



Initial Scopes

PLANNING WALKABLE PLACES

Initial Scopes

The following scopes were provided by the Planning Walkable Places program awardees as part of the application process. This information should be used for reference only. Any information found in the subsequent Request for Proposal (RFP) documents will supersede this initial reference information.

Andover, Kansas:

Wayfinding Policy and Conceptual Plan

The Wayfinding Policy and Conceptual Plan is intended to inventory existing and potential places of interest, and to develop criteria for the inclusion of directions to selected places to assist bicycles, pedestrians, and motorists in finding the locations.

The proposed project would include the development of a wayfinding policy to assist city staff in making decisions about the location and content of wayfinding signs, a conceptual plan to help the public visualize the project, and the development of graphics.

The public would be involved in the project through a Mayor appointed committee and public meetings at the kick-off and roll out of the project.

Bel Aire, Kansas:

Bicycle/Pedestrian Plan Update

A community survey performed in early 2017, showed significant community support for increasing the amount of paths available for walking and biking throughout the community. As a response to this survey and increasing citizen concerns regarding walkability, City staff created a preliminary plan for bicycle and pedestrian pathways throughout the community. The plan indicates where pathways currently exist and also shows locations where future pathways are desired.

The Bicycle/Pedestrian Plan has been reviewed with various community groups and with citizens at a recent open house event. Comments were received about specific areas that citizens would like to focus on and in general, there was all around support for increasing the walkability and connectivity within the community. Bel Aire envisions that the next step in moving forward with the

Bicycle/Pedestrian Plan is to identify priority projects that can be accomplished fairly easily in the near future. These priority projects would enhance connectivity between residential areas and activity centers, be relatively easy to construct (not require a significant amount of grading or drainage work) and be on land that is already available to the community.

Additionally, the project would focus on providing convenient access to existing activity centers within Bel Aire – such as the Bel Aire Recreation Center and the various parks throughout the City. The project will also include suggestions for wayfinding signs as a part of improving the accessibility to the various activity centers within the community.

The purpose of this project is to have a consultant review the existing Bicycle/Pedestrian Plan, group projects into feasibility with short and long-term plans with an emphasis in providing safe and convenient access to existing activity centers, assist the City with identifying funding opportunities, and prioritizing short-term projects so the City is better able to take advantage of future funding opportunities.

Cheney, Kansas:

Community Pedestrian and Bicycle Transportation Plan

The proposed project is the design of a conceptual plan to look at the overall flow of pedestrian and bicycle traffic within the Cheney community. The plan would identify existing sidewalks, paths, and bicycle lanes and create a plan to not only tie together the existing pedestrian infrastructure, but also look at the various ways pedestrians and bicyclists can safely access specific locations of new development, including a new activities complex on the southern edge of town and two housing developments on the northern edge of town. The specific destination areas are located along 383rd St, 391st St and 39th Street, where pedestrian safety should be addressed because of the high traffic and high vehicular speeds. The addition of pedestrian routes along these roadways could eventually be tied into regional bicycle plans within Sedgwick County.

The conceptual plan would also identify appropriate features that could be added throughout the community to assist pedestrians and bicyclists with safety, including signage, crosswalk improvements and lighting. The plan would be used to increase Cheney's "walkability", by creating an inviting atmosphere for pedestrians and bicyclists.

Over the past few years, Cheney has gathered community input through stakeholder meetings regarding sidewalks and recreational paths. Additional feedback would be gathered to ensure the conceptual plan meets the needs for all citizens, addresses major concerns, creates a walkable community, and connects the various community destination points together.

Clearwater, Kansas:

Pedestrian Plan

The City of Clearwater is seeking assistance in developing a master pedestrian plan within our community but primarily focusing on the 4th/135th Street Corridor and the Ross/103rd Street Corridor. These two areas serve as the commercial hub for the community as well as the center of the education and recreation system for Clearwater. Encouraging the ability to walk from each neighborhood to recreational, educational as well as commercial establishments is paramount to our community. In fact, preliminary work on a strategic plan that will be completed in 2017 identifies pedestrian needs as a primary area of focus for the city.

The two corridors are lacking in a connected pedestrian route. A plan to develop an interconnected community in that all residents could safely travel from various points outside of the area to those businesses and facilities located on the corridors would be an essential starting point for increasing the walkability of Clearwater.

Through the planning process, the city would like an outcome from the plan that would be a blueprint for future improvements in the corridor in respect to;

- Design Options for mode of travel within the corridor be that a Pedestrian or Multi-use Path
- Appropriate starting and stopping points for the corridor based on public input and existing and future conditions
- Amenities that would enhance corridor usage (such as lighting, benches and other fixtures)
- Safety features that would be necessary along the corridor (including crossings)

Derby, Kansas:

Walkable Development Plan

Derby desires to establish a new zoning district with associated land and street development standards that will facilitate the creation of mixed-use centers with a focus on walkable design, improved pedestrian safety, and enhancing the pedestrian experience. Current land use regulations were developed with a strong reliance on the personal automobile - Establishment of new zoning regulations and streetscape design standards will allow the City to meet the following transportation-related outcomes:

- 1) Reduce reliance on the automobile
- 2) Promote convenient transportation options for all roadway users
- 3) Provide sidewalk connections and streetscape amenities that promote walking
- 4) Reduce the number of vehicle trips, thereby also reducing emissions and improving air quality

- 5) New regulations will also facilitate meeting Derby's Comprehensive Plan goal of designing new neighborhoods with interconnected networks of pedestrian-friendly and attractively landscaped streets, trails and sidewalks.

In order to achieve the above outcomes, a study will be conducted to review existing zoning regulations and to identify opportunities for integrating walkable design into the regulatory framework.

Land use patterns and traffic patterns will be analyzed to identify an appropriate mix of compatible land uses which locate appropriate shopping, dining, entertainment and other service destinations within a convenient walking distance of residential neighborhoods.

Consideration will be given to off-street parking needs and alternative solutions will be identified for maximizing the use of shared parking as well as ways to integrate bicycle facilities. In addition to the zoning regulations, standard guidelines will also be developed for street design and pedestrian amenities that can be applied within the mixed-use zoning districts.

Visual preference surveys or other means of survey will be utilized to determine what types of street/sidewalk furnishings, vegetation and other amenities are desirable and supported within the community.

Data collected will be used to generate model street/sidewalk design guidelines. Proposed zoning amendments and model streetscape guidelines will be drafted and presented to the public for review and comment. A series of open houses and public meetings will be utilized to engage community members, stakeholders and elected/appointed officials.

Final regulations and standards will be adopted by the City Council and incorporated into the City's development standards.

Garden Plain, Kansas:

Sidewalk Plan

Plan a safe, convenient pedestrian connection within the city limits of Garden Plain that would begin at the high school football field and go south past the high school and elementary school facilities.

The sidewalk would then extend south on 295th St. West to the current Pretty Flowers housing development and the Sunset Prairie Trailhead. Having a safe, accessible route to and from both the elementary and high school is a priority for us. Currently, there is no walking room on the road (no shoulders) and students/citizens have to walk against traffic in an unsafe manner.

Engineering concerns and public input would be considered. Parents of both elementary and high school students, as well as public citizens, would be surveyed to determine needs/wants such as lighting, sidewalk style, and signage.

The plan would also examine the parking needs for residents wishing to access the Sunset Prairie Trail since the trailhead is located at 295th St. West and the abandoned railroad track. We'd like to highlight the trail as an asset of our community, as well as determine how we can increase the usage of it.

Goddard, Kansas:

Pedestrian and Bicycle Master Plan

The goal of Goddard's Pedestrian and Bicycle access plan is to plan for a safe, connected, healthy community. Toward this end, the plan will address the challenges of north/south movement, safety, connectivity of schools, parks, downtown, Sunset Prairie Trail, ballfields, and neighborhoods on both sides of Kellogg. The primary north/south arterials are 199th & 183rd, both of which are two-lane black-top streets with open ditches that are generally lacking in pedestrian/bicycle infrastructure. The plan will include, but not be limited to, the following elements:

- Significant community and stakeholder engagement, including facilitated public meetings, stakeholder interviews/discussions, visioning and priority-setting exercises, and surveys;
- Identify streets or sections where safety issues exist, set priorities, and identify improvement costs and possible funding mechanisms;
- Conceptual-level analysis of different scenarios for a pedestrian crossing of US-54 in Goddard, exploring the feasibility of different options and identifying likely cost ranges and potential funding mechanisms. This is a safety issue, as residents on the north side already cross on foot to reach shopping on the south side, doing so without proper safety features. This assessment will account for the eventual possibility of US-54 being a grade-separated facility;
- The Prairie Sunset Trail, a regional trail, passes through Goddard. The plan will explore the potential for different types of development and amenities near the Trail, enhancing the City's connection with the Trail and its users;
- Explore the impact of expected future developments on the pedestrian and bicycle system. Recommendations will be developed for successfully integrating the pedestrian and bicycle network with existing and future residential and commercial developments;

- Design standards for the various types of pedestrian and bicycle facilities, crosswalks, intersection treatments and supporting amenities such as lighting, seating, landscaping and way-finding signage. This will include concept graphics that illustrate minimum standards;
- An implementation component identifying planning-level cost estimates for high-priority facility segments including sufficient detail to easily incorporate individual projects into the City's Capital Improvements Program over a 10-year period.

Haysville, Kansas:

Bicycle and Pedestrian Implementation Plan

The City of Haysville would like to contract with an experienced walkability consultant to assist in planning walkable spaces. The Bicycle & Pedestrian Implementation Plan will build upon the Bicycle and Pedestrian Master Plan by identifying actions and projects to implement the recommendations of the Master Plan. In past planning efforts, citizens have expressed support for increased walking and biking opportunities.

The Master Plan calls for safe pedestrian and bicycle connectivity within Haysville to connect with activity centers including schools, parks, and shopping. The Implementation Plan will also address connectivity across the Wichita-Valley Center Floodway to northern Haysville and connections north to Wichita. The Pedestrian & Bicycle Advisory Committee will lead the planning effort to develop action steps to improve safety and connectivity. The plan will identify future routes, missing links, lighting, crossings, ADA compliance, traffic calming, wayfinding, amenities, and others. The Plan will include elements to aid in carrying out the actions including educational and outreach efforts, infrastructure design guidelines, cost estimates, and funding options.

Kechi, Kansas:

Arts and Business District Master Plan

The Kechi Arts & Business District Master Plan is a first step for future connection of activity centers, such as parks, community venues, as well as adjacent cities via multi-use, pedestrian and bicycle pathways. The City of Kechi now needs a detailed strategy for making the Arts & Business District Master Plan a reality.

Residents and stakeholders will be actively engaged in a process of determining preferred improvements to specific district streets that will anchor walkable redevelopment. Design criteria will be established for lane configurations, intersections, parking, sidewalks, shared use paths, plantings, furnishings, plaza space, public art, wayfinding, and gateways. Renderings and sketches will help illustrate the desired aesthetic for enhancing a functional pedestrian environment.

With a burgeoning arts culture, recognizing increases in tourism is an important aspect of Kechi's long-range planning. Accommodating significant fluctuations in pedestrian traffic will require thorough study. The research will provide a plan for the movement of pedestrians within the Arts and Business District, while maintaining appropriate land use and preserving the local, aesthetic character of the District.

Over the past four years, the City of Kechi has completed a new long-term comprehensive plan and a short-term strategic plan. City leaders have been using these plans to guide infrastructure investments and local decision-making. Zoning and subdivision regulation updates are currently underway to ensure future development reflects the community's vision and maintaining the community character, as established through the planning initiatives.

The aesthetic component will be supported by a clearly-defined plan of action. Individual construction projects will be identified and prioritized, beginning with a keystone pilot project. A phasing plan will outline the timing, estimated costs, and preferred funding/finance mechanisms for each construction project. Opportunities to leverage grants and private investment will be recommended to supplement project funding. The conceptual design, action and funding elements will be incorporated into a cohesive final document to complete the planning process. With an integrated implementation plan in place, Kechi will be ready to build upon the foundation of our vision of a walkable, mixed-use Arts & Business District.

Maize, Kansas:

Master Pedestrian & Bicycle Plan

The City of Maize is in the process of updating the community's comprehensive plan. Over the past few years through the planning process, the community has expressed interest in expanding the pedestrian and bicycle network. The City has invested in many links to connect different areas of the community. Now Maize wants a long-term plan to connect the entire city with a seamless network to draw investment to the area, provide for safe and active transportation, and improve on Maize's quality of life.

The Bicycle and Pedestrian Plan will focus on connecting people and places. The plan will identify a future bicycle and pedestrian network that connects neighborhoods, parks, schools, event spaces, jobs, and businesses. It will also identify links to surrounding communities to ensure regional connectivity. The network will be divided into prioritized projects that identify the general facility type with planning-level costs estimates for implementation. Wayfinding and branding design standards and placement protocol will be included to aid in the navigation and promoting the use of the network. Maize will standardize the designs by including design guidelines for elements within the street right-of-way as well as property development standards. Implementation strategies will be developed with a focus on integrating walkability into City practices, regulations, and policies.

The plan will be guided by an advisory committee and utilize surveys and other citizen engagement opportunities to inform the decision-making process. Stakeholder interviews will be vital to the process, especially due to the many schools within Maize.

Out of the three projects the City of Maize is submitting for consideration, this is our first preference and priority for funding.

Maize, Kansas:

Academy Arts District

The area along and Academy Avenue in the City of Maize is a center of community activity. The area includes the corridors of Academy Avenue from Maize Road to 119th Street West and Park Avenue from Academy Avenue to 53rd Street North. The area includes the older developments of Maize, multiple schools, parks, businesses, places of worship, and residential properties. Major community events, such as the Kansas Special Olympics, concerts and performance occur in the Academy Area. The heart of the area is the Academy Arts District, which is redeveloping and transitioning to a business district.

The plan will identify a long-term vision for area to create a walkable, mixed-use district based upon context and function. The area will promote walking by creating vibrant activity center with context-sensitive development and providing safe and pleasant walking experience. The planning process will utilize stakeholder and public engagement to identify the future and how to achieve the community desires.

Major elements of the plan will include identification of existing conditions, desired future conditions, and a path for achieving the desired future. The plan will make recommendations and develop alternatives for the City to consider in regards to vehicular traffic, pedestrian circulation, bicycle access, safety, parking, street-scaping, branding and wayfinding, special event access and circulation, infrastructure and service capacity, businesses, land use, development codes, and design guidance. The focus of any land use or code elements will be to make different transportation modes more practical, in a manner similar to Transit Oriented Development (TOD) projects. The plan will include property and street design guidelines to ensure consistent and context-sensitive designs.

Out of the three projects the City of Maize is submitting for consideration, this is our second preference and priority for funding.

Mulvane, Kansas:

Wayfinding Signage Plan

Plan for developing a wayfinding system consisting of a signage network which orients and directs pedestrians to and from destinations within the Historic Downtown district of Mulvane. The wayfinding system includes informational, directional and identification signs and maps that are simple, intuitive, and work together to help people of all ages and abilities find their way in the Downtown District.

The plan will engage a firm to conduct site visits to identify pedestrian routes and landmarks to be included in the wayfinding system and to create a downtown map and master plan with locations and sign design type for key pedestrian signage placement, as well as downtown district gateway signage. The plan development stage will include downtown organization roundtables and discovery to allow input and suggestions. The final plan will be subject to a public review and comment period prior to being finalized.

Park City, Kansas:

Pedestrian Connectivity Master Plan

The purpose of our project is to produce a pedestrian connectivity master plan for the City of Park City. For years Park City has been putting in sidewalks in the community without any major plan or objective. It is thought that Park City is at a point in its development that we do a comprehensive pedestrian connectivity plan. Our objective is to look at our needs to get pedestrians from existing and planned future facilities, but also look outward to the regional needs for connectivity at the same time.

To accomplish this task we have laid out a project scope, which we feel would accomplish both the purpose and objective stated above (See Scope Attached).

Attachment read as follows:

Project Scope:

Develop a Pedestrian Connectivity Master Plan (PCMP) for the City of Park City, KS. The Plan should include the following:

- A. Public Engagement:
 - a) Identify Project Advisory Committee Members
 - b) Host "kickoff" Pedestrian Connectivity Workshop to establish community needs
 - c) Present preliminary findings of "Draft" PCMP
 - d) Final presentation of the study results

B. Discovery Tasks

- a) Obtain GIS data sets from City of Park City and WAMPO
 - b) Identify desired future conditions, goals, and objectives
 - c) Identify trip origins, destinations, and missing connections
 - d) Identify physical, sociological, and regulatory barriers
 - e) Identify and assess conditions of existing facilities
 - f) Identify development types and conditions related to pedestrian activity
- C. Master Plan Analysis & Development
- a) Pedestrian crash data analysis
 - b) Identify future network and improvements
 - c) Connecting links within the City limits to regional sidewalks
 - d) Establish sidewalk, shared-use-path and trail standards for pedestrians & bicyclists
 - e) Recommend policies for implementation

Rose Hill, Kansas:

Pedestrian Plan

The City of Rose Hill is committed to planning a bright future for residents and businesses. The City recently adopted a new zoning code, is creating a master plan for the largest city park, and is in the process of developing a new Comprehensive Plan to shape the future of the community.

Rose Hill will harness this momentum by creating community-wide pedestrian plan that includes an assessment of the demand and feasibility of creating a pedestrian friendly, walkable, corridor area surrounding the intersection of SW 170th Street and Rose Hill Road.

The Plan will identify strategies and projects for community-wide pedestrian connectivity including extensions to other regional cities.

The plan will create alternatives for connecting neighborhoods, schools, parks, community facilities, and commercial centers. The hub of pedestrian activity is likely to be the commercial area surrounding the intersection of SW 170th Street and Rose Hill Road. Rose Hill will study the demand for and feasibility of creating a walkable area around this intersection and extending outward along the two major thoroughfares.

The Plan will define an identity for the area, set a clear vision, and guide pedestrian accommodations, transportation options, parking, land use mix consistent with pedestrian development, and design guidelines.

The plan will utilize a robust community and stakeholder engagement process to ensure the plan represents the community needs and desires.

Valley Center, Kansas:

Pedestrian and Bicycle Facilities Master Plan Update

The City of Valley Center adopted the Pedestrian and Bicycle Facilities Master Plan in April 2013. During the planning process, the community expressed a strong desire for improved walking and biking options. After the plan was adopted, the community invested in the construction of multiple improvements recommended in the Plan. Now Valley Center desires more pedestrian planning and community engagement in planning.

Valley Center desires updates to the Plan and an expanded scope to foster more walking opportunities. The new Plan will include updating the facilities inventory, needs assessment, origins and destinations, challenges and opportunities. Site visits and observations will be conducted to assess facility conditions and use characteristics. The recommended and prioritized route map will be revised based upon public and stakeholder input. Revisions will also be made to update implementation plans, funding opportunities, and cost estimates. The community will be engaged and involved in updating these elements as well as new elements for the Plan.

New elements to the Plan will include connectivity of the Valley Center parks and providing pedestrian access and circulation for community events. Valley Center's six parks throughout the city provide a great opportunity to connect the community. A new library and event space in Lions Park will provide additional opportunities and demand for walking. The new Plan will identify how to get people to parks, provide connectivity between parks, improving visual communication and wayfinding, and circulation within and through parks.

The Fall Festival is a major event in Valley Center that creates a large demand for parking and walking. The new Plan will assess parking demand and needs and pedestrian circulation for the event. The Fall Festival includes event areas throughout the community, including the parks and downtown. The Plan will address the pedestrian needs and identify strategies that will create a pedestrian environment that promotes walking and allows convenient and safe access.

Wichita, Kansas:

Downtown Streets Conceptual Designs

This project will fund a public process to plan and create conceptual designs for streets in downtown Wichita, in order to help facilitate the process of creating safe and convenient streets for multiple modes of transportation – walking, bicycling, transit, motor vehicles, and deliveries. The current street designs result in safety concerns related to high speeds and swerving traffic. The environment is challenging for walking, bicycling and transit – which has adversely impacted the amount of these activities and livability.

This project will result in conceptual designs for multiple priority corridors in downtown, with special focus on conversion of one-way streets to two-way streets. The plans would include all of the public right-of-way, providing guidance for sidewalks, bikeways, parking, travel, turn lanes,

transit stops, loading zones – with a special focus on intersections. This will help enhance and bring multi-modal transportation options to a significant number of people and the economic heart of the region.

The project will include the following components:

- opportunities for public input and review throughout the process;
- a review of community goals;
- discussion about best practices for downtown streets with an emphasis on pedestrian safety/convenience.
- creation of conceptual designs for interim and incremental improvement;
- development of conceptual plans for permanent installations.

Wichita, Kansas:

Parking and Multi-Modal Plan

This project will undertake a process to develop a plan for how the City of Wichita should implement community transportation goals through the provision of parking programs, policies, and programs. Research has shown that parking is one of the most important factors for transportation mode choice decisions.

This planning process will be an opportunity to identify parking's role an important part of the overall regional transportation system, and areas of community consensus for actions. Parking is strongly related to how often and where people walk, bicycle, take the bus, and drive. This project will be an opportunity to explore different scenarios and how parking can help accomplish goals related to walking and multi-modal transportation systems.

The plan will be for the entire city. The planning process will be an opportunity to:

- provide opportunities for individuals and organizations to learn more about parking and the relationship to transportation choices - including presentations, open house event, website, and limited marketing
- collect input from the public and stakeholders;
- identify areas of agreement related to how best to move forward;
- recommend pricing and subsidies strategies for parking as a part of the multi-modal transportation system;
- coordination of multi-modal transportation networks; and
- review current parking regulations for private developments.

Project deliverables will result in a plan that will provide guidance for programming of capital and operating funding; and policy development.

Wichita, Kansas:

Walkable Development Plan (Metropolitan Area Planning Department)

It is important that the modes of available transportation match the character of destinations; otherwise, the character of the development could negatively impact the transportation system and vice versa. Destinations that have a higher mode share for walking, bicycling, or transit require different design considerations than destinations that are served primarily by the personal automobile.

The Walkable Development Plan will develop an innovative transportation-oriented strategy to promote walkable development that improves safety, mobility, and livability in the central area of Wichita, the economic heart of the South Central Kansas region. This is consistent with the City of Wichita's recently established goal to develop a multi-modal central area that is walkable, bike-able, and transit-oriented.

Wichita's current development standards require suburban-scale, auto-oriented development that results in projects that introduce transportation safety hazards, limit mobility options, and decrease livability. This is exhibited by routine citizen complaints that proposed projects will result in unsafe traffic and destroy the livability of the neighborhood. The Plan will identify current regulatory barriers to walkable development and create a specific walkable development strategy.

Robust community engagement will be used to establish an overall vision for multi-modal development in the central area and to identify areas of opportunity for walkable, urban-scale development supported by walking, bicycling, and transit, combining transportation and land use consistent with transit-oriented development (TOD) planning.

Design guidelines and zoning code amendments will be developed that encourage a pedestrian-friendly, multi-modal environment. A corresponding strategy will be developed for public investments in walking, bicycling, and transit that serve the identified areas of opportunity.

Wichita Transit (City of Wichita, Kansas)

Transit Accessibility Study

Accessibility Study for Wichita Transit fixed bus routes. In order for fixed route transit to be a viable option for choice riders and those with disabilities, there must be accessible paths to and from bus stops to the origin and destination for each rider.

An accessibility study would include identifying missing or inadequate sidewalks within a 1/4 and 1/2 mile of all fixed routes. The study would then prioritize locations for the installation or repair of sidewalks based on surrounding properties, ridership patterns and connection opportunities. The prioritization would include length of sidewalk, width, barrier walls or curb cuts needed.

Additionally the study would look at individual stops and determine if the stops need a path from the sidewalk to the bus, and identify prime locations for crossings. Crossings can include signalized or unsignalized crosswalks. High level cost estimates should be included in the study report in order for Wichita Transit to plan annual budgets.

Wichita Transit (City of Wichita, Kansas)

Transit Feasibility Study

This Transit Feasibility study is a partnership with cities surrounding Wichita that have an interest in studying the feasibility of Wichita Transit extending service to their community.

The study will identify existing conditions of the transportation network, demographics, and socioeconomics. Need and demand will be looked at by conducting community outreach. Each community will be engaged throughout the process with opportunities for review and input on different elements of the study.

The study will identify partnership opportunities between the cities and Wichita Transit, future transit alternatives, and strategies for implementation and funding.

Additionally the study should identify connectivity opportunities between bicycling or walking paths and transit. Public transit opportunities are a key element supporting strong walkability within a city.