bicycle Plan.docx](#)

Attachment: [Draft Wichita Bicycle Plan 2024 Executive Summary V2.pdf](#)

Attachment: [Draft Wichita Bicycle Plan 2024 Revised Reduced.pdf](#)

Paul Gunzelman, Public Works & Utilities, reviewed the item.

Vice Mayor Johnston stepped away briefly.

Council Member Hoheisel stated Thank you, Mayor. And thank you, Paul and Mitch, and (Holly), and (Alan). I see a bunch of people back there as well who had their fingerprints on this. Just a couple of quick questions here. Going through the the plan, it talks about low stress networks. Is there a like an amount of cars per minute, cars per day? What's the kind of the benchmark to qualify for a low-stress network?

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Tammy Sufi, Toole Design Group, stated Hi. I'll - I'll jump in too. I'm Tammy Sufi with Toole Design, um, in our Kansas City office. And I just wanted to quickly say thank you so much for giving us the opportunity to work on this project. Um, I think it was a really great project for the City, and we're excited to see you start to implement parts of it. Um, for low stress it's a combination of factors. There's a - a pretty detailed description in the plan in the appendices, but it does go through some things like the posted speed, the, um, e- level of bike facilities that may already exist, ah, the average daily traffic, and some other factors. So there's not a specific number, but we do look at the combination of those factors and how they result in the overall bicycling experience.

Council Member Hoheisel stated Okay. I appreciate that. When we're talking micromobility, does this also include Rascals, electric wheelchairs, any other mobility devices that might help, with people with disabilities get around?

Mitch Coffman stated Yeah. In in general, no. Those are more pedestrian speed so generally, they're more like pedestrians than bicycles. And this is a bicycle plan, so micromobility here means things that generally travel at the speed of your typical bicyclists so e-bikes, e-scooters, one-wheels, things like that.

Council Member Johnson stepped away briefly.

Council Member Hoheisel stated Okay. Just two or three quick more questions here. They talk about a staff person responsible for helping to implement this plan. Do we already have somebody who is assigned and works with, to just to ensure that we catch up to the bicycle plan that we previously had while looking at new projects around the city?

Paul Gunzelman, Public Works & Utilities, stated yes. Thank you for asking that because I meant to mention that. But yes, we do. We have an identified staff person that works in Engineering. Yes.

Council Member Hoheisel stated Okay. Then two more questions. Widening streets, is this locked into the plan where we're redoing some streets? Are we planning on widening any of them to allow for additional bicycle lanes, or is this more try and fit it in where we can identify that the streets are wide enough?

Paul Gunzelman, Public Works & Utilities, stated are you asking about maintenance of streets or?

Council Member Hoheisel stated or just whenever we redo streets, so.

Paul Gunzelman, Public Works & Utilities, stated so regarding the maintenance, as I mentioned, we do look at the streets with the that are on the upcoming OP3 Project. Lincoln Street, for example, between Woodlawn and Rock, we had looked at that last year. Again, it was four-lane roadway. We look to right-size that to a three-lane. It calls for bike lanes within the plan; however, there wasn't space for that, so we had not done that. We'll have to look for an alternate route or do an off-street, but within our Capital Improvement Program, yes, we do look at, as we design those, if they're on the plan, then we look at either widening and/or, as I mentioned, to include a 10-foot side path on one - one side of the arterial or the other.

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Council Member Hoheisel stated Okay. Appreciate that. And then the last one's kind of a concern. A couple of these routes that we have identified such as West Street there's some concern about some big trucks on West Street. Oliver, and Pawnee Oliver when Spirit gets out and the aircraft industry gets out, that can get pretty, populated. And also, Pawnee there's a stretch there along Pawnee. I don't know how often people go riding down Pawnee. It's it can be pretty, pretty hairy there for a couple of stretches. So before we put them in there, what are the processes that we go through to ensure that it is a safe route that we are putting on there?

Paul Gunzelman, Public Works & Utilities, stated we would look at those, and as you know, within the plan, we do have the ability to, you know, move the route off of the priority network from 1/4 mile to a 1/2 mile in the central core area or up to 1/2 mile to 1 mile in the suburban areas. So, for example, Oliver Street, you know, if we look at that, if we look at maybe Edgemoor to the east, that might make more sense to put it there, and it's still within that 1/2 mile. So we would look at those corridors prior to implementation.

Council Member Glasscock stated thank you, Mayor. I have five questions. I'll try and start with the quickest to maybe the longest. Page 55, I know you briefly hit on this in your - and this is 55 of the presentation, maybe not on the map regarding Douglas Avenue from Meridian to Seneca. So is that removed from this plan?

Paul Gunzelman, Public Works & Utilities, stated so since we have constructed I think is this the slide you're looking or previous slide?

Council Member Glasscock stated yes, yeah.

Paul Gunzelman, Public Works & Utilities, stated I don't have the numbers here. Sorry. So this would, as it you know, Douglas was listed as a priority network - or on the priority network. However, since we did complete that Chisholm Trail Parkway there a block to the north, then we would not anticipate any bike facilities on Douglas.

Council Member Glasscock stated okay. So no additional facilities on Douglas because of this line.

Paul Gunzelman, Public Works & Utilities, stated correct.

Council Member Glasscock stated okay. That was number 1. Page 45, Page 54, and Page 59 of the actual document -- it wasn't in the presentation -- talks about requiring private developers to do things, requiring private developers to offer certain bicycle racks, requiring them to offer bicycle parking, and then there's an - a third one as well. What was the justification for that from the Board?

Paul Gunzelman, Public Works & Utilities, stated Part of that, you know, bicycle parking -- and I think that's an appendix to the Plan, if I recall that correctly, Mitch -- would provide, you know, kind of type of bicycle racks to use, et cetera. Regarding



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the development, we would and we've tried to begin to implement some of that just with the pedestrian connections to look at, as areas are platted, if you have a cul-de-sac that is adjacent to an arterial street, maybe you put a connection, you know, on the top of that cul-de-sac to the arterial so that either cyclists or pedestrians don't have to walk all the way through the neighborhood to the collector street to get out to that. So we would look at that through the planning process, platting process to see if it makes, um, sense to make those connections.

Council Member Glasscock stated I have some concerns about endorsing some of this as requires for private development. Of the 11 fatal crashes and 900 injuries in the report, of the 73 miles proposed in this, out of the 4,866 miles in the city, how many of those would have been on these 73 miles?

Paul Gunzelman, Public Works & Utilities, stated I don't have that off the top of my head. (Mitch), do you have that? Would you know that?

Mitch Coffman, Toole Design Group, stated I can't answer that specific question, but the analysis shown on Page 20 and 21 of the report is our systemic safety analysis, the results of that. That's a brief summary of the basically, it's the crash history, and identifies characteristics of those streets, and then identifies them as more dangerous for bicyclists. So that was used in selecting the priority. So in general, that reflects crash history for cyclists.

Council Member Glasscock stated Okay. Thank you. I'll take a look at that. Page 97 of the document or not Page 97, Page 7 says that we've seen bicycle ridership and usage increase, though that's in conflict with Page 52, which says that we have limited to non-existent data regarding ridership and usage. So how do we make both of those things compatible? We say that we've seen an increase, but then later on in the document, we say that we can't see an increase because we see limited to non-existent data, and that we have to have this plan to have more data for the future to be able to justify the plan.

Mitch Coffman, Toole Design Group, stated I'm sorry, could you repeat those page numbers?

Council Member Glasscock stated Page 7 says that we've seen an increase. And then Page 52 says that data is limited to quote, non-existent regarding bicycle usage and ridership.

Mitch Coffman, Toole Design Group, stated I believe that was the - the first statement as embracing bicycling, not necessarily actual usage, and that's based upon the?- the survey results from the survey the general survey that Wichita does annually, and then for actual counts, we are very limited to what we have. Their (WAMPO) does counts that does show general increases, however, those locations are very limited. So we don't have a lot of confidence in - defining the actual growth of bicycling.

Council Member Glasscock stated and that's something I would probably endorse from this plan is more data regarding the increase in ridership for future decisions, especially when they come before capital improvement projects. So the last question I have and I know that there's probably other people on the board as well is, though the document says

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that this is an endorsement of the plan, there's often, we use, when staff comes before this body, they use the plan to justify the proposed action before the staff. So out of this plan, what is the projected cost in CIP, and what is not projected in the current CIP over the next 10 years?

Paul Gunzelman, Public Works & Utilities, stated that is a difficult question for me to answer, as far as the cost to implement the plan because we don't know what will be constructed along the either the priority network or, you know projects identified in the long-term plan, such as, you know whether we would construct on-street bike lanes which would be more costly than to construct a side path. So, you know, as I mentioned before we implemented any of these plans or any project, we would bring that to the City Council as a concept design prior to going construction, and we'd have a better estimate at that time...

Council Member Glasscock stated so we have no estimate if we were to implement every single thing in this document as what this vote will take because it's supposed to endorse this document, we have no idea how much endorsing this document would actually cost.

Paul Gunzelman, Public Works & Utilities, stated we do not, not knowing what type of facility would be constructed along that segment of roadway.

Council Member Glasscock stated do we have a minimum?

Paul Gunzelman, Public Works & Utilities, stated for a recent cost on a 10-foot side path along an arterial street is about \$5 per square foot, which is probably a quarter million dollars for a mile of 10-foot side path along an arterial street.

Council Member Glasscock stated so at a minimum, that's, so I'll do the quick math and come back. But you said a quarter of a million for every mile there's 73.

Paul Gunzelman, Public Works & Utilities, stated Mm-hm. And then if we do, you know, if some of this is implemented through an OP3 project where we might be able to recon- or, you know, re-stripe a four-lane roadway to a three-lane roadway that would still provide us space for on-street bike lanes, then that, you know, then that's just, you know, in essence, a difference of cost of striping.

Council Member Glasscock stated so we're looking at, theoretically, the minimum of \$250, theoretically, on a mile, 73 miles. That's \$18,250,000 is what we would endorse by voting in favor of this today.

Paul Gunzelman, Public Works & Utilities, stated and then part of that, I think part of your second question, maybe, if we had any if I understood that correctly, but, um, we do have, you know, the line item identified in the CIP for bikeways that like I said, it's I think it's \$1 million in 2025 and then \$1.8 in 2029, um, \$2 million in 2020- 2031, and \$1.5 million in 2033, is the funding that we have identified.

Council Member Glasscock stated so this would theoretically, be an increase of what's projected on the CIP, if the bare minimum could be \$18 million, based on what we have at CIP, this

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would be an increase.

Paul Gunzelman, Public Works & Utilities, stated we would, as staff, we would, we're held to what's in the CIP. You know, if, you know, that's the funding that we have to implement this plan. Now, we - we would, as I mentioned before, we would leverage that, general obligation dollars to get maybe, federal funding or something to help implement this plan similar to what we did on the Redbud Trail.

Mayor Wu stated I have lots of questions. I'll start off with, can you please tell us, this plan came before a previous Council, February 7, 2023. How much was the contract to Tool Design Group?

Paul Gunzelman, Public Works & Utilities, stated I do not have that. (Mitch), do you?

Mitch Coffman, Toole Design Group, stated yeah, it's approximately \$460,000. And then we had three sub-consultants that - that worked with us as well.

Mayor Wu stated what is the total bill for the study, the Wichita Bicycle Master Plan study?

Paul Gunzelman, Public Works & Utilities Department, stated it would be that amount. Yes.

Mitch Coffman, Toole Design Group, stated it would be that amount. Yes.

Mayor Wu stated \$460,000 period?

Paul Gunzelman, Public Works & Utilities, stated approximately, yes.

Mayor Wu stated Okay. So it costs \$460,000 to create a study that now comes before this Council. And I know that it says financial consideration, no funding attached. But as Council Member Glasscock has been asking these questions, there is a financial commitment. While it would still come before the Council for further approvals endorsing this would signal that we would want to make a financial investment into bike paths. So I am very concerned about that, number one. Number two, I'd like to know, the question I asked previously during the golf cart conversation was, are bicycles allowed on sidewalks? And the answer was, not within the downtown core, but outside of the downtown core, bicycles are allowed on sidewalks. So did this plan take into consideration that there are sidewalks, and how many lane miles of sidewalks are allowed because that would add and increase the network of bicycle path lane miles.

Paul Gunzelman, Public Works & Utilities, stated we did not take into consideration the existing sidewalks, no. If that was your question.

Tammy Sufi, Toole Design Group, stated and I can chime in with that, if that's okay. You know, sidewalks can be an opportunity for bicyclists for young children, etcetera. They do also create a conflict with pedestrians, so they're not really the ideal place for a bicyclist to be located, particularly if they're traveling 12, 13 miles per hour. So that's

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why we do look at those standalone facilities for bicyclists or look at ways that they can be incorporated into existing roadways, things like that. It doesn't mean it can't be done, but that is one of the concerns with putting bicyclists on sidewalks.

Council Member Glasscock stepped away briefly.

Mayor Wu stated I would challenge that rhetoric because Wichita is different than Kansas City, as it's different than Tulsa, and different than other communities, and we are a very spread-out community. This community has 5200 lane miles of roads. I'd like to know how many lane miles of sidewalks Wichita currently has, and divide it between in the downtown core and how we're defining that, and outside of the downtown core, as I would like to let the community know that they are allowed to ride their bicycles on those sidewalks. So, number one, if I can have staff let us know exactly how many lane miles of sidewalks we have, because I received an email from someone who wanted us to support this plan. But I asked the question, what is your biggest concern as a bicycle rider right now, and the answer was, my biggest concern with the current bike system is the maintenance and upkeep of the existing infrastructure. So before building something new I would like to know about the maintenance of the - of the existing system, not just the bike paths, but also the sidewalks. As we've learned from these last two business items, the sidewalks, yes, are for walking, pedestrians, but also, they can be utilized for bicycle riders. And I would say that would be a priority rather than building something new. I would rather see the maintenance of the current system and the sidewalks being up-kept first. So that's more of a comment. A side comment regarding the studies that I'd like City Manager to also look into. I would like to know how many studies the City of Wichita currently has outstanding. What's the status of the studies, and the cost of those studies? So this specific study regarding bicycles again, was back in 2023, and it cost the city \$460,000. So I'd like to know just how many studies the city currently has. And I understand that we have to have a plan moving forward so that we can continue being a city that is welcoming and has quality of life amenities. But I believe that the quality of life amenities we currently have need to be up-kept first, and maintained first. So I have grave concern regarding adding anything new. And again, I think questions were already asked, but my questions really are about how we're going to fund this. \$18 million was what Council Member (Glasscock)said, if according to your numbers, \$250,000 for one lane mile of bike path, and this plan endorses 73 additional miles for a total of \$18 million. If I remember correctly, \$18 million is also the deferred maintenance number for parking structures. And I believe that, that also is going to come from the CIP. So that gives me grave concern also. It exactly matches that number, \$18 million. So I have a lot of concern regarding being fiscally responsible, whether or not endorsing this would signal that we are prioritizing something that the community has not asked us to prioritize.

Council Member Johnson stated thanks, Mayor. Man, that's a lot. One, I would highlight that there is no financial attachment to this plan. It's simply a plan. Plans guide things. So let's say we were constructing a street, and the plan would say there should be a sidewalk there, which we've already kind of had that in policy. We build sidewalks on one side of the street. I know I've said we should do both, but we do one side of the street. This may guide where that may go, on which side of the street that will go. It's simply a plan. Also, as we do get federal funding, as Paul said, there could be funding attached that allows some of that \$18 million over that period of time to be paid. I'd bring everyone's attention to 17th Street, McAdams Park, the north side. We had federal funding there, and federal funding actually helped pay for some of those improvements. Again, simply a plan. We can answer some of those questions per

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state statute. Sidewalks are the adjacent property owner's responsibility, not the City of Wichita. We would install it. The adjacent property owner would have to maintain it if something happened, unless it was our fault, which we would address that. And also on the report for the lane miles on sidewalks, I question that because we know that you can or cannot ride on sidewalks with a bike. So we would just need to look at changing policy if that was the case. But I would say Bike Walk Wichita is here. I have also heard from local bikers, so not other cities, not other states that talk about the use of sidewalks, so pedestrians could get hit by someone on a bike. It's difficult. That's why we started building those wider walkways so both could fit. But our normal standard sidewalks really shouldn't have both on there. I know as kids, we all did it, I did it, but that's not what that's for. If the Council would like to change that based on local feedback, I think that's a conversation we should have. But just telling people that we have 10,000 lane miles of sidewalks really won't matter if it's illegal to use them in some spaces and not others. That's more of a, let's talk about policy. But again, this is a plan. Plans guide what we do. Wichita has been working for quite some time before I was on council to be more walkable, bikeable city, more welcoming, more accessible. That's what this plan would help us get to. And yes, there may be some things in there that some don't agree with, but our goal was to always work towards being more bikeable, walkable. We paid a firm to help us get to that point, looking in detail throughout the city of how we could implement that. And again, even I would say I'm supportive of it. I know the work that's went into it. Working with these groups, I see the great usage of there, but again, there's no funding attached to this. If we say yes today, the city's not spending any extra dollars. It's going to guide how we construct and design our city.

Council Member Ballard stated thank you, Mayor. I appreciate Council Member Johnson's comments. Many of them echo my own feelings. Three- or \$460,000 is a lot of money to do this plan. But this is not something that just happened overnight. There has been tons and tons and tons of input. And someone that is a hobby cyclist, the sidewalks are not in my opinion, made for riding. Maybe, for kids or, you know, in the neighborhood or something like that. But the people that are utilizing the bike lanes, it's their means of transportation. We can't just say that we want to be more a walkable, rideable city that is connected to the other adjacent communities unless we provide a safe way for them to get there. So while this has taken, you know, quite a long a long time, and has probably cost more than we think it either should, or just everything costs a lot of money. But I think it's really important to have an overview of what we have, and where we can go to connect to, um, the communities around us. And I do think it's important to take care of what we have. I represent a big portion of where our current bike lanes are. And some people love them, and some people hate them. But I do think that they provide a safe way for cyclists to get to where they're going and I will be supportive.

Council Member Glasscock stated I just wanted to address one quick thing. It was \$250,000 minimum. So \$18,000 is looking at a minimum cost, not a maximum cost. Also, federal funding is still taxpayer funding, whether it's coming from local taxpayer dollars or federal taxpayer dollars. So I think we should be very clear about that, as well. And, I mean, the last comment, and then I know we'll open up to comments. We have this document. We can use this as a guide. We don't have to endorse it, and we can still

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use this as a guide. So by saying that we're throwing this in the trash, if that's the case, we still paid for this. We could still use this as a guide for things that make sense, and things that don't make sense, as well.

Council Member Tuttle stated thank you. I'll have more comments after we open it up for public comment. But while we're in this discussion, I just, I thought of something timely that might provide a little bit of context, as well. I was part of the master bicycle plan and the master pedestrian plan process as a community member long before I was in Council. And in 2016, 2017, I met with Scott Wadle, who is now our wonderful Metropolitan Area Planning Director. But at the time, he was working in this arena in bike ped, and in the master bike plan and the master pedestrian plan. And (Scott) and I were meeting and I asked him what in the master bicycle plan was not being completed so far, if he could give me some updates on things that the community, such as Bike Walk Wichita, now the Wellness Coalition, could focus on. And he mentioned a bike share system. And so because we had a plan, and because we had outlined future growth and future opportunities for the community, I was able to use the master bicycle plan, to go to Blue Cross and Blue Shield of Kansas, who has fully funded the bike share ICT program since 2017. Had we not had a master bicycle plan, we would have not had the opportunity to have that public-private partnership. So when we're looking at this plan, that's also in the context of what I'm thinking, such as Redbud Trail, and different things where we're seeking private dollars, as well. But having some sort of plan and some sort of future direction provides it just makes it easier to have those connections and to have those discussions with private funders, as well. So just a little context, and just a thought. Thank you.

Dr. Amy Seery stated Hi, I'm Dr. Amy Seery, 707 North Emporia, Wichita, Kansas 67214. Hi. I know many of you have met me before, seen me on TV. Thank you so much for letting me be here. Thank you so much to the advisory board, for letting me sit in on some of their visits. I really strongly suggest endorsing this plan. I think the cost of not in doing it would provide more burden to our taxpayers, and I think would limit the choices that they deserve for getting mobile within our city. According to AAA for 2024, the cost for a household of just owning a car is over \$12,000 per year. Allowing citizens the options of how they want to get around can reduce some of those financial burdens when we limit them to a single modality such as using a motorized vehicle. As we have an aging population who would also like options such as golf carts for getting around, providing safe ways to get around our city allows them to age gracefully once those car keys are taken away. That they can still go out and enjoy those friendships. They can still go to our small businesses. As a pediatrician, I'm also a childhood obesity specialist. As we keep expanding our car lanes, we are expanding our children's waistlines, unfortunately. We all grew up with the opportunity to bike down to the corner store and buy ice cream. That is a rarity today. We are seeing increased rates of ADHD and behavioral concerns because children are living a life where they are being shunted in a suburban between Costco and Home Depot. That there are fewer opportunities for them to walk and bike to school, to burn off those wiggles before they have to sit down and concentrate, and use that brainpower. I serve an underserved population. When they have something like a seizure and are no longer allowed to drive for 6 months. When there's a car problem, they can't make it to their appointments if there aren't alternative

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transportation options. And I myself do use my bicycle to get around this city, and it makes me feel much more connected to the wonderful opportunities that we have here. For example, I live near 29th and Rock, and I do bike to St. Francis on a regular basis thanks to the Redbud Trail. You know what the Redbud Trail doesn't have? Potholes. That's because biking infrastructure is one of the cheapest and easiest types of infrastructure to install and maintain. Similarly, if I want to bike unfortunately, to St. Joe though, and I want to use Armour Boulevard, there are 17 year olds who are driving two ton trucks that I have to compete for space with, so I feel less safe. If I use the sidewalks along Oliver, unfortunately, the number of cars in their driveways blocking the sidewalk means I have to go less than half my normal speed. And all the cutouts for those driveways mean I get seasick when I do try to pick up my speed. When I have elderly, grandparents who are trying to work with their youngsters and their families, and their neighborhoods, unfortunately, they're very frustrated that they can't safely get them to a park, and that there's not enough parking if they were to use a vehicle. That when it really comes down to the quality of life, we need to be providing these options so that folks can get out and get that fresh air. Reduce the amount of heat they're generating as we are a heat island. Reduce the amount of ozone production that is causing more flares in COPD, and in asthmatics. And we need to encourage people to come back to a person level, not a car level in our city. Businesses that are located next to biking or shared lanes have a massive increase in number of folks coming through that door. But if you're zooming by 40 miles an hour, you forget the small business owners in your area. So again, thanks to the Redbud Trail, I have probably spent several hundred dollars more than I ever meant to at Johnson's Garden Center because I pass by on such a regular basis. So again, I would please beg you, this idea of endorsing this plan, of full-throated saying we are a city that is vibrant, that offers choices, that allows folks to avoid the burden of car ownership consistently, would enrich Wichita to a degree that would create a legacy that you could be part of. Many, many, many metropolitan areas are adopting these changes. I would hate for us to, slow down our enthusiasm for such a bold vision. Thank you again for the opportunity today.

Harlan Bascombe stated good morning again, City Council, Mayor. I'm Harlan Bascombe, 5514 South, Santa Fe, in District 3. In theory, I'm all for the bicycle lanes. I've ridden a bike to work before. I live down at 55th and Broadway, and I used to work at City Hall. So - so I have used the bike path, particularly along the river in order to do that. But here's some of the observations I've had recently driving to work along some of the bicycle lanes. There's a lot of motor vehicle traffic in the bicycle lanes because there's no separation. Now, I heard (Paul) talk earlier about some type of bumper lane or perhaps cones to help separate the two lanes. But the way they are currently, with just a line on the ground, people tend to drive over in that lane. People pass me on the right. I see vehicles parking in the bicycle lanes. So now the bicyclists have to go out into the traffic lane in order to get around the cars that are parked. And then you got the bicyclists who just disregard the lanes all together. They'll be going against traffic, the wrong way, on streets that already have bicycle lanes. So I just don't see the reason of having them unless we're going to have some type of way of enforcing them. I realize the police department is probably who's supposed to be enforcing these lanes, but do we really know how we're supposed to be using them? Maybe we need to have some type of public education so that people do know how to use them.

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We need to have some type of enforcement. Perhaps the bicycle patrol with the police department could concentrate on that from time to time, and then the last thing I'd like to mention is, some of our arterial streets, one in particular, Broadway, they've reduced from four lanes to two lanes plus a turn lane, and bicycle lanes. That causes a bottleneck between 13th and 21st Street. Again, I experienced that this last week, and there's about 15 cars waiting at a stoplight there at 17th, because you didn't have, in my mind, adequate traffic flow in one direction. That's all I really have, just a few observations. Thank you.

Alan Kailer, Bike Walk Wichita, stated good morning, I'm Alan Kailer, and I'm here on behalf of Bike Walk Wichita, in support of this plan. It's actually, kind of hard to follow Dr. Seery. I thought she did a great job addressing many of the concerns. And I will try to highlight, emphasize some particular areas. First of all, as has been talked about, this is just a plan. It doesn't require any changes. It doesn't, it certainly doesn't close down any streets. It doesn't ban cars from any place, and it doesn't require any spending. On the flip side of your spending concerns, Councilman Glasscock, as, Councilman Tuttle pointed out, without a plan in place, it is hard to get the momentum to accomplish anything. Under the 2013 plan, we accomplished not only the bike share, but also the extension of the Prairie Sunset Trail and the Redbud Trail. And without having a plan there to encourage that, then very likely, those wouldn't have happened. And that's what this plan is intended to do. The main reason to adopt the plan, though, is for reasons of safety. People ride bikes for a variety of reasons. We've already had some - some of the speakers address it. But 7% of the households in the city don't even have a vehicle. And in some neighborhoods, that's what's more than 20% of the households don't have a vehicle. In addition, there are people that are legally prohibited from driving. There are people that have, physical conditions that prohibit it from prohibit them from driving. I've personally worked, in the past year, I've worked with two people in professional positions who had neurological issues, and were not able to get a driver's license. Therefore, they used a bike to as their primary means of transportation. We have to be able to provide for those people. And as Dr. (Seery) pointed out, children under the age of 16, use the bikes to get to their school and to other things that they do. I share (Harlan)'s, I apologize, I don't remember your last name, concern about the safety of the people. And so one of the things that this plan does is - is intent- you'll see a reference to the fact of all ages and abilities, network. It's intended to make it safe for everyone of- of all ages and abilities to travel. Including children and including people who are not necessarily comfortable riding in the street. So the focus of the plan is safety. Just last year alone in addition to the in- the statistics cited in the plan -but just last year alone there were 174 people seriously injured or killed riding a bike in crashes with motor vehicles. We need to make this safe - this city safer for people that are using their bikes. I want to circle back to the folks that are using the bikes as essential transportation. Probably the best example that I have of that is through my own work with Bike Walk Wichita. As most of you know our - one of our primary programs is our recycle program where we essentially take donations of bikes, we fix them up and we give them away. When I say we give them away, what we do is we work with a couple of dozen other organizations, with the Hot Team, with Humankind, with the VA, with Open Door. Those other organizations essentially help people get jobs, they help them get housing, but then they need transportation to get back and forth. And they can't afford



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a car, they can't get a driver's license for various reasons. A bike is the only viable means of transportation for them. So these organizations that we work with send people to us and ask us to give them a bike. We gave away several hundred bikes every year to people in this program so that enabling them to get to jobs. And I have personally talked to many of them and they have not, the bike is essential for their transportation. Frankl if they don't have a bike they don't have a job. So it looks like I'm running out of time. I spent more time addressing some of the questions than I intended but for all these reasons, I would ask you to endorse this plan. Thank you.

Vincent Hancock stated Good morning Mayor, City Council. Happy New Year. My name is (Vince) Hancock. I live in the Delano neighborhood. First of all I do want to give a shout-out to our wonderful Public Works Department for doing a long, hard job of 12-hour shifts to keep our lanes clear for both our motor vehicles and for our bicycles. The last time I rode over 4 miles in 4 inches of snow was 1991. It worked, and this is on a bicycle. I don't look forward to repeating it again and that's why it's lovely to have great streets. We have to deal with sand, but that's a different thing. I do want to get out of the way I do feel we paid a little too much on this study. I do feel, uh - I appreciate that our bidding process gives it to the lowest bidder. I feel that our city was not served by picking somebody out of town because just like today's meeting they literally phoned it in. They had one meeting in our neighborhood at Friends University and then when we tried to have another meeting over at the Senior Center they kept passing it on, passing it on and that meeting never happened. It would have been phenomenally well attended. They just canceled it out. So I might I'm not going to say that they were acting like a tool, but that's literally their name and that's I feel that they didn't do us well by that. Moving on. Uh, this plan as you said is a plan. It's a guideline. It's a recommendation. It's flawed. We can see that it's flawed on Page 120 when it says that there's this thing coming up, a future concept called the Chisholm Trail Parkway Yeah. It's out of date. A- a- do we update it? Do we spend more money to actually replace all instances of 2024 with 2025? Do we strike out the fact that Chisholm Trail Parkway is planned as opposed to completed? Our immediate former vice mayor was there to dedicate it. And thank you Maggie. I- we know what that's going to be. It's also a bit of an experiment. We have technical lanes where it's here's where your car goes. Here's where your bike goes. Here where -is your pedestrian goes. Under city law I can't tell a pedestrian to get out of my bike lane and I can't if I'm a pedestrian I can't tell a bike to get off my sidewalk. We've got both areas as an encouragement that maybe the bikes will be here, maybe the pedestrians will here be here. Also on that page where it talks about Delano it talks about putting Douglas on a road diet. It plans on removing 85 parking spaces to get room for two lanes on Douglas. We all know that's not going to happen. It's what's written in this plan, I think we have a verbal agreement we're going to ignore that. Last but not least I do want to get into another thing from the 80s. I've been riding bikes since the 80s. I've been in every wicked wind since 1990 except for one where I had a the death of an immediate family member the month ahead of that time. So I put in at least 1000 miles a year. Back in the 80s we had these wonderful things called video games. And I encourage every 14-year-old who's driving to learn to play the video game called Frogger. It's where we learn how to cross the street when there's semis there and when to just go maybe I'll just stay on this side of the street. There's something that we can't put into the law, but it's called the right-of-way. We can't put it in, in the most obvious way. And the best way to describe right-of-way it's what I taught my neighbor two girls when I taught them to ride their bicycles. With the exception of an airplane on a runway and a train the little guy should always be given the right-of-way. A semi should yield to a van, a van should yield to a truck, a truck should yield to a car, a car should yield to a golf cart, a golf cart should yield to a bicycle and a bicycle on a sidewalk must always yield to a pedestrian. And under city law which is a phenomenal use of common sense if a bicycle

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approaches behind a pedestrian we are required to give them an audible notification that we're about to pass them. Most of us will say bicycle passing on your left. And when people don't do that in front of me I encourage them to do that because it's how we share those sidewalks together when they're not snow covered. It's how we work together safely. I would not be again not be in favor of banning bicycles on sidewalks because of that right-of-way issue we can share them together. And so many times when I see people on our established eight and twelve foot wide bypass we do get people who just say, hey thanks for letting me know. People with their dogs they go, oh thanks that lets me know to hold on tight to that leash. We can share them together. It's safe. It's wonderful. This plan's not a perfect plan, but I think if we put it in place and know that it's a plan we just did a Chisholm Trail Parkway that was part of the plan 20 years ago. The goal was to get it done in five to ten. Sometimes they take longer especially when budgets don't allow. Appreciate your time. Stand for questions.

Holly Terrill stated good morning Mayor Wu and members of Council. My name is Holly Terrill and I am the Executive Director of Bike Walk Wichita. I'm here today to voice my strong support of the proposed Master Bike Plan. As someone deeply involved in promoting safe, sustainable and accessible transportation options I see this plan as a critical step toward continuing to make Wichita a city where everyone can feel confident walking or biking. The proposed improvements to infrastructure, connectivity and education address many of the barriers that residents currently face when considering alternative transportation. A well-executed bike plan benefits cyclists and the entire community. By investing in safe and connected bike lanes, we create safer streets for pedestrians, reduce congestion for drivers and improve access to jobs, schools and other essential services. Research consistently shows that cities with robust biking infrastructure enjoy increased economic vitality, improved public health outcomes and a higher quality of life. At Bike Walk Wichita, we work closely with residents from all corners of our city and we hear a consistent message. People want safer options for walking and biking. For parents who want their kids to bike to school safely or seniors who are seeking a more active lifestyle this plan represents an opportunity to meet those needs and build a more equitable, connected Wichita. I also want to emphasize the long-term value of this investment. A forward-thinking bike plan positions Wichita as a leader in sustainable urban development. It shows that we prioritize our residents' well-being and embrace the economic and environmental challenges of our future. I urge the council to approve this plan and commit to its implementation. Together we can create a city where walking and biking are safe, viable options that we celebrate everywhere Thank you for your time and for your dedication to making Wichita a better more communicated city.

Doug Ballard stated (Doug Ballard), District 6. Of course I think most of you know that I ride a bike and I ride a bike a lot. So these are just a few comments, they're not particularly related to anything, but, um, I've asked several businesses in, uh, Delano area to add a bicycle rack and, neither one of them would do it. One of them said that they didn't want to give up a parking space. The other one gave no reason at all. Uh-uh., I'll just use for instance the Braum's at Seneca and Douglas. I'm not going to say it's an exaggeration to say that half of their customers walk to the store, but there's no way to in regards to your comment about bike racks, there's several places that I would go if I could lock my bike up when I got there. But I'm not going to ride, uh, and run the risk of leaving my bike out there and it's gone when I come back. So the only way you can get some of these people to do that is to tell them you got to put a bicycle rack in. For 100 years we have emphasized the automobile. I mean we all know that. For 50 years we've known that it solves problems, but it also creates problems and we're in a super

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crisis right now. Somewhat unrelated, I gave a big speech at a bachelor's party in the summer of 1967 that the climate change we were calling it global warming at the time would bankrupt the insurance industry. It's happening. I thought it would happen a little quicker, but it's happening. So we have got to de-emphasize the automobile and going from gas to electric is somewhat of a solution, but it's also trading one kind of pollution for another kind of pollution. And I've said too I think every one of you - ?I think that our cities should be organized around elementary schools and grocery stores. And if you can't walk to them they're too far apart. And I have lived in an era where that's pretty much the way the city was organized. So most of these things have been solved. Unrelated, but part of this plan is I have some concerns about turning right on red. I have had a couple of really close calls. Maybe somebody less athletic and, uh, not quite as s- s- well strong -- I guess that's the same thing as I am it could have been a disaster. There's people who will just - there's a bike lane right here and they will decide oh I'm going to there's a parking spot over there. And that's - and both times and it's been on Douglas both times. So I ha- I'm just bringing that up. Also I know I've had discussions with the, uh - the city guy. When you drive down these streets especially in the wintertime and debris falls off of the vehicles it pushes everything into the bike lane. So as those little rocks roll they get rounder and rounder and rounder. And sometimes they are like ball bearings. I've ha- I've had a crash the same spot 2 years in a row with me and my grandson because of the - the s- it's not the - it's not what they put on the road. Well I'm not sure what it is, but, um, the bike lanes need to be cleaned more often on certain places. I know it's Broadway and sometimes I have to ride out in the - the - the, where the cars are which I remind people that I'm as entitled to that road as that car is. So it's not just for them. So, I've done bike across Kansas many times and we were told if in doubt take the lane. Don't see if they're a good enough driver to not hit you. Take the lane. So, I encourage you to encourage, to, start with this plan and a plan is just a plan and I'm sure in a few years things will come up and we'll adjust. But we need to get people out of their automobiles. When we make it convenient and I'm just making this up to live in Maize and work at Boeing that's the worst thing we could possibly do. So - but that's what we've done for a 100 years. So anyway thank you.

Vice Mayor Johnston stepped away briefly.

Council Member Hoheisel stated Hi. Thank you Mayor. I am supportive of this. I do have some concerns like some of the speakers had indicated about safety issues, physical barriers. I am hoping that we focus more on that going forward especially in some of the higher traffic areas. Not a- not all grants come from the government. There's a lot of private grants out there as well and many of those also require some sort of plan in order to access them. Also this does not tie us to any of these actions, to the funding issues that we have, but I would like to ask staff if they could make sure to give us a heads-up when any of the CIP funding is being included in this. I know it does often come on the green sheets and within the plans, but maybe just an added indication that this is when any of the CIP funding would be on the docket coming up, and the last thing, (Vincent), Paperboy. I was a Paperboy fan with the video games back in the day. I'm not sure that exactly teaches us, uh, the proper etiquette with biking around towns, but yeah. N- never did the Frogger so just wanted to note that.

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Vice Mayor Johnston stated thank you Mayor. I will also be supporting this. My wife and I were first married in 1982. We had one old car, lived in, Twin Lakes. I biked about 7 or 8 miles to Johnston's in Southeast Wichita. So, I did that during the summer. I figured I probably couldn't do it in the winter so we got a small apartment closer to the store 6 months later. But, I loved it. Absolutely loved it. Except the one time I got two flat tires in a row trying to get there so wife finally had to take me to work that day. Later on in?-?in my career at Johnston's when moved the store to 21st and K96 I biked from West Wichita to work pretty consistently. I'd stop and take a shower at the North Y, bike 2 more miles into work. I had my clothes in my backpack on the - I and I loved it again. So I am very supportive of it. I know there's a need for it for certain people that can't afford cars. And it's just a great activity. And I will say that biking on sidewalks, at a fairly rate - fairly good speed -- I -I usually back then I'd go 19, 20 miles an hour is very, very dangerous. If cars pulling out of streets, out of driveways and it's really easy to get hit. They're a lot safer in the street. So I'd be very supportive of it. Thank you.

Council Member Ballard stepped away from the bench briefly.

Council Member Glasscock stated thank you Mayor. First off I want to to thank Bike Witch- or Bike Walk Wichita. I think you do incredible work in the community. I'm glad to go tour your facility I guess, recently. And I actually got my involvement in city government back in 2013 when I was the Mayor's Youth Council appointee to the Bicycle Steering Committee who came up with the 2013 plan. And I do think there's a lot of positive things that happened as a result of that. I'm also a hobby cyclist. I'm training for a triathlon right now. And so I often use our city's bike paths. Um, now I've had a few crashes, but they're my own. It's usually me running into a bridge not me running into anything else. And so, um, there are some maintenance concerns that the city definitely does have to address. First I want to talk about the things about this plan that I do think are really positive and I want to be on the record saying that there are very positive parts of this plan. I do believe that encourages bicycling bike projects on, and a additional thing is the increase of data. I think that we need more information when it comes to ridership. I think that's very important as well. I think bike projects on a temporary basis make a lot of sense where we can see where it works and where it doesn't work. Public education is key to this plan as well. There's some aspect where regarding maintenance. Again specifically along the river and I'm thinking specifically south along the river. I like the Adopt-a-Bikeway program, the racks on buses. I have no problem with shared micro-mobility, improved, uh, local reporting of crash data I think's needed as well. And then also completion of the Prairie Sunset Trail in some of the parks. And so there are some things that I think are very good from this plan that I do want on the record. Now I do think there are a lot of challenges in this plan as well. The fiscal note of a minimum of \$18 million over the course, that's an increase from what's projected in our CIP currently while we're facing challenges over the next 3 years. I don't think that is necessarily the most responsible. I also have concerns where requires - "requires" private developers to do things. When it comes to putting bicycle racks I would love private developers to also put bicycle racks, but I don't think this body should force that on any, uh, private business in Delano and small business in Delano. And I also think without data that's irresponsible, um, to move forward on it. So I do believe that the fiscal project or

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projections of this do matter as most times when staff comes up to this bench, the justification we get to endorse a plan is well it was in the plan. And so because it was in the plan we should move forward on it. And again there are good things in this plan, but I don't want that as a justification. We're facing fiscal challenges. Um, again I'll use the reasoning for that. The resolution says that the outcome is to include this in the CIP. It doesn't say just part of these, it says everything. Section two says that we shall do this, Page 8 says that we will do this. Chapter 5 says that we will implement these plans Those are different than the council should look at this in light of fiscal challenges at the time. And again I support a lot of parts of these plans, but I have concerns about these. I don't think my questions were answered and so I won't be supportive of this plan today though I am supportive of components of the plan.

Council Member Tuttle stated thank you very much. I want to thank staff. Thank you Paul for your hard work on this and - and everyone in your team. Also to thank the community members. I know that you me- as you mentioned in one of your slides went to the district advisory boards. We had open houses. We coordinated with the Wichita Area Metropolitan Planning Organization. So much feedback has been part of this process. certainly want to thank Dr. (Seery) for being here today. Your comments were fantastic and I appreciate it. Always want to thank Bike Walk Wichita and the other advocates for making our community more walkable and bikeable. I want people to be able to get to work. I want people to get to be able to go to school. I want people to get to go and be able to practice their faith. I also want to attract and retain talent in our community. And we hear consistently not just from Wichitans but from across the nation that having a more robust system for people to have alternate forms of transportation either because they want to --like Vice Mayor Johnston mentioned or because they have to is important. And it will help keep people here. Not many of the projects within the bike lane are just stand-alone projects that we're building bike paths. It's going to be enhancements of when we're doing road work. I truly believe that developing a plan is helping us to establish a community vision for not just how we build infrastructure, but for transportation overall. How people traverse around our community. A plan also supports, provides a support for implementation. And then finally it helps us and staff and the community to prioritize improvements through a systematic approach. We have a plan and now we know how to implement the plan. I always refer back and people have heard me many, many times -- talk about I make a lot of decisions based most decisions based on our mission. And our mission of the city of Wichita is to be an exceptionally well-run city. And we do that through keeping Wichita safe, providing safe alternate forms of transportation, but then also for cars. If a car and a bike have an incident both entities are going to get injured probably. So keeping our community safe. Also as Dr. (Seery) so kindly mentioned growing our economy. Traveling ten miles an hour through Wichita versus 40 miles an hour through Wichita means that you might stop and shop, you might stop and get a coffee, you might, engage in, you know, retail activities. So it just provides for more opportunities to grow our economy. Of course build and maintain dependable infrastructure and then also provide the conditions for living well. As a past public health professional walking and biking is something near and dear to my heart because not only does it give people an opportunity for transportation options, but it also to helps provide them an opportunity to live a healthier lifestyle. So with that I will be supportive today. Thank you.

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Council Member Johnson stated thanks Mayor. I'll be brief. I just want to commend Vice Mayor Johnston. For those who don't know if you're riding your bike from west to east that's uphill. And that's hard. And you did that every day. Yeah. You just go downhill going home. I just want to commend you. I've done that one time, I'll never do it again. Going uphill, tough on the legs. So I just wanted to commend you on that one.

Mayor Wu stated with that, I also will reiterate my question to staff. I believe that during these last two conversations whether it's golf carts or bicycles that there are some opportunities for individuals to also utilize other public assets which are the sidewalks. And so I would still like to see the number of sidewalks that the City of Wichita has as that is also an opportunity for individuals that use a bicycle. Maybe not experienced riders, but much less experienced riders that can still utilize those sidewalks. So I also want to reiterate that I've always encouraged individuals to either walk, use a bicycle, use a motorcycle, use any other forms of transportation, including vehicles. And I'm not trying to limit anyone from those choices, but I do believe that we need to maintain what we have first and foremost. And I will continue to encourage our community to utilize, different types of transportation modes. But I think it really goes down to this. We have to practice more respect of one another. Whether it's a pedestrian, a bicyclist, a motorcyclist, a vehicle, driver, we all have to practice more respect. I've gotten emails about people running red lights. I can only imagine the type of damage vehicle versus vehicle if you're at an intersection and have a crash, let alone a bicyclist and a vehicle. So I would just really encourage as I've heard multiple times from the audience as well as this bench, this is about public safety. And I do believe that we need to continue considering public safety as our number one concern. But we have public assets and they are to be utilized by the public. That means all. And so I'm going to continue encouraging that we do more public outreach in reminding people the ways that you can legally ride your bicycle even on sidewalks outside of downtown core and again encourage people to utilize other modes of transportation as well. But I am very concerned as this bicycle master plan costs the city \$460,000. And then it has a it does not carry a financial consideration at this moment, but within the plan it does asked for \$18 million in investments that would have to come before this council again before they're approved. And I know that \$18 million is also the same amount for deferred maintenance in parking garages and that was not accounted for in our budget process last year. So it gives me great concern to vote on any matters that don't take into consideration future financial problems that we will be facing. So I will not be supportive of this, but we'll continue to support individuals that want to walk, bike use their motorcycles, use their vehicles. And again will be voting no on this.

***Motion***

***Council Member Johnson moved to*** adopt a resolution endorsing the 2024 Wichita Bicycle Plan and authorize the necessary signatures.

Motion carried 5 to 2 (Nay: Lily Wu, Dalton Glasscock).

COUNCIL BUSINESS SUBMITTED BY CITY AUTHORITIES

PLANNING AGENDA

VII) NON-CONSENT PLANNING AGENDA

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- 1 [PUD2024-00018 – Zone Change Request in the City from LC Limited Commercial District, B](#)
- . [Multi-Family Residential District, and MF-29 Multi-Family Residential District to PUD Planned](#)
- ) [Unit Development #137 to Allow for Mixed-Use Development, Generally Located on the Southeast corner of East Central Avenue and North Oliver Avenue \(4801 East Central Avenue\). \(District I\)](#)

Attachment: [Agenda Report VII-1.docx](#)

Attachment: [PUD2024-00018 WCC Supporting Documents.docx](#)

Attachment: [PUD2024-00018 MAPC Minutes.docx](#)

Attachment: [Memo PUD2024-00018.pdf](#)

Attachment: [Ordinance No. 52-609 PUD2024-00018.docx](#)

Scott Wadle, Planning Department, reviewed the item.

Mayor Wu stated I'll ask a couple of questions. I was just curious. So I know that alcohol sales was of concern initially, but I just saw a picture of I believe one of the slides showed alcohol sales. Was I correct?

Scott Wadle, Planning Department, stated that's correct. There's a liquor store across the street to the west.

Mayor Wu stated and do you know what the intent is of these developers? I know that multi-family is allowed on that property. Is multi-family the intention?

Scott Wadle, Planning Department, stated Well, the way that they've described it is as a marketplace. And they would like to have the ability to serve alcohol but also have outdoor entertainment such as yard games and those kind of things. So, they - I don't think that there's definitive plans, but, we got a sense, from the text that they submitted with the PUD of what - what they would like to see happen. And it talks about, this plan unit development is intended to allow for redevelopment of six commercial buildings into a mixed-use commercial marketplace. They've - a- and this is the text out of the PUD that the applicant submitted. "The project aligns with the City of Wichita's focus on increased walkability and utilizing the expanded public transit along Central and Oliver. A portion of the PUD will be utilized as an outdoor area to enjoy games, entertainment and goods available in the market and dining area of the PUD. The PUD also provides flexible development regulations to accomplish the above goals that otherwise would not be possible per the, a limited commercial zoning district as defined in the zoning code."

Mayor Wu stated thank you. So no intention for housing?

Scott Wadle, Planning Department, stated at this point they don't describe it, but they would have that option available in the future if they if they chose to under this zoning.

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Council Member Johnson stated thank you Mayor. District One's up first today. I have had ex-parte communication with the applicant. In that conversation as Scott also mentioned they were okay with not having car wash as a permitted use.

***Motion***

***Council Member Johnson moved to*** override the MAPC, adopt alternate findings, and approve the zone change request with the DAB-recommended PUD text, which prohibits Car Wash as an allowed use on site.

Motion carried 7 to 0

- 2 [CON2024-00242 – Conditional Use to Allow Daycare, General on Property Zoned SF-5 Single-Family Residential District to Allow Up to 100 Children; Generally Located on the North Side of East 15th Street North, between North Pershing Avenue and North Oliver Avenue \(4640 East 15th Street North\). \(District I\)](#)

Attachment: [Agenda Report VII-2.docx](#)

Attachment: [CON2022-00242 WCC Supporting Documents.doc](#)

Attachment: [CON2024-00242 MAPC Minutes.docx](#)

Attachment: [Memo CON2024-00242.pdf](#)

Attachment: [Resolution No. 25-021 CON2024-00242.docx](#)

Scott Wadle, Planning Department, reviewed the item.

Mayor Wu stated I saw that there's a large property just north of this proposed property.

Scott Wadle, Planning Department, stated yes.

Mayor Wu stated is that a park? Can you tell us a little bit more about that land?

Scott Wadle, Planning Department, stated no. It's a portion of the former school site. And, it is not included as part of this application, but it is under the same ownership.

he applicant owns that property?

Scott Wadle, Planning Department, stated that's correct.

nd what is the intention for that?

Scott Wadle, Planning Department, stated at this time we do not know. They've not



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submitted anything on that one at this time.

Council Member Johnson stated Scott just some clarifications before I make a motion. This is the base zoning here is SF-5 right?

Scott Wadle, Planning Department, stated that's correct. Yes sir.

Council Member Johnson stated and they are able to build one single family dwelling on that property if they wanted to or use the current building as a single-family dwelling?

Scott Wadle, Planning Department, stated that's correct. They could.

Council Member Johnson stated there was a lot of there was a lot of discussion at DAB for reasons I won't say from the bench, but it was a lively discussion. A lot of the concerns came from that as well, but a lot of it was based on what could be developed on that property and how that property could be used. So with that and hearing the challenges we would have legally with the recommendation the base zoning is SF-5, which is not something the community has been against. They've been supportive of SF-5. And this conditional use is only for the daycare anyway. So that's the condition being attached. So with that without going the DAB route we can achieve the same, um, objective I believe.

***Motion***

***Council Member Johnson moved to*** adopt the findings of the MAPC and approve the requested Conditional Use, authorize the necessary signatures, and instruct the City Clerk to publish the resolution after approval.

Motion carried 7 to 0

- 3 [PUD2024-00024 – Zone Change Request in the City from GC General Commercial to Planned Unit Development #135 to Create the Empower PUD for an Entertainment Establishment, Generally Located on the Southwest Corner of West 21st Street North and North Market Street \(2157 North Market Street\). \(District VI\)](#)

Attachment: [Agenda Report VII-3.docx](#)

Attachment: [PUD2024-00024 MAPC Minutes.docx](#)

Attachment: [PUD2024-00024 WCC Supporting Documents v3 SAW - clean.docx](#)

Attachment: [2025-12-9 District Advisory Board 6 DAB Memo PUD2024-00024.pdf](#)

Attachment: [Ordinance No. 52-610 PUD2024-00024.docx](#)

Scott Wadle, Planning Department, reviewed the item.

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***Motion***

***Council Member Ballard moved to*** adopt the findings of the MAPC and approve the requested zone change (requires four of seven votes).

Motion failed to

- 4 [ZON2024-00052 – Zone Change Request in the City from SF-5 Single-Family Residential District and TF-3 Two-Family Residential District to MF-18 Multi-Family Residential District to Create a Residential Development; Generally Located on the West Side of North Doris Street and Within 180 Feet North of West 2nd Street North \(317 & 321 North Doris Street\). \(District VI\)](#)

Attachment: [ZON2024-00052 WCC Supporting Documents.docx](#)

Attachment: [ZON2024-00052 MAPC Minutes Excerpt.docx](#)

Attachment: [2025-12-9 District Advisory Board 6 DAB Memo ZON2024-00052.pdf](#)

Attachment: [Agenda Report VII-4.docx](#)

Attachment: [01-21-2025 52-611 ZON2024-00052.docx](#)

Scott Wadle, Planning Department, reviewed the item.

***Motion***

***Council Member Ballard moved to*** override the MAPC, adopt alternate findings, and approve the zone change to TF-3 Two-Family Residential District as recommended by DAB VI (requires five of seven votes);

Motion failed to

**HOUSING AGENDA**

- VIII) [NON-CONSENT HOUSING AGENDA - NONE](#)

**AIRPORT AGENDA**

- IX) [NON-CONSENT AIRPORT AGENDA - NONE](#)

**COUNCIL AGENDA**

- X) [COUNCIL MEMBER AGENDA](#)

- 1 [Approve that pursuant to Section 2.04.090 Mayor Wu and Council Member Johnson's travel expenses, as estimated on the Travel Authorization and Expense form to attend Local Government Day in Topeka, KS January 22-23, 2025, for the purpose of meeting with state legislators regarding](#)

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community issues, consistent with A.R. 3.1. Upon return from travel, actual expenses shall be reported to the Controller's Office.

***Motion***

***Council Member Glasscock moved to*** approve that pursuant to Section 2.04.090 Mayor Wu and Council Member Johnson's travel expenses, as estimated on the Travel Authorization and Expense form to attend Local Government Day in Topeka, KS January 22-23, 2025, for the purpose of meeting with state legislators regarding community issues, consistent with A.R. 3.1. Upon return from travel, actual expenses shall be reported to the Controller's Office.

Motion carried 7 to 0

Council Member Tuttle stated thank you. I have a question for legal if I can. I just have a question. I heard that on this one Mayor Wu said she was going to abstain. Do we have to I'm asking a question I don't know the answer to because I've never abstained from voting for my own travel before. So I just want to make sure when my item comes up I do it right.

Jennifer Magana, Law Department, stated you do not have to, you may

Mayor Wu stated there was one additional question. I believe now Vice Mayor Johnston, were you planning to go to Topeka as well?

- 2 Approve that pursuant to Section 2.04.090 Vice Mayor Ballard, Council Member Tuttle and Council Member Hoheisel's travel expenses, as estimated on the Travel Authorization and Expense form to attend Local Government Day in Topeka, KS January 22, 2025, for the purpose of meeting with state legislators regarding community issues, consistent with A.R. 3.1. Upon return from travel, actual expenses shall be reported to the Controller's Office.

***Motion***

***Mayor Wu moved to*** approve that pursuant to Section 2.04.090 Vice Mayor Ballard, Council Member Tuttle and Council Member Hoheisel's travel expenses, as estimated on the Travel Authorization and Expense form to attend Local Government Day in Topeka, KS January 22, 2025, for the purpose of meeting with state legislators regarding community issues, consistent with A.R. 3.1. Upon return from travel, actual expenses shall be reported to the Controller's Office.

Motion carried 7 to 0

- 3 Approve that pursuant to Section 2.04.090 Council Member Glasscock's travel expenses, as estimated on the Travel Authorization and Expense form to attend Local Government Day in Topeka, KS January 21-22, 2025, for the purpose of meeting with state legislators regarding community issues, consistent with A.R. 3.1. Upon return from travel, actual expenses shall be reported to the Controller's Office.

***Motion***

**CITY COUNCIL  
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**Mayor Wu moved to** approve that pursuant to Section 2.04.090 Council Member Glasscock's travel expenses, as estimated on the Travel Authorization and Expense form to attend Local Government Day in Topeka, KS January 21-22, 2025, for the purpose of meeting with state legislators regarding community issues, consistent with A.R. 3.1. Upon return from travel, actual expenses shall be reported to the Controller's Office.

Motion carried 7 to 0

XI) [COUNCIL MEMBER APPOINTMENTS AND COMMENTS](#)

XI) [COUNCIL MEMBER APPOINTMENTS AND COMMENTS](#)

Council Member Glasscock stated Thank you Mayor. I would just like on the record, doesn't involve taxpayer money, to travel and it's I'm not paying I'm not being gifted to go to it, but I'll be attending the 2025 State of the State Address, Governor Kelly's address in Topeka tomorrow on Monday, January 20. I'll also be attending the 60th Presidential Inauguration of Donald Trump in Washington, D.C.

Council Member Ballard stated thank you Mayor. I too will be attending this State of the State and, to no expense of the city. And happy birthday to Mike.

Council Member Hoheisel stated thank you Mayor. And thank you for the birthday wishes. It was a good day, good evening at home with the family. The older I get the more that's cherished to me. So I appreciate everybody who did wish me a happy birthday and everybody with the positive thoughts. Not easy getting older, but we're here doing good work and that does ease the burden a little bit of aging. Also I will be attending the State of the State as well, no taxpayer money going to that. I will not be attending the Inauguration. We'll see in another 4 years or so, but not this year.

Vice Mayor Johnston stated if you don't mind. I almost forgot. Came back from Vietnam just to let you know I was thinking about all of you when we were over there. You all got a gift. That's your place. That's from me. I will let you know that it cost 150,000 dong in Vietnamese. So no small, actually it's about six bucks.

Mayor Wu stated thank you Vice Mayor Johnston. I would also like to say that I will be attending the State of the State tomorrow and with no expenses to the city. And it is not a gift.

[Adjournment](#)

**Motion**

**Mayor Wu moved to** adjourn at 12:55 PM.

Motion carried 7 to 0

Respectfully submitted,

**CITY COUNCIL  
PROCEEDINGS  
JANUARY 14, 2025**

Shinita Rice, Deputy City Clerk

**CITY COUNCIL  
PROCEEDINGS  
JANUARY 14, 2025**

ATTACHMENT 1 - CONSENT AGENDA ITEMS 1 THROUGH 25

II) CITY COUNCIL CONSENT AGENDA ITEMS

1) Applications for Licenses for Cereal Malt Beverages:

a.) Applications for Licenses to Retail Cereal Malt Beverages

Attachment: CMBs for January 14, 2025.docx

2) Preliminary Estimates:

a.) Preliminary Estimates

Attachment: PEsforCC\_01-14-25.pdf

3) Agreements/Contracts:

a.) Developer's Agreement for Falcon Falls 7th Addition (District I)

Attachment: Agenda Report II-3a.doc

Attachment: Developers Agreement FF 7th.pdf

4) Property Acquisitions:

a Acquisition of a Revocable License for the Use of Property at 5500 East Kellogg Avenue for the  
. ) Bleckley Drive Drainage Improvement Project (District I)

Attachment: Agenda Report II-4a.doc

Attachment: agenda attachments.pdf

5) Minutes of Advisory Boards/Commissions:

a.) Transit Advisory Board Meeting Minutes November 20, 2024

Attachment: Transit Advisory Board Meeting Minutes Nov.20, 2024.pdf

Uncategorized Items:

**CITY COUNCIL  
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JANUARY 14, 2025**

6.) Special Assessment Ordinance Update (District V)

Attachment: Agenda Report II-6.docx

Attachment: Ordinance No. 52-612 Amending Ordinance No. 50-488 Levy Assessments Estancia Addition.docx

Attachment: Ordinance No. 52-613 Amending Ordinance No. 50-517 Levy Assessments Constructing Lateral 547, Southwest Interceptor Sewer Phase 1 Estancia Addition.docx

7.) Heat Resilience Cohort Application

Attachment: Agenda Report II-7.docx

Attachment: Heat-Cohort-Application.docx

8.) Request for Qualifications Criteria for Hess Pump Station Variable Frequency Drive Replacement

Attachment: Agenda Report II-8.doc

9.) Assignment and Assumption of Industrial Revenue Bonds (Webb Industrial, LLC) (Districts II)

Attachment: Agenda Report II-9.doc

Attachment: ASSIGNMENT AND ASSUMPTION AGREEMENT.docx

Attachment: Resolution No. 25-022 Industrial Revenue Bonds Webb Industrial, LLC.docx

10.) Purchase Option (Spirit AeroSystems) (District III)

Attachment: Agenda Report II-10.doc

Attachment: Termination Documents - Series 2014.docx

Attachment: Resolution No. 25-023 Purchase Option Spirit Aerosystems.docx

11. Amendment to HOME Program; 2022 CHDO Set-Aside Allocation, Jakub's Ladder, Inc.,  
) (District I)

Attachment: Agenda Report II-11.doc

Attachment: First Amendment Jakub's Ladder 2022 CHDO Set Aside Funding Agreement 01-14-2025.pdf

**CITY COUNCIL  
PROCEEDINGS  
JANUARY 14, 2025**

12) Second Reading Ordinances:

- a.) SECOND READING ORDINANCES FOR JANUARY 14, 2025 (FIRST READ JANUARY 7, 2025)

Attachment: List of Second Read Ordinances January 14, 2025.docx

II) CONSENT PLANNING AGENDA ITEMS

- 1 PUD2024-00025 – Zone Change Request in the City to Create the Northeast Substation Planned  
3 Unit Development PUD #136; Generally Located on the East Side of North Woodlawn Boulevard  
· and Within One-Half Mile South of East 21st Street North (1802 North Woodlawn Boulevard).  
) (District II)

Attachment: Agenda Report II-13.docx

Attachment: PUD2024-00025 WCC Supporting Documents.docx

Attachment: PUD2024-00025 MAPC Minutes Excerpt.docx

Attachment: PUD2024-00025 Interoffice Memorandum.docx

Attachment: Ordinance No. 52-614 PUD2024-00025.docx

- 1 ZON2024-00054 – Zone Change Request in the City from SF-5 Single-Family Residential District  
4 to MF-18 Multi-Family Residential District; Generally Located on the Northeast Corner of North  
· Hoover Street and West Robinson Street. (District VI)  
)

Attachment: Agenda Report II-14.docx

Attachment: ZON2024-00054 11-7-24 WCC Supporting Documents.docx

Attachment: ZON2024-00054 MAPC Minutes Excerpt.docx

Attachment: 2025-12-9 District Advisory Board 6 DAB Memo ZON2024-00054.pdf

Attachment: Ordinance No. 52-615 ZON2024-00054.docx

- 1 ZON2024-00055 – Zone Change in the City from B Multi-Family District to LI Limited Industrial  
5 District, Generally Located on the West Side of North Santa Fe Avenue and Within 250 Feet South  
· of East 13th Street North (1331 North Santa Fe Avenue). (District VI)  
)

Attachment: Agenda Report II-15.docx



**CITY COUNCIL  
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JANUARY 14, 2025**

Attachment: [ZON2024-00055 MAPC Minutes Excerpt.docx](#)

Attachment: [2025-12-9 District Advisory Board 6 DAB Memo ZON2024-00055.pdf](#)

Attachment: [ZON2024-00055 WCC Supporting Documents.docx](#)

Attachment: [Ordinance No. 52-616 ZON2024-00055.docx](#)

- 1 [ZON2024-00056 – Zone Change Request in the City from NR Neighborhood Retail District with](#)  
6 [Protective Overlay #375 to LC Limited Commercial District for Future Commercial Development;](#)  
· [Generally Located on the East Side of North Hillside Avenue and Within One-Quarter Mile South](#)  
) [of East Central Avenue. \(District I\)](#)

Attachment: [Agenda Report II-16.docx](#)

Attachment: [ZON2024-00056 WCC Supporting Documents.docx](#)

Attachment: [ZON2024-00056 MAPC Minutes Excerpt.docx](#)

Attachment: [MEMO ZON2024-00056.pdf](#)

Attachment: [Ordinance No. 52-617 ZON2024-00056.docx](#)

- 1 [VAC2024-00051 – Request in the City to Vacate a Platted Setback; Generally Located](#)  
7 [Approximately One-Third of a Mile East of South Greenwich Road and One-Third of a Mile North](#)  
· [of East Harry Street \(1046 South Bedford Terrace\). \(District II\)](#)  
)

Attachment: [Agenda Report II-17.docx](#)

Attachment: [VAC2024-00051 WCC Supporting Documents.docx](#)

Attachment: [VAC2024-00051 Excerpt Minutes.docx](#)

Attachment: [VAC2024-00051 VACATION ORDER.docx](#)

- 1 [VAC2024-00052 – Request in the City to Vacate a Portion of Platted Complete Access Control to](#)  
8 [Permit New Driveway; Generally Located on the South Side of West MacArthur Road and Within](#)  
· [One-Block West of South Meridian Avenue \(2611 West MacArthur Road\). \(District IV\)](#)  
)

Attachment: [Agenda Report II-18.docx](#)

Attachment: [VAC2024-00052 WCC Supporting Documents.docx](#)

**CITY COUNCIL  
PROCEEDINGS  
JANUARY 14, 2025**

Attachment: VAC2024-00052 Excerpt Minutes.docx

Attachment: VAC2024-00052 VACATION ORDER.docx

1  
9 VAC2024-00053 – Request in the City to Vacate a Portion of a Platted Drainage and Utility  
.  
) Easement; Generally Located on the East of North Hillside Avenue and North of Kansas Highway  
254. (District I)

Attachment: Agenda Report II-19.docx

Attachment: VAC2024-00053 WCC Supporting Documents.docx

Attachment: VAC2024-00053 Excerpt Minutes.docx

Attachment: VAC2024-00053 VACATION ORDER.docx

2  
0 SUB2024-00041 - Plat of Rennick 4th Addition Located One Half Mile South of West 53rd Street  
.  
) North and One Quarter Mile West of North Hoover Road (District VI)

Attachment: Agenda Report II-20.docx

Attachment: SUB2024-00041 -Green Sheet Attachments.pdf

2  
1 SUB2022-00047 - Plat of Greenwich Legacy Addition Located on the East Side of South  
) Greenwich Road and 700 Feet South of East Harry Street (District II)

Attachment: Agenda Report II-21.docx

Attachment: SUB2022-00047 -Green Sheet Attachments.pdf

2  
2 SUB2024-00046 - Plat of Castaways North Addition Located One Quarter Mile South of West 53rd  
.  
) Street North and One Third Mile West of North Hoover Road (District VI)

Attachment: Agenda Report II-22.docx

Attachment: SUB2024-00046 -Green Sheet Attachments.pdf

**CITY COUNCIL  
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- 2  
3     SUB2024-00035 - Plat of Yellowstone Commercial Addition Located at the Southeast Corner of  
. )     West Pawnee Avenue and South 119th Street West (District IV)

Attachment: Agenda Report II-23.docx

Attachment: SUB2024-00035 -Green Sheet Attachments.pdf

- 2  
4.     SUB2024-00003 - Plat of Yellowstone Addition Located South Along West Pawnee Street and  
)     East of South 119th Street West (District IV)

Attachment: Agenda Report II-24.docx

Attachment: SUB2024-00003 -Green Sheet Attachments.pdf

II)         CONSENT HOUSING AGENDA ITEMS - NONE

II)         CONSENT AIRPORT AGENDA ITEMS

25.)        General Services Administration - Wichita Dwight D. Eisenhower National Airport

Attachment: 20241219 On-Airport Lease - TSA Wichita LKS00553.pdf

Attachment: 20241011 LA 5 Superseding TSA Wichita.pdf

Attachment: Agenda\_Report\_II-25 (4).doc