



Visual Guide

Planning Walkable Places Program

The Visual Guide for the Planning Walkable Places Program should be used as a tool for exploring some of the more commonly featured project types. Please be aware, this guide should not be considered an exclusive list! Many other activities may be eligible.

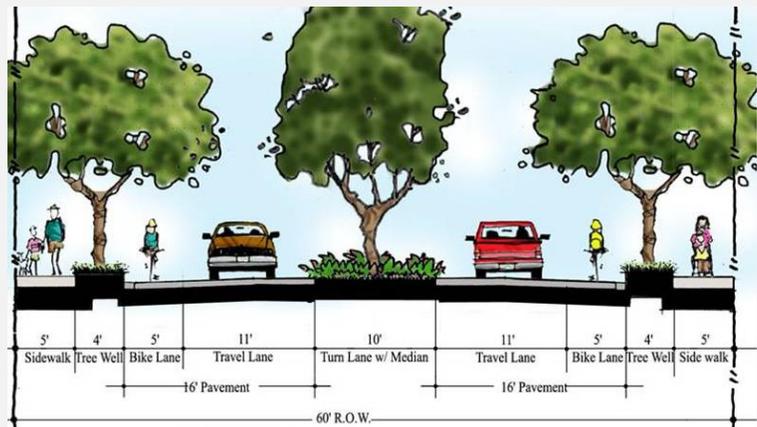
Planning Walkable Places is a grant program for non-construction planning projects with walkability as a primary focus. All WAMPO member jurisdictions are encouraged to apply.

Eligible Activities: include conceptual designs, plans, studies, development of standards and guidelines, surveys and assessments, public involvement activities, accessories like wayfinding signage and lighting (with some restrictions).

Ineligible Activities: include construction, preliminary engineering, projects that do not specify a connection with walkability/pedestrian transportation.

Requirements: 20 percent local matching funds, a public involvement process, and adherence to KDOT's procurement process for consultants (WAMPO staff will help with this part!)

Timeline: the calendar consists of a call for projects in mid-May and culminates with award announcements in August, followed by consultant selection in the Fall of 2017.



Downtown, Area, or Corridor Plans



General Scope:

Produce a plan for developing or redeveloping a defined subarea of a city, often a downtown, to create an environment that promotes and enhances walking. The scope likely includes the following tasks:

- Collect and analyze existing conditions (physical, demographic, socioeconomic, market. . .)
- Identify desired future conditions, goals, and objectives
- Identify opportunities and barriers
- Develop land use and development recommendations
- Develop infrastructure recommendations (transportation, streetscape, etc.)
- Create design standards
- Develop planning level cost estimates
- Prioritize recommendations and develop an implementation plan with funding options
- Stakeholder and public engagement

General Cost Range:

Costs will vary depending upon the size of the area or corridor, the existing development complexity, the amount of detail desired from the recommendations (from verbiage to concept drawings), the amount of stakeholder and public engagement, and data availability.

General costs for the scope items listed above should range from about \$30K to \$100K or more.



Safe Routes to Schools Plans



General Scope:

Produce a plan to improve pedestrian safety for school children at or near a school. May include bicycling as well. The scope likely includes the following tasks:

- Collect data on enrollment, bus routes, bus policies, school policies and programs, crash data, traffic volumes, etc.
- Conduct a school audit and assess existing conditions of infrastructure and human behaviors before and after school
- Develop, conduct, and summarize the results of a parent survey and a student survey
- Conduct a walking audit workshop and neighborhood meeting
- Develop and prioritize strategies and actions to improve safety for children who walk and bike
- Develop and prioritize strategies to induce more children to walk and bike to school as a healthy activity
- Stakeholder and public engagement



General Cost Range:

Costs will vary depending upon the size of the school, the number of students, number of surveys, and the amount of stakeholder and public engagement.

General costs for the scope items listed above should range from about \$20K to \$40K+.

Pedestrian Plans (Community-Wide or Activity Center)



General Scope:

Produce a plan to improve pedestrian safety, access, and connectivity for an entire community or a specific area. The scope likely includes the following tasks:

- Identify and assess conditions of existing facilities
- Identify development types and conditions related to pedestrian activity
- Pedestrian crash data analysis
- Identify desired future conditions, goals, and objectives
- Identify trip origins, destinations, and missing connections
- Identify physical, sociological, and regulatory barriers
- Identify future network and improvements
- Recommend policies for implementation
- Recommend changes to city regulations and standards
- Develop planning level cost estimates
- Prioritization and implementation plan with funding options
- Stakeholder and public engagement



General Cost Range:

Costs will vary depending upon the size of the community or activity center, the amount of stakeholder and public engagement, and data availability.

General costs for the scope items listed above should range from about \$20K to \$60K+.



Pedestrian Plans (Community Events)



General Scope:

Produce a plan to improve pedestrian safety, access, circulation, and connectivity for an area where community events are held or for a specific community event. The scope likely includes the following tasks:

- Identify and assess conditions of existing facilities at and around the site
- Identify event or event site programming
- Identify desired future conditions, goals, and objectives
- Identify pedestrian connections to the event site and from parking locations to the event site
- Identify inner circulation routing
- Identify trip origins, parking locations, transit stops, and missing connections
- Identify physical, sociological, and regulatory barriers
- Identify future network and improvements
- Develop planning level cost estimates
- Prioritization and implementation plan with funding options
- Stakeholder and public engagement



General Cost Range:

Costs will vary depending upon the size of the event site, complexity of pedestrian access to and within the site, the amount of stakeholder and public engagement, and data availability.

General costs for the scope items listed above should range from about \$10K to \$30K+.

Parking Studies



General Scope:

Produce a document to inform the public and elected officials about different parking scenarios in a specific area, corridor, or business cluster, with reference to pedestrian activity and “sense of place”. The scope likely includes the following tasks:

- Identify existing on- and off-street parking inventory
- Identify and analyze occupancy, duration, turn over, availability, demand, and peak demand
- Identify surpluses and deficits
- Conduct interviews and/or survey of business owners, visitors, and residents
- Review existing parking management, operations, technology, wayfinding, maintenance, pricing, as well as local policies and requirements
- Analyze data and develop report of key findings and recommendations
- Develop different parking scenarios for the location
- Develop planning level cost estimates
- Stakeholder and public engagement



General Cost Range:

Costs will vary depending upon the size of the area, the development complexity, the amount of stakeholder and public engagement, and data availability.

General costs for the scope items listed above should range from about \$10K to \$50K+.

Traffic Calming Studies



General Scope:

Produce a plan to reduce motor vehicle speeds on a targeted street, at an intersection, along a corridor, or within a defined area. The scope likely includes the following tasks:

- Collect and analyze traffic data including volumes, speeds, turning movements, etc.
- Collect and analyze existing physical conditions of street and development types
- Collect and analyze crash data
- Conduct interviews and/or surveys of property owners, stakeholders, etc.
- Identify needed traffic calming and the desired outcomes
- Identify options and develop recommendations
- Stakeholder and public engagement

General Cost Range:

Costs will vary depending upon length of corridor or number of areas, the amount of stakeholder and public engagement, and data availability.

General costs for the scope items listed above should range from about \$10K to \$50K+.



Zoning Code & Subdivision Regulations Updates



General Scope:

Revise existing municipal regulations that control and direct the development of property and the subdivision of land. These updates are to aid in creating an environment that promotes and enhances walking. The scope likely includes the following tasks:

- Identify purpose of update to regulations
- Review existing zoning code and subdivision regulations
- Develop gap analysis between existing regulations and desired regulations
- Draft revised regulations
- Stakeholder and public engagement



General Cost Range:

A complete update of zoning code and subdivision regulations generally costs in the range from about \$15K to \$30K+.

Identifying and drafting revisions to existing codes and regulations to enhance pedestrian environments and promote walkability generally costs in the range from about \$4K to \$10K.

Educational Programs



General Scope:

Produce a program for educating the general public or targeted audience about pedestrian safety, awareness, proper conduct, and the many benefits including health, environmental, and financial. The scope likely includes the following tasks:

- Identify the purpose of the program and target audience(s)
- Coordinate with stakeholders responsible for implementing aspects of the program including school districts, individual schools, law enforcement, non-profits, etc.
- Identify targeted behaviors
- Identify means of education (classroom, pamphlets, media,
- Identify key messages
- Develop program documents, materials, training, etc.



General Cost Range:

Costs will vary depending upon the size of the audience and means of reaching the audience.

General costs for the scope items listed above should range from about \$5K to \$20K+.



Other Project Ideas

- Development of design standards or design guidelines that promote walkable streets and land development
- Development of zoning overlays that will encourage/work with walking as a primary mode of transportation (Historic District, Arts District, Downtown, etc.)
- Downtown or Main Street rehabilitation studies that aim at restoring walkability to an area or street where it was once prominent
- Hire a Safe Routes To School Coordinator (paid employee)
- Educational programs for enhancing pedestrian safety and awareness
- Walkability audits or accessibility studies that assess existing conditions, identifying needs and barriers; any other types of inventories or surveys that emphasize walkability; identification of candidate areas for improving walkability
- Corridor studies or plans that emphasize walkability
- Citizen/stakeholder participation activities such as surveys or facilitated events that will inform the planning of walkable places
- Tourism studies or plans that emphasize the role of walkability
- Signage and wayfinding for pedestrians
- Parking studies and plans
- Transit studies in which the walk portion of transit is prominent or which include a place-making element, such as a Transit Oriented Development (TOD) plan
- Development of Safe Routes to School-type plans or design guidelines to make walking to school practical and safe
- Creation of pedestrian plans for activity centers such as event venues, schools, or employment centers
- Studies or planning that will create/identify areas where walking/foot traffic will enhance the local economy
- Traffic calming studies
- Temporary demonstration projects that will introduce new walkability practices or project types to the region
- Other planning components such as market assessment, exploring financing options, creating multi-year phasing plans with associated costs
- Pedestrian plans for connecting activity centers
- Many more....

For more information, please request a copy of the full Planning Walkable Places program!

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