

TRANSFORM

WICHITA DOWNTOWN REVITALIZATION MASTER PLAN

Draft Master Plan Workshop: Expanding Transportation Choices

JUNE 16, 2010



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PLACEMATTERS

Process Timeline: Final Phases

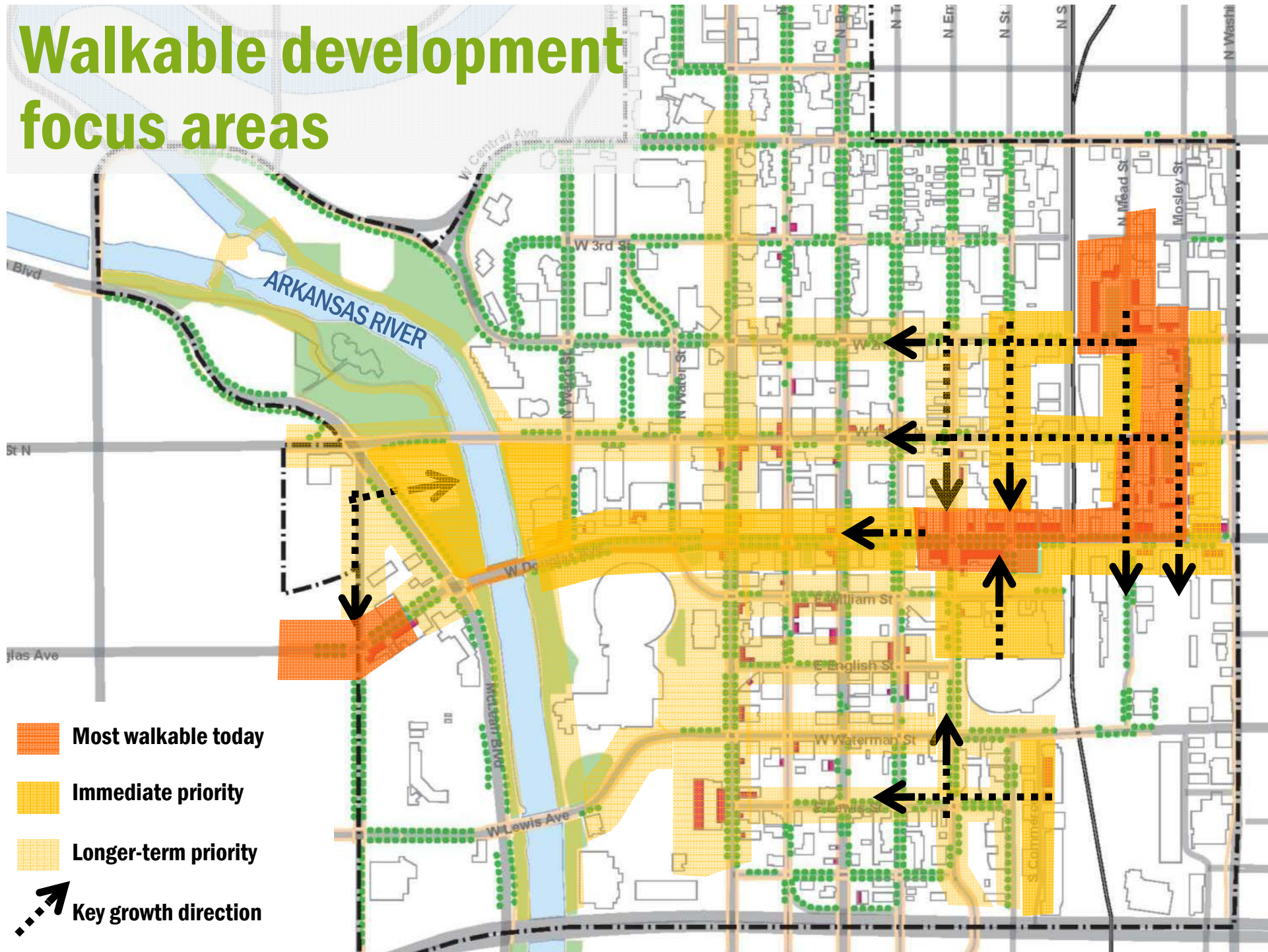


Agenda

- Downtown context
- Transit Plan and the whole transportation network
- Streetscape Plan
- Action strategies
 - Locate parking to improve access and stimulate reinvestment
 - Improve walking, transit and biking choices
- Discussion



Walkable development focus areas



Goals for Transit Plan

1. Seek a sense of permanence for transit
2. Integrate regional and downtown bus service
3. Strengthen the transit and land use connection
4. Provide links among districts downtown
5. Promote pedestrians and bicyclists access
6. Create a better operating environment for transit efficiency



Sense of Permanence

- Permanent bus stop signs, shelters and benches
- Premier bus service on Douglas Avenue (Bus Rapid Transit)
- Clear system image to users and investors to grow service



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Regional & Downtown System

- Regional Service
 - Coordination with Wichita Travels Vision
 - Douglas and Main as service spines for heart of downtown access
 - Bus terminal remains – downtown node
- Downtown Service
 - Bus Rapid Transit on Douglas
 - More transfer locations to Q-line
 - Q-Line connects downtown destinations for workers, residents, and entertainment

Wichita Travels

Transit Vision for the Greater Wichita Area

May 2010



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Regional & Downtown System: Q-Line

- Create vital downtown activity
- Two markets
 - Visitors (locals and out-of-towners)
 - Downtown residents and workers
- Increased frequency
- Permanent, high-quality stops
- New routing and routes as development occurs



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Transit/Land Use Connection

- Douglas reinforced as the heart of downtown
- Support existing employment & unlock transit-oriented development on Main
- Young professionals seek residential options
 - In walkable places
 - with transit options
- Park-once possible
- Expand Q-Line Service with increases in development



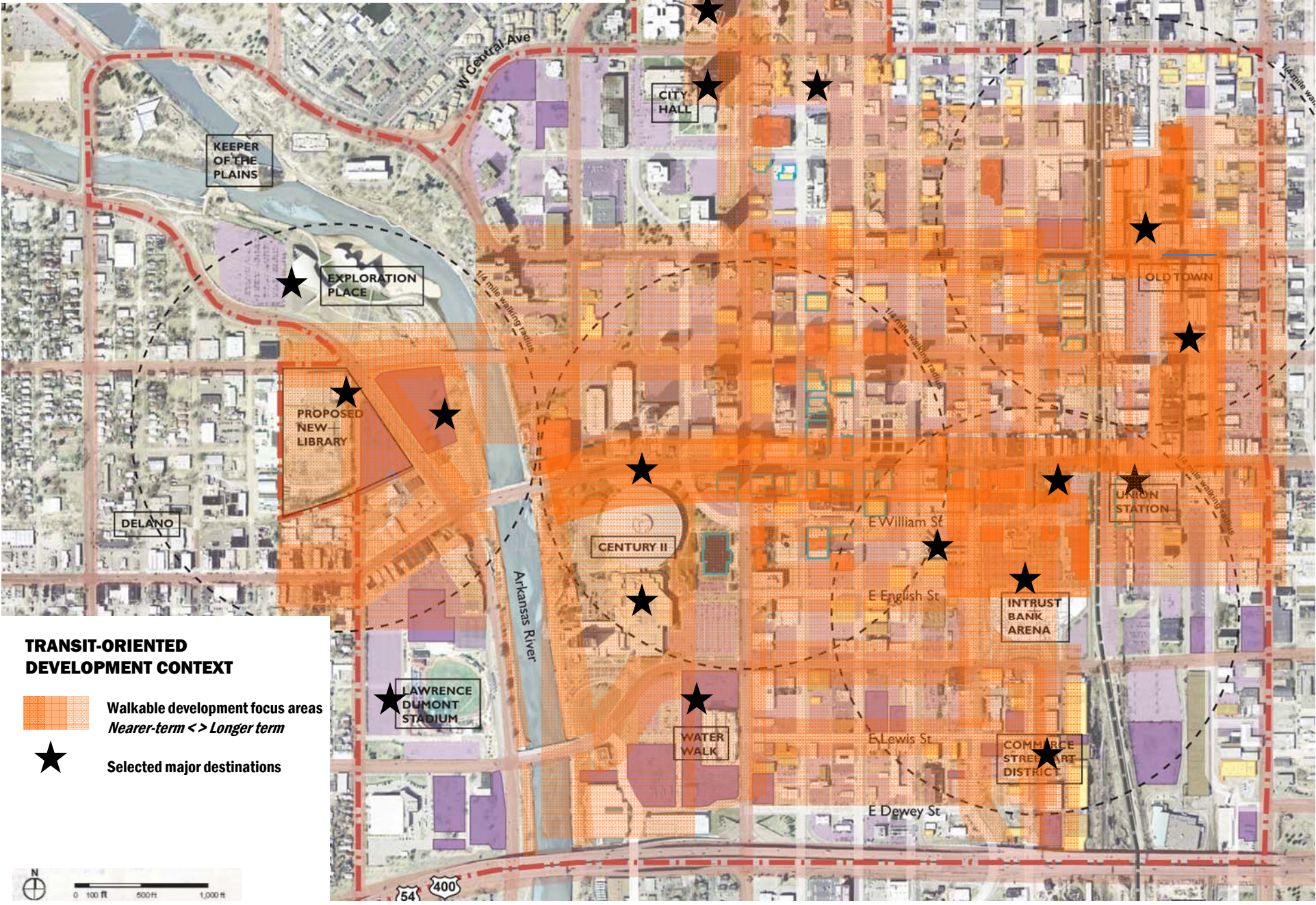
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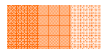

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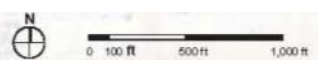
Transit-oriented development

To Via Christi Hospital

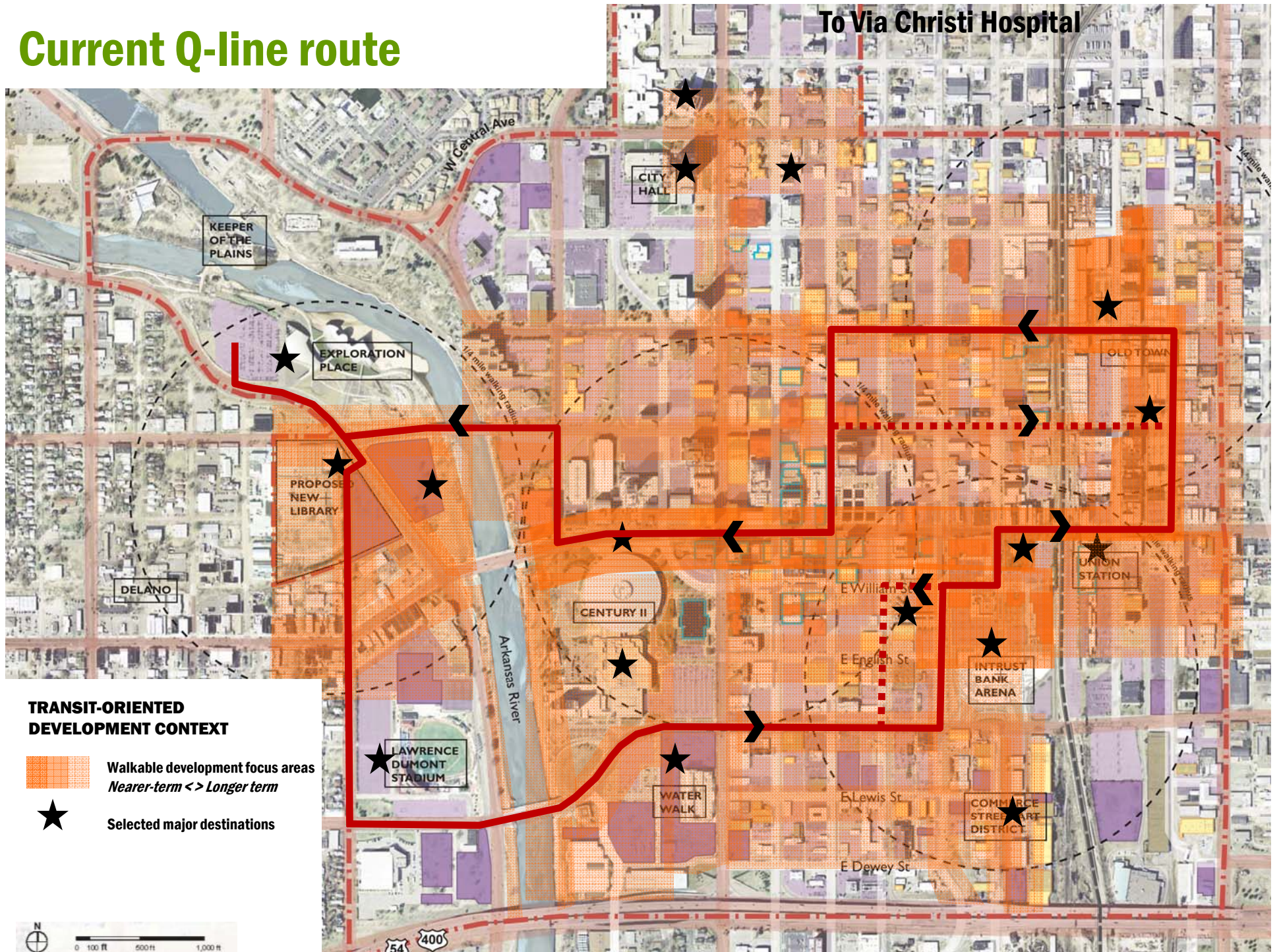


TRANSIT-ORIENTED DEVELOPMENT CONTEXT

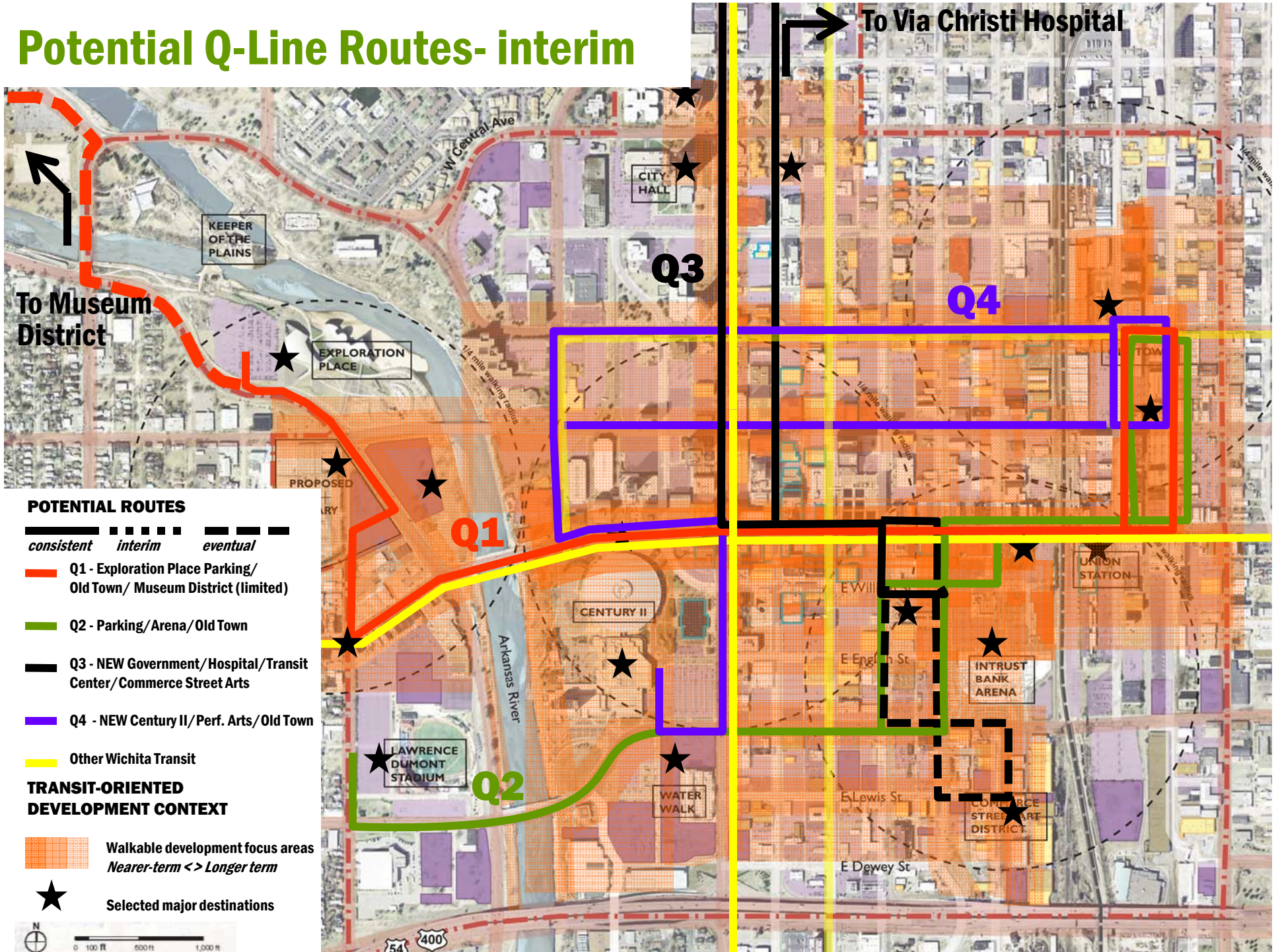
-  Walkable development focus areas
Nearer-term <-> Longer term
-  Selected major destinations



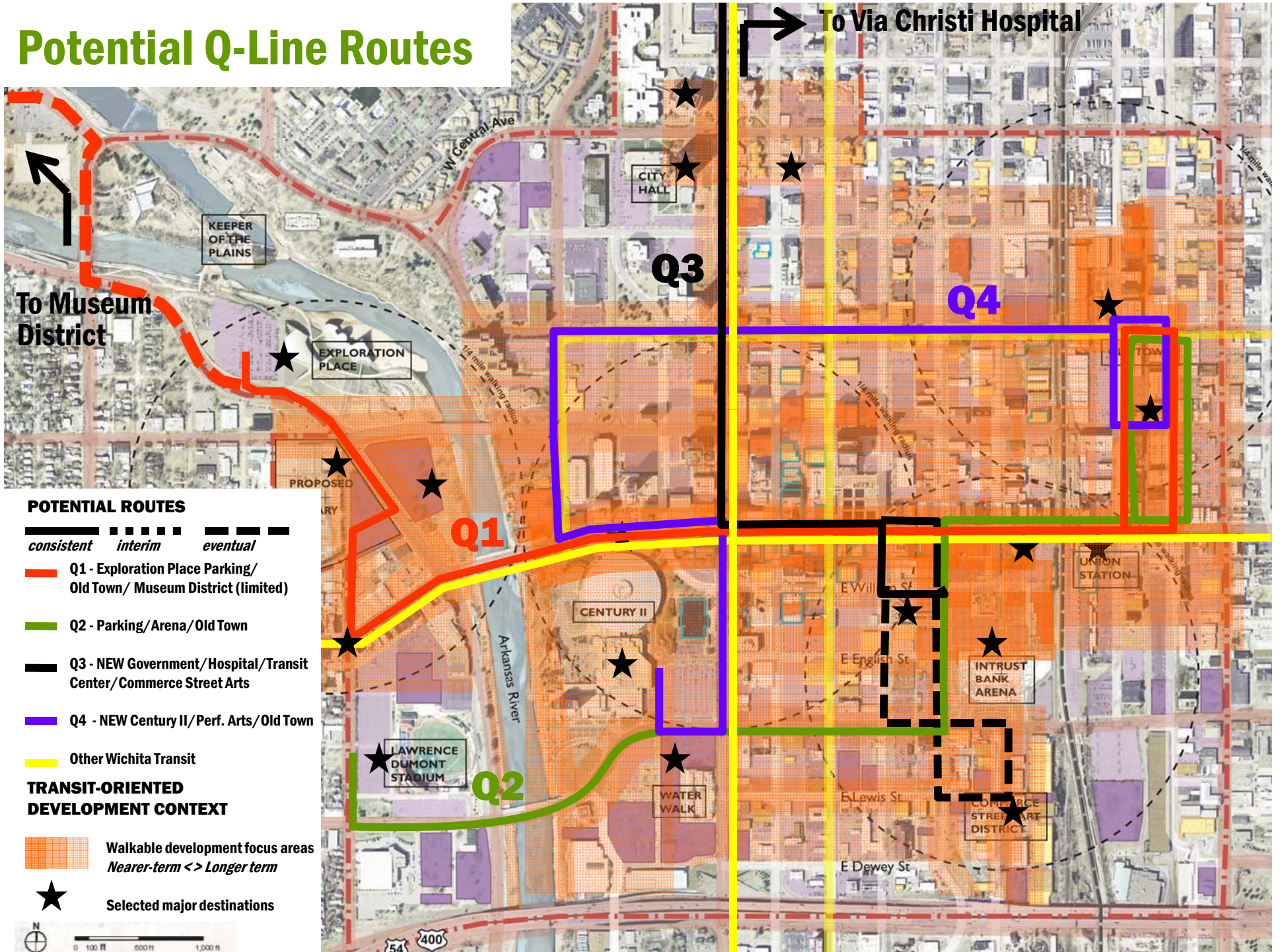
Current Q-line route



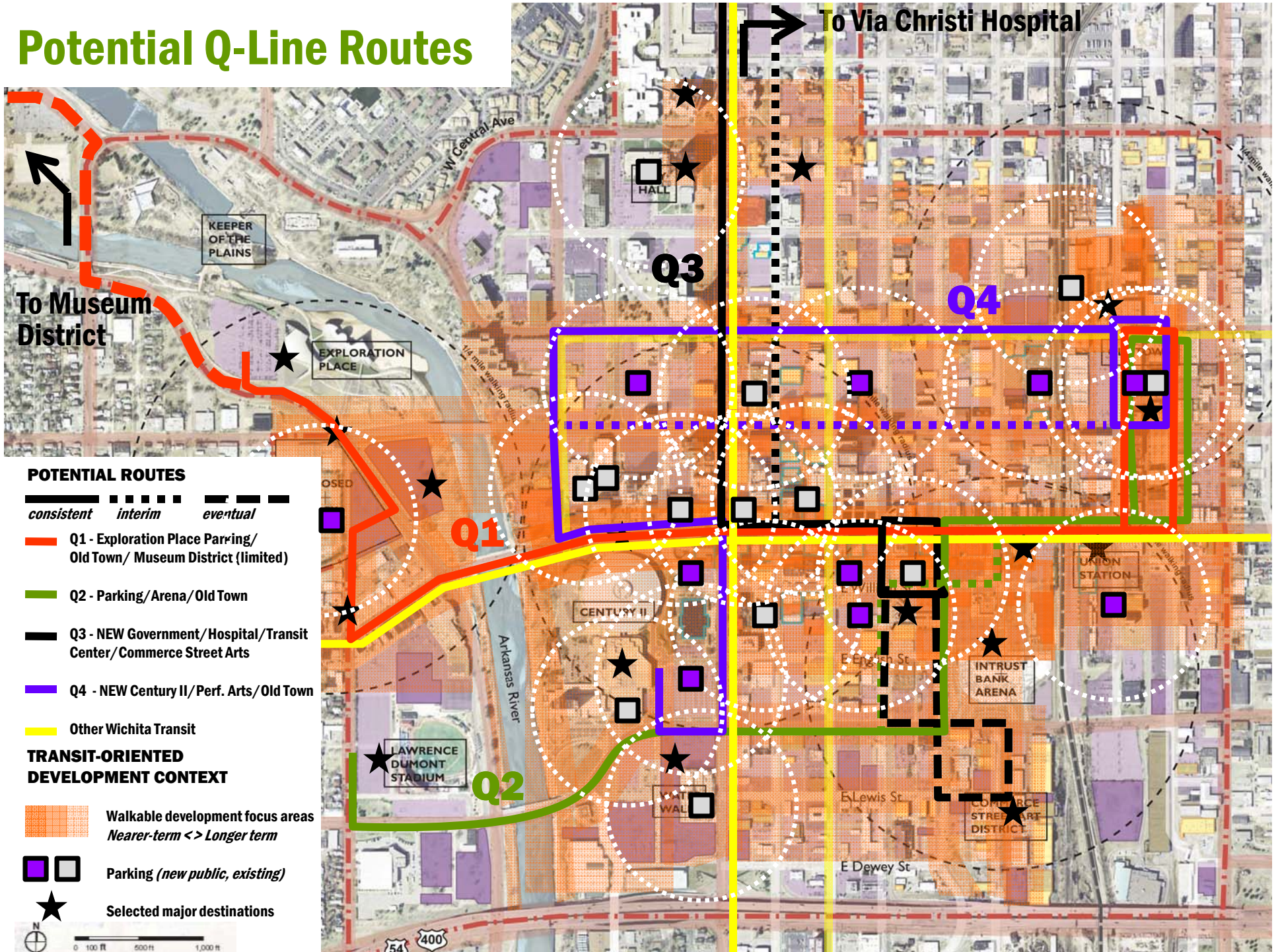
Potential Q-Line Routes- interim



Potential Q-Line Routes



Potential Q-Line Routes



Pedestrians And Bicyclists

- Transit extends the walk trip
- Pedestrian environment is vital for transit
- Transit supports bicycle trips
 - Extends distance at beginning or end of trip
 - Is an alternative to bicycling



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Street Operations: Networks for Each Mode

- **Auto-balanced streets** – can include transit
 - Convenient highway access for trucks & autos
 - Manage intersections with “light mode” conflicts
- **Transit-balanced streets** – can include autos
 - Concentrates transit service for transfers
 - Convenient & easy to find
 - Increases street synergy
 - Dedicated lanes, signal priority offer faster service
- **Bicycle-balanced streets**
 - Compatible traffic conditions
 - Dedicated space increases cyclist safety
 - Raises driver awareness
- **Pedestrian and Plaza streets**
 - Strolling streets
 - Q-Line stops in some locations

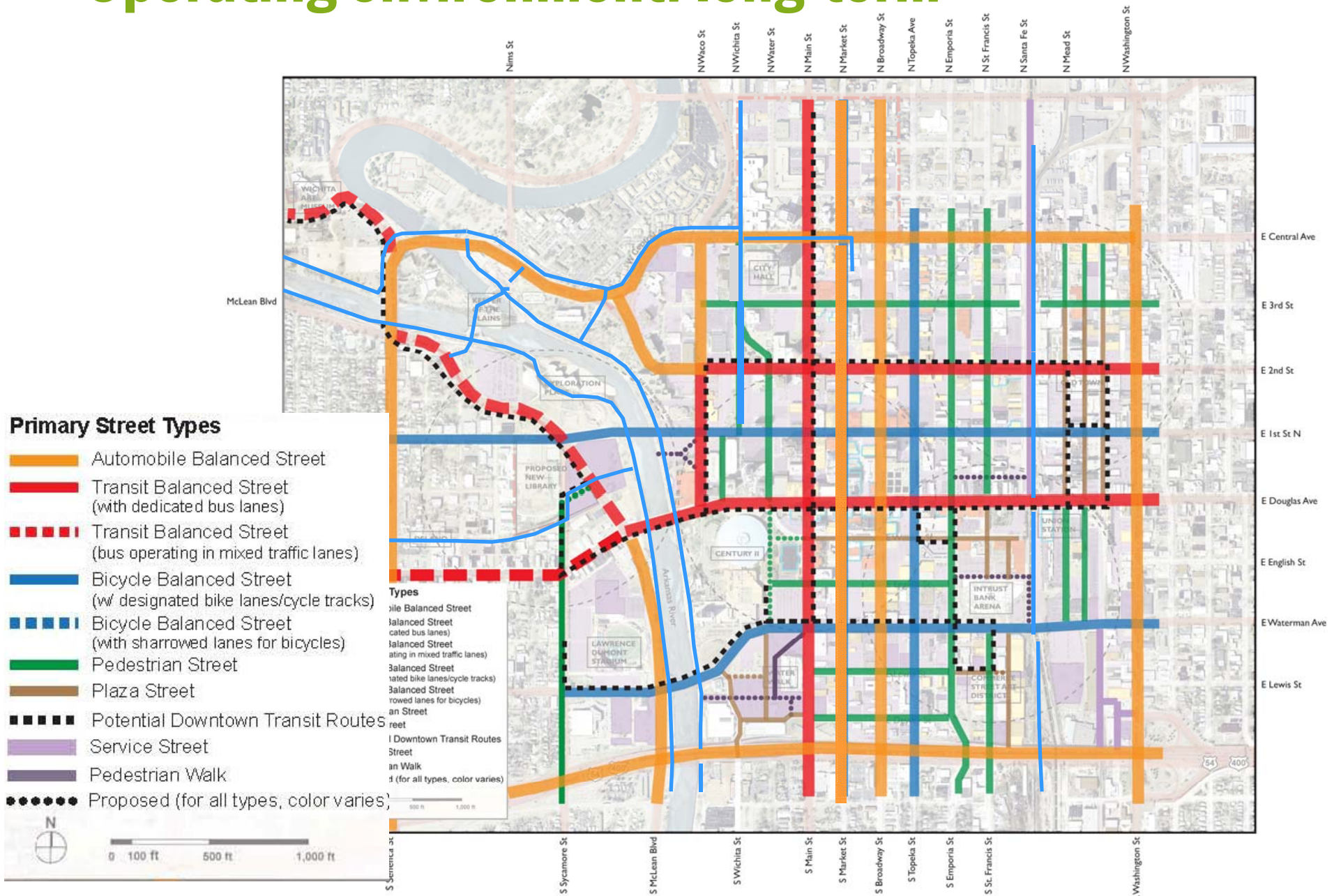


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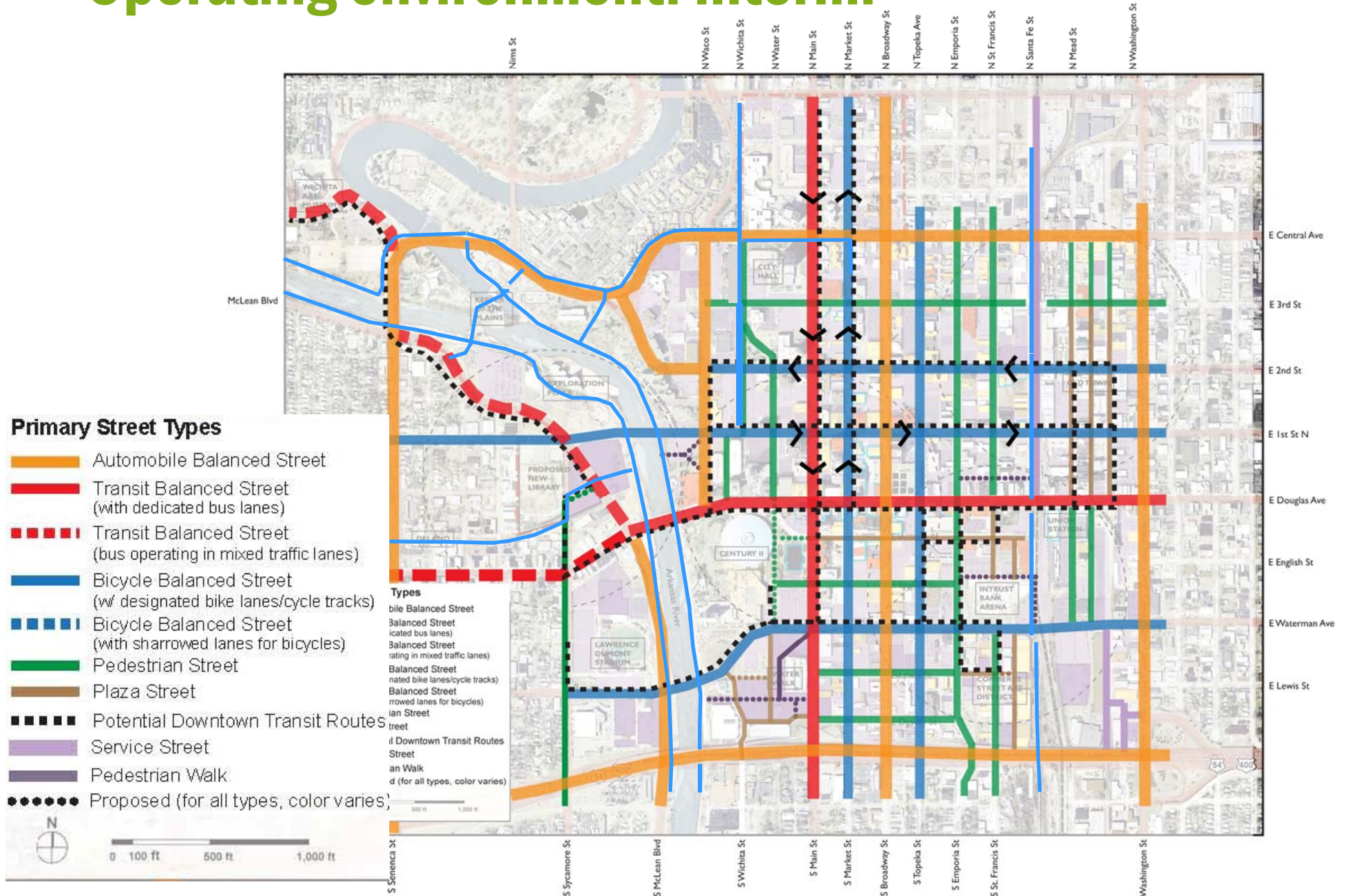


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Operating environment: long-term



Operating environment: interim



BACKGROUND

- Implementation strategy of Arena Neighborhood Plan
- Part of wayfinding contract
- Review and feedback
 - Design Council
 - Citizen input at Downtown Master Plan meetings
 - Downtown Master Plan Steering Committee
 - City Council Workshop

FEEDBACK

- Establish a review process
- Implement with flexibility and refine in the future
- Encourage uniqueness in design
- Develop priority enhancement areas
- Stress importance of accessibility
- Focus on maintenance considerations
- Include higher level of “preferred” lighting
- Consider solar powered trash compactors and lighting
- Provide high level of streetscape amenities

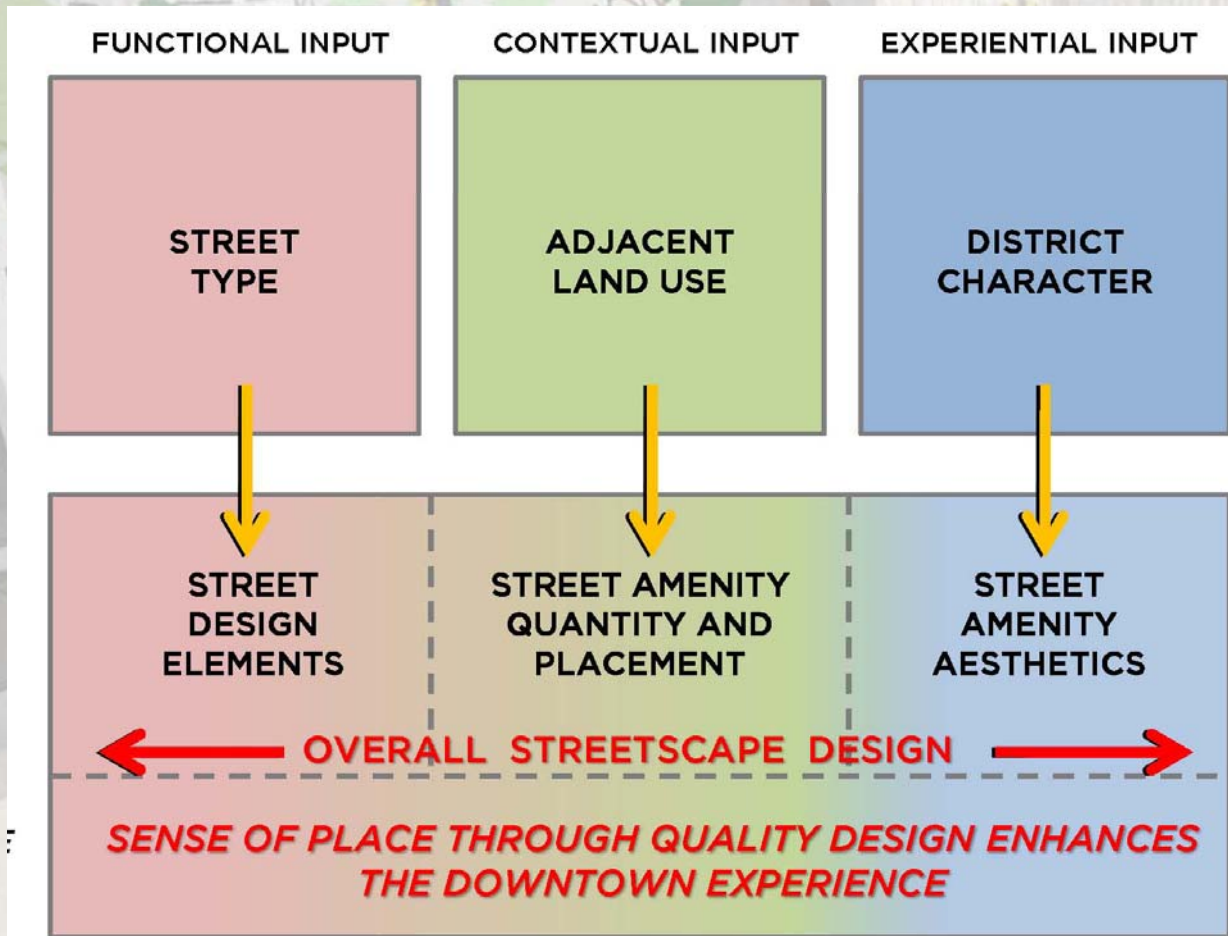
PURPOSE

- Improve the design aesthetic and design consistency of downtown streetscapes while making the streets more functional for all users.
- Vision Statement: “Sense of place through quality design enhances the downtown experience”
- Used in future planning and decision-making regarding public infrastructure investments in downtown

GOALS

- Improve vibrancy of downtown streets
- Improve linkages between downtown destinations
- Improve the engagement between travelers and the surrounding environment
- Improve downtown aesthetics through good streetscape design principles

IMPLEMENTATION MODEL



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FUNCTIONAL INPUTS

- Street type determines width and configuration
- Street Types
 - Automobile Balanced
 - Transit Balanced
 - Bicycle Balanced
 - Pedestrian
 - Plaza
 - Alley
- Functional Zones
 - Travel lanes
 - On-street parking
 - Bicycle lanes
 - Sidewalks
 - Amenities
 - Median

CONTEXTUAL INPUTS

- Adjacent land use determines streetscape amenities
- Adjacent Land Use
 - Office/institution
 - Retail
 - Residential
 - Mixed Use
 - Entertainment
 - Arts
- Streetscape Amenities
 - Seating
 - Transit stops
 - Bicycle parking
 - Street lighting
 - Newspaper vending
 - Trash receptacles
 - Signage

EXPERIENTIAL INPUTS

- District/sub-district determines amenity style group
- Traditional Style Group
 - Delano
 - Old Town
 - Arena Neighborhood
- Contemporary Style Group
 - Government Center
 - Financial sub-district
 - River Center
 - WaterWalk
- Artistic Style Group
 - Museums on the River
 - Commerce Street Arts

EXAMPLES



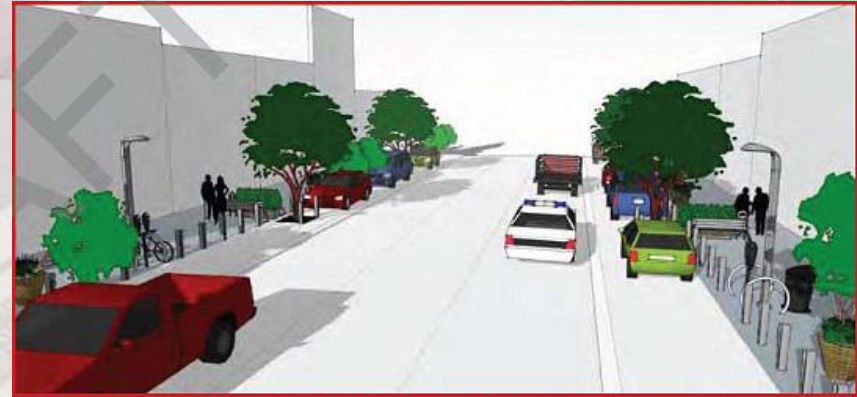
TRANSIT BALANCED / RETAIL / ARENA NEIGHBORHOOD

INPUT DESIGNATION: B b 8



PLAZA / ARTS / COMMERCE STREET

INPUT DESIGNATION: E f 9



PEDESTRIAN / MIXED USE / GOVERNMENT CENTER

INPUT DESIGNATION: D d 1

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Action strategies

Creating unique downtown places

1. Reinforce downtown as *the* hub for arts, culture, sports and education
2. Make downtown's public streets and parks places for everyone to enjoy
3. Bring street fronts to life
4. Explain how downtown Wichita makes a difference – in the region, nation and world

Expanding transportation choices

5. Locate parking to improve access and stimulate re-investment
6. Improve walking, transit and biking choices

Enabling development

7. Foster development with new tools
8. Set criteria for public/private development incentives

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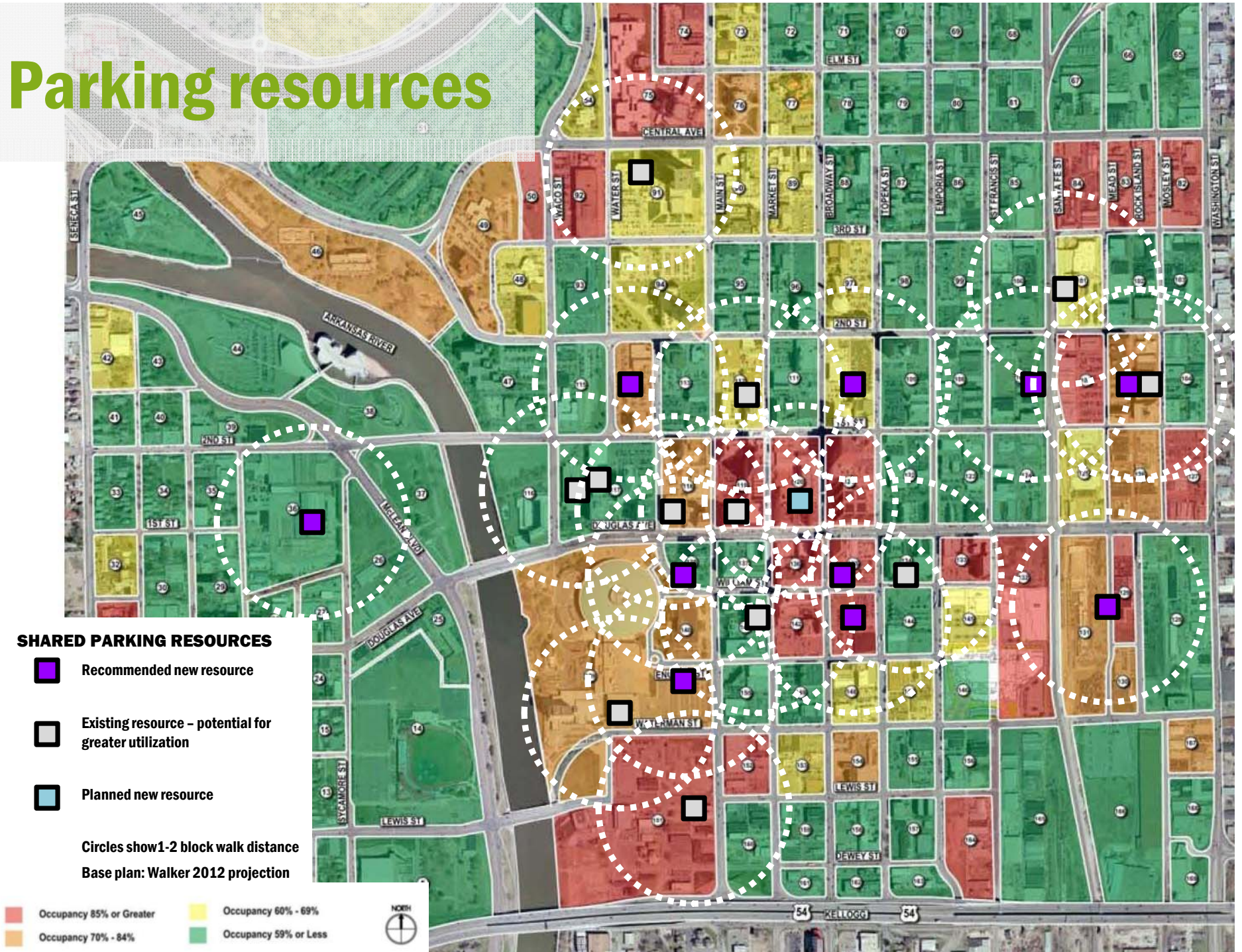
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5

Locate parking to improve access and stimulate re-investment

- A. Implement the **Downtown Parking and Mobility Management Plan** – build on successful Old Town and Arena precedents for managing parking
- B. **Prioritize parking in places where it:**
 - Serves as many uses as possible 24/7 (achieving highest cost/benefit)
 - Unlocks “refill” opportunity for significant historic buildings lacking parking
 - Expands development opportunity on prime sites through more efficient land use
 - Promotes walkability
- C. Based on this, **invest in public parking structures** as crucial downtown infrastructure, according to priority location and timing
- D. Institute **transportation demand management** and improve walking, transit and biking options to reduce future parking demand
- E. Provide **on-street parking** wherever possible

Parking resources



6 Improve walking, transit and biking choices

- A. **Make walking safer, easier and more fun** with more visible crosswalks, new links across large blocks, wayfinding signage, interpretive signage/displays and public art
- B. **Inaugurate convenient transit service** among key downtown destinations and corridors
 - Visible and permanent: defined stops, attractive shelters and vehicles
 - Convenient, reliable service frequency
 - Coordinated with regional transit routes/schedules
 - Information/incentive programs with key destinations
- C. **Make downtown bikeable** with defined streets/lanes linked to regional networks, bike parking
- D. **Apply specific roles and streetscape design** to each street to **improve function for all access modes**

Potential Q-Line Routes

