DOUGLAS AVENUE

Wichita, Kansas

Douglas Avenue Corridor Transit Oriented Development Study

February 2012

This document provides a visual and textual story of the design analysis, definition and discoveries that led to planning solutions and conclusions. It is intended for client use in presenting the project's vision to municipal officials for endorsement, to attract the interest of investors and to serve as the foundation for the next phases of the design process in which the plan will evolve.

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EXECUTIVE SUMMARY

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As one of the initial implementation efforts stemming from the completion of Project Downtown, the City of Wichita, WAMPO, and the Wichita Downtown Development Corporation completed conceptual design efforts for the Douglas Avenue corridor during the second half of 2011. The project leveraged the design concepts and recommendations of Project Downtown as well as the Downtown Wichita Streetscape Design Guidelines document and also drew from examples from other "postcard avenues" in other cities in the United States and abroad to create preliminary and final recommendations for the design of the Douglas corridor. The project team conducted a series of three public meetings, held numerous meetings with individual stakeholders and organizations in the community, and drew from online input to create preliminary design alternatives for consideration. The input of the public and stakeholders guided the evolution of the plan from preliminary alternatives to final recommendations. The final plan for Douglas provides a clear roadmap for the City and private and public sector partners to use going forward to complete specific transportation and streetscape improvements along this very important corridor to the City of Wichita.

The key elements of the recommended design for Douglas Avenue are as follows:

- In keeping with the recommendations of Project Downtown and the Downtown Streetscape Design Guidelines, and in line with the feedback from the public at open house sessions and online polling, Douglas Avenue should retain two travel lanes in each direction and include the installation of a planted, landscaped median down the middle of the corridor. This design will allow Douglas to continue to operate as a transit-oriented corridor in the heart of the city and provide good east-west connectivity for auto and transit traffic across Downtown Wichita.

- The installation of bus shelters and bus stops that provide good pedestrian accommodations and improved signage and wayfinding will also enhance the functionality of Douglas as a key transit corridor.

- The installation of the landscaped median will improve traffic safety and enhance the aesthetic appeal of the corridor.

- The City has invested considerable sums in streetscape improvements along Douglas in recent decades, and overall the current design of the Douglas streetscape is better than most of the other streets in the Downtown area. However, the recommended plan includes additional bulbouts, seating areas, public art, signage and wayfinding, and crosswalk improvements that will further enhance the Douglas corridor and provide for a an improved pedestrian environment. The plan specifically recommends streetscape styles and amenities that met with public approval during the planning process.

- While Douglas will retain two travel lanes in each direction, the plan specifically recommends that the City move forward to convert the designs of the north-south streets intersecting Douglas to provide for a more friendly pedestrian environment. Many of the north-south streets can be converted to two-way traffic and narrowed in order to provide more room for street parking and ample room for outdoor dining and retail activity.

- The Douglas plan also recommends that the City move forward with improvements to 1st and 2nd Streets in order to provide safe and appealing bike connections along these streets running east-west through the Downtown area. While the final design of Douglas will not include specific bike lanes, these parallel streets should be improved to provide for bicycle traffic in the central portion of the city.

- The Douglas plan suggests that the City continue to work on the design of several plazas adjacent to Douglas, such as Naftzger Park, Kennedy Plaza, and the Garvey Center.

- The Douglas plan calls for the exploration of sustainable design solutions for the corridor, including the use of porous pavement and rain gardens.

- The Douglas plan calls for the City to leverage federal funding as well as partnerships with private sector developers to help finance streetscape and

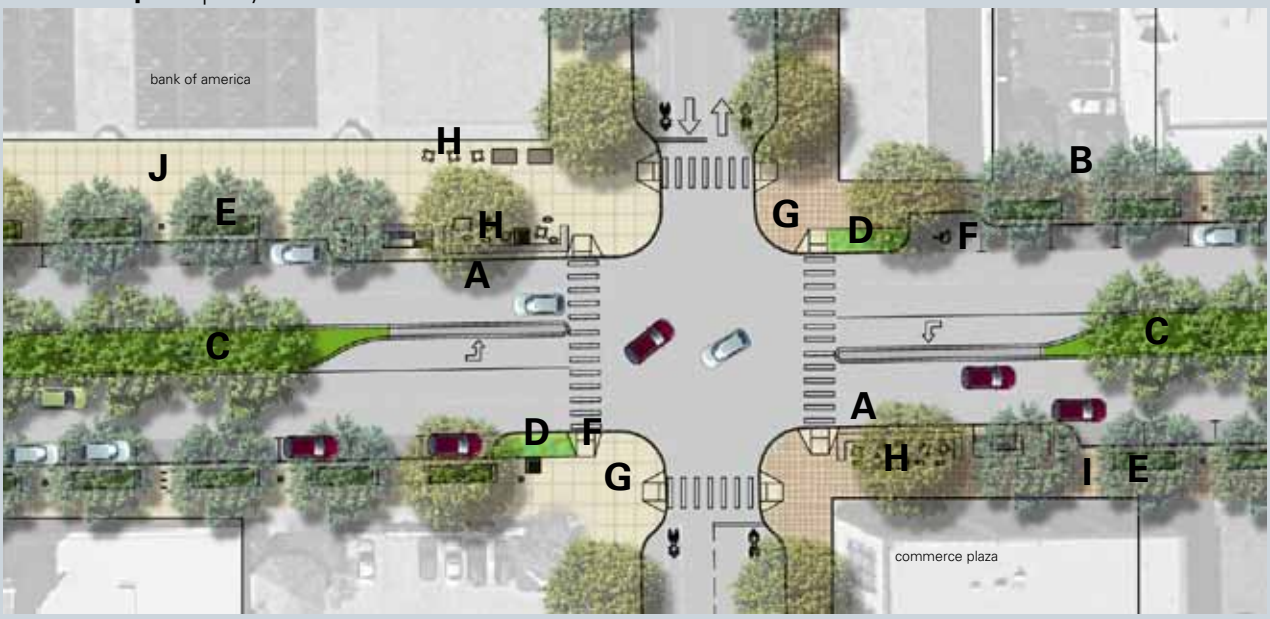
transportation improvements along the corridor. The City should also work with stakeholders in the Downtown area to explore options to provide for sufficient levels of maintenance along Douglas. Experience from Wichita and other cities indicates that insufficient maintenance often leads to the failure of streetscape improvements and their eventual removal.

- The City should phase or prioritize improvements along Douglas based upon the locations and the progression of private sector development along the corridor. Installation of streetscape and transportation improvements should align with adjacent private sector redevelopment efforts, in order to reduce delays resulting from construction and to better integrate the new streetscape amenities with surrounding development efforts.

The City staff will use the Douglas Avenue plan as a roadmap over the next several years to guide the funding and execution of specific capital improvement projects. This plan will also help serve as a marketing tool that should help the WDDC and its partners in the community attract additional investment in the Downtown area.

Participants at the July 27th public meeting

n. topeka | bicycle balanced street



DOWNTOWN WICHITA STREETSCAPE DESIGN GUIDELINES

4 Defined Districts

- Delano District
- River Center District - (McLean to Main)
- Arena Neighborhood District - (Main to Topeka)
- Old Town District

Sidewalk surface | Delano to Old Town - preferred surface is concrete with artistic scoring patterns. Old Town - preferred surface is brick pavers.

Crosswalks: All four districts - crosswalks should be brick pavers.

Bulbouts: Bulb outs are recommended for the entire study area. Delano and River Center bulbouts should be brick or concrete pavers. Arena Neighborhood District bulbouts should be plain concrete with artistic scoring patterns. Old Town (RR tracks to Washington) bulbouts should be brick or concrete pavers.

A	q-line bus stop
B	close existing curb cut
C	planted median (typical)
D	corner plantings (typical)
E	tree pit (typical)
F	enhanced ADA access - ramps/parking (typical)
G	bulb out (typical)
H	seating/dining area
I	brick paving
J	concrete with artistic scoring

Typical Plan Diagram

Design perspective looking Westbound on Douglas Ave at Water Street.

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PROJECT BACKGROUND GOALS & PROCESS

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Goals And Vision For The Project

Goals

Building upon the completion and adoption of Project Downtown: The Master Plan for Wichita as well as a number of related plans and studies for the downtown area, the City of Wichita, in coordination with the Wichita Metropolitan Transportation Organization (WAMPO) and the Wichita Downtown Development Corporation (WDDC), launched specific planning and design for the future of Douglas Avenue in Downtown in Summer 2011.

Project Downtown identified the Douglas Avenue corridor as Wichita's "postcard avenue" that helped spark redevelopment and revitalization efforts in Old Town and other parts of Downtown over the last few decades. The corridor is now primed for a new round of reinvestment and activity that will help bring the remaining empty and underutilized areas along Douglas Avenue to life. The overall goal of this project is to create detailed design and implementation strategies for Douglas on a block-by-block basis that will guide ongoing improvements along the corridor over the next few decades.

The design of Douglas aims to make the street a vibrant and distinctive walking corridor that supports surrounding land uses and helps tie different parts of Downtown together. It also aims to enhance transit facilities and services along Douglas and make the corridor the city's premier transit street. The project identifies urban design and land use strategies that will help energize the surrounding land uses and transit-oriented development along the Douglas corridor as well as phasing, financing, maintenance, and operations strategies the City and the private sector should pursue to ensure that the revitalization of Douglas continues over the next several decades.

Vision

Every successful downtown has a street that represents the most desirable location for businesses and residences and also contributes greatly to the region's identity in the national and international marketplace. The overarching vision is to return Douglas Avenue to its historic place as the multi-modal, walkable, and vibrant signature street of Wichita. This project will create a regional and national example of how to apply complete streets thinking to the re-establishment of a signature street.

In addition, the overall vision for the project includes the following:

- Because the Douglas Avenue Corridor Transit Oriented Development Study represents one of the first implementation initiatives of Project Downtown, a desired outcome of this project is to provide momentum and advance the overall action strategies and the implementation of the Downtown plan.
- The project aims to help foster higher-density, transit oriented development along the corridor, in accordance with the recommendations of Project Downtown.
- The project will help better integrate the riverfront area with Downtown by improving linkages between Douglas Avenue and the Arkansas River.

Douglas Avenue 1919

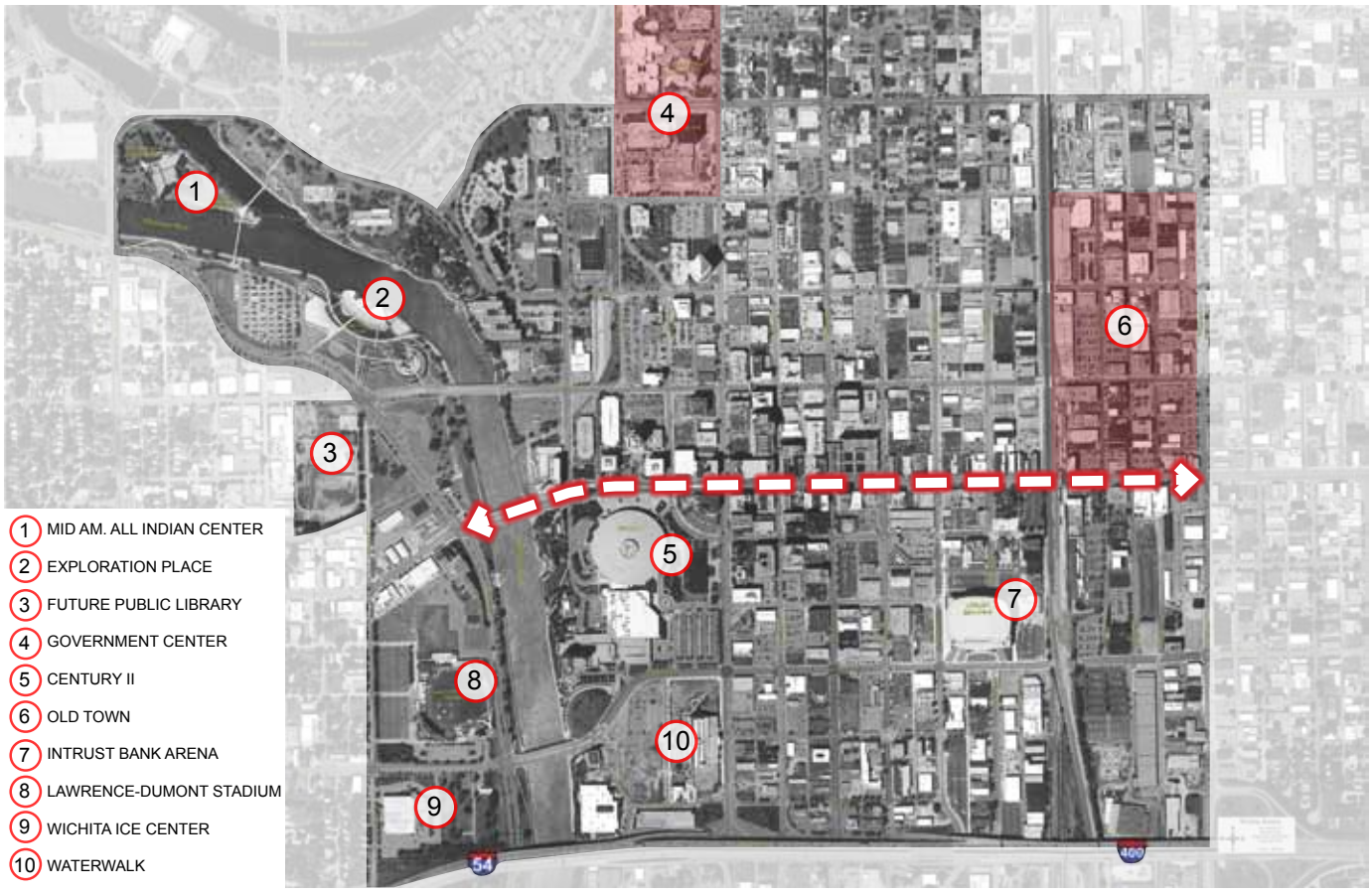
Douglas Avenue 1930

Neighborhood Context And Study Area

The Douglas Avenue Corridor TOD Study addresses short term and long term improvements to Douglas from McLean to Washington in the Downtown area, as well as adjoining properties along the corridor and intersections with cross-streets. In addition, the study addresses how this corridor ties with the adjoining Delano district to the west and the Douglas Design District, stretching from Washington on the west to Oliver on the east.

As illustrated in the context map below, Douglas Avenue is the main spine serving Downtown Wichita and provides connectivity between a number of unique sub-districts and neighborhoods in the downtown area.

Douglas provides connectivity from the popular Old Town district, including a variety of hotels, restaurants, entertainment venues, residences, and offices, to the rest of Downtown, Century II, and the riverfront. To the south, Douglas connects Old Town to the former Union Station property, the Commerce Street Arts District, and the Arena neighborhood around the new Intrust Bank Arena. Douglas helps to link developments along the river to the south, including WaterWalk, with the office core of Downtown and emerging areas of growth and revitalization to the west of Old Town, along 1st, 2nd, and 3rd Streets. While Douglas does not connect with I-135 or other area freeways, it provides important east-west connectivity across central Wichita and serves as the transit route for a multitude of bus lines that converge on the Wichita Transit Center on William Street in Downtown.



Neighborhood Context Map

Description Of Previous Planning Efforts

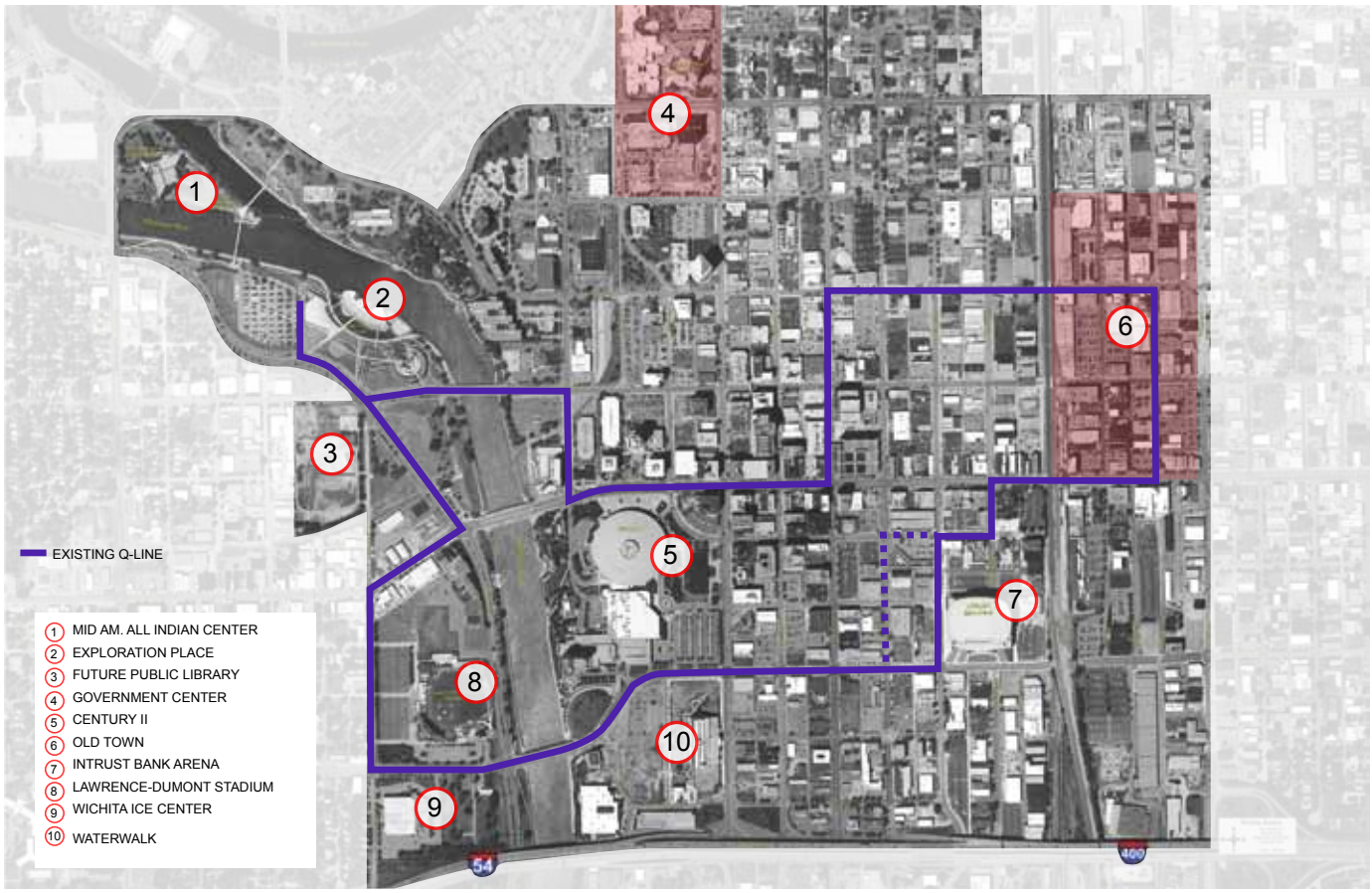
Project Downtown: The Master Plan for Wichita

Civic leaders and a wide range of stakeholders worked over a two-year period to create a new master plan for Downtown Wichita, culminating with adoption of the plan by the Wichita City Council in December 2010. The plan, named Project Downtown, outlines a vision for the various districts within Downtown over the next 20 years and provides an overall business plan for the implementation of the plan by district.

Project Downtown recommends that Downtown Wichita revitalize over the next several decades by developing a series of mixed-use, walkable, and multi-modal districts that draw from the existing assets of the Downtown area and the central location within the metropolitan area. The Downtown plan contains the following recommendations specifically related to the Douglas Avenue corridor.

- The Downtown plan identified Douglas Avenue as a “transit balanced street” that should continue to accommodate a variety of modes of travel, most notably a number of bus lines that serve the entire City of Wichita as well as the Q-Line Downtown Circulator illustrated in the context map below. While the Downtown plan did not provide detailed design concepts for Douglas Avenue, the plan provides renderings that depict Douglas maintaining two lanes of through traffic in each direction, plus a landscaped median in the middle of the street. The City has identified Douglas as the premiere transit street in the Downtown area.

- The Downtown plan recommended that Douglas evolve as a highly walkable street and a distinctive walking corridor that supports the surrounding land uses (retail, residential, office, and entertainment). The plan suggests that streetscape improvements such as improved street trees, enhanced furniture and fixtures, and enhanced signage and wayfinding, serve to enhance the level of pedestrian friendliness along Douglas. It also calls for crosswalk improvements necessary to make it easier to walk and cross the corridor.



Existing Q-Line Route

- For the connections between the Douglas Avenue Corridor and the Arkansas River, the Downtown Plan recommends improvements designed to frame the corridor with attractive buildings and animate the corridor 24 hours per day, 7 days per week with a range of activities. The Plan calls for the fostering of "continuous walkability" by integrating appropriate development and infrastructure. It suggests developing new mixed-use development on vacant sites along Douglas to help energize the connections across the river, modifying the Century II complex to encourage walking along Douglas and along the river, and designing the new Central Library to connect the river and the Delano district with active, inviting walks and streets. It also suggests mixing new housing with other uses in order to bring life to the riverfront area, increasing retail along Douglas and supplementing retail with other ground-floor uses, and focusing transit services along the corridor to allow easy access and interchange with other destinations in the central Wichita area.

- For the portion of the Douglas corridor in Old Town and the core office area of Downtown, the Downtown Master Plan calls for new investment in a wide variety of housing, office, retail, hotel, and other uses that benefit from walkable access and the proximity to Downtown's many amenities. It suggests complementing existing public art and street trees with interpretive signage, more plantings, and crosswalk improvements. The Plan suggests mixing housing with other uses, increasing retail along Douglas, and focusing transit services along the corridor.

- The Downtown Plan suggests expanding and enhancing the Q-Line circulator bus service from the one existing line to a series of four lines over time, with alignment of these routes focused on Main Street and Douglas Avenue.

- The Plan suggests synchronizing traffic signals along the Douglas corridor in order to improve traffic flow and reduce congestion.

- The Downtown Plan calls for the city and private sector interests to consider the former Union Station property as a potential location for a multi-modal transit hub in the future. The north-south Burlington Northern Santa Fe (BNSF) rail viaduct that passes just to the west of Union Station represents a potential alignment for an expansion of Amtrak service from Newton, Kansas through Wichita, connecting eventually to Oklahoma City and points to the south. Union Station's location adjacent to the rail line means that the facility could regain its status as a key transportation facility serving the city and the region.

- The Downtown Plan calls for the continued creation of gateways to Downtown, including at either end of Douglas, that have a full level of activity. This suggests that the Douglas and Washington intersection, including adjacent areas of Old Town, as well as the connections between Douglas and the river and Douglas and the nearby Delano district, represent key locations for further redevelopment and improvements in the downtown area.

- The Plan calls for the City and private sector partners to work to energize and improve the parks and plazas located along Douglas, including Finlay Ross Park, the Chester I. Lewis Reflection Square Park, Naftzger Park, and other plazas around Union Station, the Garvey Center, and the area in front of Century II.

- The Plan suggests the creation of a multi-use path (for bicyclists and walking) along the Santa Fe rail viaduct in order to connect the Old Town district with the Commerce Street Arts District to the south.

- The Plan suggests that other streets in Downtown, besides Douglas, serve as the main roadways featuring bike lanes and bike accommodations in the central part of the city. Specifically, the Downtown Plan recommends that dedicated bicycle lanes be constructed on an east-west corridor (the First and Second Street couplet) and a north-south corridor (the Market and Topeka Avenue couplet) through Downtown. In addition, the Plan recommends the installation of "share the road" bicycle markings and signage on Waterman.

Downtown Wichita Streetscape Design Guidelines (May 2010)

The Downtown Streetscape Guidelines booklet, completed in May 2010, provides a wide range of recommendations concerning the design for the full range of streets within the downtown area. Because Project Downtown classifies Douglas Avenue as a "Transit Balanced Street", the guidelines provide the following specific recommendations:

- Maintaining four travel lanes, with the potential to create a landscaped median down the middle of Douglas
- Consideration of Douglas as a potential location for dedicated transit lanes in the future
- Maintaining relatively wide travel lane widths along Douglas in order to sufficiently accommodate the passage of transit vehicles
- Douglas should maintain parallel parking spaces, as opposed to angled parking spaces, in order to reduce the potential conflicts between transit vehicles and vehicles accessing parking spaces along the street

The Downtown Streetscape Guidelines also provided a menu of recommended street furnishings (including bike racks, seating, trash receptacles, news stands, and lighting) for potential inclusion in ongoing design and planning efforts for downtown streets. The document also provided guidance concerning the materials for paving along the sidewalks and street surfaces along Douglas Avenue.

The Douglas Avenue Corridor Transit Oriented Development Study drew from the range of recommendations for streetscape elements and transportation design in the creation of potential alternative designs for Douglas Avenue as well as the preferred and final design for the corridor. While the design team drew from further research and input throughout the project, it continued to reference the recommendations and suggestions of the Downtown Streetscape Guidelines in creating preliminary and final recommendations outlined in this document.

Description Of Public Meetings And Outreach

The importance of Douglas Avenue and Downtown Wichita to the greater City and metropolitan area, the involvement of various stakeholder groups including both residents and businesses, and the need to maintain a shared sense of planning for the Douglas corridor heightened the need to execute a comprehensive, transparent, and well-conceived public outreach effort. The design team worked during the planning process to reach a broad range of participants and to create consensus for the recommended design for Douglas that will help the Downtown community and the City move forward with implementation and construction over time. During the project, members of the design team and City staff met with community organizations, elected officials, representatives from the Wichita Downtown Development Corporation, property and business owners, residents along Douglas, and the general public to advance the recommended design for Douglas Avenue.

In addition to the public meetings and work sessions outlined below, the design team and City staff worked with local media outlets (including newspaper, radio, television, and the City's local access cable channel) to publicize the Douglas planning and design effort. The City and the WDDC worked to send out fliers and email communication publicizing community meetings, surveys, and the preliminary and final design concepts for the corridor. The WDDC hosted a website for the project that contained current information concerning the project and also provided information concerning the project via Facebook and Twitter links.

Community Design Charrette and Public Open House – July 28, 2011

The design team met with the Steering Committee for the project, property owners, and business owners from along the Douglas corridor during a one day design charrette in Wichita in late July 2011. During the sessions the design team reviewed a series of eight concepts or options for Douglas in terms of the key transportation drivers (addressing numbers of lanes, sidewalk widths, and accommodations for bicyclists, transit, and pedestrians). Based upon discussions with the Steering Committee and property owners, the design team advanced a more detailed design for three of the options (as outlined in subsequent sections of this document) for presentation at a public open house held that evening.

During the public open house, the design team solicited input from the public concerning various elements of the streetscape and transportation design for the Douglas corridor and reviewed all eight transportation options for Douglas, including the three plans advanced during the charrette. During the session the public provided specific input to the design team through a series of keypad polling questions. The results of this polling session as well as subsequent input provided in an online version of the survey helped the design team narrow down the number of alternatives for the design of Douglas and helped the team refine ongoing design strategies for the corridor.

Second Public Open House – August 31, 2011

At this meeting, the design team and City staff presented the preferred design for the Douglas corridor to the public through a series of presentation boards and again solicited direct input from the audience through a series of keypad polling questions. Feedback provided at this session and in an online version of the keypad polling questions helped the design team refine the preferred design for Douglas in preparation for the final public open house for the project.

Third Public Open House – October 27, 2011

At a final public open house in late October, the design team presented the final design for Douglas Avenue as well as a series of boards and illustrations depicting the recommended phasing and implementation strategies for the project. The design team and City staff focused a series of keypad polling questions on issues pertaining to implementation for the Douglas project. Questions focused on potential funding, phasing, maintenance, and ongoing operations issues pertaining to the Douglas Avenue project. This feedback helped the design team refine its recommendations for the implementation of the Douglas plan as it finalized the study.

3

EXISTING CONDITIONS

EXISTING CONDITIONS

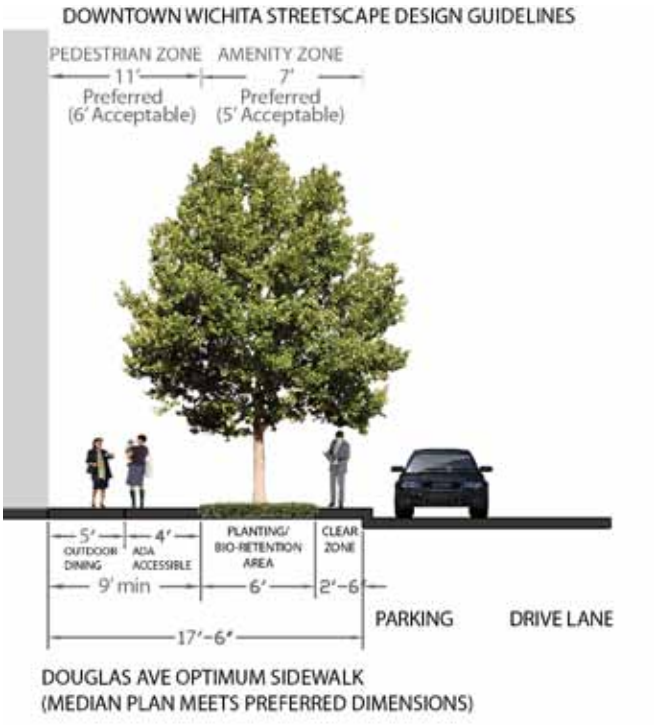
Current Street Conditions

The City of Wichita has resurfaced and improved the pavement along Douglas Avenue in various segments over the years, and the pavement conditions along the corridor are generally good in nature.

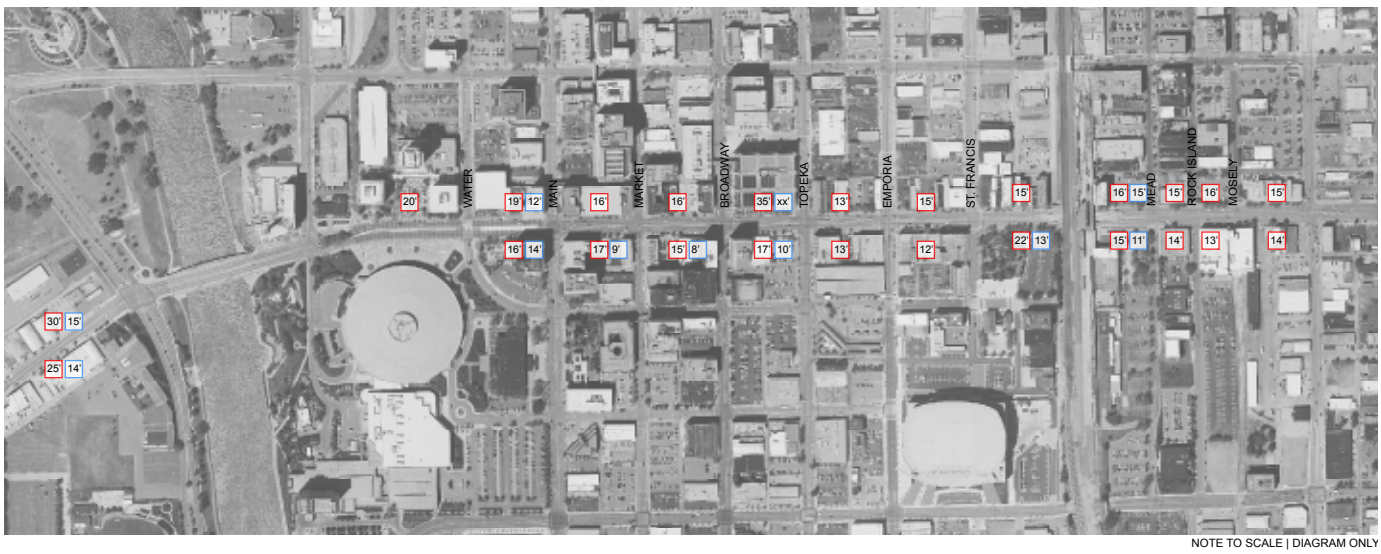
Current Sidewalk Conditions

As outlined in the following diagram, the design for sidewalks should ideally encompass a total of 17.6 feet, including 5 feet for outdoor dining and/or outdoor retail, 4 feet to accommodate people walking down the street, six feet for planting areas including trees, and a 2-foot, 6-inch clear zone next to the street to accommodate people opening car doors and getting into and out of vehicles. The six foot zone for trees can also be used for outdoor dining (in the areas between the trees).

The design team inventoried the sidewalks along the Douglas corridor, and as outlined in the following diagram, several portions of the corridor have less than ideal sidewalks in terms of width, to support active ground floor uses including retail, outdoor dining, and sufficient walkability.



The areas adjacent to Old Town and along the blocks to the west of the Santa Fe rail viaduct have narrower sidewalks that do not adequately support active ground floor uses and higher levels of activity along the street. The sidewalks along Douglas tend to be wider toward the western end of the study area, where the City has completed streetscape projects over the last 20 years.



NOTE TO SCALE | DIAGRAM ONLY

xx' EXISTING APPROX. SIDEWALK WIDTH (Indicates widest portion). Does not include private plaza space)

xx' EXISTING APPROX. SIDEWALK WIDTH (Indicates narrowest portion).

OPTIMAL SIDEWALK WIDTH = 17.5'

Existing Sidewalk Width Diagram

The design team, during its site reconnaissance, photographed every segment of the Douglas corridor, and found the pavement quality of the sidewalks along Douglas to be sufficient. Several of the sidewalk segments in the Old Town area include brick pavers and therefore tend to require higher levels of maintenance.

Current Parking Conditions

Douglas Avenue currently features primarily parallel parking along both sides of the street along the corridor, but the provision of parking is not uniform from block to block. The diagram below articulates the number of parking spots by block between the Arkansas River and Washington Avenue. Parallel parking is particularly prevalent in the office core area of Downtown, from Main Street to Topeka, but is less prevalent in the blocks in the Old Town area. The block located just to the east of the Santa Fe rail viaduct does not contain any on-street parallel parking. In addition, the south side of Douglas within the Eaton block currently features angled parking. This is the only segment of Douglas within the study area that currently includes angled parking.

In addition to parallel, on-street parking, a number of surface lots and structured parking garages provide parking near the Douglas corridor. The diagram that follows illustrates the locations of parking facilities within a few blocks of Douglas within the downtown area.

Existing On-Street Parking Diagram

Existing Parking Diagram

Traffic Counts / Traffic Volume Information

Data from the City of Wichita and the design team indicates that Douglas carries, on average, between 12,000 and 15,000 vehicles per day between McLean and Washington. While this traffic count exceeds that of many other Downtown streets, it reflects a traffic level well below that of similar "signature streets" in the downtown areas of other cities. The main streets for other downtowns often carry many times the traffic levels that currently exist along Douglas. The current traffic volume along Douglas could easily be accommodated by one travel lane in each direction plus a center turn lane. However, having only one travel lane in each directoin would create problems

Intersection Number	EB	WB	NB	SB	YEAR	EAST	WEST	NORTH	SOUTH
240	Douglas	Douglas	McLean	McLean	2010	14,092	9,920	10,167	10,778
245	Douglas	Douglas	Waco	Waco	2010	13,366	14,092	5,991	0
255	Douglas	Douglas	Water	Water	2010	13,447	13,366	1,912	1,691
260	Douglas	Douglas	Main	Main	2010	12,892	13,447	8,237	9,705
265	Douglas	Douglas	Market	Market	2010	12,888	12,892	6,531	6,729
270	Douglas	Douglas	Broadway	Broadway	2010	12,919	12,888	13,477	12,806
275	Douglas	Douglas	Topeka	Topeka	2010	12,914	12,919	4,164	4,615
280	Douglas	Douglas	Emporia	Emporia	2010	14,026	12,914	3,537	3,471
285	Douglas	Douglas	St Francis	St Francis	2010	15,147	14,026	2,114	1,074

Existing Traffic Counts

for the efficient operation of buses along the corridor. A traffic analysis completed by the project team also indicated that operating Douglas with only one travel lane in each direction would result in traffic backing up from intersection to intersection.

Transit – Existing Conditions

Douglas Avenue represents one of the main transit streets in the existing Wichita Transit system. City-wide, Wichita Transit operates 17 bus routes as well as the downtown trolley service, the Q-Line. All bus routes begin or end at the Transit Center located at 224 South Topeka, located one block south of Douglas Avenue on William Street. Bus routes generally operate between 6AM and 7PM on weekdays and from 7AM to 6PM on Saturdays. The existing bus routes currently service the downtown area on half hour headways (the buses stop once every 30 minutes) during peak times on weekdays, and on hourly headways during the middle of the day and on Saturdays. The following routes currently operate directly along the Douglas Avenue corridor:

North Waco

This route travels along Douglas Avenue between Waco Avenue and Topeka Avenue and serves the area north of the transit center and south of I-235. Major stops include the post office on 2nd Street, the Coleman plant and Pratt Industries. Two buses operate from 6AM to 9AM and 3PM to 7PM during the week and one bus operates from 9AM to 3PM and on Saturdays.

College Hill

This route serves the eastern portion of the Douglas Avenue study corridor, between Topeka and Washington Avenue. The bus then continues east along Douglas Avenue as far as Webb Road with a detour via Edgemor and Kellogg Drive to the V.A. Hospital and the Towne East Mall. Two buses operate from 6AM to 9AM and 3PM to 7PM during the week and one bus operates from 9AM to 3PM and on Saturdays.

West Central

This route generally serves the area directly west of the transit center. Major stops include the Sedgwick County Health Department, the Independent Living Resource Center and Exploration Place. The West Central route travels along the Douglas Avenue study corridor only in the westbound direction between Emporia Avenue and Waco Street. Two buses operate from 6AM to 9AM and 3PM to 7PM during the week and one bus operates from 9AM to 3PM and on Saturdays.

The East 13th bus also operates on Douglas from Emporia to Washington outbound and from Washington to St. Francis inbound.

Q-Line Trolley

The Q-Line is a free downtown trolley shuttle service designed to connect downtown visitors and residents to shopping, restaurants, hotels, the Intrust Bank Arena, Century II and the Lawrence Dumont Stadium during the evening hours. There are nine designated stops; however, passengers are able to flag the trolley at any intersection along the route. The Q-Line operates two routes: “A” which travels counterclockwise Monday through Saturday and “B” which travels clockwise on Friday, Saturday and event nights. The Q-Line operates on half-hourly headways from 6:00 PM to 10:00 PM Monday through Thursday, from 6:00 PM to midnight on Fridays and from Noon to midnight on Saturdays.

Q-Line Trolley

Q-Line Route

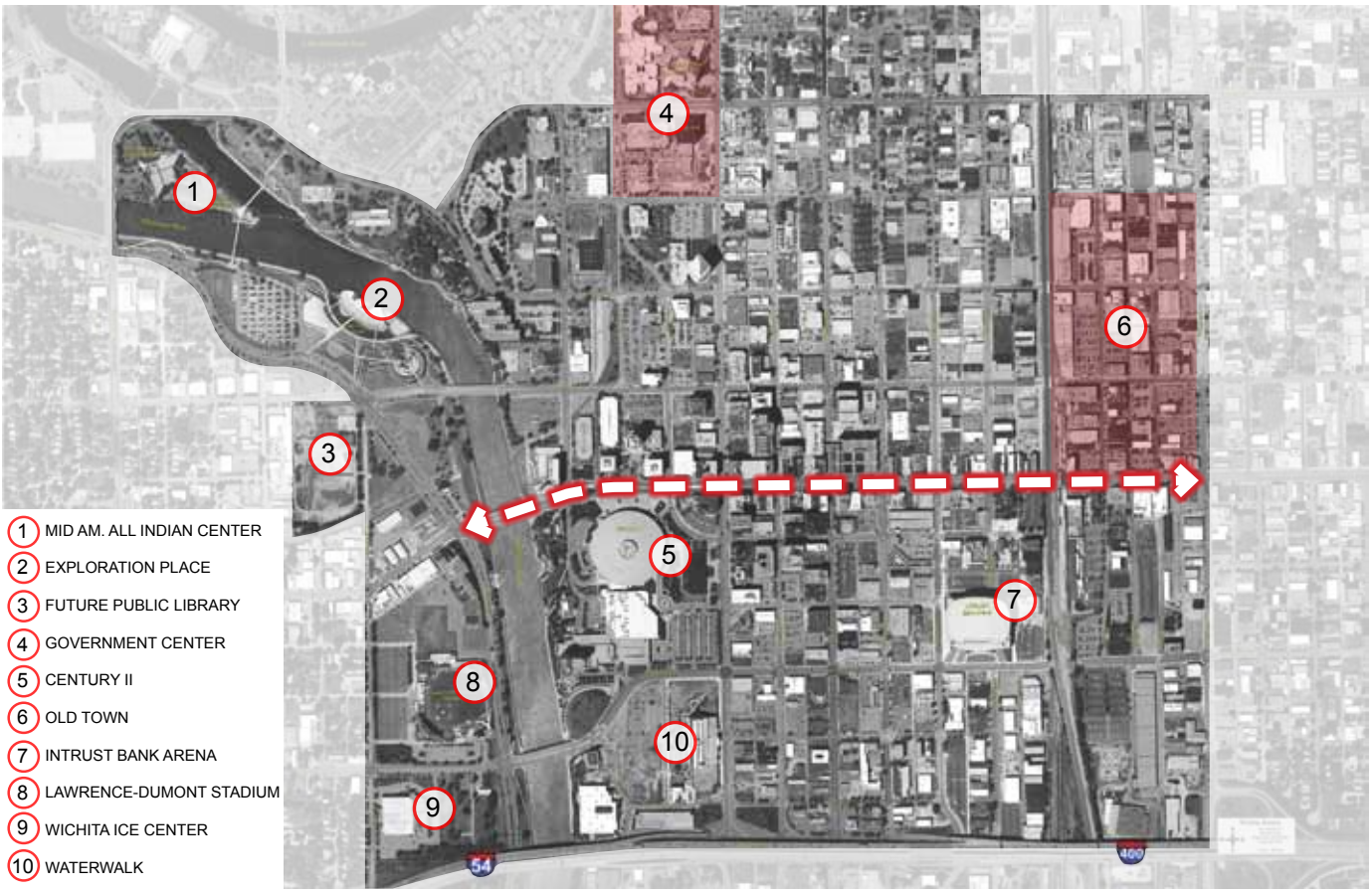
The following table provides an outline of the total number of buses serving the Douglas corridor by block each day. The highest concentration of bus traffic exists in the areas around the downtown office core, between Water and Topeka, where a total of 86 buses pass along Douglas on a typical day. The number of bus movements is least pronounced in the Old Town area. Only 60 buses pass along Douglas daily between St Francis and Washington.

Existing Bus Movements on Douglas Avenue
Busiest Day of the Week (Friday)

		Peak Hour Buses			
Block Between	**And**	**Eastbound**	**Westbound**	**Total**	**Total Daily Buses**
	Water	2	4	6	68
Water	Main	2	4	6	86
Main	Market	2	4	6	86
Market	Broadway	2	4	6	86
Broadway	Topeka	2	6	8	86
Topeka	Emporia	2	6	8	81
Emporia	St. Francis	2	2	4	73
St. Francis	Santa Fe	2	2	4	60
Santa Fe	Mosley	2	2	4	60
Mosley	Washington	2	2	4	60

Existing Community Amenities And Resources

The Douglas Corridor helps to connect a wide range of community amenities and destinations in the downtown area. Douglas represents the main east-west connector across Downtown, and directly links the thriving Old Town district with the emerging and revitalizing Delano district. Douglas helps to connect the key community destinations of Century II, the Intrust Bank Arena, the proposed new library site west of the river, and a variety of museums along the river. It also helps to indirectly connect the rest of the city to the Waterwalk area, the Government Center on North Main, and the Lawrence Dumont Stadium.



Existing Amenities

Existing Land Uses And Zoning

While the Downtown master plan calls for the development of a mixture of land uses over time throughout the downtown area, the existing land uses along and near the Douglas corridor, as reflected in the diagram below, continue to reflect the historic uses of buildings and parcels within the downtown area over the last several decades. Much of the land in the western portion of the study area includes office land uses, including several multi-story towers in the office core that house banks, professional offices, and related space. The area in the vicinity of Old Town and stretching a few blocks to the west includes primarily retail space, including a variety of restaurants, small shops, and entertainment venues. The Union Station properties just to the south of Douglas and east of the Santa Fe rail tracks is currently shown as office, given that the complex was until recently used as a regional headquarters for Cox Communications. The industrial land use west of Washington and south of Douglas depicts the headquarters and printing presses for the Wichita Eagle newspaper. A variety of parcels colored in pink reflect “visitor destination areas”, including the Century II center, the Intrust Bank Arena, and the museum spaces along the river.

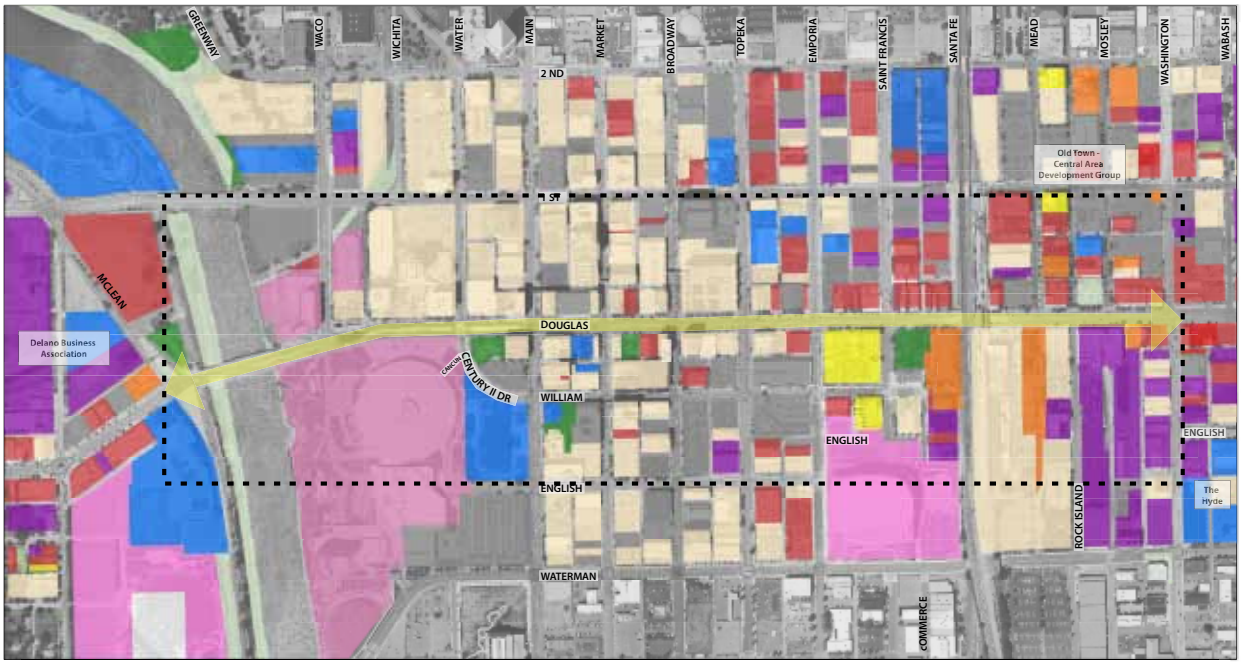
Project Downtown identifies mixed-use development as the likely future land use along the corridor, and the Central Business District zoning (depicted in blue) allows for a mixture of uses in the Downtown area. The Old Town area is currently zoned limited industrial. However, zoning overlays designed for Old Town and for the Delano district provide additional guidance for land uses and design within these districts.

Existing land uses - Union Station

Existing land uses - Century II

Existing land uses - Wichita Eagle

Existing land uses - Douglas and Eaton



Park / Open Space
Residential
Visitor Destination / Arena
Restaurant / Bar
Office
Corridor
Industrial / Commercial / Warehouse
Institutional / Community
Retail
Parking Lot / Transportation / Utilities

0 205 410 820 1,230 1,640 Feet

Existing Land Use

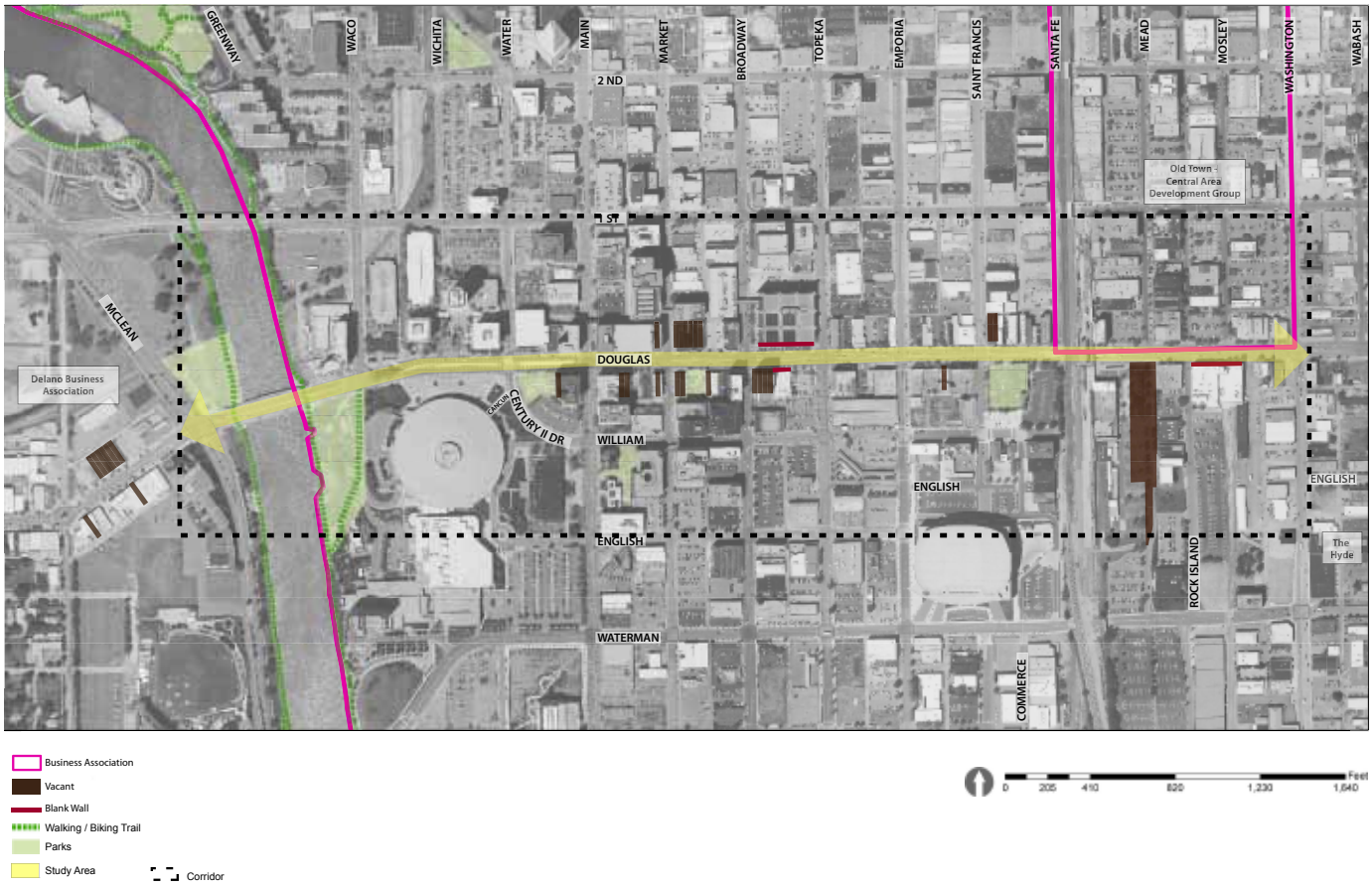
Zoning
CBD: Central Business District
GC: General Commercial
LI: Limited Commercial
LI: Limited Industrial
Corridor
MF-18: Multi Family
SF-5: Single Family
TF-3: Two Family

Existing Zoning

Existing Economic Conditions

The downtown area, including the Douglas corridor, experienced increased vacancies during the 1980s, 1990s, and early 2000s as retailers began leaving the district for suburban locations. Over the last 15 years, vacancies became more pronounced as several higher profile office tenants, such as Commerce Bank and the Siefkin law firm, made high profile moves from Downtown Wichita to suburban office locations.

Over the last several years the economic position of Downtown has slowly improved as the revitalization of the Old Town area has begun to spread to the rest of the Douglas corridor. However, as illustrated in the following diagram, the Douglas corridor continues to exhibit significant areas of vacancy. In addition, the existence of "blank walls" for adjoining land uses in several locations along Douglas discourage street activity and vibrancy and detract from the overall revitalization of the downtown area.



Existing Vacancies & Blank Walls

Existing Public Art

As a result of a series of streetscape improvement projects completed along Douglas over the last couple of decades, the corridor already features a number of prominent public art amenities. A series of trellis structures within the office core area of Douglas have represented key public art pieces. A number of sculptures of people exist along Douglas.

Existing Signage And Wayfinding

The Douglas corridor, along with the rest of the Downtown area, currently includes standard signage and wayfinding fixtures that direct motorists to some of the key districts and destinations in the Downtown area, such as the Intrust Bank Arena, the State Office Building, and the Government Center. However, while these signs provide relatively clear guidance to vehicular motorists, the corridor currently lacks sufficient signage and wayfinding for pedestrians and bicyclists. In addition, the public noted in keypad polling and input during initial meetings for this project that sufficient signage and wayfinding does not exist to guide transit users seeking to use the Q-Line or other downtown bus routes. The Douglas corridor would benefit from the development of a signage and wayfinding program that better guides pedestrians and bicyclists and provides more attractive and usable signs for transit.

Existing Environmental Conditions

As outlined in the Metrics section of the text, the design team examined the existing environmental conditions along the Douglas corridor in terms of a series of key metrics that designers use to evaluate and plan for the quality of streetscapes in urban areas. Based upon site visits and analysis, the design team concluded the following regarding the existing environmental conditions along the Douglas Avenue corridor:

- Many of the street trees are spaced too close together and are growing in tree openings that are too small. The existing street trees along Douglas are generally spaced every 20 feet along each side of the street, and the existing street trees generally are growing within a 4 foot long by 4 foot wide tree pit area. In contrast, research has shown that street trees better serve the creation of

Existing Public Art

vibrant pedestrian streets when spaced 36 to 40 feet apart along a street. Ideally, street trees grow in tree pits that include at least 1,000 cubic feet of soil volume and 100 square feet of tree opening.

- The existing condition along Douglas has led to the premature death of numerous street trees and the stunting of tree growth. Changing the design of the streetscape for trees would allow the trees to reach their maximum potential in terms of height and breadth and therefore produce more shade and comfort for the public. The corridor in general lacks design features that contribute to sustainability, including green infrastructure techniques such as rain gardens. The street features conventional pavement, for example, as opposed to surfaces such as porous pavement that would reduce surface temperature and accommodate stormwater runoff. Rain gardens would help to reduce stormwater runoff along Douglas while at the same time enhancing the aesthetic appeal of the streetscape.

- A “bioblitz” of the corridor (an examination of the existing wildlife along the corridor) reveals that Douglas Avenue is home to very little in the way of birds and other urban wildlife. The lack of diversity and presence of birds and butterflies diminishes the overall environmental quality of the corridor. The use of native plant material and the provision of healthier growing conditions for trees and ground cover along the corridor, including the installation of larger planted areas, would help to provide a healthier habitat for urban wildlife and in turn would create a more interesting streetscape.

- The Douglas Avenue corridor reports noise levels along the corridor that exceed standards for outdoor dining and conversation. The presence of excess noise along Douglas inhibits the quality of the streetscape experience for visitors and business owners along the corridor and discourages outdoor dining.

- Given the heat of a typical Kansas summer, planning to minimize the urban heat island effect (resulting from excess pavement and limited shade) is important to the Douglas corridor. The corridor lacks sufficient shade to help encourage outdoor dining and shopping. Increasing the tree canopy, utilizing paving materials that limit the reflectivity of light and heat, and increasing the planted area would help to reduce the urban heat island effect and create a more desirable pedestrian experience along Douglas.

All of these environmental considerations helped guide the design team and the City as it considered various designs for the Douglas Avenue corridor.

Existing Recreation / Open Space Resources And Connections

The Douglas corridor connects a number of notable open space amenities within the Downtown area, including Naftzger Park near Union Station, Reflection Square, the plazas in front of the Garvey Center and in front of Century II, Finlay Ross Park, and the open space connections along the Arkansas River. While the corridor does not feature any larger scale parks or open space areas, these smaller plazas provide spaces of respite for people who live, shop, or work in the downtown area. These existing plaza and park areas along Douglas generally lack sufficient tree canopy to support a robust pedestrian environment and do not have adequate seating. Some of the plazas orient above or below grade compared to Douglas Avenue, and research has shown that plaza areas located below grade create challenging environments for pedestrian activity.

Existing Aesthetic Conditions

Although the Douglas corridor, according to the design team’s initial analyses, would benefit from a range of public improvements, the execution of a series of streetscape improvements over the last few decades has improved the aesthetic quality of Douglas. The corridor has benefited from significant attention and investment from city leaders and reflects higher levels of aesthetic quality compared to a number of other downtown side streets that lack street trees, improved lighting, and a host of streetscape amenities.

In keypad polling questions and online survey results, the majority of the public generally indicated that the aesthetic quality of Douglas was either good, very good, or neutral.

4

OVERARCHING METRICS AND GOALS

OVERARCHING METRICS AND GOALS

The design team used metrics as a discovery-oriented tool to help the city of Wichita and downtown leaders form a collective point of view about the goals and aspirations for the Douglas Avenue plan and to measure success in meeting goals over time. Grounded in four planning frameworks associated with sustainable design – Economics, Community, Art or Aesthetics, and Environment – the creation of distinct, measureable metrics helped the design team create more robust solutions and helped the downtown community consider design and planning issues from different contexts.

The formation of goals and metrics by the design team helped to guide planning for Douglas Avenue. Over time, the City of Wichita and downtown leaders can monitor the success of the Douglas plan in meeting the metrics and goals established as part of this planning process.

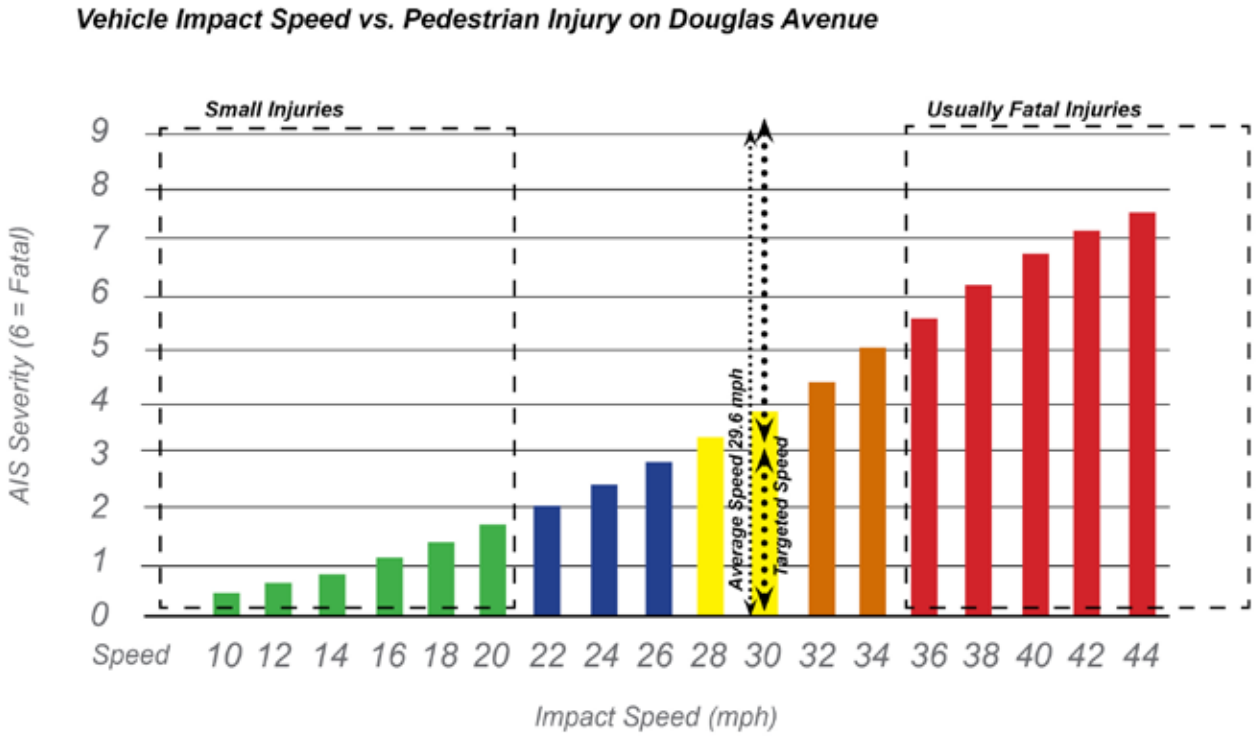
Metrics Process

The establishment of goals and metrics is an iterative process that continues throughout each stage of a project. At the outset of the project, the design team identified key overarching goals for the project in each of the four planning frameworks.

The following outlines metrics for the planning frameworks of Economics, Community, Art or Aesthetics, and Environment.

Vehicle Speed

Numerous studies have documented the relationship between higher average vehicular speeds along arterial streets and the number of pedestrian injuries along a given stretch of road. In general, pedestrian versus vehicle accidents involving vehicles traveling at greater than 35 miles per hour usually result in fatal injuries to pedestrians. The posted speed limit along Douglas is 30 mph, and the observed speed along the corridor is 29.6 miles per hour. This data indicates that vehicular speed generally does not represent a major issue in terms of safety along the Douglas Avenue corridor. Although many cities globally are working to reduce traffic speeds to 20 miles per hour, the observed speed along Douglas is generally compatible with a healthy pedestrian environment. Ideally, the observed speed along the corridor would register around 25 miles per hour, as this would create a safer pedestrian environment and reduce street noise.

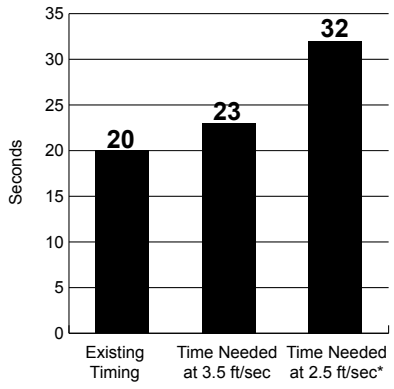


Crossing Distance

Crosswalk signals currently allow 20 seconds for pedestrians crossing Douglas Avenue. Based upon LEED ND standards and standard timing for Downtown areas, pedestrians should be allowed up to 32 seconds to cross Douglas, based upon the existing street width. The plan recommends that City officials work to retime the traffic signals along Douglas to better coordinate vehicular traffic and pedestrian crossing times to improve both efficiency and safety.

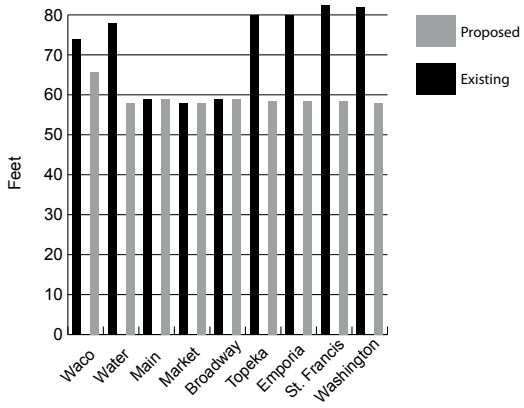
As illustrated in the following diagram, the completion of the recommended plan along the Douglas corridor will reduce the crosswalk distance at a number of intersections that do not currently have bulbouts in place. At several intersections the crossing distance will decrease from over 80 feet to less than 60 feet.

Crosswalk Timing - Existing Condition
(Seconds Required to Cross Douglas Ave)



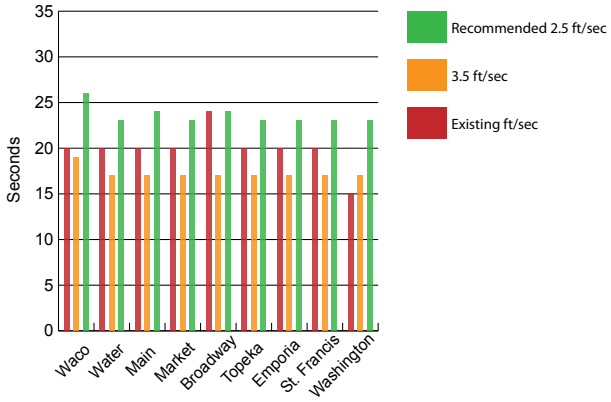
LEED ND target crossing speed for visually impared and elderly

Crosswalk Distance - Existing vs. Proposed
(North/South Aross Douglas Ave)



As illustrated in the following diagram, because the recommended plan calls for the installation of bulbouts at intersections and therefore decreases the distance from one side of the street to the other along Douglas, the time required to walk across the street will decrease from the current condition. Whereas the current design of the street requires over 30 seconds to cross from one side to the other, with the completion of the Douglas plan almost all pedestrians will be able to cross the street within the time allowed by the existing traffic signal timing.

Crosswalk Timing - Proposed Plan with Bulbouts
(Seconds Required to cross Douglas Ave)

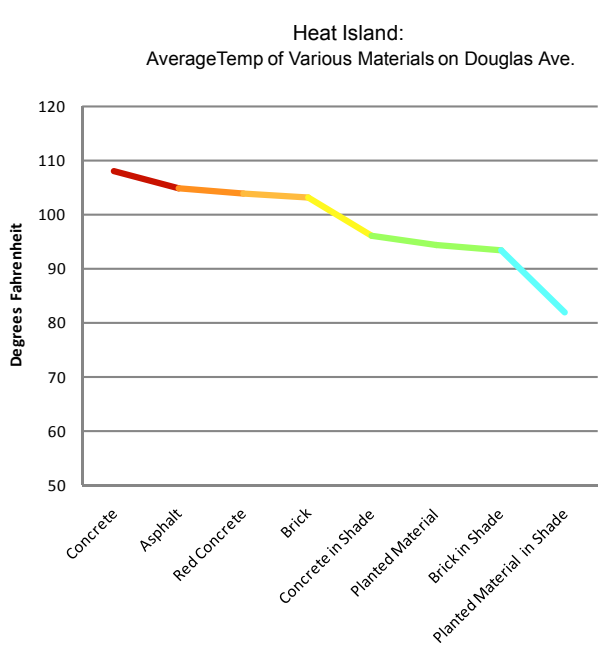


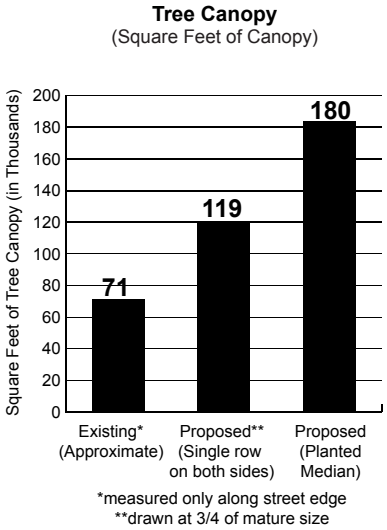
Heat Island

The design team collected measurements of surface temperatures for various locations and surfaces along the Douglas corridor. These measurements help the design team and the City in documenting the impact of the recommended street and streetscape design in reducing the overall surface temperature along the corridor. Given the potential for extreme heat in Wichita in the summer, the ability to create a streetscape that is cooler and more comfortable would make the Douglas corridor more attractive to visitors and residents. The diagrams below demonstrate that shaded areas and areas using certain materials, such as brick as opposed to concrete, produce lower surface temperatures than areas that lack shade or feature asphalt or concrete.

Tree Canopy

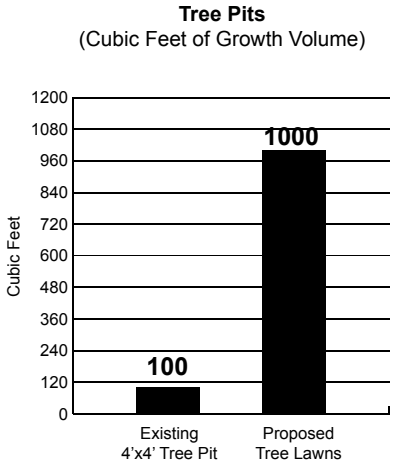
Streets and retail districts that have greater coverage of tree canopy result in lower surface temperatures and therefore more comfortable and inviting environments for visitors and residents. In addition, tree canopy enhances the overall visual aesthetic quality of a given street or district. The diagram below indicates that the overall Douglas corridor, from McLean to Washington, features around 71,000 square feet of tree canopy. A redesign of Douglas Avenue to include a planted median down the middle of the street would result in a tree canopy of at least 180,000 square feet, at full growth of trees. This calculation assumes that the City would select and maintain trees along Douglas designed to produce the greatest coverage of shade and tree canopy.





Tree Pits

Research has demonstrated that street trees reach their full potential in terms of height and overall vitality when they are planted in larger tree lawns. While many cities plant trees in relatively small 4-foot by 4-foot tree pits, many traditional street trees require much larger tree pits in order to reach their full maturity and to remain vital over many years. As demonstrated in the chart below, the existing condition of Douglas Avenue includes smaller tree pits with only 100 cubic feet of volume. In contrast, arborists recommend that tree pits for street trees include pits of at least 1,000 cubic feet on average. Increasing the pit size improves tree health and growth, leading to a greater tree canopy and diminish the effects of the urban heat island along streets like Douglas Avenue.

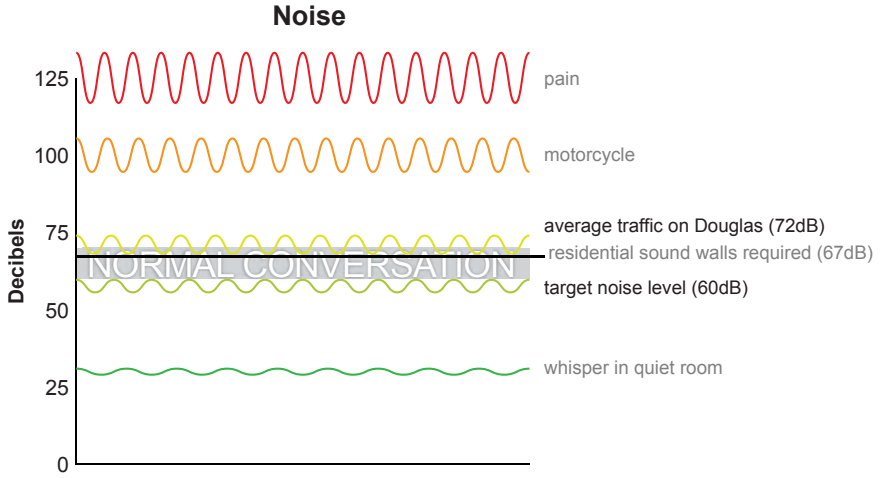


Noise

Pedestrian and streetscape environments that feature comfortable levels of noise help to foster active street life, including the potential for outdoor dining, and encourage walking and bicycling. Commercial and residential streets that present significant noise issues typically discourage pedestrian activity. The design team recorded noise levels along Douglas at the beginning of the project.

As illustrated below, the Douglas corridor on average reports noise somewhat above target levels for human interaction. National standards for noise suggest that retail streets should exhibit noise levels of no greater than 60 decibels. The Douglas corridor on average reports noise levels of 72 decibels. Because a difference of 10 decibels represents a doubling of perceived noise, the 72 decibels registered along Douglas means that the corridor is twice as loud as the recommended level for retail streets. The corridor features truck traffic at certain times of the day and greater levels of noise during peak hours (at lunch and in the late afternoon following the end of the typical working day).

The recommended plan for Douglas aims to encourage lower noise levels through greater levels of vegetation, the use of a planted median, and other strategies designed to prevent speeding and excess acceleration. The inclusion of better trees and other amenities should help to buffer noise levels for visitors, business owners and property owners along Douglas in the future. Decreasing noise levels along Douglas would also make dining along the corridor more pleasant and viable and increase overall user comfort for pedestrians along the street.



5

COMPARABLE PROJECT ANALYSIS / BEST PRACTICES

COMPARABLE PROJECT ANALYSIS / BEST PRACTICES

Examples: Great Streets

The images below illustrate the design of a number of precedent “signature streets” that may serve as a model for Wichita in executing the final design for Douglas Avenue going forward. All of the examples below incorporate a planted median into their design, and all of these streets represent vibrant mixed-use districts that feature vibrant retail, residential, and commercial uses as well as a true sense of walkability. There are numerous examples of “Great Streets” that have medians and therefore a design for Douglas that incorporates a planted median can become a Great Street for the City of Wichita.

Las Ramblas | Barcelona

Michigan Avenue | Chicago

Kurfurstendamm | Berlin

Mill Avenue | Tempe

Royal Palm Way | Palm Beach

Park Avenue | New York City

St. Charles Avenue | New Orleans

Comparable Downtown Circulators

The design team reviewed a number of comparable "circulator" bus systems from downtowns around the country at the outset of the project to provide lessons learned to the City and the downtown community regarding potential adjustments or improvements to the Q-Line circulator route in downtown Wichita. An examination of circulator routes in Cleveland, Raleigh, Washington, Baltimore, Louisville, and other cities revealed the following key lessons learned for Wichita:

- The most effective bus circulator routes include simple and relatively linear routes, as opposed to circuitous routes that attempt to service larger geographic areas.
- The most attractive downtown circulators feature very frequent and reliable service, free service (no fares), and very simple and easy to follow signage and wayfinding systems.
- The best circulators connect as many key destinations using routes that are as simple to navigate as possible.
- Simply establishing a circulator route will not "save" a downtown area
- Effective branding helps to spread the word about circulator service and should increase ridership
- The most effective downtown circulators conduct detailed research to know their target markets and what these individuals seek in downtown transportation
- The best downtown circulators benefit from stable and reliable funding sources, ensuring that service will never be disrupted and that cheap or free fares are always available to the public.

Chattanooga Electric Shuttle System

Louisville, Kentucky Franklin Avenue Trolley Route

Raleigh R Line Circulator

6

STREET DESIGN ALTERNATIVES

STREET DESIGN ALTERNATIVES

The project team considered and analyzed a full range of options as design alternatives for Douglas Avenue in the downtown area. The public reviewed a series of eight design alternatives for Douglas at the initial open house in July 2011 and provided feedback, both in-person via keypad polling and online through the project website, concerning the preferred alternative for the design and layout of the street.

At the initial public open house (and, as part of information provided online), the project team provided background information concerning the existing condition of Douglas Avenue and the eight design alternatives and the advantages and challenges of each option, as outlined below.

Existing street design

Existing Condition

As mentioned, Douglas Avenue in the downtown area currently includes two travel lanes running in each direction, a center turn lane, and parallel parking on either side. Retaining this layout of the street would produce the following advantages and challenges for the City, property owners, and the general public going forward.

Advantages:

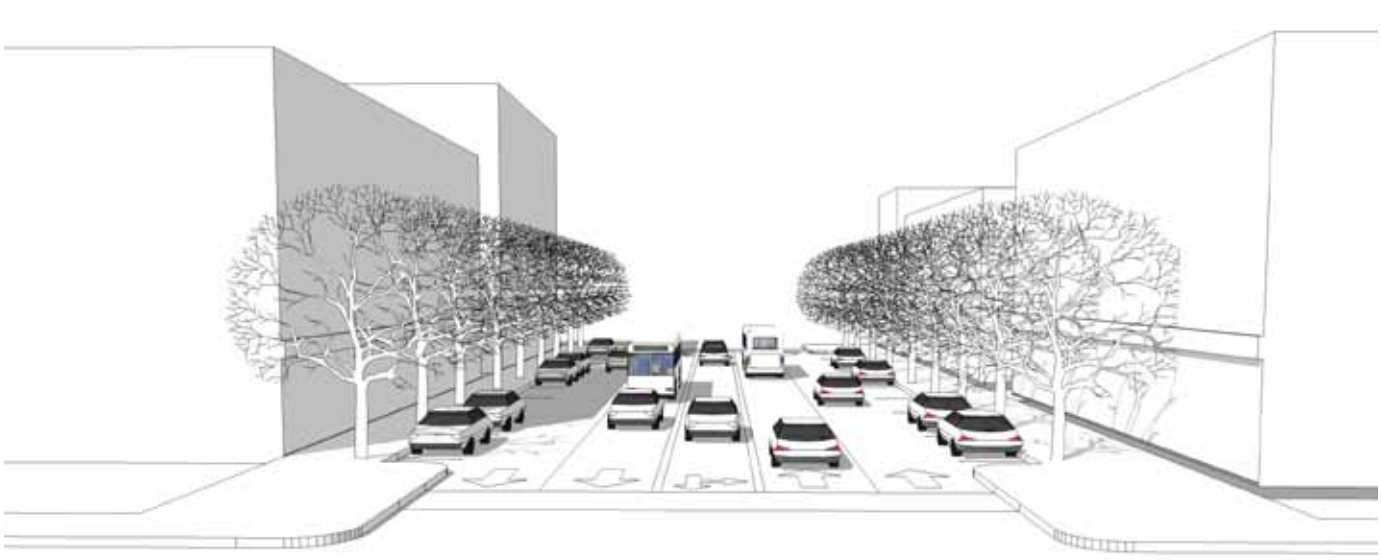
- Given that the existing layout of Douglas would remain, improvements to the corridor would not involve the construction of any new curbs, medians, or other traffic control devices. Public improvements and associated costs would be limited to streetscape improvements (such a signage and wayfinding, street trees, furniture, etc.).

- Retaining the existing layout of Douglas would continue to allow unimpeded left turn access to individual properties along the corridor.

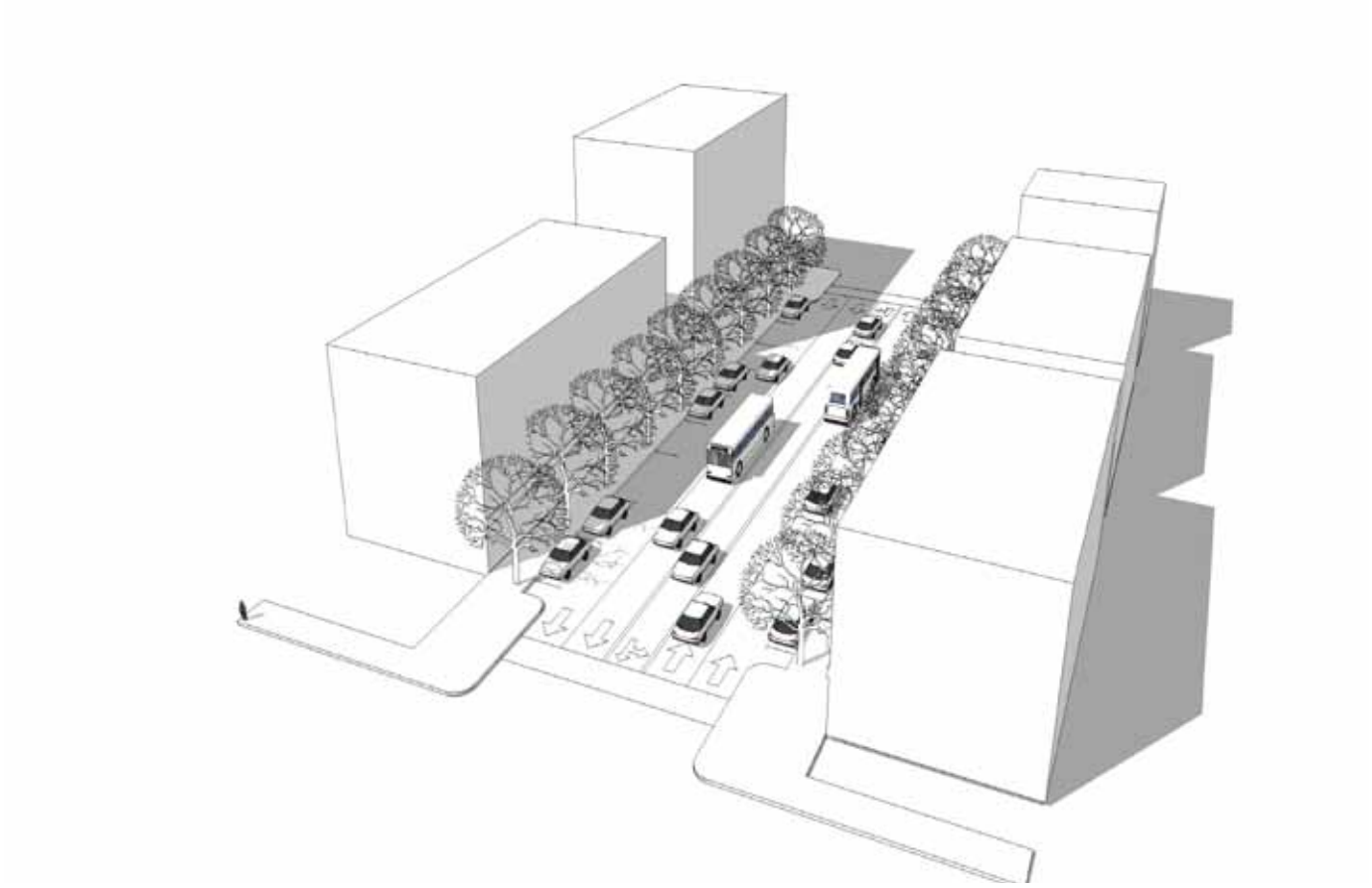
Challenges:

- Retaining the existing layout of Douglas would provide only limited opportunities to make improvements that would establish the corridor as a “transit enhanced street”.

- Douglas would continue to function as a very wide street (from curb to curb) and therefore would continue to present challenges to pedestrians in crossing the street. The very wide dimensions of Douglas would likely limit the visual appeal of the corridor compared to other potential alternatives.



Existing Condition - Section



Existing Condition - Axon

Option 1: Existing Conditions with Transit Enhancements (Sidewalks and Bulb-Outs)

This option would retain the same general layout of Douglas as the existing condition (two travel lanes in each direction, plus a center turn lane) but would include limited changes to better accommodate pedestrians and transit users. The design of intersections would include curb extensions or bulbouts in order to provide for a shorter crossing distance from one side of Douglas to another, and to provide additional space at intersections for public art, signage and wayfinding, or other streetscape elements. In addition, this option would include sidewalk extensions as part of the design of bus stops. Transit users would wait in the sidewalk extension areas and would then directly board buses that stop in the right travel lane along Douglas Avenue. This design would eliminate the need for buses to pull in and out of traffic and would provide additional space for bus stop facilities and amenities on the sidewalk. In this sense, the design would provide for a "transit enhanced" version of the current layout of Douglas Avenue.

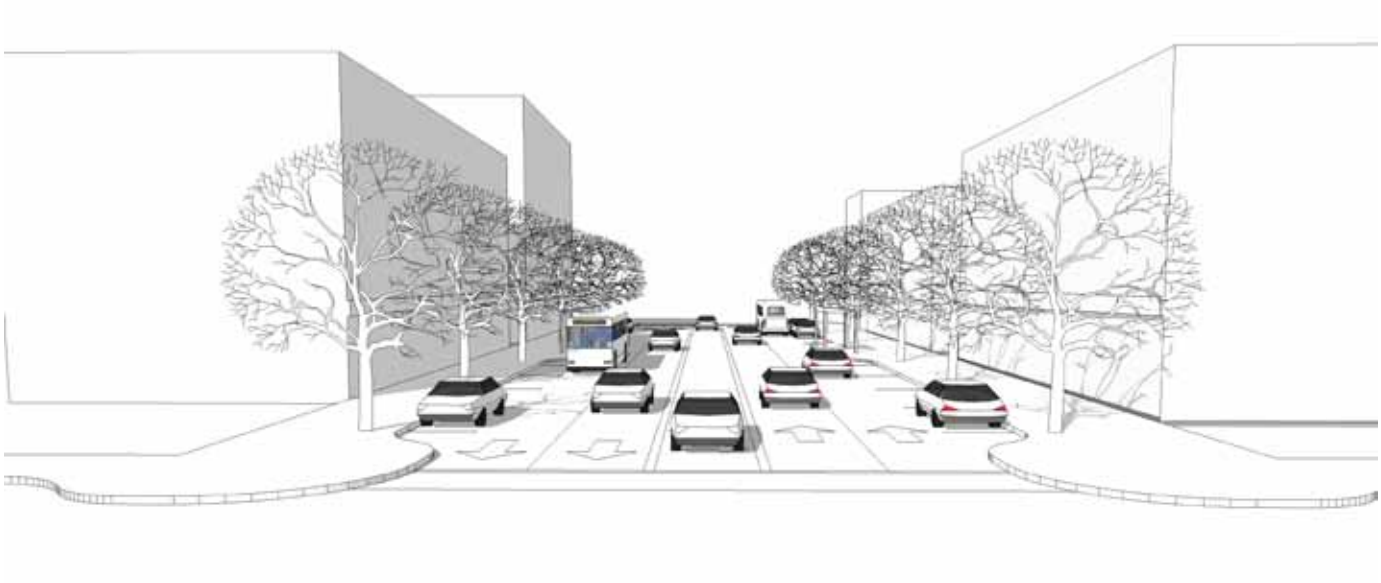
Existing intersections with bulbouts and on-street parking

Advantages:

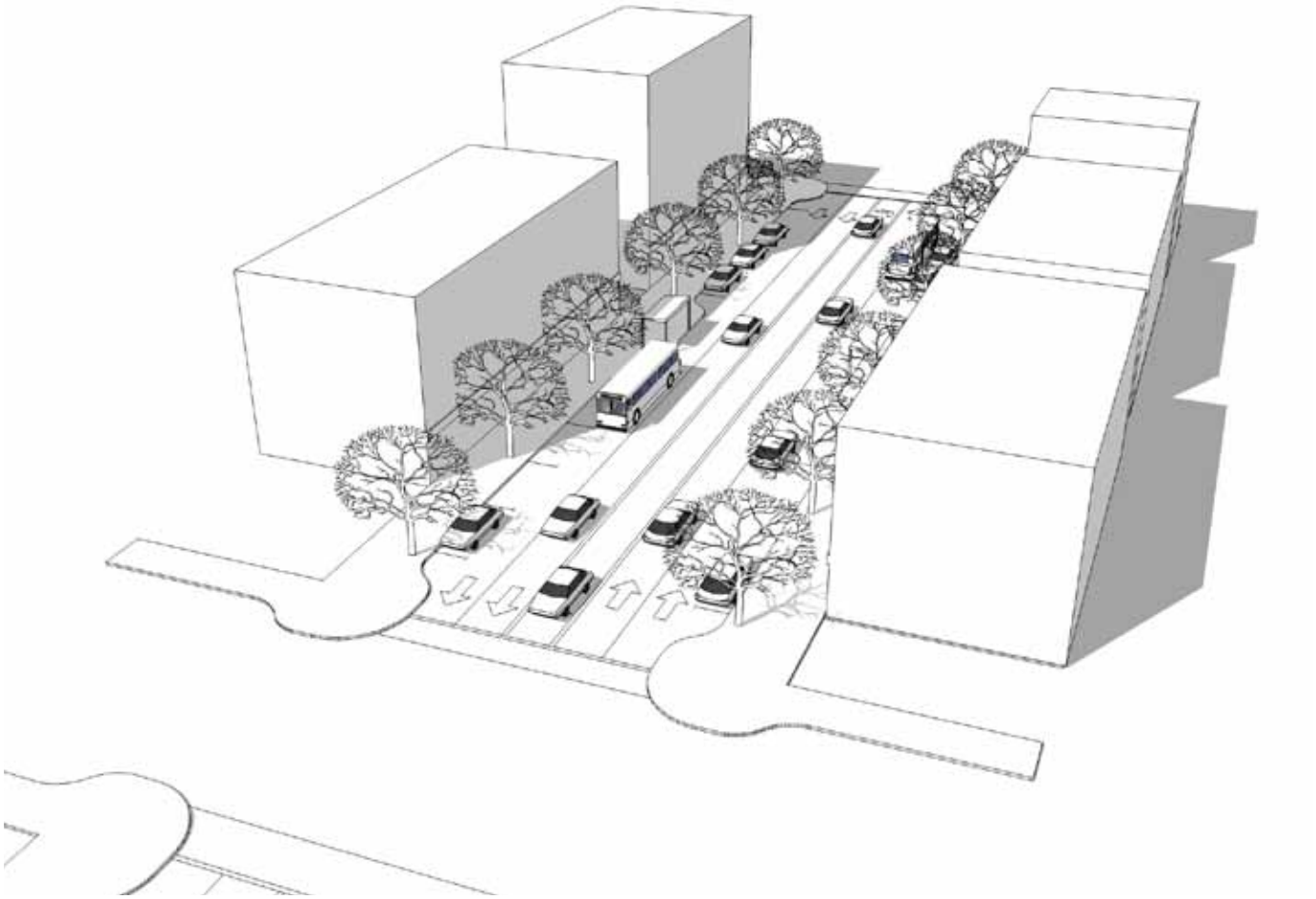
- The curb extensions at intersections would shorten crosswalk distances and therefore enhance pedestrian safety and walkability.
- The sidewalk extensions at bus stop locations would allow for easier access to buses and provide additional room for dining and other sidewalk uses along Douglas.
- This design is relatively inexpensive compared to other design and layout options for Douglas.

Challenges

- This design assumes that buses would stop in-lane (at the bus stop locations), and as a result congestion along Douglas may increase slightly as vehicles transition around buses stopped along the street.



Option 1 - Section



Option 1 - Axon

Option 2: Six Through Lanes

This option presents the design of Douglas that would maximize the capacity of the street for vehicles, by providing for three travel lanes in each direction, as depicted in the diagrams below. This option almost exclusively focuses on accommodating vehicular traffic and does not provide any improvements designed to accommodate transit users or pedestrians.

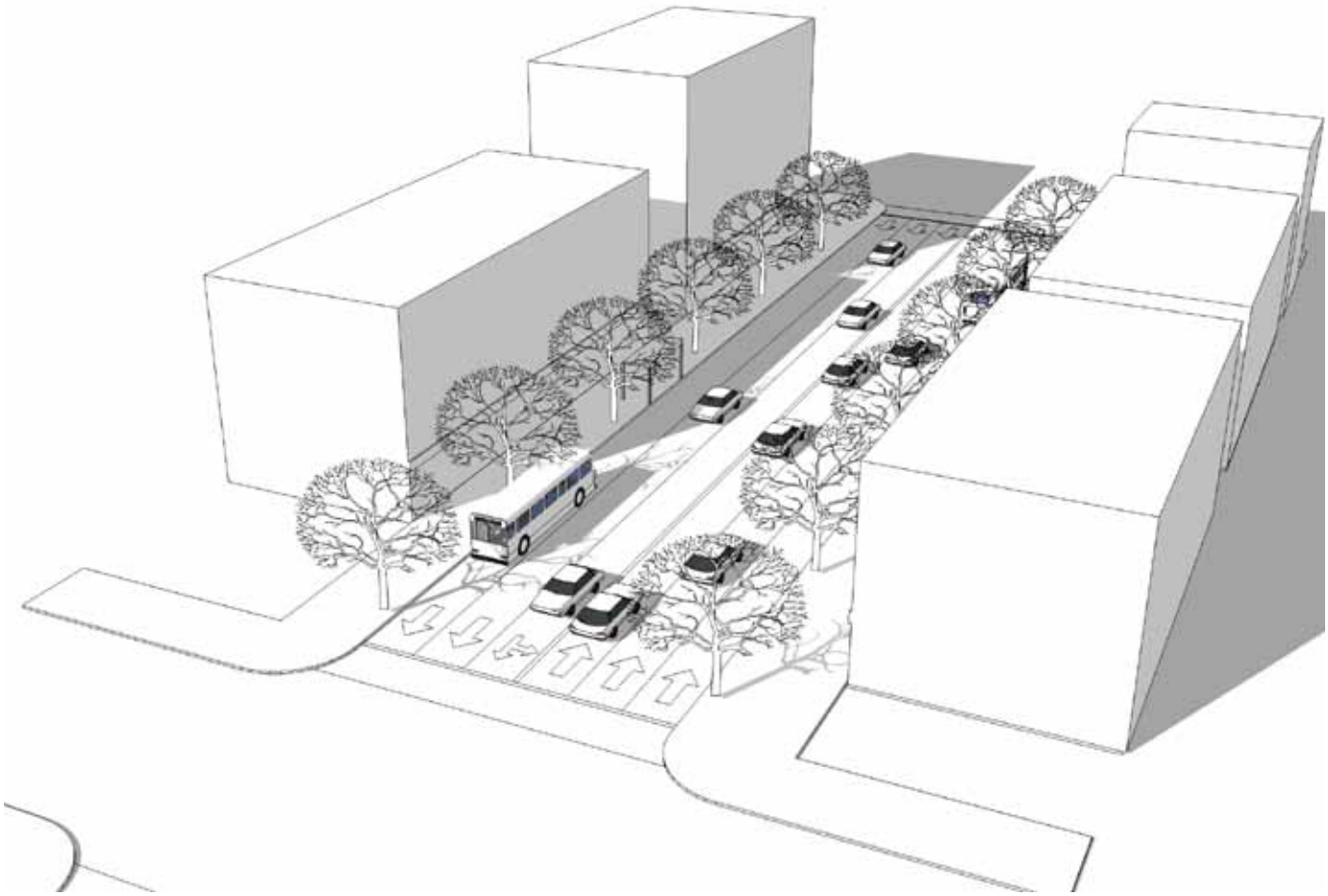
Advantages:

- This design option would maximize the throughput of traffic and minimize any delays in traveling from east to west across Downtown Wichita.

Challenges:

- The design depicted (three travel lanes in each direction) would eliminate lanes dedicated for left turns, would result in longer crossing distances for pedestrians compared to other options, and would eliminate on-street parking from Douglas.

Option 2 - Section



Option 2 - Axon

Previous median condition on Douglas Avenue circa 1960

Option 3: Large Planted Median

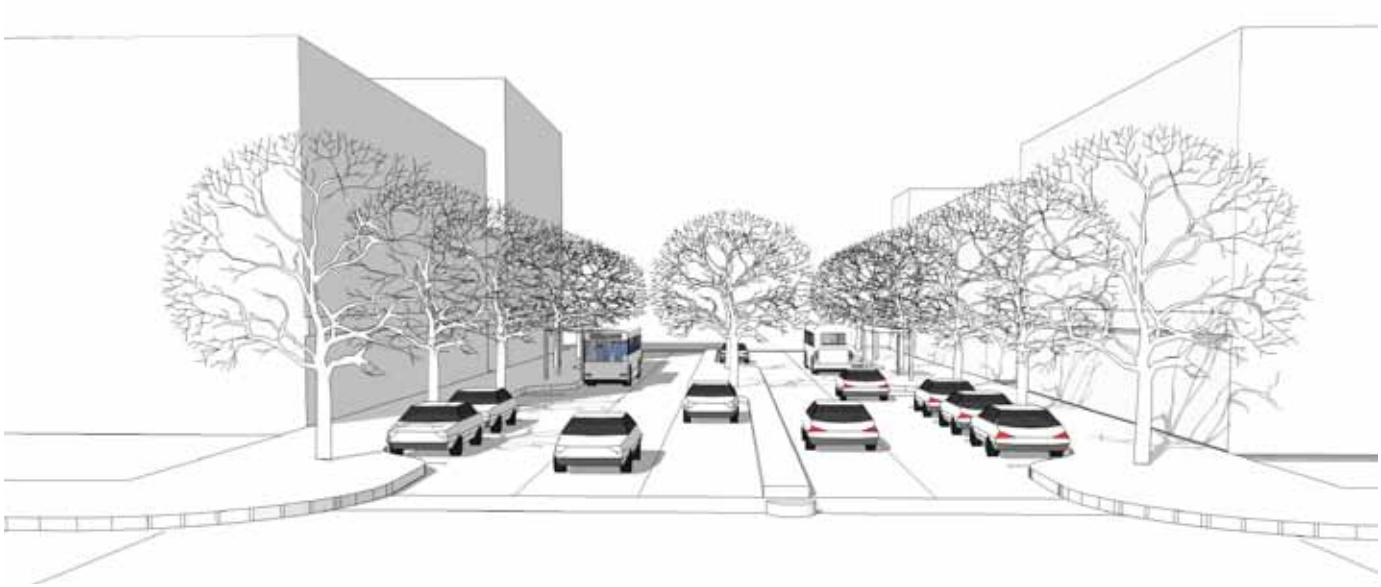
This design option would retain two travel lanes in each direction along Douglas and left turns in the center of the street, but would install a 14-foot planted median in the middle, between left turn locations. It would also include curb extensions at intersections and sidewalk extensions at bus stop locations.

Advantages:

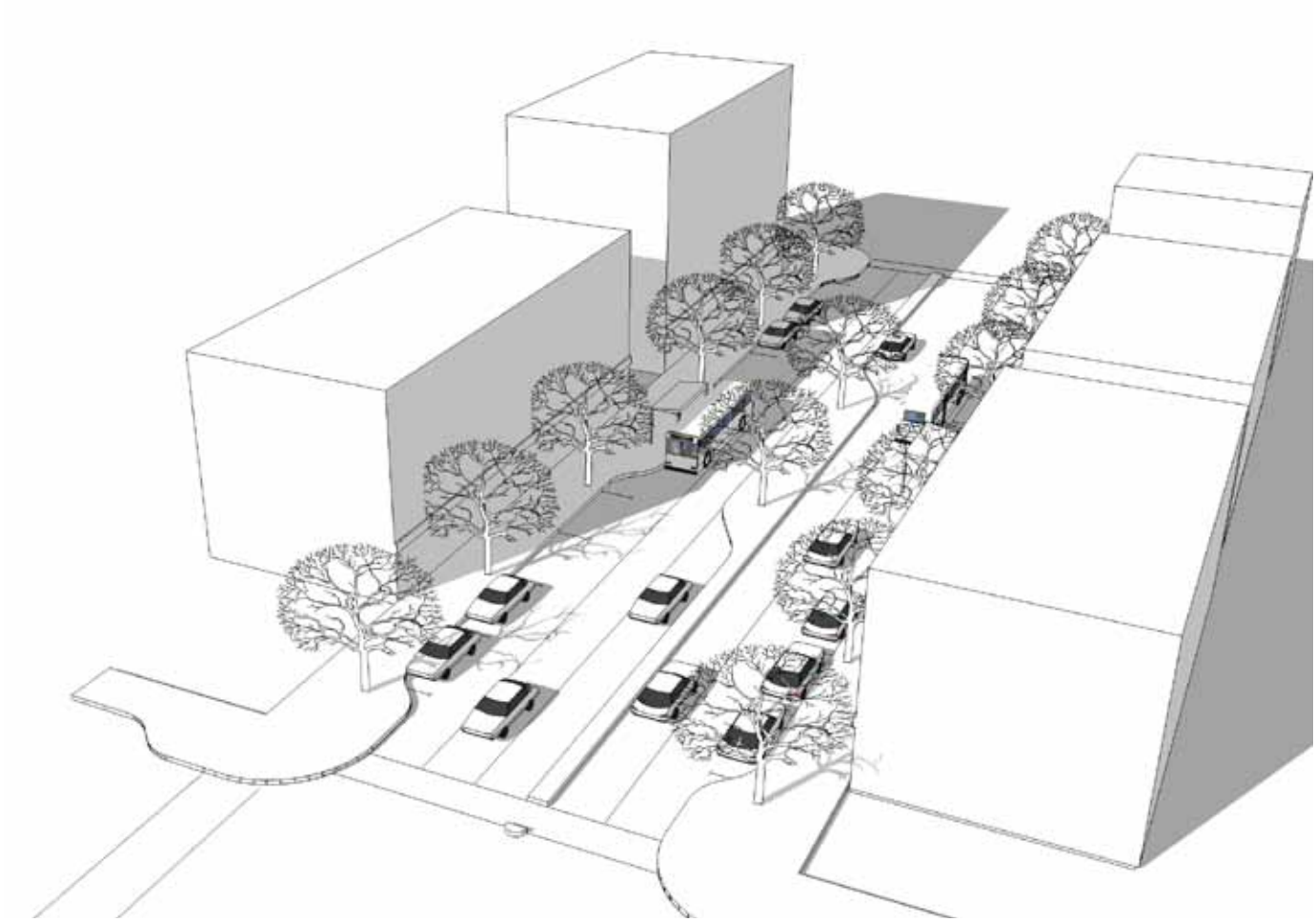
- The installation of a planted median will eliminate the number of potential conflict points, where vehicles turning left may collide with oncoming traffic. Therefore, the number of accidents along Douglas should decrease.
- The planted median provides a refuge in the middle of the street, if necessary, for pedestrians crossing Douglas and thereby enhances overall safety.
- The planted median, including rain gardens, street trees, and other ground cover, should enhance the aesthetic appeal of the corridor.

Challenges:

- The installation of the planted median may limit access to driveways and alleys for certain parcels along Douglas.



Option 3 - Section



Option 3 - Axon

Option 4: Road Diet to Three Lanes

This option would reduce the number of travel lanes on Douglas Avenue and would maximize the area dedicated to sidewalk uses, such as dining, and streetscape improvements such as public art, rain gardens, and street furniture. Under this scenario, Douglas would narrow to one travel lane in each direction, plus a center turn lane. A six-foot bike lane would separate the travel lane from parallel parking on either side of the street. Curb extensions or bulbouts at intersections would further decrease the crosswalk distance for pedestrians, and the sidewalk areas on either side would expand to 23 feet in width (including a six foot amenity zone and a 14.5-foot pedestrian zone).

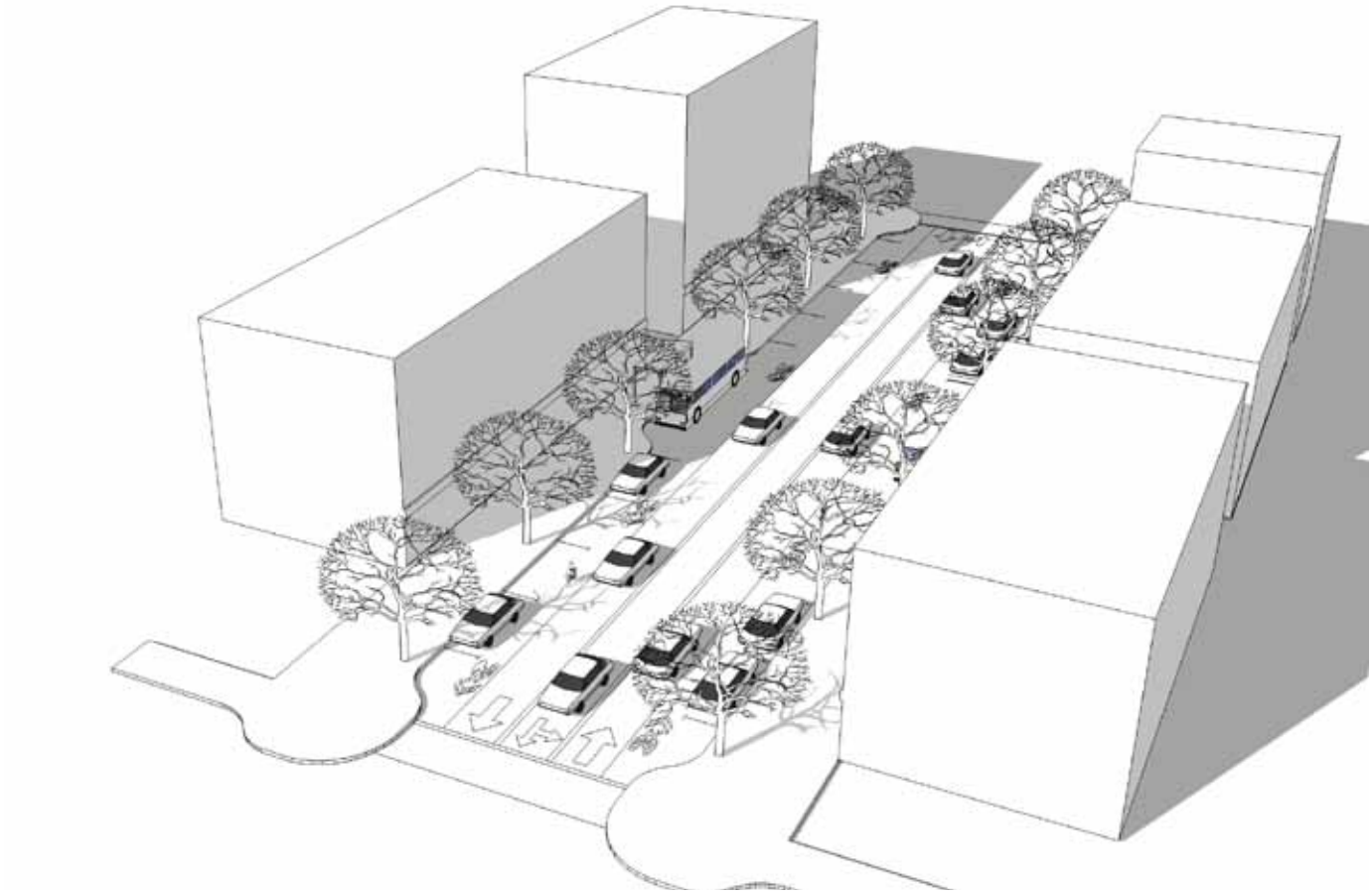
Advantages:

- The provision of wider sidewalk and amenity areas on each side of Douglas would better facilitate dining and retail along the corridor compared to other options.
- The redesign of the street, including curb extensions, will reduce crosswalk distance from one side of the street to the other and therefore enhance safety.
- The narrowing of the street should reduce traffic speeds along Douglas and minimize any issues with speeding along the corridor.

Challenges:

- Analysis of traffic information indicates that a conversion of Douglas from four lanes of through traffic to one lane in each direction would result in increased traffic congestion. At peak times, traffic could back up from block to block along Douglas. As a result of the traffic congestion, buses would be caught in traffic on Douglas and the overall transit system would fall behind its schedule on several routes running along the corridor.

Option 4 - Section



Option 4 - Axon

Option 5: No Center Turn Lane and Bike Lanes with Traffic

This option narrows the width of Douglas while maintaining the same number of through travel lanes in each direction along the corridor. Option 5 calls for two travel lanes in each direction, a widening of the sidewalk / amenity area, and the installation of bike lanes on each side of the street, as shown below.

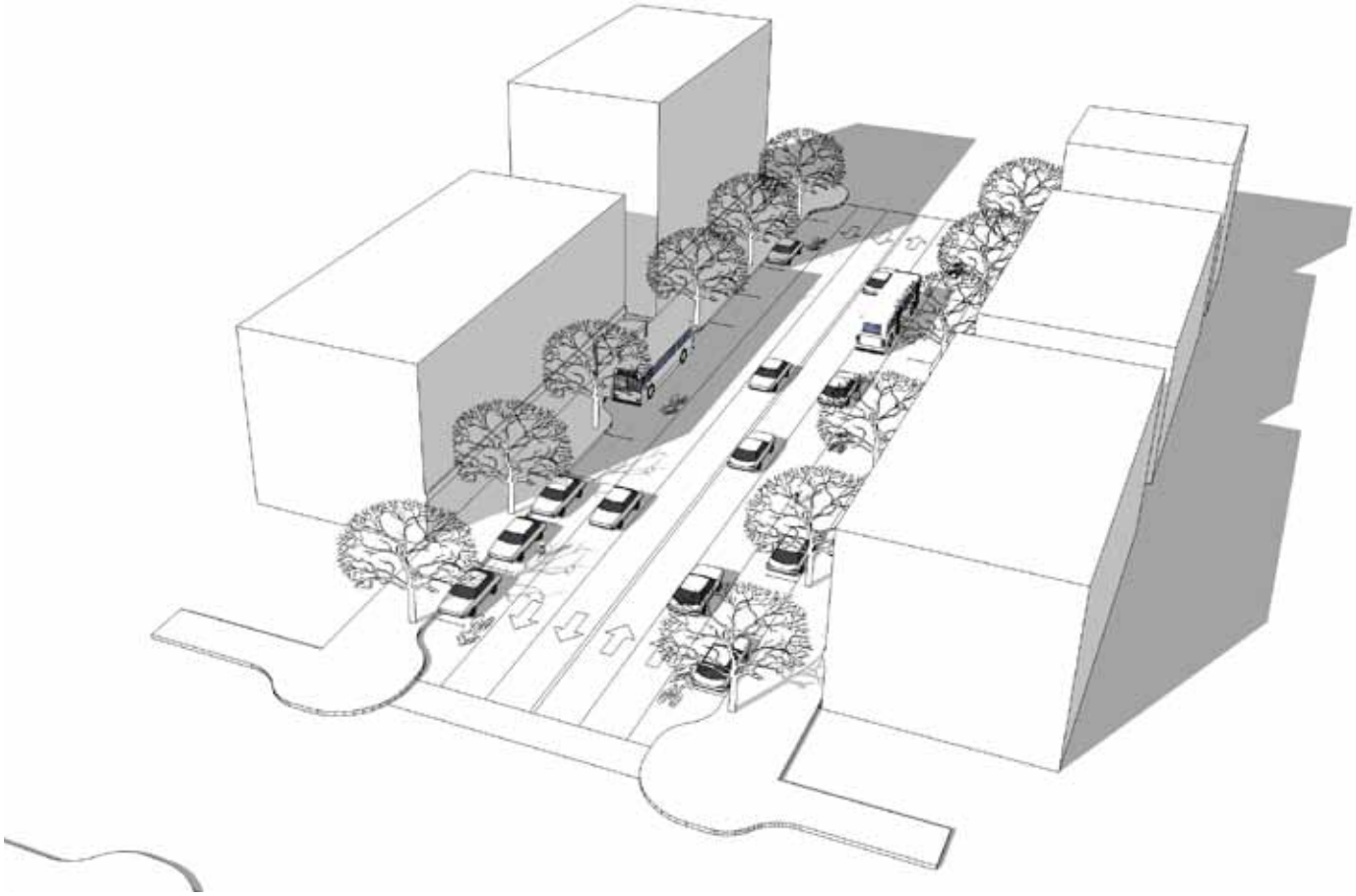
Advantages:

- Option 5 preserves the same number of through lanes in each direction as the current design of Douglas and therefore produces reduced congestion issues compared to other options that include only one through lane in each direction.
- Provides greater access for bicyclists along the Douglas corridor.

Challenges:

- Removes left turn lanes from the design of Douglas, which could increase congestion as drivers wait for vehicles making left turns.
- Potential for conflict between bicyclists traveling on the bike lanes and people getting out of cars parked in the parallel parking spots.

Option 5 - Section



Option 5 - Axon

Option 6: Bi-Directional Cycle Track

This option focuses greater emphasis on providing for bicycle access along the corridor through the installation of a bi-directional cycle track, a two-way bicycle zone along one side of Douglas Avenue, separated from the adjacent parallel parking lane by a three-foot raised median. The design provides the greatest degree of safety for bicyclists through the provision of the raised median and the separation of both bike lanes from parking and travel lanes. Douglas Avenue would carry two lanes of through traffic in each direction, similar to Option 5, and would include parallel parking on either side of the travel lanes. In order to accommodate the bi-directional cycle track, this option does not include center turn lanes along Douglas.

Advantages:

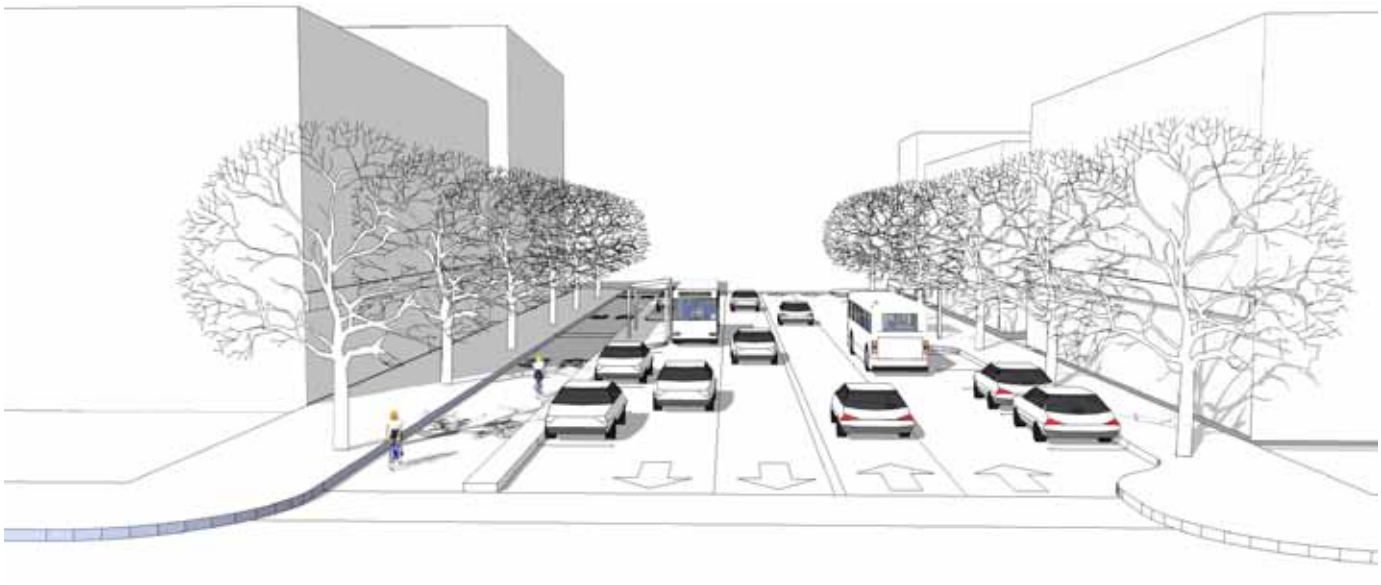
- This option provides a very safe route for bicyclists traversing Douglas Avenue through Downtown Wichita.

Challenges:

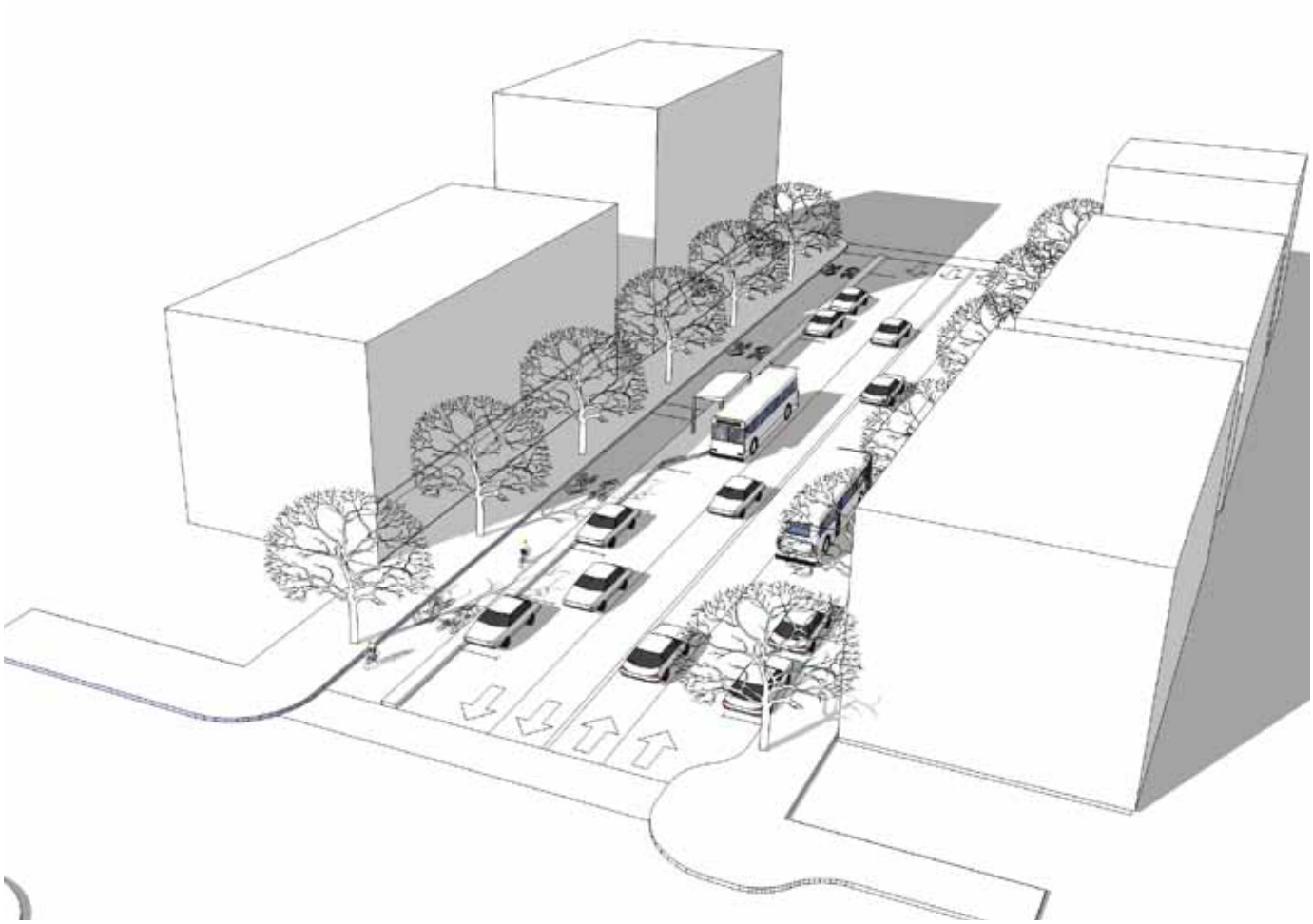
- This option for Douglas Avenue is not consistent with the recommendations of Project Downtown. The downtown plan identified the 1st Street and 2nd Street corridors as the preferred bicycle routes running east-west through this portion of the city. In contrast, the plan identified Douglas as a key transit and walking street.

- The lack of a left turn lane or left turn bays along Douglas may increase traffic congestion within the study area.

- This option proposes different widths for sidewalks on either side of Douglas. The side adjacent to the bi-directional cycle track includes a sidewalk area of 19.5 feet in width, and the opposite side includes a sidewalk area of 12.5 feet in width, with an additional 8-foot wide bulbout at intersection locations and at bus stop locations.



Option 6 - Section



Option 6 - Axon

Option 7: Split Cycle Tracks

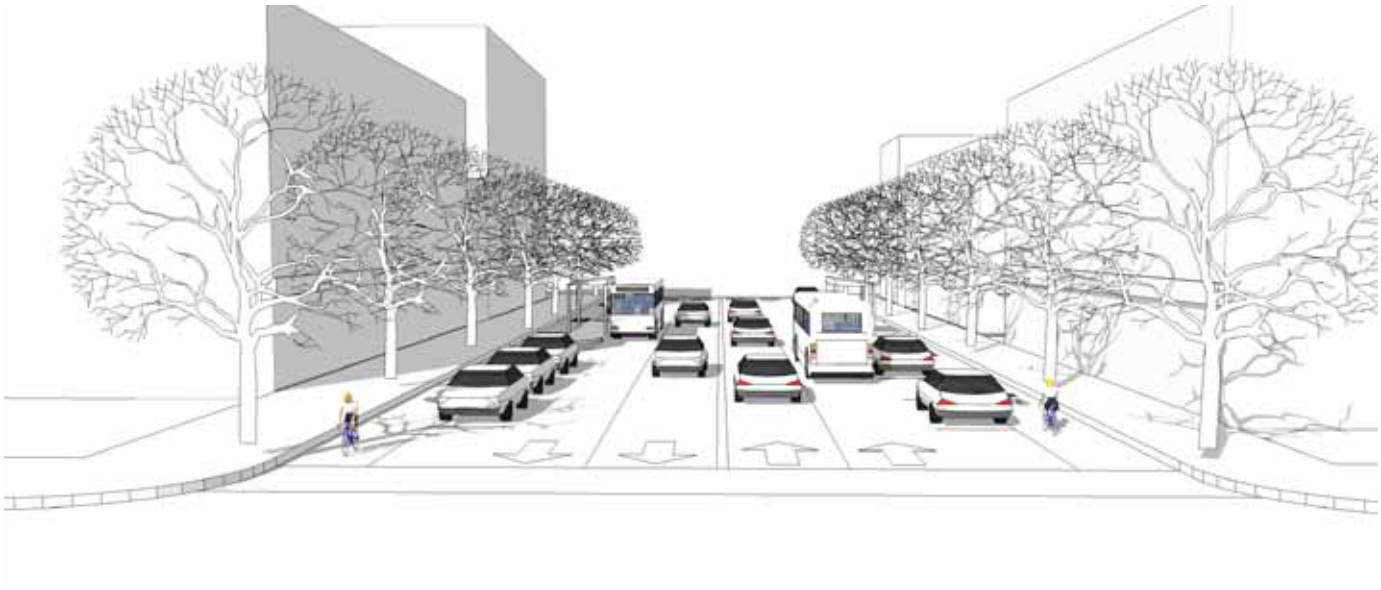
This option would include dual bicycle lanes of 7-feet in width on either side of the street, adjacent to the curb and separated from the flow of traffic by a row of parallel parking. The design includes two travel lanes in each direction but does not include a center turn lane.

Advantages:

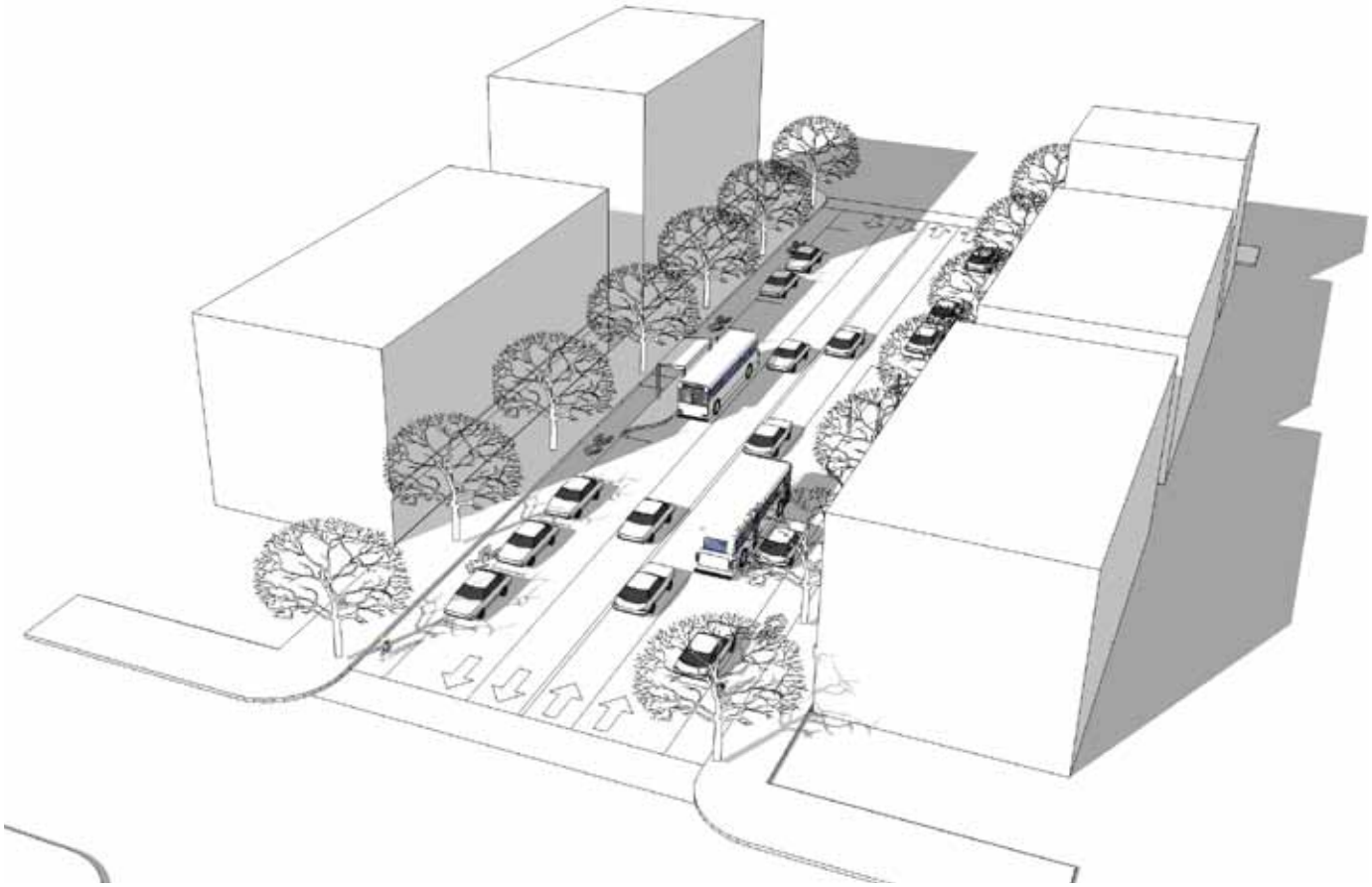
- Like option 6, this design provides for enhanced bicycle access and mobility along the Douglas Avenue corridor.

Challenges:

- The lack of a left turn lane or left turn areas would likely increase overall traffic congestion along Douglas Avenue.
- Under the design outlined in Option 7, Douglas Avenue would retain a very wide crossing distance compared to other options, which in turn would not enhance pedestrian safety.
- Potential conflicts between bicycle traffic and motorists parking their cars and exiting their cars in the parallel parking lanes.



Option 7 - Section



Option 7 - Axon

Option 8: Angled Parking

This option would most closely resemble the design of Douglas Avenue in the Delano district. Angled parking on either side of the street would increase the overall number of parking spaces along Douglas compared to other options. Douglas Avenue would include one travel lane in each direction plus a center turn lane. The travel lanes would be wider than normal – up to 16 feet – in order to provide more room for vehicles to enter or pull out of angled parking spots.

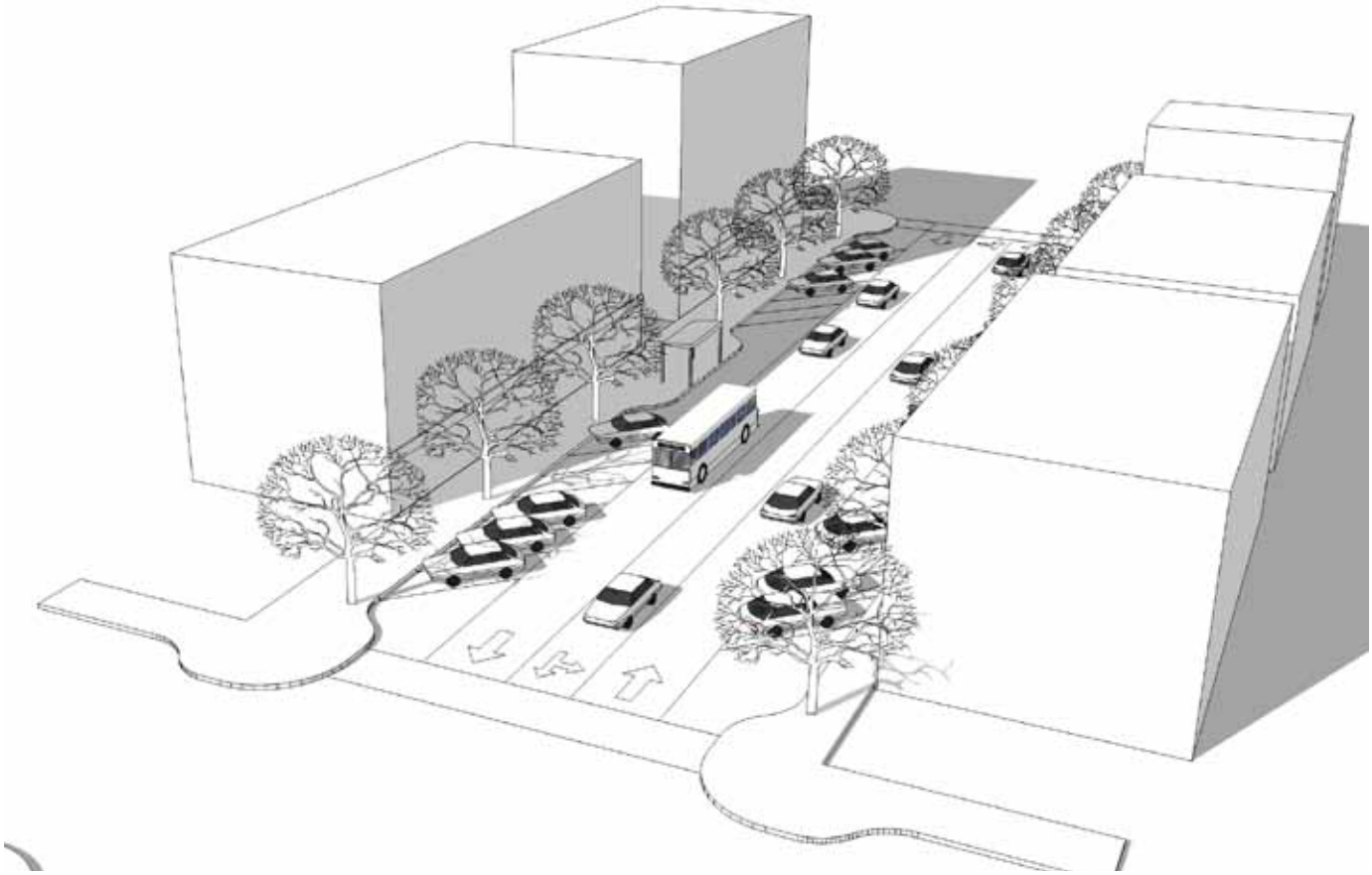
Advantages:

- This option would provide additional parking along Douglas for businesses and retailers.

Challenges:

- Potential conflicts between vehicles entering or exiting angled parking spaces and buses traveling along Douglas. Transit systems in general prefer to not run bus lines along streets that include angled parking.
- The presence of cars pulling out of angled parking spaces may delay buses in traversing down Douglas and therefore delay the overall bus system timetable.
- Analysis of traffic information indicates that a conversion of Douglas from four lanes of through traffic to one lane in each direction would result in increased traffic congestion. At peak times, traffic could back up from block to block along Douglas. As a result of the traffic congestion, buses would be caught in traffic on Douglas and the overall transit system would fall behind its schedule on several routes running along the corridor.

Option 8 - Section



Option 8 - Axon

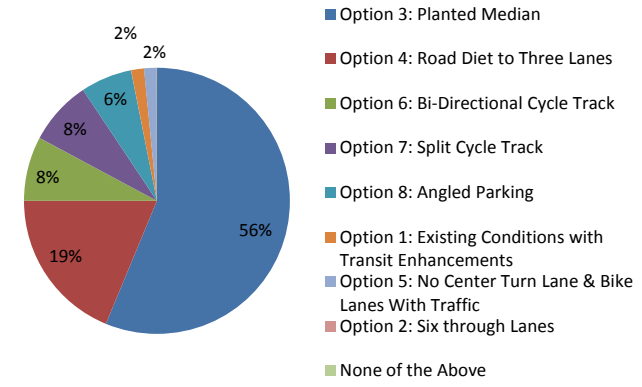
Public Input Concerning Alternatives for Douglas

As illustrated in the tables below, the majority of respondents at the public open house in July 2011 (56 percent) favored Option 3: Planted Median for Douglas Avenue, and a plurality of respondents in the online version of the survey (31 percent) favored Option 3 as well. In addition, 25 percent of respondents at the July public open house and 22 percent of respondents in the online survey favored an option that involved reducing Douglas to one travel lane in each direction (Options 4 or 8). A total of 18 percent of respondents at the public open house and 25 percent of respondents in the online survey favored options that emphasized bike lanes and bicycle accommodations (Options 5, 6, or 7).

The project team interpreted the results from the public meeting and the online survey as evidence that participants strongly desire that the City integrate bicycle access across Downtown, for commuters and for recreational users, into current and future design efforts for streets and sidewalks in the central portion of Wichita. The project team also interpreted the desire of a significant portion of respondents for three-lane options for Douglas as an indication that the City should look for opportunities to expand areas for retail, dining, and outdoor activity along Douglas, as well as additional streets in the Downtown area.

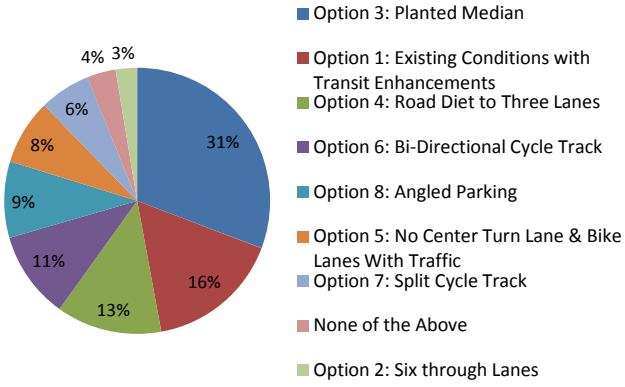
I am in favor of the following street section option along Douglas: (Choose one)

Key Pad Polling



	Response Count	Percent
Option 3: Planted Median	36	56%
Option 4: Road Diet to Three Lanes	12	19%
Option 6: Bi-Directional Cycle Track	5	8%
Option 7: Split Cycle Track	5	8%
Option 8: Angled Parking	4	6%
Option 1: Existing Conditions with Transit Enhancements	1	2%
Option 5: No Center Turn Lane & Bike Lanes With Traffic	1	2%
Option 2: Six through Lanes	0	0%
None of the Above	0	0%
Totals	**64**	**100%**

Online Survey



	Response Count	Percent
Option 3: Planted Median	70	31%
Option 1: Existing Conditions with Transit Enhancements	37	16%
Option 4: Road Diet to Three Lanes	29	13%
Option 6: Bi-Directional Cycle Track	24	11%
Option 8: Angled Parking	21	9%
Option 5: No Center Turn Lane & Bike Lanes With Traffic	18	8%
Option 7: Split Cycle Track	14	6%
None of the Above	8	4%
Option 2: Six through Lanes	6	3%
Total		**227**

7

KEY RECOMMENDATIONS: DOUGLAS AVENUE

KEY RECOMMENDATIONS, DOUGLAS AVENUE

Based upon feedback from the public in online polling and keypad polling at the series of three public meetings, along with technical analysis from the project team and City staff, the recommended plan for Douglas Avenue includes the following components.

Road Section / Description of Roadway

The final recommended plan for Douglas Avenue retains the existing two travel lanes in each direction as well as parallel parking on each side. (See the following Typical Plan Diagram) In order to enhance the aesthetic appearance of the corridor and improve safety for motorists making left turns along the corridor, the plan includes the installation of a planted median down the middle of the street and distinct left-turn pockets at intersection locations. The plan also calls for the installation of curb extensions at intersection locations, in order to reduce the crossing distance for pedestrians, as well as at bus stop or bus shelter locations along Douglas, in order to enhance access to bus lines operating along the corridor.

As outlined in subsequent sections, the final recommended plan for Douglas Avenue allows the City to achieve its goals for the corridor to represent a key “transit-enhanced” street within the Downtown area. While the recommended plan should enhance the performance of the corridor relative to aesthetic, environmental, economic, and community-oriented metrics, the relatively limited renovations to existing curb lines and sidewalk areas (relative to the changes outlined in several of the potential alternatives for Douglas) should minimize the overall project cost. For example, with the exception of the installation of curbouts at intersection areas and adjacent to bus stops, the existing curb line of Douglas should remain. This strategy will reduce capital costs associated with constructing new curbs and in installing new sidewalk or pavement areas.

The public, in online surveys and in-person keypad polling, did express considerable support for design options that would reduce Douglas to one travel lane in each direction plus a center turn lane (essentially, a three-lane street). The project team notes that many arterial streets in downtown areas in other cities with similar traffic volumes (less than 20,000 vehicles per day) include only one travel lane in each direction and therefore provide additional sidewalk space for pedestrians and active uses. However, reducing Douglas to three lanes would hinder the efficient movement of buses along the street and therefore lessen Douglas’s ability to serve as a transit-oriented street in the Downtown area. In addition, the project team conducted a simulation of the different options and found that traffic would back up from intersection to intersection if the street were narrowed to three lanes. The east-west blocks in the Downtown area are shorter than the north-south blocks, and thus the three lane configuration would work better for the north-south streets. The recommended plan calls for Douglas to retain two lanes of traffic in each direction in order to maintain the transit-oriented nature of the street and ensure that transit vehicles (and other vehicles) along Douglas continue to operate smoothly.

While the streetscape improvements to Douglas within the Delano district involved narrowing the street to a three-lane section (with one travel lane in each direction), the Douglas Avenue corridor to the east of the Arkansas River in the Downtown area operates under different conditions. The Delano district does not contain any traffic signals between Seneca and McLean, and as a result traffic is able to proceed without interruption through this district, with one travel lane in each direction. In contrast, within the Downtown area almost every street intersection with Douglas features a traffic signal. During peak times, the presence of multiple traffic signals and having only one travel lane in each direction would result in significant backups and blockage of cross-streets. In addition, Douglas Avenue within the Delano district carries far fewer bus lines compared to Douglas within the Downtown area. Because the Delano area does not represent a key transit corridor, narrowing Douglas to one travel lane in each direction was more practical in this district.

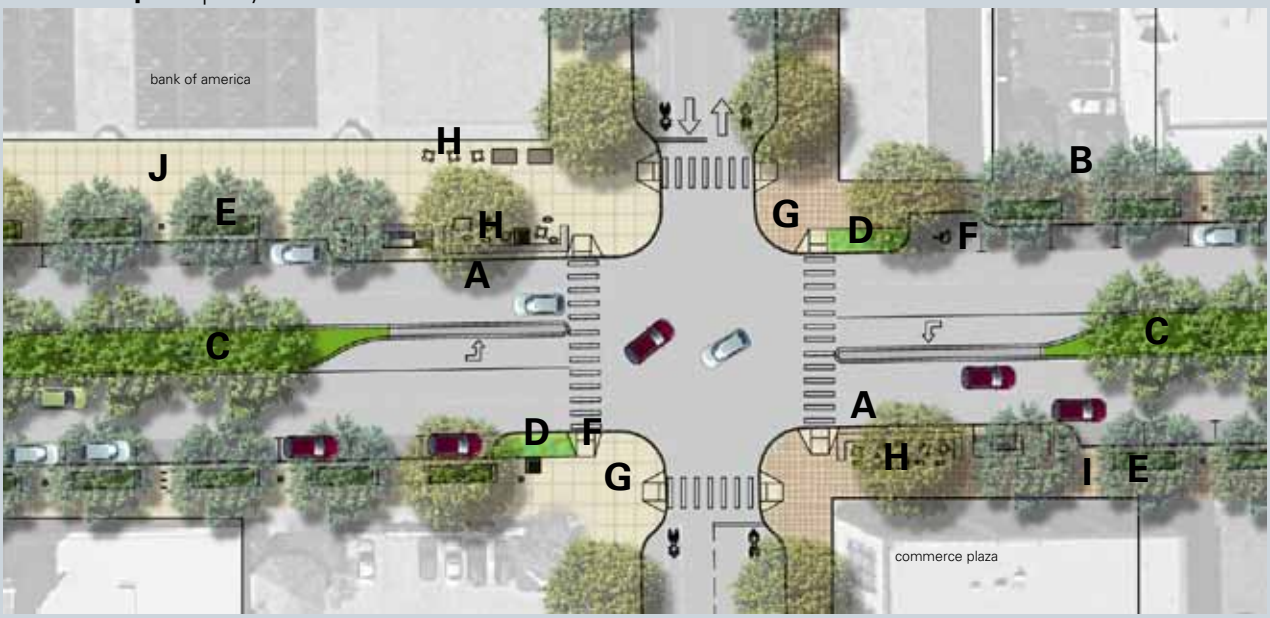
The recommended design provides several additional benefits to the downtown area and the overall community:

- The planted median will enhance the aesthetic quality of Douglas, through the installation of street

trees, plantings, and other decorative elements in the middle of the street.

- The planted median will provide a refuge for pedestrians in the middle of the street, allowing for safer crossings from one side of Douglas to the other.
- The planted median, in conjunction with the installation of left turn pockets, will provide for more orderly left turns along the street and thereby reduce the number of accidents and reduce overall confusion for drivers.
- In contrast to options that would narrow Douglas, this recommended design should continue to provide for sufficient throughput along the corridor and avoid congestion.
- The recommended design will, according to analysis by the project team, allow the numerous

n. topeka | bicycle balanced street



DOWNTOWN WICHITA STREETSCAPE DESIGN GUIDELINES

4 Defined Districts

- Delano District
- River Center District - (McLean to Main)
- Arena Neighborhood District - (Main to Topeka)
- Old Town District

Sidewalk surface | Delano to Old Town - preferred surface is concrete with artistic scoring patterns. Old Town - preferred surface is brick pavers.

Crosswalks: All four districts - crosswalks should be brick pavers.

Bulbouts: Bulb outs are recommended for the entire study area. Delano and River Center bulbouts should be brick or concrete pavers. Arena Neighborhood District bulbouts should be plain concrete with artistic scoring patterns. Old Town (RR tracks to Washington) bulbouts should be brick or concrete pavers.

A	q-line bus stop
B	close existing curb cut
C	planted median (typical)
D	corner plantings (typical)
E	tree pit (typical)
F	enhanced ADA access - ramps/parking (typical)
G	bulb out (typical)
H	seating/dining area
I	brick paving
J	concrete with artistic scoring

Typical Plan Diagram

bus lines running along Douglas to continue to operate on-time, in line with published timetables.

Connections with North-South Streets

The recommended plan for Douglas includes details concerning the intersections between Douglas and the various north-south streets in the downtown area. The Downtown plan recommends that a number of north-south streets intersecting with Douglas convert from their current one-way orientation to a two-way design. Specifically, the recommended plan outlines how St. Francis, Emporia, Topeka, Market, Main, and Water would convert from one-way to two-way traffic and how these streets would intersect with Douglas. The following are specific recommendations of the project team concerning how the north-south streets would intersect with Douglas.

- Emporia and St Francis (Pedestrian Balanced Streets, according to the Downtown plan) – The recommended plan assumes these streets would carry one lane of traffic in each direction and feature angled parking on both sides of the street.

- Topeka and Market (Bicycle-Balanced Streets, according to the Downtown plan) – The recommended plan assumes these streets would carry one lane of traffic in each direction, plus a bike lane on each side and parallel parking.

- Broadway (Auto-Balanced Street, according to the Downtown plan) – The recommended plan assumes that this street would undergo a “road diet” in which the street narrows from two lanes in each direction to one through lane in each direction, given the relatively low daily volume of traffic on Broadway. The design of Broadway would also include a center turn lane and parallel parking spaces on both sides of the street.

- Main and Waco (Transit-Balanced Streets, according to the Downtown plan) – The recommended plan assumes that these streets would retain at least two through lanes of traffic in each direction, given the designation of these streets as transit-oriented streets, in order to provide sufficient space for buses to travel along Main and Waco and stop to drop off or pick up riders.

- Water Street (Pedestrian-Balanced Street, according to the Downtown plan) – The recommended plan assumes that Water Street would include one travel lane in each direction plus a center turn lane, as well as parallel parking on each side of the street.

- Civic Center Drive (Pedestrian-Balanced Street, according to the Downtown plan) – The recommended plan assumes that Civic Center would include one travel lane in each direction plus parallel parking on each side of the street.

The narrowing of several of the north-south streets as detailed above to one travel lane in each direction will allow room for wider sidewalks along either side. This would provide additional room for street retail,

Opportunities for Pedestrian-Friendly North-South Streets

on-street dining, and various streetscape furniture features. Whereas Douglas should retain its status as a key east-west travel corridor for vehicular as well as transit traffic, several of the north-south streets have the potential to convert to more intimate, pedestrian-focused streets oriented around shops and restaurants.

Transit Enhancements

In order to ensure that Douglas remains a “transit-enhanced” street in accordance with the recommendations of the Downtown plan and input from the public and stakeholders during the planning process, the recommended plan for the corridor emphasizes the installation of bus shelters, clearly

Proposed Transit Stop at N. Mead

identified bus stops, and related improvements. The illustrative plan for Douglas identifies specific locations for bus stops along the Douglas corridor within the Downtown area, roughly one every other block. Whereas individuals seeking to use bus lines in Downtown Wichita currently hail buses at any point along the side of the street, causing confusion and added delays for both drivers and riders, the establishment of distinct bus stops should create more order and encourage transit ridership both within the Downtown area and city-wide.

The final plan for Douglas also recommends that Wichita Transit provide enhanced bus shelters at bus stop locations along the corridor in order to encourage additional ridership and add to the aesthetic quality of the area. The City should invest in higher quality and distinctive bus shelters that complement the styles of other streetscape features, such as benches, trash cans, and bike racks. The shelters should provide sufficient protection for transit users from cold winter winds and from the hot summer sun.

Wichita Transit should include the latest signage and wayfinding technology as part of the design of the shelters in order to encourage ridership and provide additional information to visitors to the Downtown area. The shelters should include electronic signs, for example, that provide information concerning the bus lines that will arrive at a given stop, including arrival times, transfer and bus route information, and any travel alerts for transit users in the Downtown area.

Transit Shelter with Integrated Signage

Electronic Changeable Schedule

Providing this information will provide greater clarity and should result in increased ridership by commuters, other local residents, and by visitors to the city. Wichita Transit may also wish to include public art and other aesthetic treatments as part of shelter design in order to enhance the appeal of the transit facilities and the overall corridor.

As mentioned above, the recommended plan for Douglas locates the enhanced bus shelters within curb extension areas along the street. This strategy will eliminate the need for bus drivers to navigate into parallel parking lanes along the side of Douglas, will avoid buses getting delayed while waiting for a gap to pull back out into traffic, and provide additional space for bus shelter amenities and adjacent streetscape features, such as benches, newspaper vending machines, trash cans, and bike racks. The provision of the extended curb area will allow bus riders to step directly to and from buses without traversing parking lanes and highlights the importance of transit along the corridor. The project team assumes that motorists along Douglas will pass buses stopped in the right lane of traffic by using the left lane and determined through an analysis of projected traffic volumes and traffic movements that the presence of buses stopped in the right lane of traffic should not result in materially higher levels of congestion along the corridor.

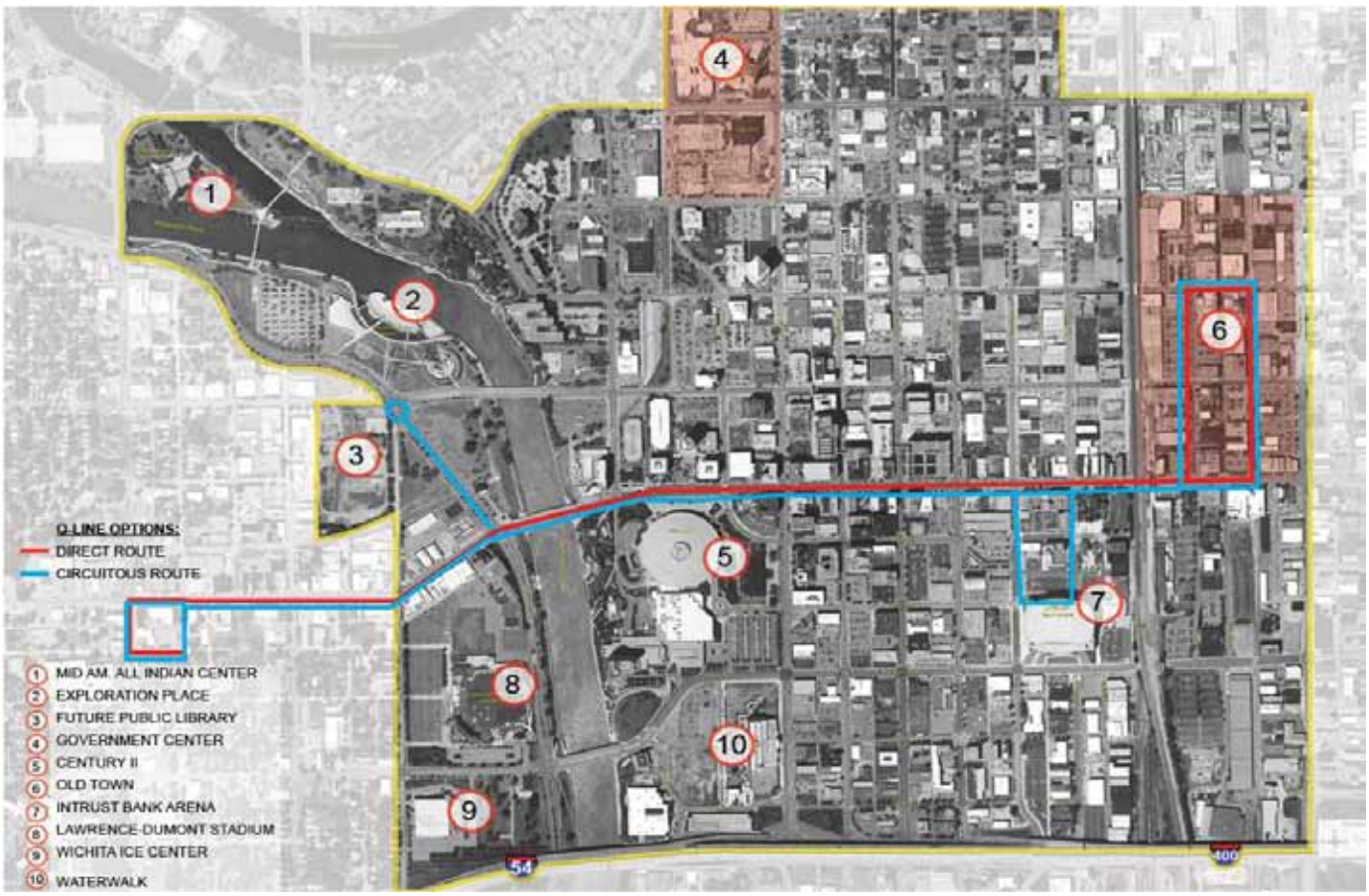
Providing distinct bus shelter locations and the highest quality design in bus shelters should allow Douglas to better serve the larger community and the Downtown area as the primary transit-enhanced east-west corridor in the central portion of Wichita

The Q-Line (Downtown Circulator)

The City of Wichita currently provides service for the Q-Line along a circuitous route within Downtown Wichita, primarily running along Douglas Avenue but circulating to reach several scattered locations in the vicinity, including Lawrence-Dumont Stadium, Intrust Bank Arena, the museums on the river, and the Old Town area. In addition, Wichita Transit has realigned the routing for the Q-Line on a fairly regular basis, every year or two, based upon available funding. The City also provides additional Q-Line service for special events. While very limited signage for the Q-Line exists within the Downtown area, in general the current organization of the Q-Line discourages ridership and misses an opportunity to encourage additional activity along Douglas and other corridors within Downtown Wichita. A visitor to Wichita generally does not have any knowledge of how the Q-Line operates, and the current orientation of the Q-Line route is confusing and discourages ridership. For example, a visitor staying at a hotel along Douglas toward the east end of Downtown would have to ride the Q-Line to the east, toward Old Town, before traveling west using the Q-Line to access destinations such as Century II or the museums along the river. The infrequent headways of the Q-Line (around 30 minutes) discourages ridership as well. In keypad and online polling, participants in the Douglas planning effort expressed support for providing the Q-Line service within Downtown with headways of no greater than ten minutes. Participants also expressed support for a more direct routing of the Q-Line along Douglas Avenue in order to provide a more straightforward route for potential users and to reduce operating costs.

The recommended plan for Douglas suggests that the City provide a more user-friendly Q-Line system that encourages ridership and strengthens the appeal of the corridor and the overall Downtown area.

Wichita Transit should establish a primary and permanent east-west alignment for the Q-Line, following Douglas Avenue, thereby avoiding changes in route alignments from year to year. Establishing a permanent route will establish familiarity for employees in the Downtown area as well as residents from throughout the city and will encourage additional ridership by visitors to the City as well. Aligning the Q-Line primarily along Douglas will allow Q-Line users to use the enhanced bus shelters that serve other bus lines and strengthen the position of the corridor as the main transit-enhanced street within central Wichita. A more direct line along Douglas will also reduce operating costs compared to more circuitous route options in the Downtown area, given standard costs for operation on a per-mile basis. In addition, as noted on the following diagram, a route primarily oriented to Douglas Avenue would continue to provide access within one-fourth mile (roughly a five-minute walk) of most Downtown destinations, including Century II, Intrust Bank Arena, the public library, and Old Town. Studies from around the country have revealed that most Americans are willing to walk up to one-fourth mile from bus stop to destination comfortably.



Recommended Q-Line Options

Wichita Transit has plans to establish a second, north-south route for the Q-line, stretching from the government center at Main and Central to Douglas Avenue, and then extending east along Douglas to the Old Town area. This second route should encourage significant ridership by government and other employees in the area seeking to visit the Old Town area and adjacent portions of the Douglas corridor for lunch or other business during the day. This second route should only further enhance the position of the Douglas corridor as the city's key transit-enhanced street and complement the service provided by the main east-west Q-line route along Douglas.

Wichita Transit should provide Q-line service at headtimes of no greater than ten minutes (at least in peak demand periods) along the Douglas corridor in order to encourage ridership and avoid confusion for potential transit patrons. A ten-minute headway would provide assurance for pedestrians along Douglas that they can easily catch another trolley within a few minutes if they miss a given Q-line bus. This level of reliability should encourage greater numbers of Downtown employees to leave their cars and trucks behind during the workday and use the Q-line to visit lunch destinations or conduct other business along the Douglas corridor. A ten-minute headway would similarly allow visitors to Downtown to reliably use the Q-line to access various destinations in the area, including the Intrust Bank Arena, Century II, and Old Town, without having to worry about waiting significant periods of time for trolleys. Studies have shown that a 10-minute headway provides a substantial increase in ridership, as passengers tend to "throw out the schedule" with the knowledge that a bus will be by within a short wait.

Access Management Plan

The recommended plan for Douglas includes specific detail and guidance concerning access to and from adjacent properties along the corridor. The plan allows for breaks in the planted median only at intersection locations and assumes that left turns into surface parking lots or parking garages will not

be permitted. While right turns into parking facilities should be allowed, providing multiple median breaks for parking facilities up and down Douglas would eliminate the functionality of the planted median. Because the east-west blocks along Douglas are relatively short (300 feet or less) in length (compared to the longer, north-south blocks), providing mid-block median breaks along with left turn pockets at intersection locations would essentially eliminate the planted median along the corridor. In addition, providing multiple median break locations would increase the likelihood of accidents between turning vehicles and oncoming traffic.

Providing additional curb cuts reduces the space available for on-street dining, seating, and other activity centered around pedestrian traffic along the corridor. The City should work carefully with property owners to minimize disruptions to pedestrian traffic and the overall design of the streetscape along Douglas.

On-Street Parking

Successful downtown districts must provide sufficient parking that meets the expectations of prospective visitors and patrons in order to succeed. Members of the public cited parking as one of their chief concerns in planning for the future of the Douglas corridor. Developers who have presented concepts for new projects along Douglas and elsewhere in the Downtown area have worked to demonstrate that their projects would provide for sufficient parking to meet the expectations of the community. Therefore, the project team carefully considered the parking inventory along the Douglas corridor in creating recommendations for the plan.

Research has consistently indicated that while parking garages and larger off-street municipal lots typically provide the majority of parking for patrons in a given Downtown district, providing on-street parking enhances the viability of adjacent retail and entertainment properties. A row of parking along the street provides patrons an additional option for parking beyond parking garages or similar larger off-street parking lots. In addition, from a safety perspective, providing parking within the zone between the travel lanes of a street and adjacent streetscape, dining, or retail areas on the side of the street provides protection for pedestrians from on-street traffic and enhances the sense of safety along the street.

Because the recommended plan for Douglas retains two travel lanes in each direction and a row of parallel parking on each side, the overall layout of on-street parking along the corridor will not change going forward. While the recommended plan will remove a few spaces in select locations to accommodate the addition of bus stops and additional curb extensions, the plan as laid out provides 150 spaces overall along Douglas from McLean to Washington, compared to the existing 165 spaces along this corridor.

North-South Streets

The Douglas plan recommends that the City move forward with plans to convert many of the north-south streets to two-ways and to narrow some of these streets to provide room for angled parking or additional parallel parking. This strategy will enhance the pedestrian friendliness of the side streets Downtown, and it will add to the overall parking inventory. The following table outlines the changes in parking inventory for north-south streets intersecting Douglas. This inventory accounts for spaces located within one-half block north or south of Douglas.

Side Street	Existing	Per Plan	Net Change
Waco	22	22	0
Water	25	29	4
Main	0	18	18
Market	18	18	0
Broadway	20	32	12
Topeka	38	38	0
Emporia	26	36	10
St Francis	24	27	3
		Total Spaces Gained --->	**47**

The City would begin to gain parking inventory with a conversion of the north-south streets, as outlined in the plan.

Paid versus Free Parking

The City of Wichita currently limits parking along most stretches of Douglas in the Downtown area to a limit of two hours, but does not charge for parking

along the corridor, in an effort to entice residents and visitors to patronize Douglas Avenue businesses. Research from other downtown districts, however, indicates that over time the City and the downtown community should move toward instituting paid parking along the Douglas corridor. Downtown districts often charge for parking along main streets but may provide free parking on lots located away from the main commercial corridor. This strategy allows patrons wishing to make quick stops at businesses along the corridor to pay a small amount to park directly in front of a store, for example, but provides incentive for patrons to park in other lots (either free or priced at a lower rate compared to on-street) located away from the main street in order to attend events or to carry out longer shopping trips. The Country Club Plaza in Kansas City, for example, charges for on-street parking but provides free parking lots off-street for patrons as well. Downtown Lawrence follows a similar parking strategy. Charging a nominal fee for on-street parking in front of businesses also encourages parking turnover, so that more people can conveniently make quick stops in front of businesses for a few minutes. Parking strategies that provide free parking along main streets encourage employees in a downtown area, for example, to park on-street all day, taking prime parking spaces away from potential customers.

Participants in the public open houses and online also supported charging for parking along Douglas. When provided a choice between options for “free parking”, “short term parking” that would provide free parking limited to a certain time frame or time limit, and “the use of smart parking meters with proceeds going toward streetscape maintenance”, 65 percent of participants in the second public meeting and 56 percent of respondents completing the online version of the same survey chose the paid parking option.

Participants in the public process also provided feedback that guides the plan’s recommendation for the technology the City should use to collect parking revenue. Some streets within Downtown Wichita do have paid parking, and include traditional parking meters that merely accept coins. The majority of respondents at public meetings agree with the recommendations of this plan - that City should install parking meters in the Downtown area going forward that use “smart technology”. These types of meters allow visitors to pay for parking with coins, and also by swiping a credit card at the particular meter.

Options that mandate that visitors pay for parking at “pay stations” located in a certain location on a given block and then place a receipt in the window of a vehicle are less convenient and attracted less support from participants in the Douglas planning process.

Paid parking kiosk

“Smart” parking meter

Integration with Regional, State, and National Transportation Systems

The recommended improvements to Douglas Avenue should re-affirm the corridor's status as the key east-west transit-oriented street serving the central portion of Wichita. The design of the corridor with two lanes in each direction should ensure that Douglas maintains or increases the level of vehicular traffic along this stretch of the corridor. Douglas will continue to serve as an east-west arterial serving Downtown Wichita and therefore will continue to function as a primary city street. However, given the layout of the Wichita transportation system, Douglas will continue to play a limited role in relation to regional, state, and national transportation systems. Interstate 135 does not include any interchanges with Douglas, and Kellogg Avenue (US 54/400) will continue to serve as the main east-west freeway providing regional, state, and national connectivity. While Douglas will continue to serve as the "postcard avenue" for Downtown Wichita, other streets (such as 1st and 2nd, Main, and Central) will continue to serve as the primary connections from Downtown to the larger regional transportation network, including I-135 and US 54.

Key Public Spaces

As the City moves forward with detailed design of particular infrastructure and streetscape improvements along Douglas, it should consider integrating planning for key community gathering places at particular locations along the corridor. Participants in keypad polling and online polling at the conclusion of the project identified the Kennedy Plaza area around Century II and the general area around the BNSF rail viaduct and the adjacent Union Station and Naftzger Park area as key destination locations along the corridor that should develop as community gathering places in the future. The City should consider integrating public art, performance space, and other streetscape features at these locations to create distinctive destinations along the Douglas corridor, serving the larger Downtown area. The plan recommends that the City place particular emphasis on a few key destinations along the Douglas corridor to create primary community gathering places.

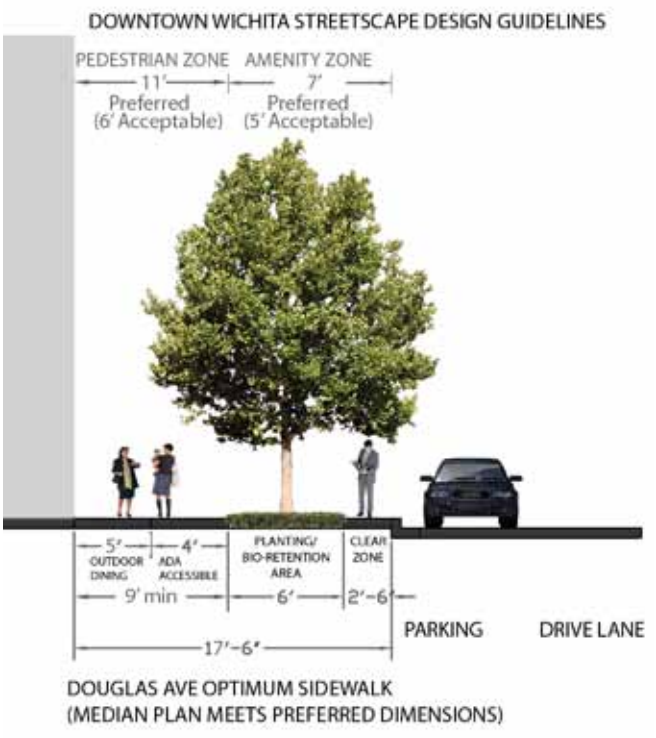
In addition, the project team recommends that the City conduct an evaluation of the various plazas along Douglas (including Naftzger Park, Garvey Center, Finlay Ross, etc.) to determine their performance versus generally accepted standards for public plaza design, such as New York City's plaza standards. Potential improvements to these plazas should be considered along with improvements to the Douglas corridor to help stimulate the continued revitalization of the Downtown area.

Sidewalk Recommendations

The project team recommends that, as redevelopment occurs over time, the sidewalk layout along Douglas change to provide additional space for outdoor dining and landscape treatments. As outlined in the recommended sidewalk layout diagram, sidewalks along the corridor should include space next to buildings for outdoor dining, if desired, as well as sufficient space for pedestrian traffic to meet the requirements of the Americans with Disabilities Act (ADA). The sidewalk should include wider areas for tree plantings and vegetation, at least six feet in width, as well as space along the curb to accommodate the movement of car doors outward from vehicles parked in parallel parking spaces. Subsequent sections provide additional information concerning the recommended planting areas.

As outlined in the sidewalk diagram, the expansion of the sidewalks along Douglas to 17-foot, 6-inches in width and the provision of additional seating and dining areas in the new streetscape areas created by the expanded sidewalk bulbouts, as well as improvements to pedestrian crossings and the conversion of many of the north-south streets to more pedestrian-oriented layouts, should help to create an overall more vibrant pedestrian environment in the Downtown area.

Over time, as redevelopment occurs, the city should also plan to install porous pavement in portions of the sidewalk footprints, in order to reduce the amount of stormwater runoff flowing into city sewers. In order to prevent any flooding issues into adjacent buildings, the city should avoid installing porous surfaces within five feet of building edges, but should install porous surfaces in the areas of sidewalks located farther out from building footprints. The City should move forward with a pilot project for porous pavement in another location before executing this strategy along Douglas, in order to gain lessons learned and best practices.



Porous Pavement

Central and eastern sections of Kansas contain significant deposits of limestone, and public buildings and infrastructure in Kansas have utilized limestone for decades. In order to help reflect this heritage, the paving areas along Douglas (for sidewalks and crosswalks) may integrate the use of local limestone. Adding this material would provide for greater variety in the appearance of the streetscape from segment to segment and improve the overall aesthetic quality of the Douglas corridor.

Potential Modifications

The City may wish to consider modifying the design of Douglas Avenue within the Old Town area to provide angled parking (and, therefore, the removal of the planted median) within the right of way in order to provide additional space for sidewalks and streetscape improvements. The provision of angled parking would also increase the number of parking spaces within Old Town compared to the parallel parking option. However, converting the portion of Douglas Avenue within Old Town to angled parking would hinder the ability of the corridor to serve transit effectively. The movement in and out of angled parking creates conflicts with buses passing along Douglas and could create issues.

In addition, the City may wish to consider removing the median in front of Kennedy Plaza and the Century II complex in order to provide additional space for outdoor concerts and venues conducted at this location each year. This plan recommends that the City refrain from conducting any median installations or installing any street trees in front of Kennedy Plaza until the future design of Kennedy Plaza is known. Any median installations in front of Century II or street tree planting along Kennedy Plaza also need to be carefully coordinated with the current and future load-in and load-out areas serving Century II.

In order to provide additional space along Douglas for outdoor dining, pedestrian activity, and streetscape amenities, the City may choose to convert one side

Century II with planted median

Century II without planted median

of the street on a block by block basis from parallel parking to additional sidewalk space through curb extensions. While the number of parking spaces along Douglas would be reduced, the additional sidewalk space could represent potential locations for public art, outdoor retail or dining, public gathering spaces, or other amenities. The City should, however, retain at least three parking spaces on each side of a given block. This strategy could prove particularly beneficial along stretches of Douglas that include concentrations of retail and/or restaurant space.

Plan level view of a sample block along Douglas with parking removed from one side to provide additional retail and dining space

Plan level view of Douglas within Old Town with angled parking

ADA Compliance and Accommodation

The final Douglas plan provides for sufficient accommodation for pedestrians to meet the requirements of the ADA. The recommended sidewalk layout includes at least four feet of sidewalk space to meet ADA requirements. In addition, the crosswalk areas at intersections with Douglas should include ramps that orient directly to the east-west, or to the north-south, in order to guide visually handicapped persons traveling along the sidewalks to safely access destinations across the street and avoid traveling out in the middle of intersections.

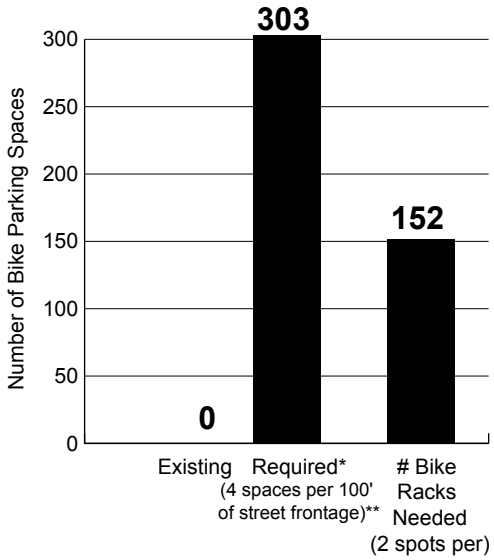
Existing Crosswalk

Bicycle Recommendations

While the final plan for Douglas does not include any specific bicycle lanes along the street or any sharrows designed for bike traffic, the project team recommends that the City expeditiously move forward with plans to develop the 1st and 2nd Street corridors as the main east-west bike routes within the Downtown area. The Downtown plan specifically identified 1st and 2nd Streets as the main east-west bicycle-oriented streets in the area and the City should move forward with improvements such as dedicated bike lanes and enhanced signage on these streets in order to provide for bicycle access to and from the Downtown area.

In addition, while bicyclists will likely use 1st or 2nd Street as their primary route to traverse the larger Downtown and central Wichita area from east to west and vice versa, the final Douglas plan provides improved accommodation for bicyclists conducting business or visiting particular locations along the corridor. The final plan includes the installation of modern bike racks within each block along the corridor, whereas the corridor currently does not feature any bicycle racks.

Bike Parking along Douglas Ave.



* According to Wichita Streetscape Guidelines
** Total linear feet (L.F.) of street frontage Washington Ave to Roundabout in Delano = 5762'

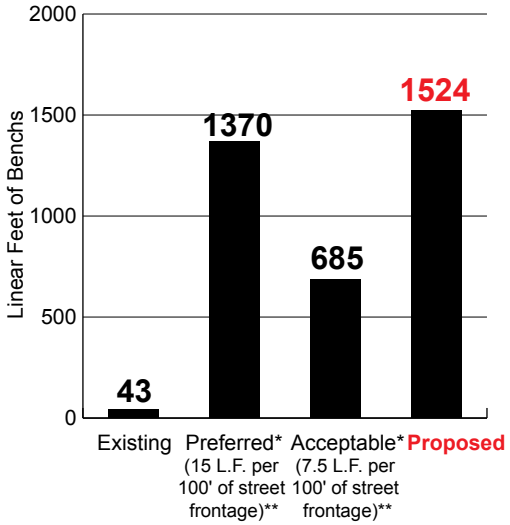
Fixture, Furniture, and Lighting Recommendation

The Downtown Streetscape Guidelines provided guidance concerning the recommended types of street furniture, fixtures, and related amenities for various locations within the Downtown area, including three general styles or families of streetscape amenities: Traditional, Contemporary, and Artistic. As the names imply, the Traditional style draws from historical themed design in America dating to the Victorian era of the 1800s, the Contemporary style features sleek lines and a more “modern” look, and the Artistic style calls for streetscape amenities that draw from and inspire public art within particular streetscapes.

The public provided feedback concerning the general style of streetscape furnishings to be installed along particular stretches of Douglas Avenue during the public meetings and in online versions of keypad polling surveys. Drawing from this input, the final plan recommends that the City continue to install streetscape components in line with the Traditional style group for the Old Town area, along Douglas Avenue from Washington to Topeka. For the stretch of Douglas from Topeka and the western edge of the Old Town district westward to the Arkansas River, the City should install Contemporary-themed streetscape amenities. To the west of the Arkansas River, the City should transition from Contemporary streetscape amenities to the Traditional style already installed within the Delano District.

The diagrams and images below provide additional information concerning the recommended streetscape amenity program for Douglas Avenue, based upon the recommended Traditional and Contemporary style groups along the corridor. These style groups include recommendations for particular types of benches, bike racks, newspaper vending areas, trash receptacles, and lighting. The final plan for Douglas includes recommendations for the particular locations for these various streetscape amenity items along the corridor.

Seating along Douglas Ave.



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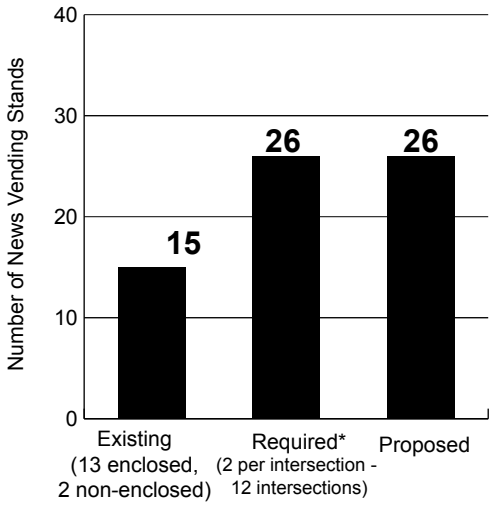
News Vending along Douglas Ave.



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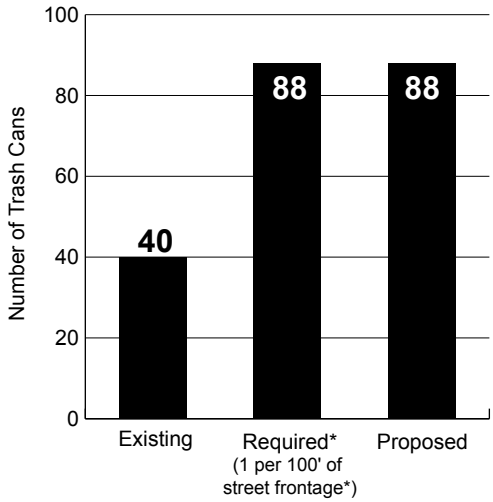
Trash Cans along Douglas Ave.



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** Total linear feet (L.F.) of street frontage Washington A to Roundabout in Delano = 5762'




DOWNTOWN WICHITA STREETSCAPE DESIGN GUIDELINES | TRADITIONAL STYLE GROUP (ALL FURNISHINGS BLACK)






DOWNTOWN WICHITA STREETSCAPE DESIGN GUIDELINES | CONTEMPORARY STYLE GROUP




Recycling Trash Receptacle

Dog Waste Station

Landscape Plan

Based upon information from the City forestry department, research from local universities, and experience drawn from other streetscape planting efforts in Kansas, the final plan for Douglas outlines specific recommendations for street trees and plant types along the corridor (see Appendix).

The planted areas along the sides of Douglas should provide wider and longer areas for tree and landscape planting compared to traditional design for downtown streets in Wichita. The planted area should include six feet of width and extend to up to 12 feet in length. The increased size of the planting area should provide sufficient space for trees to grow to their full potential and provide a larger area for plantings of grasses and plants in order to enhance the aesthetic appeal of the corridor.

In order to reduce stormwater runoff and enhance stormwater water quality, the City should explore the potential to install rain gardens as part of the design of the planted landscaping zones along Douglas. Several cities in the United States have installed rain gardens along commercial corridors in order to manage stormwater issues and enhance the aesthetic appeal of particular streets. The project team recommends that the City of Wichita conduct a pilot project for rain gardens on another arterial in the city in order to gain lessons learned and best practices for rain gardens in this part of Kansas before moving forward with the installation of rain gardens along the Douglas corridor. While the final plan suggests that rain gardens would add value from an environmental and aesthetic standpoint to the Douglas corridor, the City should perfect the use of rain gardens on another corridor first.

Rain Gardens

Sculpture

Community Interactive

Community History

Public Art

Previous streetscape projects and community-led efforts have produced a significant inventory of public art pieces along and adjacent to the Douglas corridor. The final plan for Douglas recommends that the City retain the existing public art pieces and continue to add to the collection over time. Capital improvement projects for streetscape and related transportation improvements along Douglas should set aside at least one percent of overall budgets for public art. As outlined during public meetings for the Douglas project, potential public art strategies may include sculptures and interpretive public art pieces.

Streetscape Integrated

Outdoor dining

Food stands

Kiosk / Temporary Retail Opportunities

The provision of additional sidewalk and streetscape space, at curbout locations and near bus shelters, provides opportunities for temporary retail activity along the Douglas corridor. In keypad and online polling, the public supported strategies to encourage temporary food outlets (such as hot dog stands), outdoor dining, and temporary sidewalk retail by existing businesses along the corridor. These temporary retail uses should encourage higher levels of pedestrian activity along the corridor. Successful downtown retail streets in other cities have successfully integrated temporary retail along with permanent establishments in order to enhance overall levels of business and vitality. The City should continue to refine its ordinances and policies to encourage additional temporary retail activity along Douglas and other downtown streets.

Kiosk retail

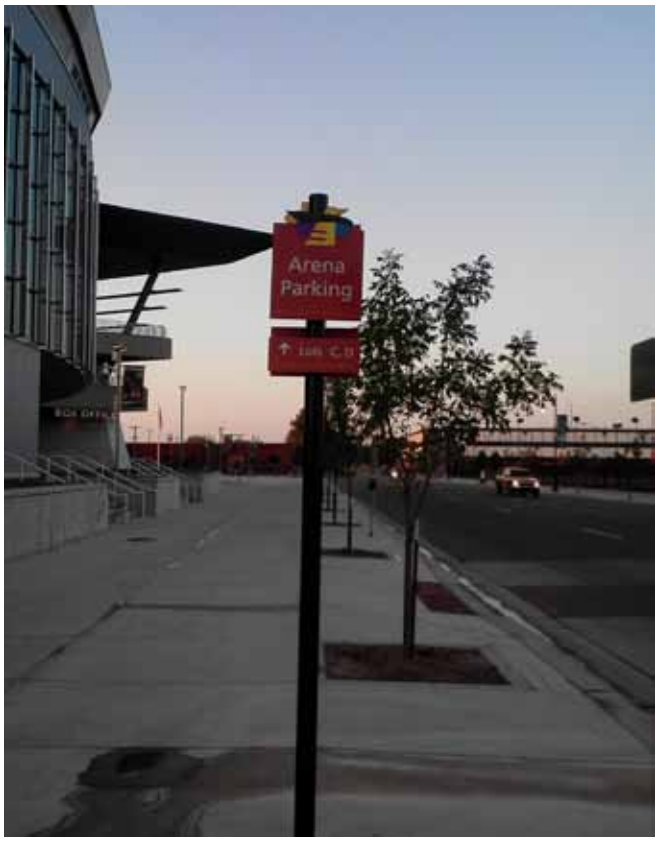
Streetscape design standards from New York City allow for 100 square feet of kiosk space for every 5,000 square feet of public plaza or streetscape space. They also mandate that retail kiosks not impede the flow of pedestrian circulation into or through the streetscape area. The average quantity of “plaza space” along a typical block of Douglas is around 5,500 square feet. Assuming a kiosk encompasses 32 square feet (an 8’ X 4’ area), the plan assumes that two kiosks per block, on each side (for a total of four kiosks) should be allowed along the corridor, in accordance with the New York City standards.

Signage and Wayfinding

The current planning effort does not include detailed design of streetscape and wayfinding elements for the Douglas Avenue plan. However, the project team recommends that the City work to integrate several key signage and wayfinding components in subsequent rounds of design and engineering along the corridor.

- Pedestrian Signage: Subsequent improvements to Douglas should include pedestrian oriented signage that directs visitors and residents to key destinations in the Downtown area, such as Intrust Bank Arena, Century II, and the Government Center.

- Interpretive or Historical Signage: The Douglas Avenue corridor should include interpretive displays that provide information to residents and visitors concerning the history of the corridor, of Downtown, and of Wichita in order to better educate citizens concerning the rich heritage of the area. Signage elements could, for example, address Wichita's role in the civil rights movement, the Chisholm Trail, or the oil boom in Kansas. Interpretive signage could also address the history of particular buildings or plazas along Douglas in order to educate citizens and spark increased interest in the corridor.



Existing pedestrian wayfinding near Intrust Bank Arena

Existing wayfinding around Intrust Bank Arena

Existing wayfinding in the Old Town area

Plazas and Existing Public Spaces Along Douglas

As the City moves toward detailed design and construction documents for improvements along Douglas, it should continue to plan for the interaction between streetscape improvements along the main street and the streetscape amenities and features of the various existing plazas and gathering places along the Douglas corridor, including Naftzger Park, Garvey Center and Kennedy Plaza.

The project team suggests that the City leverage the design standards for Plazas created by New York City in planning for improvements to the various plazas along the Douglas corridor. In order to become vibrant places that attract visitors and facilitate increased vitality and activity, the plazas should contain sufficient tree canopy, seating, and other streetscape amenities necessary to support a strong public realm. The final design of any renovations for the plazas should tie with the streetscape designs and themes articulated along Douglas Avenue. The plazas, through their design, should "invite" the public to journey off of Douglas from time to time to spend time in these public spaces and adjacent businesses.

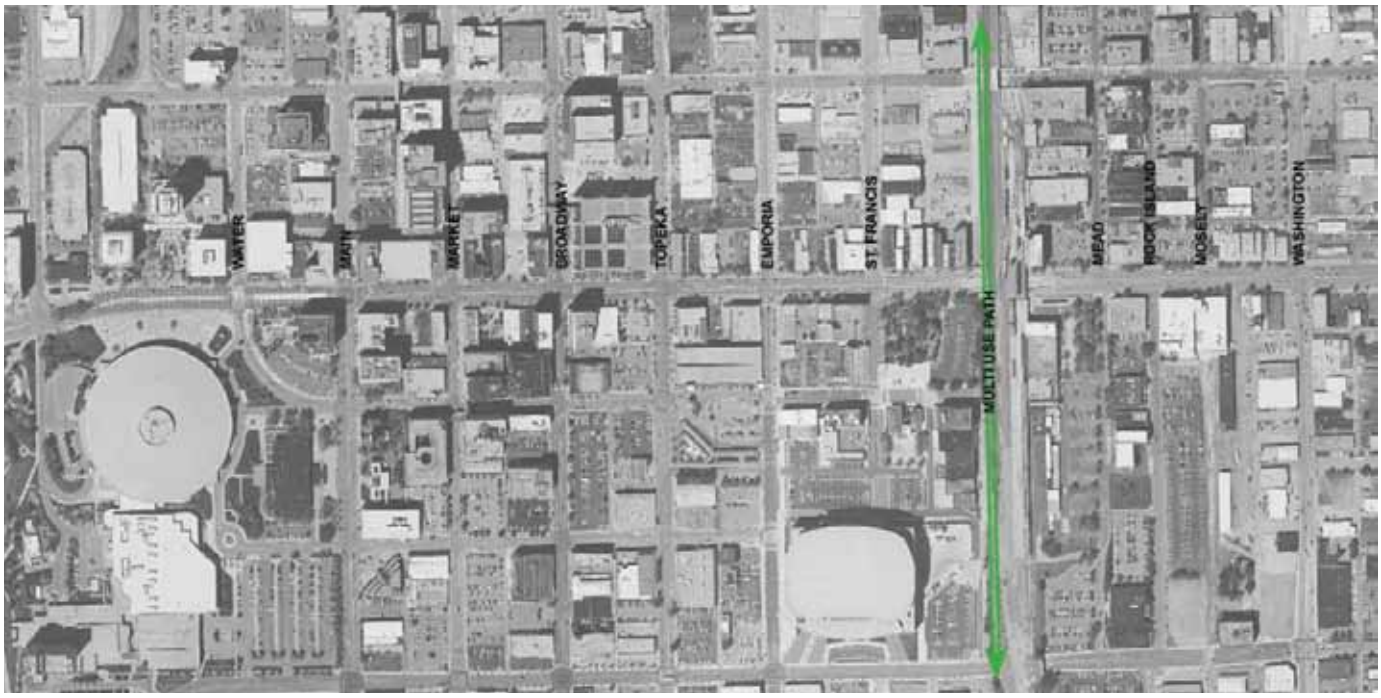
For example, the New York City plaza standards suggest the quantity of public seating that plazas should provide based upon their size. Specifically, they call for the provision of a minimum of one linear feet of seating for each 30 square feet of public plaza area. For plazas incorporating more than 10,000 square feet of space, the standards suggest the provision of at least three types of seating, including movable seating.

While the plaza at the corner of Douglas and Water currently provides sufficient outdoor seating (assuming that stairs would be used as seating areas), the other plazas along Douglas do not currently provide any public seating. Subsequent design efforts should in particular focus on providing additional public seating in these spaces in order to encourage greater street and pedestrian activity in the Downtown area.

METRIC - PUBLIC SEATING IN PLAZAS

Plaza Area	Size of Plaza (in Square Feet)	Existing Seating (in linear feet)	Seating Recommended per NYC Standards (in linear feet)
Naftzger Park	43,500	0	1,450
Kennedy Plaza (in front of Century II)	93,000	0	3,100
Plaza at southeast corner of Water & Douglas	18,500	646 *	617
Plaza on Douglas between Market & Broadway	10,000	0	333

*Assumes that stairs leading into the plaza can be used as public seating.



Multi-use trail proposed area along the rail viaduct

Proposed area for a multi-use trail along the rail viaduct

North-South Multi-Use Trail

The Downtown plan recommended that the City establish a multi-use trail, for bicyclists and pedestrians, along the side of the railroad viaduct that runs north-south through the middle of the area, crossing Douglas Avenue perpendicularly. The diagram below outlines the potential location for this trail. Given changes in grade between Douglas Avenue and the surrounding land uses and limited sight distance along Douglas in the vicinity of the rail viaduct, the plan recommends that traffic from the multi-use trail at Douglas travel to the west and cross the street at St Francis, in order to provide for a safe crossing location.

Existing rail viaduct

Passage Under the BNSF Rail Viaduct

Feedback from the public and input from City staff revealed that the sidewalk area along Douglas located underneath the BNSF rail viaduct represents one of the least attractive segments of the Douglas corridor, and its current condition discourages pedestrian activity and therefore hinders the connectivity between the Old Town district to the east and the main portion of the Downtown area, to the west.

Existing sidewalk section beneath the BNSF corridor

The current sidewalk area is very dark (which is why lighting needs to be part of the solution), somewhat dirty (minimizing surfaces that can collect dirt and gradeau, and surfaces that can be easily washed or power washed is critical), and in some ways resembles a tunnel as opposed to a bridge undercrossing. Pigeons currently reside on many of the cross beams of the rail viaduct and occasionally drop excrement upon the sidewalk and passersby. The considerable width of the rail viaduct structure creates a sizeable passageway along the Douglas corridor, and passing along the sidewalk corridor at this time is simply unappealing and is perceived as unsafe.

A pedestrian passes in the dark beneath the BNSF rail viaduct.

The Douglas plan does not provide detailed design for the rail viaduct passageway, but does provide the following general recommendations that the City staff should explore, along with railway authorities, going forward. Improvements to the area around the bridge must respect the historic nature of the structure.Any solution for the bridge must respect the historic nature of the structure.

The Rossave underpass in Dallas, Texas

Light and color enhance a sense of place

Add lighting

Backlit panels or other lighting should be added to insure a bright, cheerful, and safe place. This lighting could be part of the public art solution.

Add color

As illustrated in the pictures below, providing color, either in the design of walls or by installing colored lights, would make the rail viaduct crossing more appealing and safe for pedestrians. This strategy would also add a sense of public art to the passageway. The "mood wall" example from the Netherlands changes colors as pedestrians walk along the corridor.

Underpass example from Scotland

A "mood wall" along a bridge undercrossing in Amsterdam, The Netherlands

The pedestrian tunnel between concourses B and C at Chicago's O'Hare International Airport

Birds roosting beneath the existing rail viaduct

An underpass in San Antonio, Texas

Public art elements beneath a viaduct

Eliminate Surfaces Where Birds Can Land

While the historical integrity of the bridge needs to be preserved, the use of "fill" panels which can eliminate surfaces where birds can land should also be considered. The use of transparent or translucent panels could accomplish this while still allowing viewers to perceive the structure of the bridge.

Provide durable, surfaces that can be easily cleaned. Cleanliness is also a key element of the solution. Surfaces should be durable and capable of being easily cleaned by water blasting or other techniques.

Add Reflective Paint

The image below of fish along a wall adjacent to a sidewalk area represents the use of reflective paint in artful forms. This strategy would lighten the appearance of the passageway and provide additional public art to the bridge undercrossing.

Add Distinct Public Art Elements

As illustrated in the picture below, the City could explore the option of hanging public art pieces from the bridge structure or the walls to add to the aesthetic appeal of the bridge undercrossing and create a more inviting environment for pedestrians.

Enclose The Passageway

Perhaps most importantly, providing a wall surface around all sides of the passageway along Douglas would eliminate the locations where pigeons could locate (I-beams, ledges, and other flat surfaces). Installing new walls along the passageway could also present opportunities to create public art as illustrated in the following photograph from a bridge undercrossing in Scotland. The colors displayed in this example pedestrian passageway change regularly. The bridge includes LED lighting and therefore uses less energy than conventional lighting treatments.

Urban Design Considerations

Providing enhanced streetscape improvements represents only part of the necessary ingredients to create a great street and a great downtown area. Surrounding land uses must support activity along the street and therefore must embrace the streetscape in terms of urban design and interaction between buildings and streetscape features. Following World War II, numerous new office building developments in Wichita and other cities featured blank walls, very few doorways, and limited architectural features facing key streets such as Douglas. This type of urban design resulted in uninviting environments that did not encourage pedestrian activity on the street.

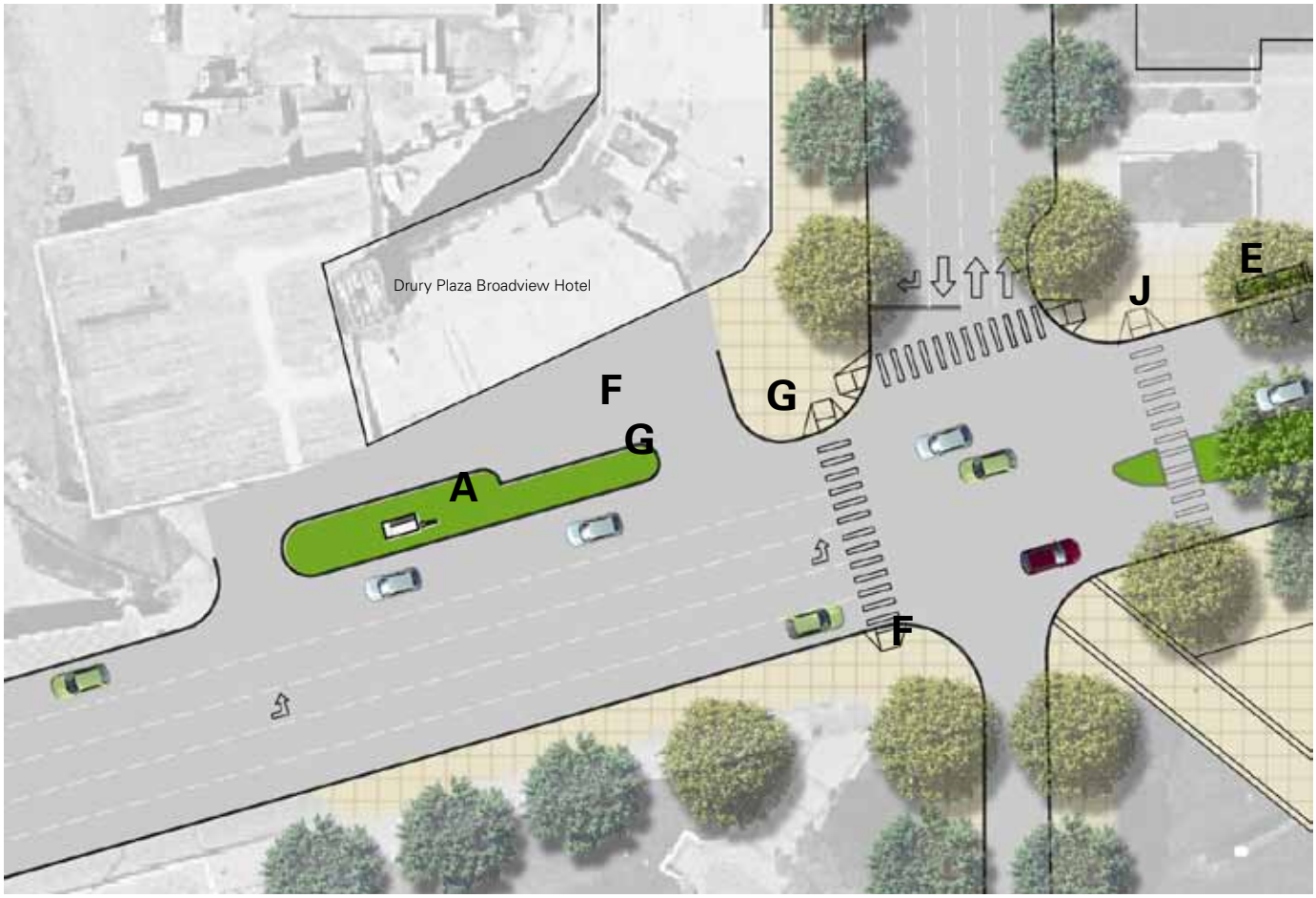
In order to support the creation of a truly "great street" along Douglas, the City should leverage all of its existing standards regarding building setback, façade, and other features to ensure that new or revitalized buildings along Douglas encourage greater levels of activity at street level. Buildings should include sizeable windows, multiple doorways, and related strategies to engage the street. For example, ongoing design and planning efforts along Douglas should reference the Downtown Master Plan, design guidelines for the Old Town district and the historic environs design guidelines.

Well-Integrated Urban Design

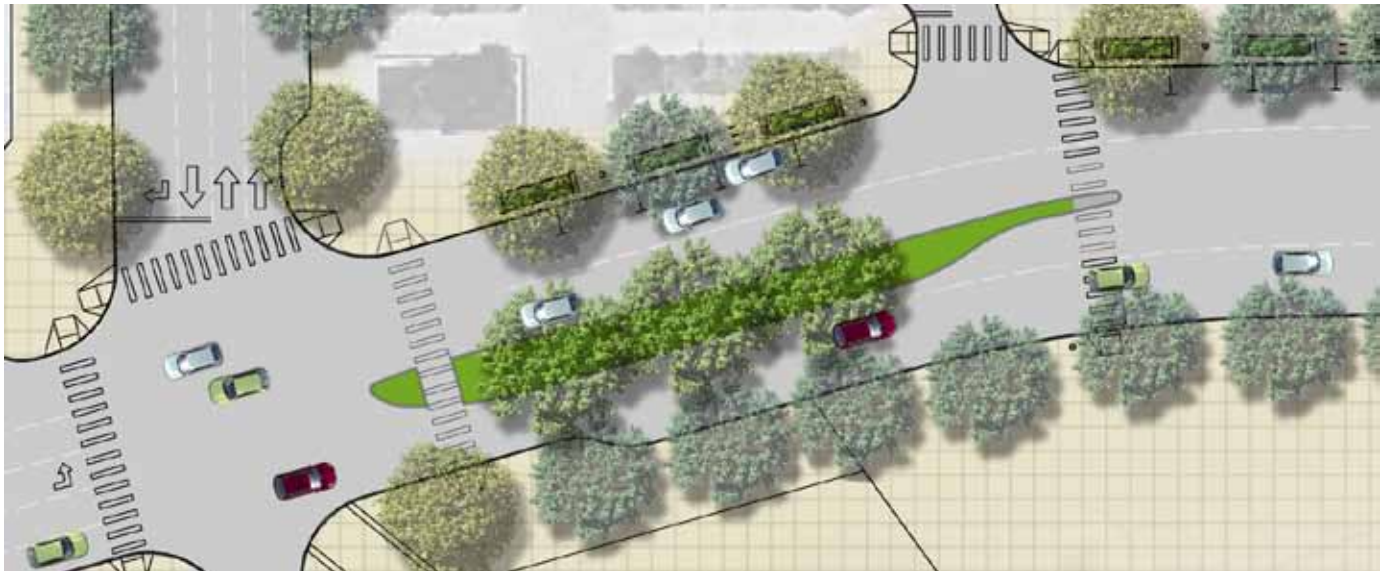
Illustrative Rendering and Perspectives

The following images provide illustrative renderings of the final Douglas plan in plan level view (looking down from above) as well as three artistic renderings of how the corridor may appear following the completion of recommended transportation and streetscape improvements. As discussed in the next section, completion of these improvements will likely occur in phases over time, as funding becomes available and as redevelopment along the corridor progresses. (Images following)

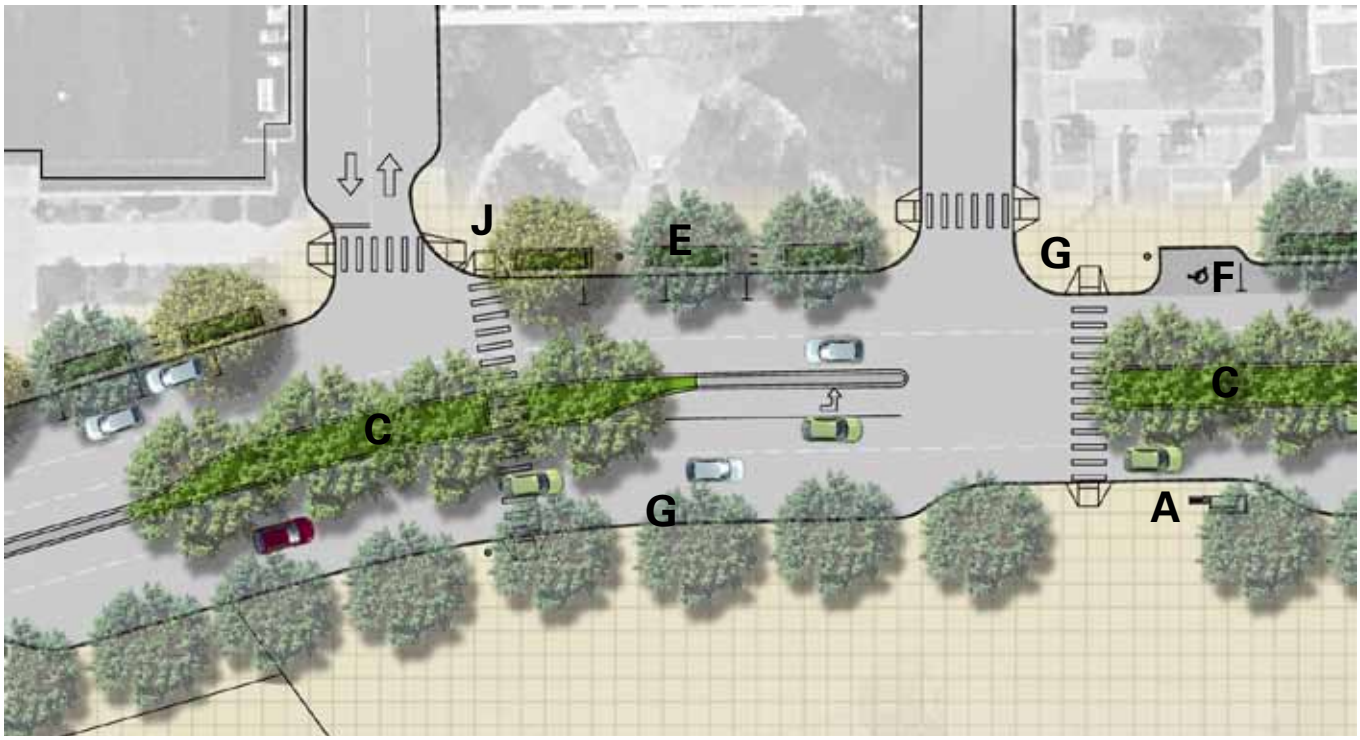
waco | transit balanced street



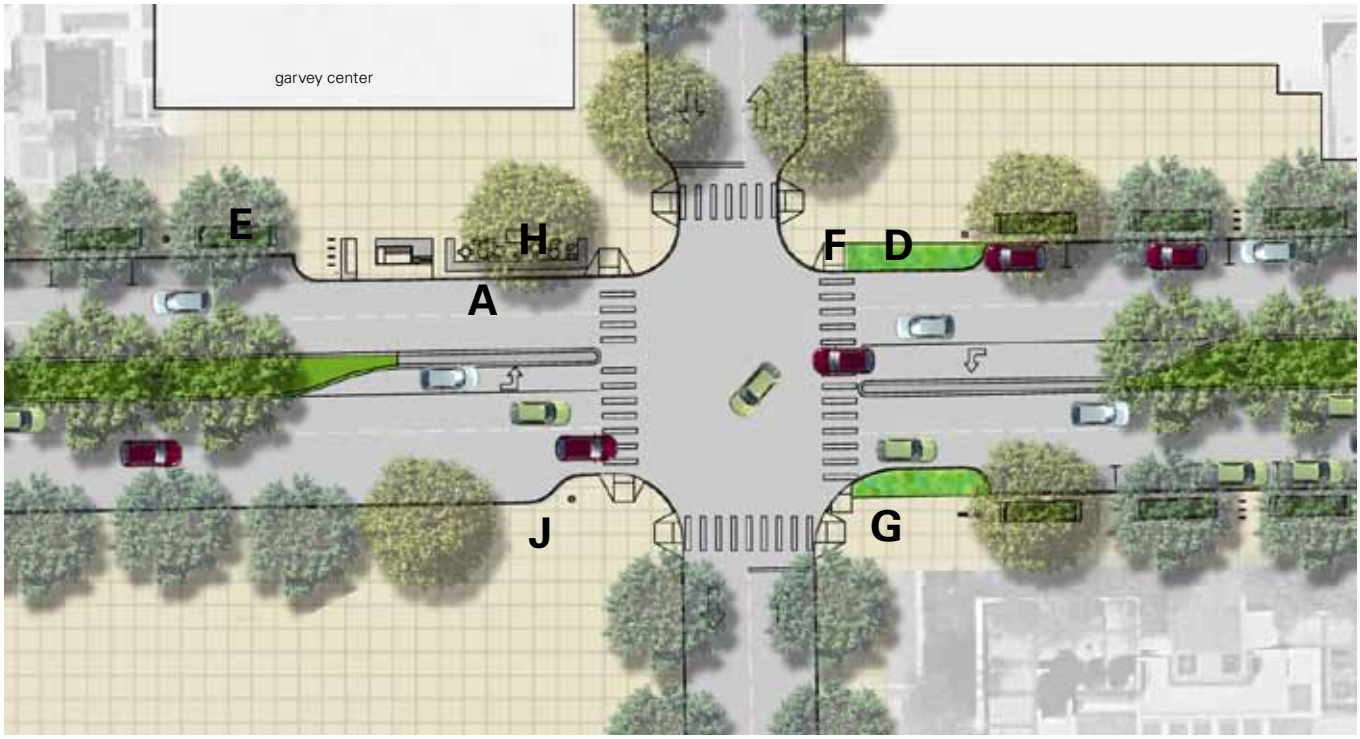
A - q-line bus stop
B - close existing curb cut
C - planted median (typical)
D - corner plantings (typical)
E - tree pit (typical)
F - enhanced ADA access - ramps/parking (typical)
G - bulb out (typical)
H - seating/dining area
I - brick paving
J - concrete with artistic scoring
K - food kiosk(s)



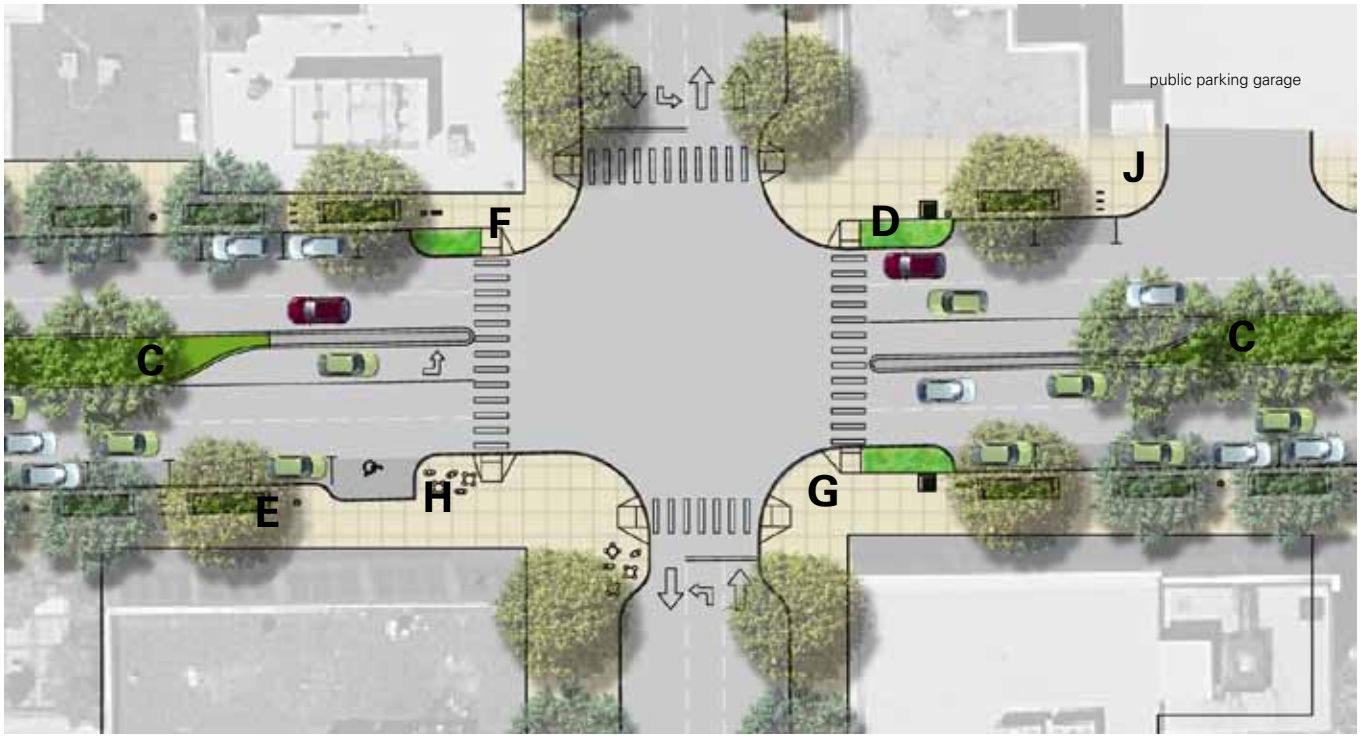
civic center | pedestrian street



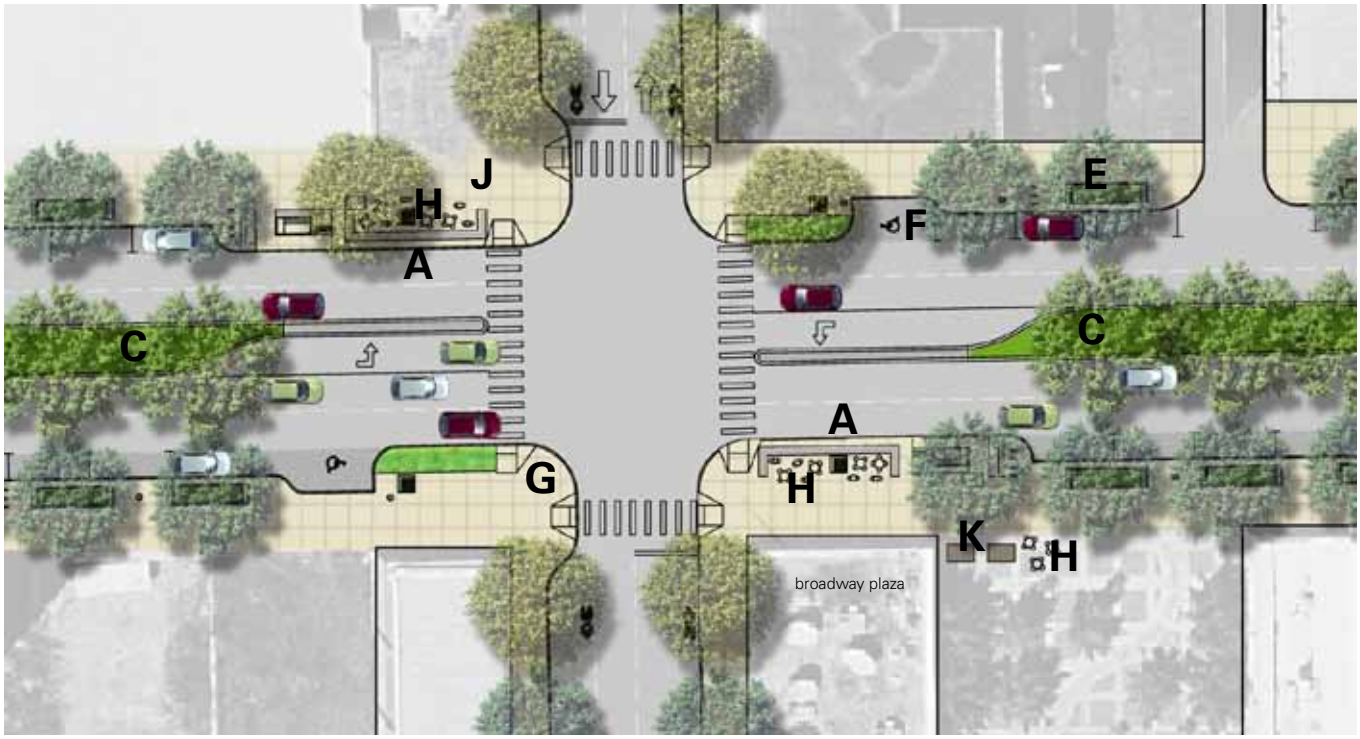
water | pedestrian street



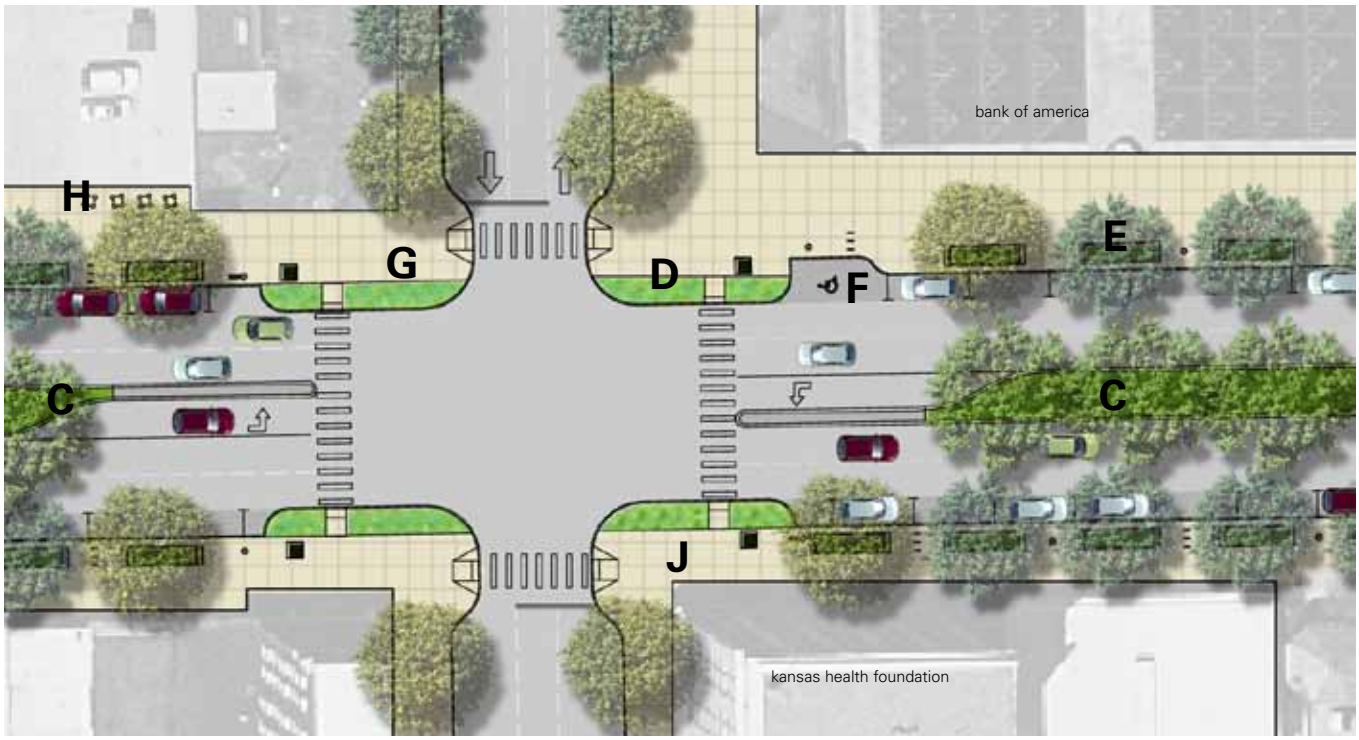
n. main | transit balanced street



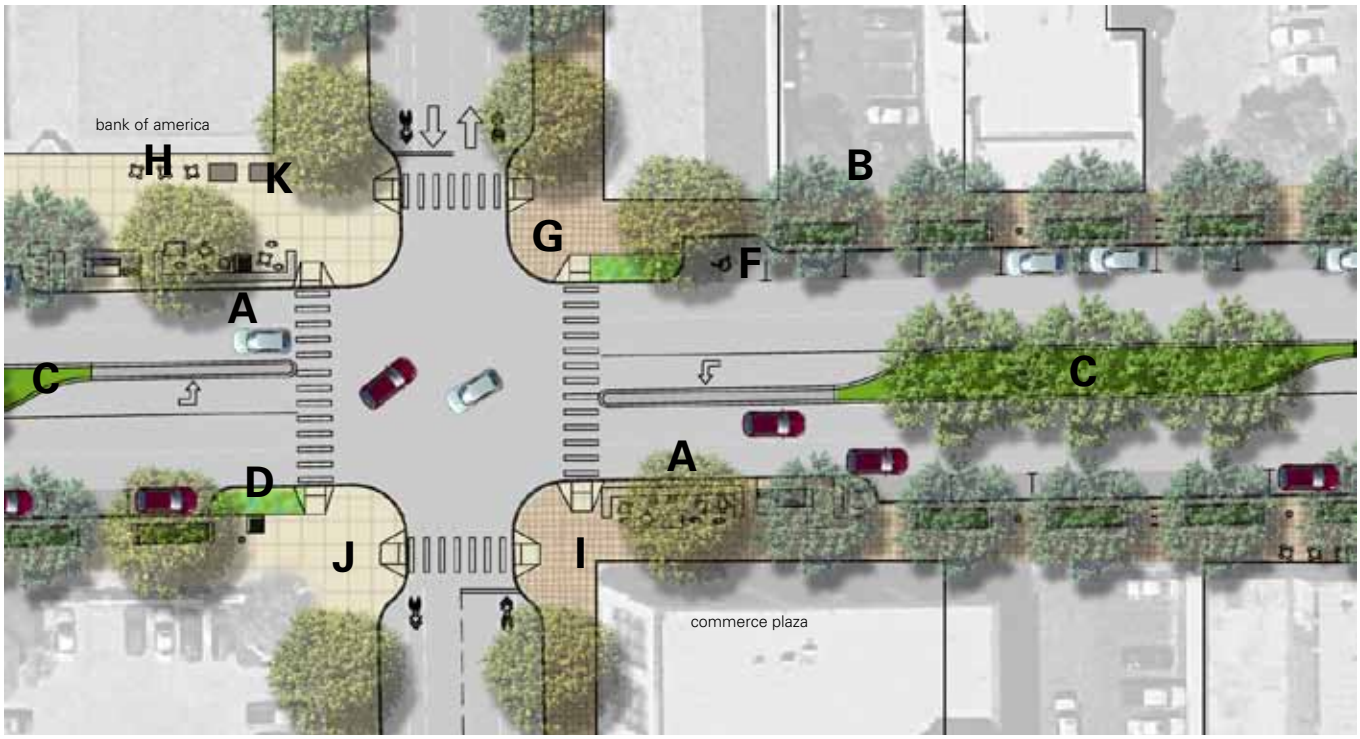
n. market | bicycle balanced street



n. broadway| automobile balanced street



n. topeka | bicycle balanced street



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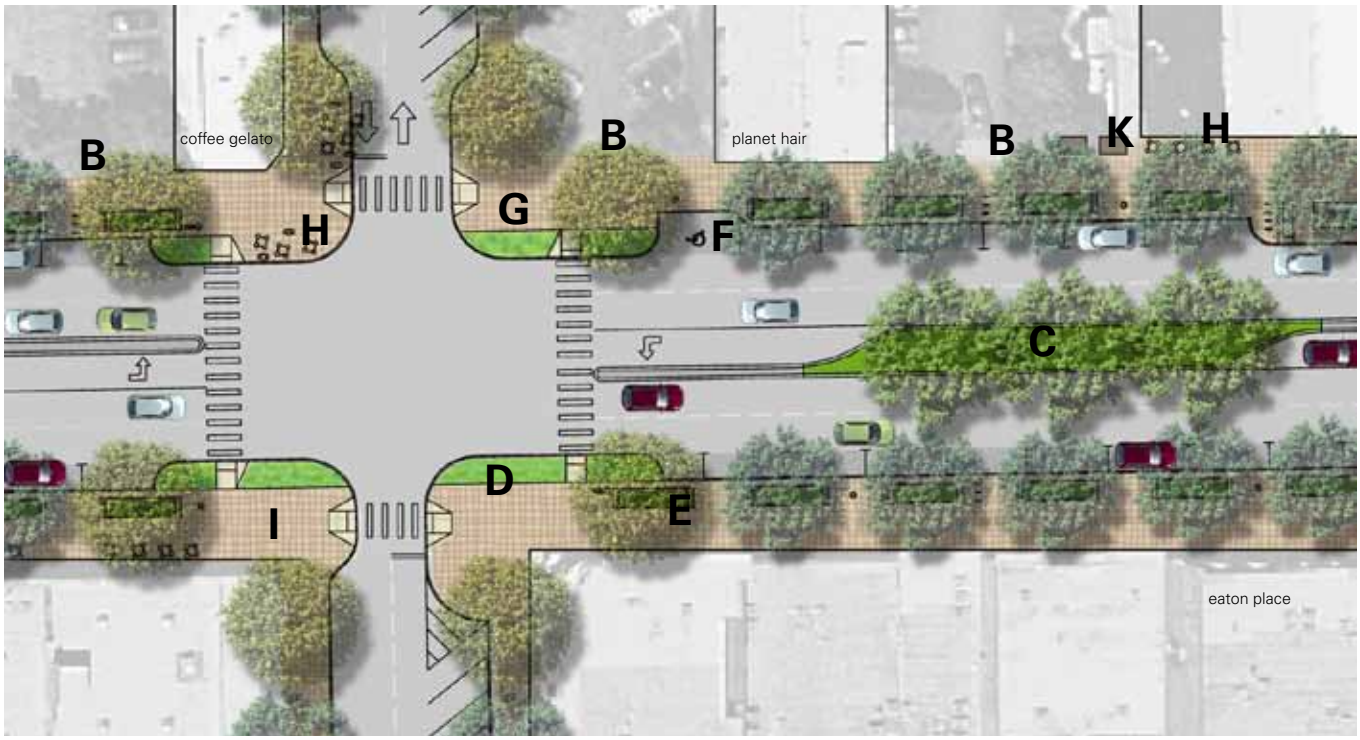
G - bulb out (typical)
H - seating/dining area
I - brick paving
J - concrete with artistic scoring
K - food kiosk(s)

n. emporia | pedestrian street



n. st. francis| pedestrian street

A - q-line bus stop
B - close existing curb cut
C - planted median (typical)
D - corner plantings (typical)
E - tree pit (typical)
F - enhanced ADA access - ramps/parking (typical)
G - bulb out (typical)
H - seating/dining area
I - brick paving
J - concrete with artistic scoring
K - food kiosk(s)

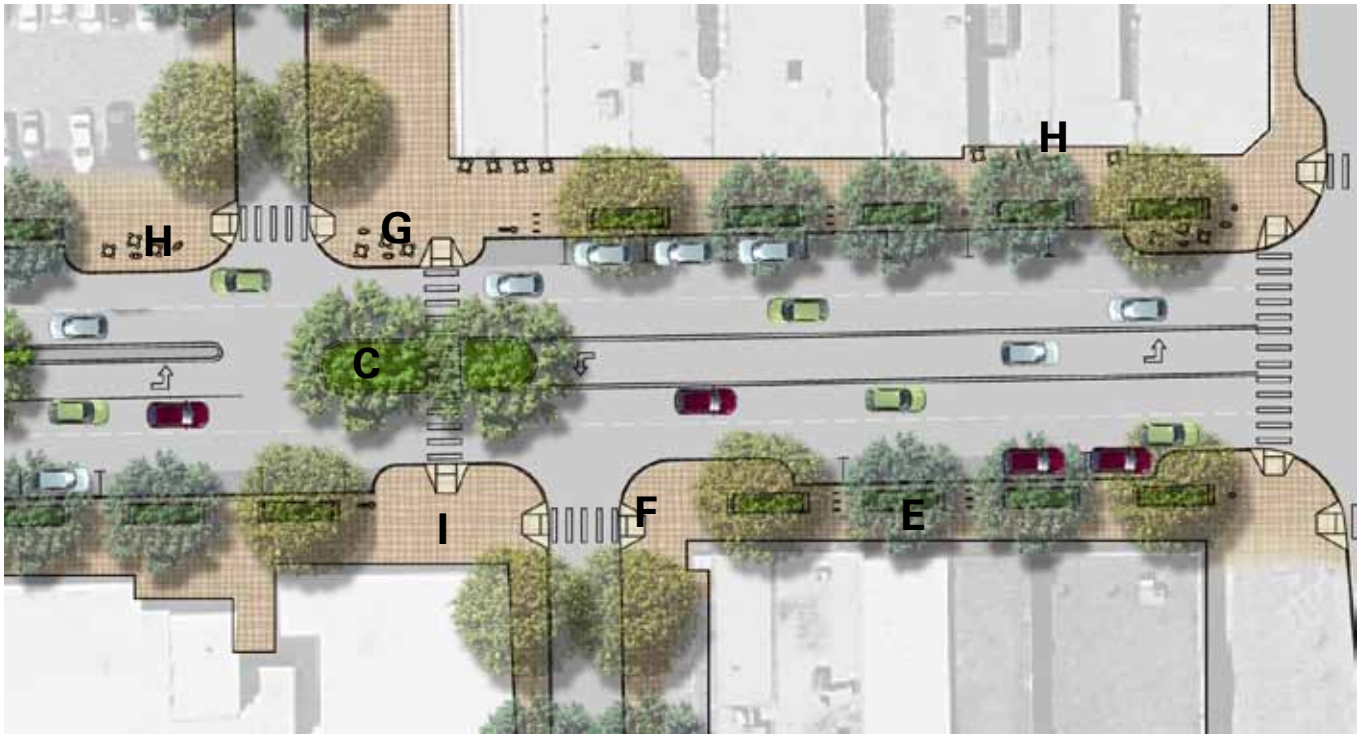
BNSF Rail Viaduct

n. mead | plaza street

n. rock island | plaza street

A - q-line bus stop
B - close existing curb cut
C - planted median (typical)
D - corner plantings (typical)
E - tree pit (typical)
F - enhanced ADA access - ramps/parking (typical)
G - bulb out (typical)
H - seating/dining area
I - brick paving
J - concrete with artistic scoring
K - food kiosk(s)

n. mosley | plaza street



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F - enhanced ADA access - ramps/parking (typical)
G - bulb out (typical)
H - seating/dining area
I - brick paving
J - concrete with artistic scoring
K - food kiosk(s)

Looking Westbound on Douglas Ave at St. Francis
Above - Design Condition
Below - Existing Condition

Looking Eastbound on Douglas Ave at Rock Island
Above - Design Condition
Below - Existing Condition

Looking Westbound on Douglas Ave at Water Street.
Above - Design Condition
Below - Existing Condition

8

IMPLEMENTATION

IMPLEMENTATION

Prioritization of Improvements

The project team has not identified a specific, year by year phasing strategy for improvements to Douglas Avenue. Instead, this section outlines the general suggested prioritization of improvements for the corridor's evolution, based upon the likely funding scenarios facing the City at the time of this planning effort. The evolution of development and redevelopment in Downtown and the availability of city, state, or federal funding will dictate the actual progression and phasing of improvements along Douglas over the next 10 to 15 years. The City should focus on the prioritized improvements with an eye to taking advantage of opportunities to leverage private collaboration and investment when they occur. Information gathered during the project suggests that the phasing of improvements along Douglas should progress as follows:

Bus Shelters and Transit-Related Improvements: Although funding at all levels of government will continue to remain fairly limited for the foreseeable future, funding for transit improvements through the Federal Transit Administration (FTA) and related federal and state sources should remain somewhat reliable over the next few years. Wichita Transit anticipates that, assuming the federal government maintain normal operations the next few years, that the City could obtain funding for transit related improvements (including bus shelters and related signage and wayfinding) for bus lines and the Q-Line along Douglas Avenue within the next two to five years. Integrating transit improvements for Wichita Transit bus lines with improvements for the Q-Line would help to develop Douglas as the main transit-focused street in the Downtown area.

Completion of the Planted Median: Given the construction-related complications that would surround installing the median on a block by block basis over many years, the plan suggests that the City should move forward with completion of the median along Douglas either entirely at once or in two or three sizeable sections within the next two to five years. Following this strategy would minimize overall construction delays and would help to change the character and appearance of the corridor markedly within a fairly short period of time. The locations of the median to be completed in a given year should tie with the locations of private sector redevelopment along the corridor. Coordinating median improvements with improvements to streetscapes and adjacent properties would help to minimize the impacts of construction along the corridor.

Streetscape Improvements: Finally, the City should work to complete recommended streetscape improvements, including site furnishings, planting areas along the sides of the street, any remaining curbouts, and crosswalk facilities, in block by block segments as redevelopment progresses along these particular segments of the Douglas corridor. Tying the completion of these streetscape amenities to the evolution of private development makes sense because the City may be able to leverage private investment (in the form of Tax Increment Financing, assessment, or other tools) to help fund streetscape improvements along various segments of Douglas.

The execution of the potential median and streetscape improvements along Douglas should tie with the City's development incentives policy for the Downtown area. This policy is designed to help identify and fund public investments concurrently with private sector projects that would help have a catalytic effect that would benefit the entire corridor. Ideally, the redevelopment of a given segment of Douglas, coupled with associated median and streetscape improvements, would lead to further redevelopment up and down the corridor.

Cost Estimate Summary

Based upon detailed measurements of the recommended plan for Douglas and assumptions drawn from experience in Wichita and elsewhere around the country, the project team estimates that the total cost of improvements outlined in this document total approximately XXX dollars. The following outlines the costs for key components of the cost estimate. The Appendix provides greater levels of detail concerning the cost components.

DOUGLAS AVENUE COST ESTIMATE	
Sidewalk	$892,524
Porous Pavement (in parallel parking spaces and between tree pits)	$209,406
Bus Stops	$500,000
Curbs (including demolition)	$245,330
Left Turn Bays	$91,200
Traffic Signal and Intersection Improvements (for change from one-way to two-way streets)	$545,000
Pedestrian Crosswalk Signal	$50,000
ADA Ramps	$40,600
Trash Receptacles, Newspaper Vending, Benches, Bike Racks	$621,088
Median Plantings	$253,592
Street Trees	$162,400
Rain Gardens	$79,838
New street lights	$260,000
Banners, Signage, and Wayfinding	$262,600
Public Art	$421,358
Subtotal ---->	**$4,634,935**
Contingency (20%)	$926,987
Design Fees (10%)	$556,192
Finance and Administrative Costs (5%)	$278,096
Total Cost ----->	**$6,396,210**

Integration with CIP

As the City of Wichita develops its Capital Improvements Program (CIP) on a yearly basis, City staff will continue to consult this plan document to identify improvement items for Douglas to include on the CIP. The CIP provides a schedule of anticipated city projects and cost amounts, stretching out up to ten years into the future. This plan will help the City staff identify its requests for funding for capital expenditures for the Douglas corridor on a year by year basis.

Potential Funding Sources

Potential funding sources for ongoing improvements along the Douglas corridor include funding produced from tax increment financing of new development in the Downtown area, or from funds distributed through the City's CIP. The timing of funding from the City for improvements along particular stretches of Douglas will likely tie with the introduction of private sector redevelopment projects along particular blocks of the corridor. As a given block or set of blocks experience redevelopment, the City will work with developers to identify TIF funding and CIP monies to fund median and streetscape improvements in that particular stretch of Douglas.

Additional sources of funding may include monies produced from special assessments levied on certain portions of the Downtown area. Cities in Kansas, under state statute, often create benefit districts for public improvements and collect an additional property tax assessment to fund public improvements that directly benefit the properties within the district. The City used this strategy of special assessments to generate funding for public improvements in the Old Town district and could replicate this strategy along the Douglas corridor.

The City could also work to include funding from state and federal sources, including the Transportation Enhancement Grant Program and Federal Transit Administration grants, to pay for streetscape and median improvements along the Douglas corridor.

In general, this plan recommends that that City and potential private sector partners along Douglas work to leverage potential federal funding and resources to

the extent possible to fund improvements along the corridor. Beyond federal funding, each project along Douglas is likely to involve the combination of multiple sources of funding (state, local, private sector, etc.), and not just one or two direct sources of funding.

Maintenance Strategies

Further developing Douglas Avenue as a signature corridor for Wichita is a primary objective of this plan. On-going high quality maintenance of improvements made to the corridor is certainly a primary objective as well. Cities across the country have taken several creative approaches to complement the services they provide to help ensure high quality maintenance is achieved.

The City should continue to engage organizations such as the Old Town Association, the Wichita Downtown Development Corporation, East Douglas Design District, the Delano Business District and Downtown property owners to further explore how this may be approached in Wichita. Examples of such partnerships are the Oklahoma City Business Improvement District, the Dallas West End District, and the Milwaukee Third Ward. In each the corresponding city works with the organizations to complement the services they provide as a city.

Through key-pad polling at the final presentation on October 27 additional options were explored; 44 percent of the respondents favored using proceeds from paid parking to fund ongoing maintenance along Douglas, whereas 30 percent favored the use of sales tax collected and 19 percent favored utilizing a portion of general property tax revenues to fund ongoing maintenance. The City, along with the various organizations, may explore these or a combination of such alternate sources to help fund the maintenance costs going forward.

Other opportunities such as business adoption of adjacent streetscapes, organized multi-occurrence downtown clean sweeps and companies providing one-time contributions such as the donation of trees to commemorate benchmarks as a business' anniversary, etc. are all ways to contribute toward an on-going high-quality maintenance program.

Integration With City Plans

The project team anticipates that the Wichita City Council and Wichita Planning Commission will accept and endorse this plan in early 2012, through an official City resolution. The City staff will then use this document as a guide to carry out individual improvements along the Douglas corridor as spelled out in this plan over the next several years, as opportunities arise and funding becomes available. The City staff will also use this document as a guide in creating lists of proposed projects for funding through the CIP on an annual or semi-annual basis. While the Douglas plan will not become part of the City's comprehensive plan, this document will directly guide City staff in the near future and provide a roadmap for ongoing improvements along the corridor.

MAINTENANCE BUDGET SUMMARY		Notes
Porous Pavement	$628	Includes annual vacuuming
Sidewalks	$44,626	Brooming and powerwashing
Rain Gardens	$9,900	
Street Trees	$4,060	Includes pruning, leaf removal
Bus Stops	$6,240	Includes regular monitoring and upkeep (paint, litter removal, etc.)
Bench Replacement	$38,100	
Trash Receptacles	$13,335	
Bike Racks	$6,824	
Litter Removal, Minor Paint Touchups	$39,936	Includes district wide litter removal and minor maintenance
Median Planting	$49,133	
Banner Replacement	$10,400	
Pedestrian / Vehicular Wayfinding Signs Replacement	$1,300	
Interpretive Signage Replacement	$1,430	
Public Art Maintenance and Replacement	$21,068	
TOTAL --->	**$246,980**	

Estimate of annual maintenance costs

9

APPENDIX

ARTICLE A

Benefits of Healthy Street Trees

Healthy street trees provide a variety of benefits for streetscapes and for local communities, including:

•Healthy trees reduce the quantity of stormwater flowing into local sewers and streams
•Improvement of local air, soil, and water quality
•Reduction of atmospheric carbon dioxide (CO2)
•Healthy street trees provide environments conducive to wildlife habitat, including birds
• . Healthy street trees enhance property values
•The presence of street trees tends to slow the speed of adjacent traffic
•Enhanced community attractiveness and increased investment
•Enhances overall pedestrian and human well being

When asked what is missing from the current design of Douglas, participants at the community meetings indicated that shady areas are the number one component missing from the streetscape. Community members also indicated that providing increased shade and tree canopy along Douglas would generate the greatest positive impacts in terms of improving pedestrian safety and comfort along the corridor.

Recommended Tree Types

The primary recommended tree along Douglas Avenue, including both areas along the sides of the street and within the planted median, is Plantanus x acerifolia 'Yarwood' , better known as the 'Yarwood' London Plane Tree. This tree has very attractive bark with patches of cream, olive and brown colors which that are attractive during the winter season. The typical fall colors for the Yarwood tree are yellow or bronze/gold. The Yarwood tree has an oval or rounded shape and reaches 65 to 70 feet in height at full maturity. The tree is often used in urban conditions and is moderately tolerant of salt, atmospheric pollution and root compaction. The Yarwood prefers moist soils but can tolerate drier conditions as well.

'Yarwood' London Plane Tree

'Yarwood' London Plane Tree - Streetscape Condition

The Yarwood produces fruit and bark during the summer and larger leaves during the fall that will require clean-up.

The National Tree Benefit Calculator, a tool developed by Davey Resource Group, indicates that a 12-inch caliper London Planetree will intercept 2,290 gallons of stormwater runoff in a year, conserve 62 Kilowatt hours of electricity and reduce atmospheric carbon by 357 pounds.

To accent the street corners along the Douglas corridor, the project team recommends the installation of the Ulmus carpinifolia x 'Homestead' tree to create a vase-like space that would better integrate with the bus stops and seating areas recommended at these locations. This variety of elm tree produces a yellow fall color and boasts a high tolerance level to urban stress and street salts. The National Tree Benefit Calculator indicates that a 12-inch caliper Elm will intercept 2,707 gallons of stormwater runoff in a year, conserve 53 Kilowatt hours of electricity and reduce atmospheric carbon by 378 pounds. Other elms that would thrive along Douglas include the 'Emerald Sunshine', 'Frontier', and 'Princeton' varieties.

The following tree selections are also recommended for use in the downtown area:

- Chinese Pistache
- Lacebark Elm 'Emerald Prairie', 'Allee', and Everclear (narrow variety)
- Zelkova 'Green Vase'
- Male Gingko
- Swamp White Oak
- Shumard Oak

'Homestead' Elm Tree

Rhus Aromatic 'Gro-low'

Little Bluestem

Equisetum Hyemale

Pennsylvania Sedge

Recommended Plant Types

In the tree pits and planting areas the project team recommends a monochromatic planting scheme that allows for relatively low maintenance treatments. The plantings in the median must be highly tolerant of salt and snow maintenance. The Fragrant Sumac, Rhus aromatic 'Gro-low', often used as a ground cover, is low maintenance and tolerant of a variety of soil types and drought conditions. It is a dense, low-growing deciduous shrub that grows to no greater than two feet in height and produces orange to reddish-purple fall colors.

The tree pits along Douglas could combine large masses of native grasses that have lower maintenance and watering requirements. Little Bluestem, Schizachyrium scoparium, is a low maintenance, ornamental grass that grows two to four feet in height. It is one of the dominant grasses that grow in the rich and fertile soils of the tallgrass prairies of Kansas, demonstrating purplish-bronze blooms from August to February. The little bluestem could be used as an appropriate grass within rain garden areas along Douglas and adjacent streets.

The tree pits and planting areas could also include plantings of the sunspot, or "dwarf", variety of the sunflower plant. The sunflower is the state flower of Kansas and adding this planting to the streetscape could help reinforce the status of Douglas as the postcard avenue for the largest city in the state.

The Winter Scouring Rush or Horsetail plant, Equisetum hyemale, is extremely hardy and grows from two to four feet in height. This species features rigid, rough, hollow, vertically-ridged, jointed-and-segmented, bamboo-like, dark green stems (of up to one-half inch diameter at the base). This plant would also be appropriate for use in a rain garden.

Pennsylvania Sedge, Carex pensylvanica, is an excellent ground cover plant for dry, shady areas. It grows to about one foot in height and provides a thick mat of plant growth area, thereby providing an excellent seasonal cover. Pennsylvania Sedge flowers in reddish brown colors during the spring and summer.

ARTICLE B | *Community Design Charrette and Public Open House – July 28, 2011*

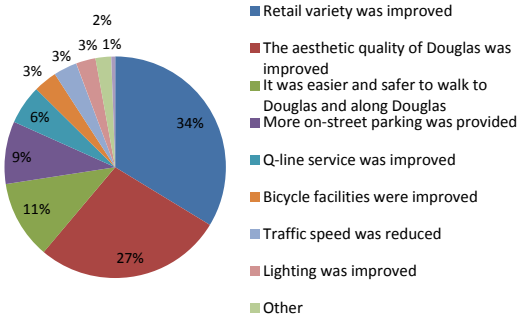
Douglas Avenue – TOD Study – Keypad Polling Results – Meeting 1

Transit Oriented Development and Streetscape Plan

PROJECT DOWNTOWN · CITY OF WICHITA · DOWNTOWN · WAMPO Wichita Area Metropolitan Planning Organization · DESIGNWORKSHOP

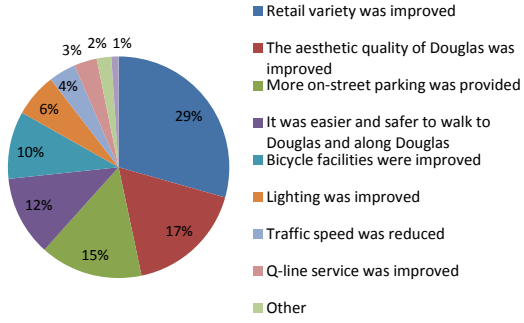
I would shop or conduct business on Douglas more often if: (Choose your top three)

Key Pad Polling



	Response Count	Percent
Retail variety was improved	59	34%
The aesthetic quality of Douglas was improved	48	27%
It was easier and safer to walk to Douglas and along Douglas	20	11%
More on-street parking was provided	16	9%
Q-line service was improved	10	6%
Bicycle facilities were improved	6	3%
Traffic speed was reduced	6	3%
Lighting was improved	5	3%
Other	4	2%
Noise was reduced	1	1%
Totals	**175**	**100%**

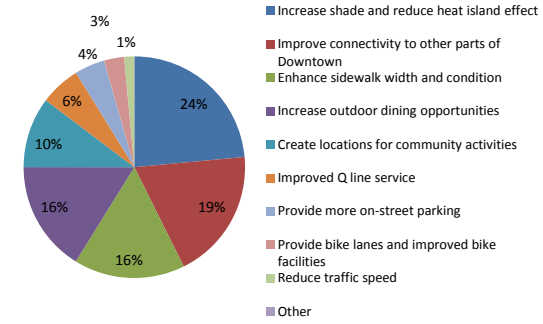
Online Survey



	Response Count	Percent
Retail variety was improved	194	29%
The aesthetic quality of Douglas was improved	114	17%
More on-street parking was provided	99	15%
It was easier and safer to walk to Douglas and along Douglas	77	12%
Bicycle facilities were improved	65	10%
Lighting was improved	42	6%
Traffic speed was reduced	26	4%
Q-line service was improved	22	3%
Other	14	2%
Noise was reduced	7	1%
Total	**229**	

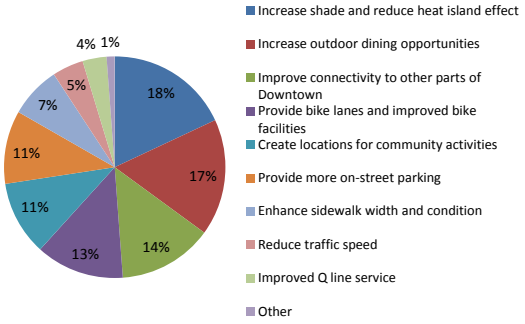
Which of the following community considerations is most important to the design of Douglas Avenue? (Choose your top three)

Key Pad Polling



	Response Count	Percent
Increase shade and reduce heat island effect	16	24%
Improve connectivity to other parts of Downtown	13	19%
Enhance sidewalk width and condition	11	16%
Increase outdoor dining opportunities	11	16%
Create locations for community activities	7	10%
Improved Q line service	4	6%
Provide more on-street parking	3	4%
Provide bike lanes and improved bike facilities	2	3%
Reduce traffic speed	1	1%
Other	0	0%
Totals	**68**	**100%**

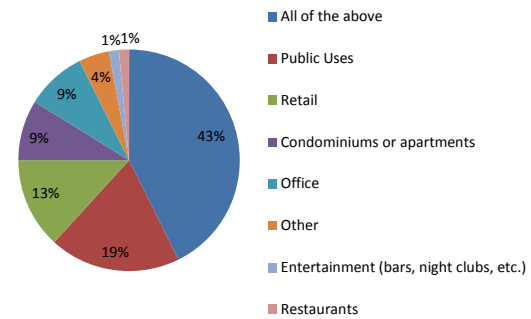
Online Survey



	Response Count	Percent
Increase shade and reduce heat island effect	123	18%
Increase outdoor dining opportunities	116	17%
Improve connectivity to other parts of Downtown	94	14%
Provide bike lanes and improved bike facilities	88	13%
Create locations for community activities	74	11%
Provide more on-street parking	73	11%
Enhance sidewalk width and condition	51	7%
Reduce traffic speed	31	5%
Improved Q line service	24	4%
Other	8	1%
Total	**233**	

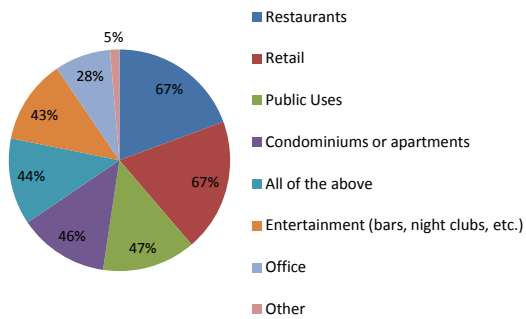
I would be in favor of the following types of land use along Douglas: (Check all that apply)

Key Pad Polling



	Response Count	Percent
All of the above	29	43%
Public Uses	13	19%
Retail	9	13%
Condominiums or apartments	6	9%
Office	6	9%
Other	3	4%
Entertainment (bars, night clubs, etc.)	1	1%
Restaurants	1	1%
Totals	**68**	**100%**

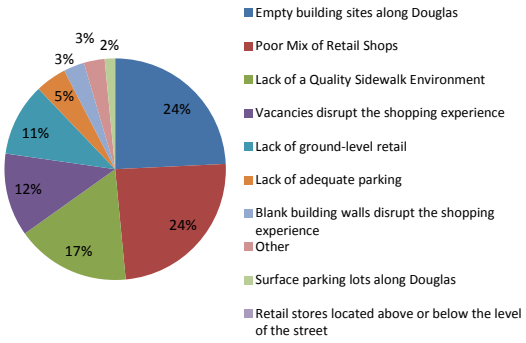
Online Survey



	Response Count	Response Percent
Restaurants	156	67%
Retail	156	67%
Public Uses	110	47%
Condominiums or apartments	106	46%
All of the above	102	44%
Entertainment (bars, night clubs, etc.)	99	43%
Office	66	28%
Other	11	5%
Total		**233**

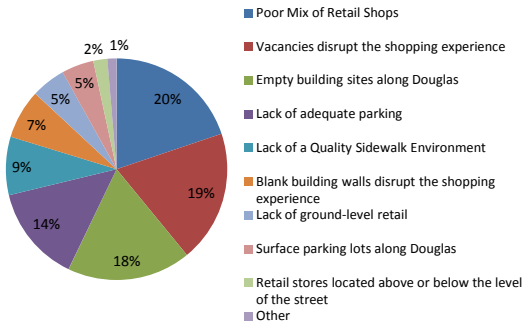
What are the greatest constraints to a healthy retail experience on Douglas Avenue? (Choose top three)

Key Pad Polling



	Response Count	Percent
Empty building sites along Douglas	16	24%
Poor Mix of Retail Shops	16	24%
Lack of a Quality Sidewalk Environment	11	17%
Vacancies disrupt the shopping experience	8	12%
Lack of ground-level retail	7	11%
Lack of adequate parking	3	5%
Blank building walls disrupt the shopping experience	2	3%
Other	2	3%
Surface parking lots along Douglas	1	2%
Retail stores located above or below the level of the street	0	0%
Totals	**66**	**100%**

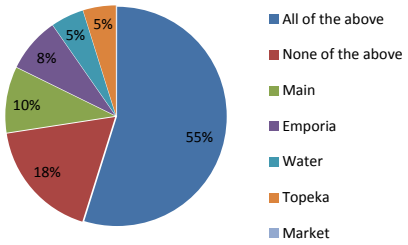
Online Survey



	Response Count	Percent
Poor Mix of Retail Shops	135	20%
Vacancies disrupt the shopping experience	131	19%
Empty building sites along Douglas	123	18%
Lack of adequate parking	96	14%
Lack of a Quality Sidewalk Environment	58	9%
Blank building walls disrupt the shopping experience	49	7%
Lack of ground-level retail	34	5%
Surface parking lots along Douglas	32	5%
Retail stores located above or below the level of the street	14	2%
Other	9	1%
Total	**232**	

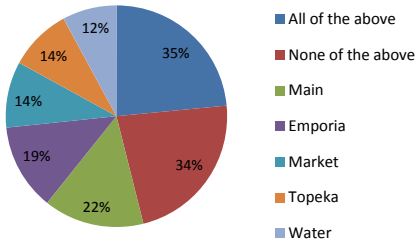
I would be in favor of converting the following cross streets to Douglas from one-ways to two-ways: (Choose all that apply)

Key Pad Polling



	Response Count	Percent
All of the above	34	55%
None of the above	11	18%
Main	6	10%
Emporia	5	8%
Water	3	5%
Topeka	3	5%
Market	0	0%
Totals	**62**	**100%**

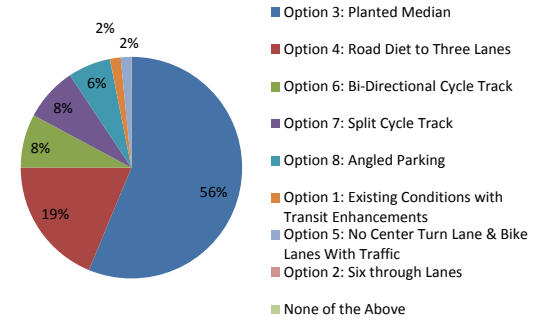
Online Survey



	Response Count	Percent
All of the above	80	35%
None of the above	77	34%
Main	50	22%
Emporia	43	19%
Market	33	14%
Topeka	31	14%
Water	27	12%
Total	**230**	

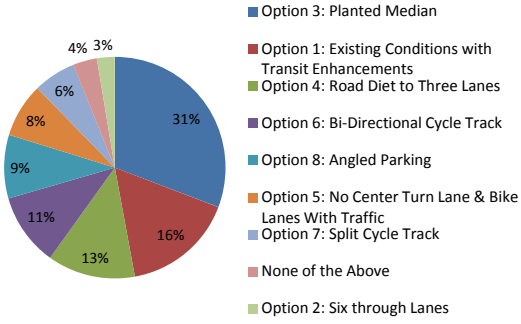
I am in favor of the following street section option along Douglas: (Choose one)

Key Pad Polling



	Response Count	Percent
Option 3: Planted Median	36	56%
Option 4: Road Diet to Three Lanes	12	19%
Option 6: Bi-Directional Cycle Track	5	8%
Option 7: Split Cycle Track	5	8%
Option 8: Angled Parking	4	6%
Option 1: Existing Conditions with Transit Enhancements	1	2%
Option 5: No Center Turn Lane & Bike Lanes With Traffic	1	2%
Option 2: Six through Lanes	0	0%
None of the Above	0	0%
Totals	**64**	**100%**

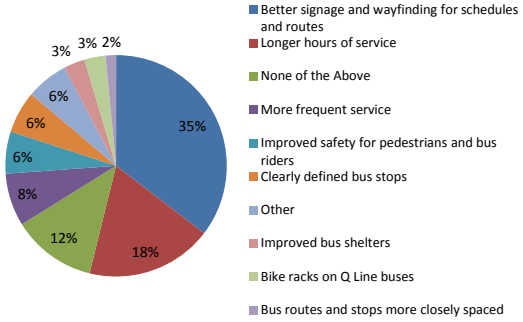
Online Survey



	Response Count	Percent
Option 3: Planted Median	70	31%
Option 1: Existing Conditions with Transit Enhancements	37	16%
Option 4: Road Diet to Three Lanes	29	13%
Option 6: Bi-Directional Cycle Track	24	11%
Option 8: Angled Parking	21	9%
Option 5: No Center Turn Lane & Bike Lanes With Traffic	18	8%
Option 7: Split Cycle Track	14	6%
None of the Above	8	4%
Option 2: Six through Lanes	6	3%
Total		**227**

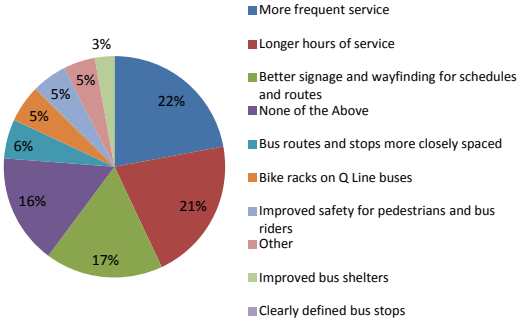
I would use public transit in the downtown area more frequently if the following were provided : (Choose your top two)

Key Pad Polling



	Response Count	Percent
Better signage and wayfinding for schedules and routes	23	35%
Longer hours of service	12	18%
None of the Above	8	12%
More frequent service	5	8%
Improved safety for pedestrians and bus riders	4	6%
Clearly defined bus stops	4	6%
Other	4	6%
Improved bus shelters	2	3%
Bike racks on Q Line buses	2	3%
Bus routes and stops more closely spaced	1	2%
Totals	**65**	**100%**

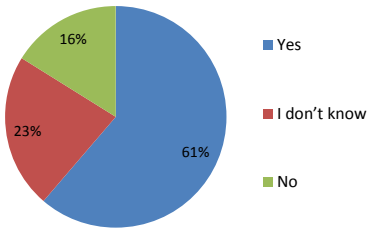
Online Survey



	Response Count	Percent
More frequent service	77	22%
Longer hours of service	73	21%
Better signage and wayfinding for schedules and routes	60	17%
None of the Above	56	16%
Bus routes and stops more closely spaced	20	6%
Bike racks on Q Line buses	19	5%
Improved safety for pedestrians and bus riders	18	5%
Other	16	5%
Improved bus shelters	10	3%
Clearly defined bus stops		0%
Total	**212**	

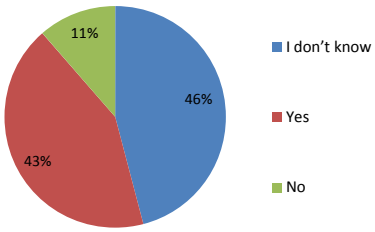
I would be in favor of aligning the Q route to follow Douglas Avenue more directly: Choose one)

Key Pad Polling



	Response Count	Percent
Yes	38	61%
I don't know	14	23%
No	10	16%
Totals	**62**	**100%**

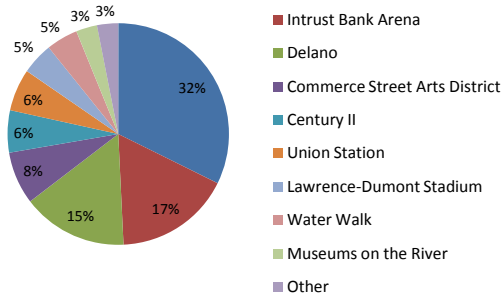
Online Survey



	Response Count	Response Percent
Yes	94	43%
No	25	11%
I don't know	101	46%
Total		**220**

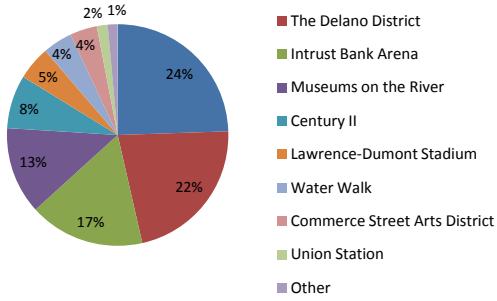
I believe the Q line must directly access the following destinations: (Choose your top three)

Key Pad Polling



	Response Count	Percent
Old Town	21	32%
Intrust Bank Arena	11	17%
Delano	10	15%
Commerce Street Arts District	5	8%
Century II	4	6%
Union Station	4	6%
Lawrence-Dumont Stadium	3	5%
Water Walk	3	5%
Museums on the River	2	3%
Other	2	3%
Totals	**65**	**100%**

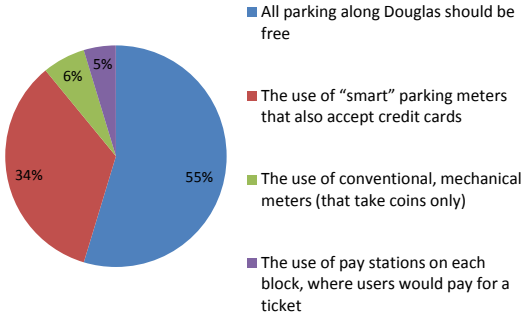
Online Survey



	Response Count	Percent
Old Town	154	24%
The Delano District	138	22%
Intrust Bank Arena	106	17%
Museums on the River	80	13%
Century II	49	8%
Lawrence-Dumont Stadium	31	5%
Water Walk	27	4%
Commerce Street Arts District	25	4%
Union Station	10	2%
Other	9	1%
Total	**212**	

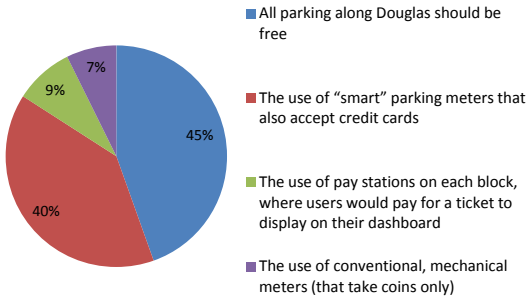
I would prefer the following strategy in providing on-street parking along Douglas: (Choose one)

Key Pad Polling



	Response Count	Percent
All parking along Douglas should be free	35	55%
The use of "smart" parking meters that also accept credit cards	22	34%
The use of conventional, mechanical meters (that take coins only)	4	6%
The use of pay stations on each block, where users would pay for a ticket	3	5%
Totals	**64**	**100%**

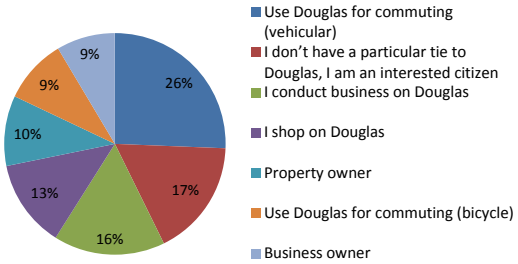
Online Survey



	Response Count	Percent
All parking along Douglas should be free	98	45%
The use of "smart" parking meters that also accept credit cards	87	40%
The use of pay stations on each block, where users would pay for a ticket that they would display on their front dashboard	19	9%
The use of conventional, mechanical meters (that take coins only)	16	7%
Total		**220**

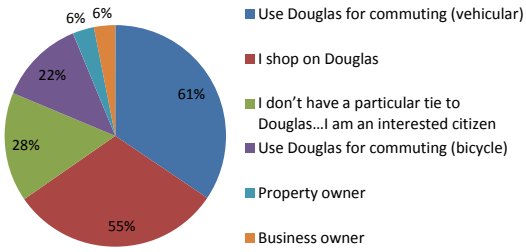
My tie to Douglas Avenue is the following: (Choose all that apply)

Key Pad Polling



	Response Count	Percent
Use Douglas for commuting (vehicular)	30	26%
I don't have a particular tie to Douglas, I am an interested citizen	20	17%
I conduct business on Douglas	19	16%
I shop on Douglas	15	13%
Property owner	12	10%
Use Douglas for commuting (bicycle)	11	9%
Business owner	10	9%
Totals	**117**	**100%**

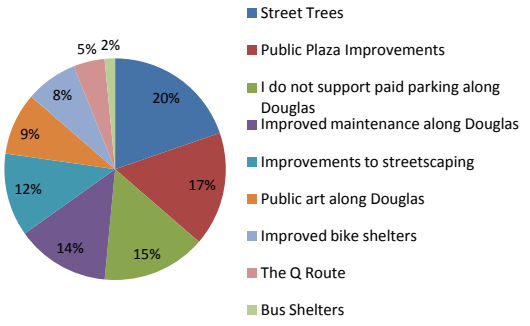
Online Survey



	Response Count	Percent
Use Douglas for commuting (vehicular)	155	61%
I shop on Douglas	139	55%
I don't have a particular tie to Douglas...I am an interested citizen	72	28%
Use Douglas for commuting (bicycle)	56	22%
Property owner	14	6%
Business owner	14	6%
Total		**255**

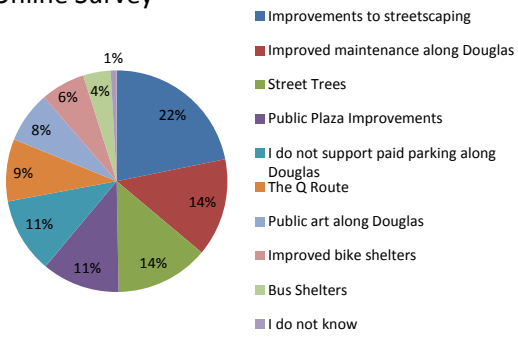
Would you support using the additional revenue from paid parking along Douglas to fund: (Choose top three)

Key Pad Polling



	Response Count	Percent
Street Trees	13	20%
Public Plaza Improvements	11	17%
I do not support paid parking along Douglas	10	15%
Improved maintenance along Douglas	9	14%
Improvements to streetscaping	8	12%
Public art along Douglas	6	9%
Improved bike shelters	5	8%
The Q Route	3	5%
Bus Shelters	1	2%
I do not know	0	0%
Totals	**66**	**100%**

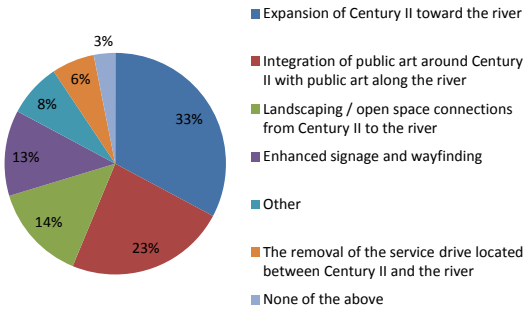
Online Survey



	Response Count	Percent
Improvements to streetscaping	125	22%
Improved maintenance along Douglas	82	14%
Street Trees	78	14%
Public Plaza Improvements	65	11%
I do not support paid parking along Douglas	63	11%
The Q Route	52	9%
Public art along Douglas	43	8%
Improved bike shelters	37	6%
Bus Shelters	23	4%
I do not know	5	1%
Total	**218**	

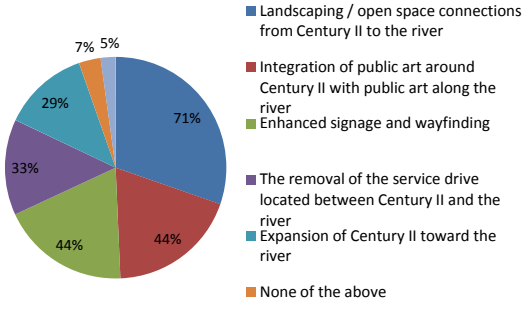
I would favor the following strategies to better tie Douglas to the Arkansas River: (Choose all that apply)

Key Pad Polling



	Response Count	Percent
Expansion of Century II toward the river	21	33%
Integration of public art around Century II with public art along the river	15	23%
Landscaping / open space connections from Century II to the river	9	14%
Enhanced signage and wayfinding	8	13%
Other	5	8%
The removal of the service drive located between Century II and the river	4	6%
None of the above	2	3%
Totals	**64**	**100%**

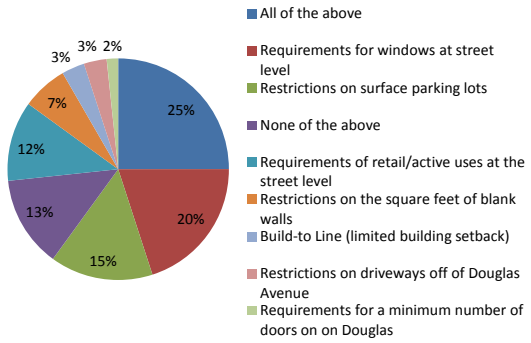
Online Survey



	Response Count	Response Percent
Landscaping / open space connections from Century II to the river	152	71%
Integration of public art around Century II with public art along the river	95	44%
Enhanced signage and wayfinding	94	44%
The removal of the service drive located between Century II and the river	70	33%
Expansion of Century II toward the river	63	29%
None of the above	16	7%
Other	11	5%
Total		**215**

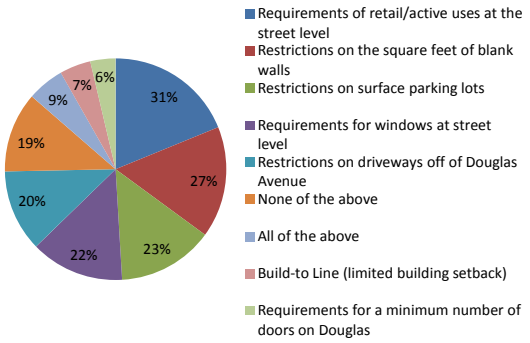
What kind of urban design controls would you be in favor of for Douglas Avenue? (Choose One)

Key Pad Polling



	Response Count	Percent
All of the above	15	25%
Requirements for windows at street level	12	20%
Restrictions on surface parking lots	9	15%
None of the above	8	13%
Requirements of retail/active uses at the street level	7	12%
Restrictions on the square feet of blank walls	4	7%
Build-to Line (limited building setback)	2	3%
Restrictions on driveways off of Douglas Avenue	2	3%
Requirements for a minimum number of doors on on Douglas	1	2%
Totals	**60**	**100%**

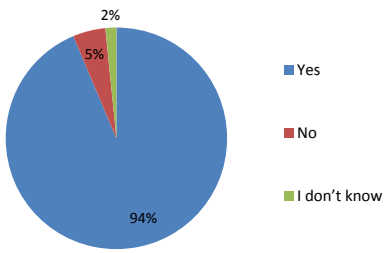
Online Survey



	Response Count	Response Percent
Requirements of retail/active uses at the street level	66	31%
Restrictions on the square feet of blank walls	57	27%
Restrictions on surface parking lots	49	23%
Requirements for windows at street level	48	22%
Restrictions on driveways off of Douglas Avenue	42	20%
None of the above	41	19%
All of the above	19	9%
Build-to Line (limited building setback)	16	7%
Requirements for a minimum number of doors on Douglas	13	6%
Total	**215**	

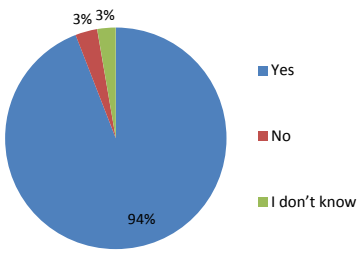
I would be in favor of allowing for space for retail kiosks, restaurants, and other retail outlets within the public right of way along Douglas (under lease or license): (Choose One)

Key Pad Polling



	Response Count	Percent
Yes	59	94%
No	3	5%
I don't know	1	2%
Totals	**63**	**100%**

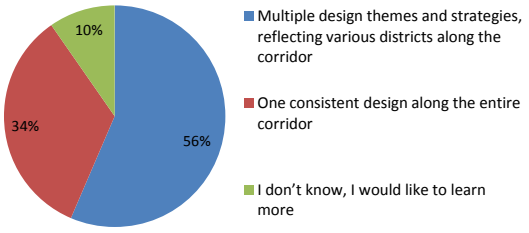
Online Survey



	Response Count	Percent
Yes	208	94%
No	7	3%
I don't know	6	3%

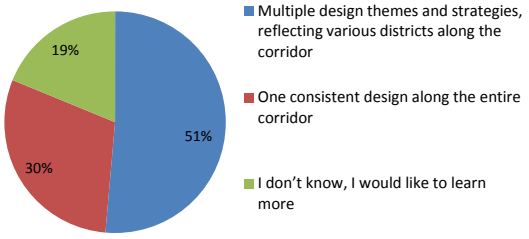
I am in favor of the following for the overall design of Douglas Avenue from McLean to Washington. (Choose One)

Key Pad Polling



	Response Count	Percent
Multiple design themes and strategies, reflecting various districts along the corridor	35	56%
One consistent design along the entire corridor	21	34%
I don't know, I would like to learn more	6	10%
Totals	**62**	**100%**

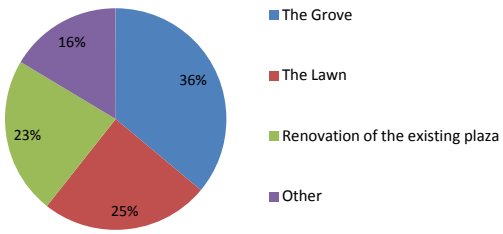
Online Survey



	Response Count	Percent
Multiple design themes and strategies, reflecting various districts along the corridor	112	51.4%
One consistent design along the entire corridor	65	29.8%
I don't know, I would like to learn more	41	18.8%
Total		**218**

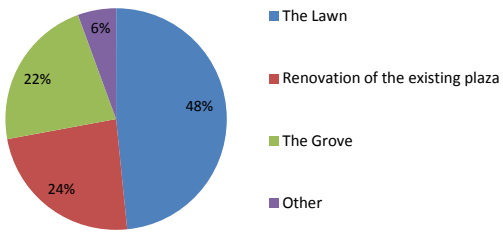
I am in favor of the following general design direction for the Century II Plaza. (Choose One)

Key Pad Polling



	Response Count	Percent
The Grove	22	36%
The Lawn	15	25%
Renovation of the existing plaza	14	23%
Other	10	16%
Totals	**61**	**100%**

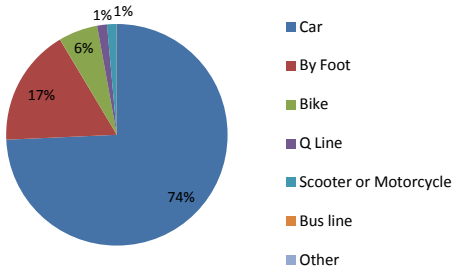
Online Survey



	Response Count	Percent
The Lawn	104	48%
Renovation of the existing plaza	51	24%
The Grove	48	22%
Other	12	6%
Total		**215**

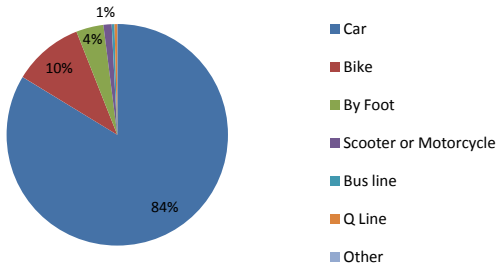
My primary mode of travel along the Douglas corridor is: (Choose one)

Key Pad Polling



	Response Count	Percent
Car	52	74%
By Foot	12	17%
Bike	4	6%
Q Line	1	1%
Scooter or Motorcycle	1	1%
Bus line	0	0%
Other	0	0%
Totals	**70**	**100%**

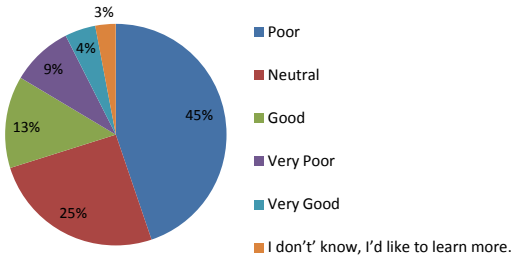
Online Survey



	Response Count	Percent
Car	212	84%
Bike	26	10%
By Foot	10	4%
Scooter or Motorcycle	3	1%
Bus line	1	0%
Q Line	1	0%
Other	0	0%
Total		**253**

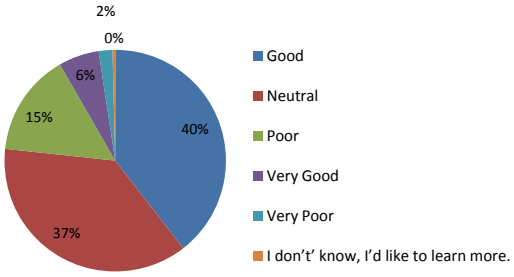
How would you rate the appearance of Douglas today? (Choose one)

Key Pad Polling



	Response Count	Percent
Poor	30	45%
Neutral	17	25%
Good	9	13%
Very Poor	6	9%
Very Good	3	4%
I don't' know, I'd like to learn more.	2	3%
Totals	**67**	**100%**

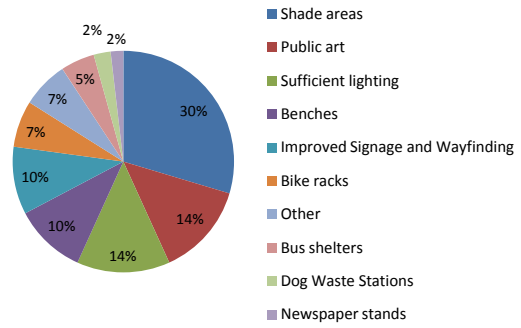
Online Survey



	Response Count	Percent
Very Poor	5	2%
Poor	38	15%
Neutral	94	37%
Good	100	40%
Very Good	15	6%
I don't' know, I'd like to learn more.	1	0%
Total		**253**

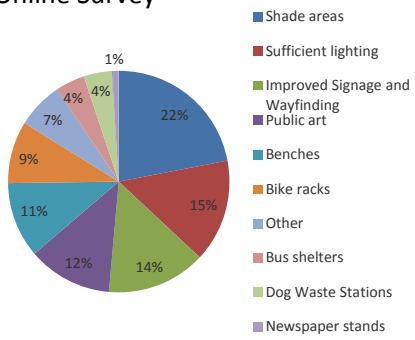
What is missing from the current design of Douglas? (Choose your top three)

Key Pad Polling



	Response Count	Percent
Shade areas	48	30%
Public art	22	14%
Sufficient lighting	22	14%
Benches	17	10%
Improved Signage and Wayfinding	16	10%
Bike racks	11	7%
Other	11	7%
Bus shelters	8	5%
Dog Waste Stations	4	2%
Newspaper stands	3	2%
Totals	**162**	**100%**

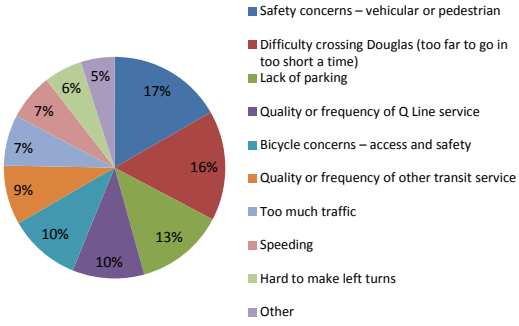
Online Survey



	Response Count	Percent
Shade areas	155	22%
Sufficient lighting	106	15%
Improved Signage and Wayfinding	102	14%
Public art	87	12%
Benches	78	11%
Bike racks	64	9%
Other	48	7%
Bus shelters	30	4%
Dog Waste Stations	29	4%
Newspaper stands	7	1%
Total	**246**	

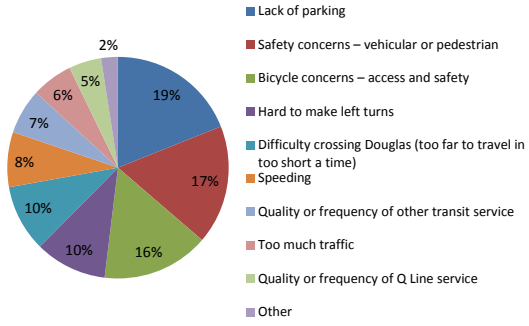
Which transportation issues concern you most along Douglas Avenue? (Choose your top three)

Key Pad Polling



	Response Count	Percent
Safety concerns – vehicular or pedestrian	27	17%
Difficulty crossing Douglas (too far to go in too short a time)	26	16%
Lack of parking	21	13%
Quality or frequency of Q Line service	17	10%
Bicycle concerns – access and safety	17	10%
Quality or frequency of other transit service	14	9%
Too much traffic	12	7%
Speeding	11	7%
Hard to make left turns	9	6%
Other	8	5%
Totals	**162**	**100%**

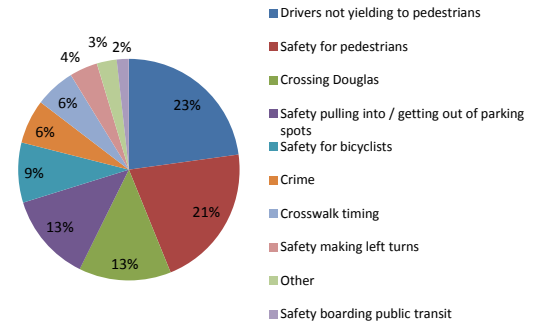
Online Survey



	Response Count	Percent
Lack of parking	132	19%
Safety concerns – vehicular or pedestrian	121	17%
Bicycle concerns – access and safety	109	16%
Hard to make left turns	73	10%
Difficulty crossing Douglas (too far to travel in too short a time)	68	10%
Speeding	56	8%
Quality or frequency of other transit service	46	7%
Too much traffic	42	6%
Quality or frequency of Q Line service	33	5%
Other	17	2%
Total	**248**	**100%**

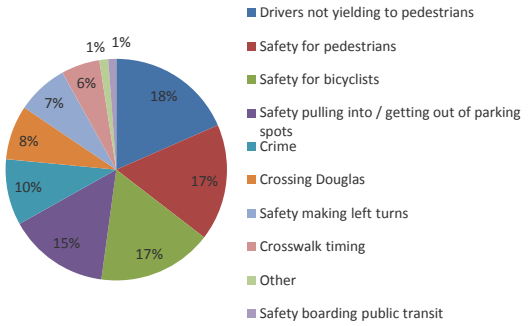
Which safety issues concern you most along Douglas? (Choose your top three)

Key Pad Polling



	Response Count	Percent
Drivers not yielding to pedestrians	39	23%
Safety for pedestrians	36	21%
Crossing Douglas	23	13%
Safety pulling into / getting out of parking spots	22	13%
Safety for bicyclists	15	9%
Crime	11	6%
Crosswalk timing	10	6%
Safety making left turns	7	4%
Other	5	3%
Safety boarding public transit	3	2%
Totals	**171**	**100%**

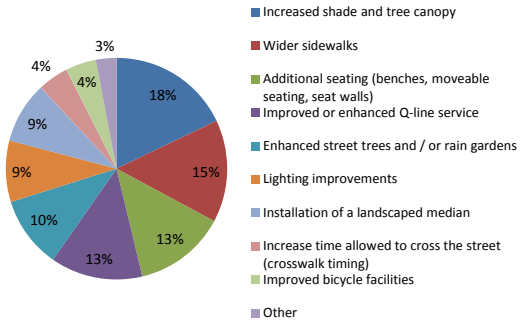
Online Survey



	Response Count	Percent
Drivers not yielding to pedestrians	128	18%
Safety for bicyclists	116	17%
Crosswalk timing	39	6%
Crossing Douglas	55	8%
Safety pulling into / getting out of parking spots	102	15%
Safety making left turns	52	7%
Safety boarding public transit	8	1%
Safety for pedestrians	118	17%
Crime	67	10%
Other	9	1%
Total	**247**	

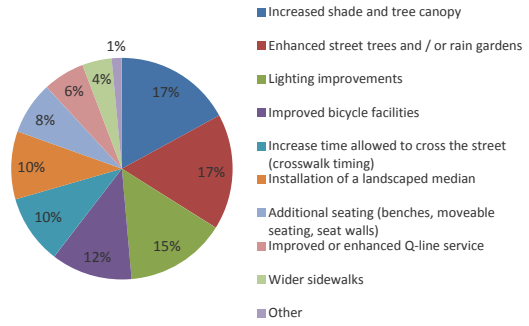
Which streetscape improvements do you think would have the most positive impacts on improving pedestrian safety and comfort along Douglas? (Choose your top three)

Key Pad Polling



	Response Count	Percent
Increased shade and tree canopy	12	18%
Wider sidewalks	10	15%
Additional seating (benches, moveable seating, seat walls)	9	13%
Improved or enhanced Q-line service	9	13%
Enhanced street trees and / or rain gardens	7	10%
Lighting improvements	6	9%
Installation of a landscaped median	6	9%
Increase time allowed to cross the street (crosswalk timing)	3	4%
Improved bicycle facilities	3	4%
Other	2	3%
Totals	**67**	**100%**

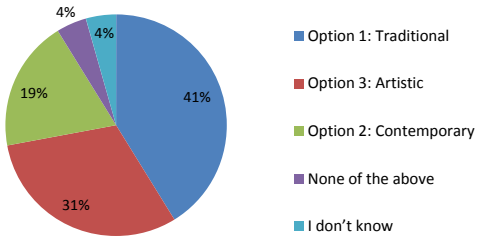
Online Survey



	Response Count	Percent
Increased shade and tree canopy	115	17%
Enhanced street trees and / or rain gardens	114	17%
Lighting improvements	99	15%
Improved bicycle facilities	80	12%
Increase time allowed to cross the street (crosswalk timing)	68	10%
Installation of a landscaped median	67	10%
Additional seating (benches, moveable seating, seat walls)	52	8%
Improved or enhanced Q-line service	41	6%
Wider sidewalks	29	4%
Other	10	1%
Total	**233**	

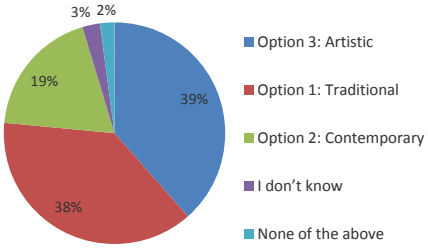
Which style of street furniture from the Wichita Downtown Design guidelines do you prefer for Douglas Avenue? (Choose One)

Key Pad Polling



	Response Count	Percent
Option 1: Traditional	28	41%
Option 3: Artistic	21	31%
Option 2: Contemporary	13	19%
None of the above	3	4%
I don't know	3	4%
Totals	**68**	**100%**

Online Survey

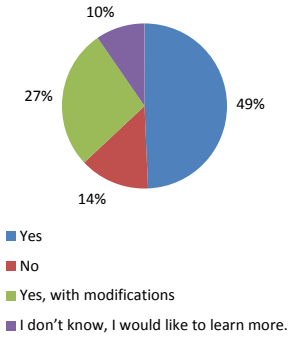


	Response Count	Percent
Option 3: Artistic	90	39%
Option 1: Traditional	89	38%
Option 2: Contemporary	44	19%
I don't know	6	3%
None of the above	5	2%
Total		**234**

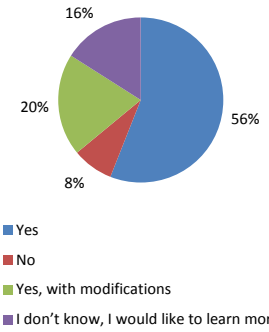
ARTICLE C | *Second Public Open House – August 31, 2011*

1.) I am in favor of the preferred plan as shown for Douglas Avenue (Median Plan). (Choose One)

Key Pad Polling



Online Survey



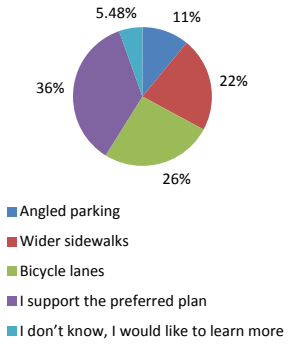
1.) I am in favor of the preferred plan as shown for Douglas Avenue (Median Plan). (Choose One)	Responses	
Yes	36	49.32%
No	10	13.70%
Yes, with modifications	20	27.40%
I don't know, I would like to learn more.	7	9.59%
Totals	**73**	**100%**

I am in favor of the preferred plan as shown for Douglas Avenue (Median Plan). (Choose One)

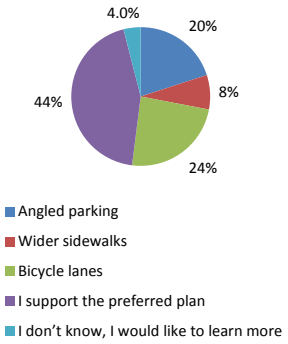
Answer Options	Response Percent	Response Count
Yes	56.0%	14
No	8.0%	2
Yes, with modifications	20.0%	5
I don't know, I would like to learn more.	16.0%	4
answered question		25
skipped question		0

2.) I would prefer a different street layout than the preferred plan that includes: (Choose One)

Key Pad Polling



Online Survey



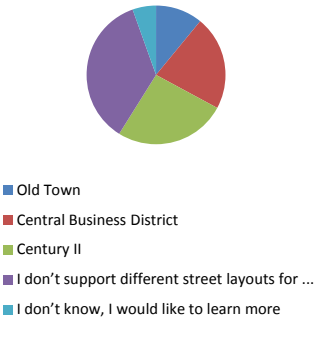
2.) I would prefer a different street layout than the preferred plan that includes: (Choose One)	Responses	
Angled parking	8	10.96%
Wider sidewalks	16	21.92%
Bicycle lanes	19	26.03%
I support the preferred plan	26	35.62%
I don't know, I would like to learn more	4	5.48%
Totals	**73**	**100%**

I would prefer a different street layout than the preferred plan that includes: (Choose One)

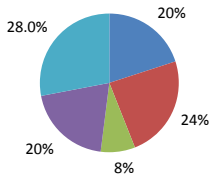
Answer Options	Response Percent	Response Count
Angled parking	20.0%	5
Wider sidewalks	8.0%	2
Bicycle lanes	24.0%	6
I support the preferred plan	44.0%	11
I don't know, I would like to learn more	4.0%	1
answered question		25
skipped question		0

3.) Assuming there is a different street layout than the preferred plan for different segments of Douglas Avenue, I would support a different layout in the following location (Choose One)

Key Pad Polling



Online Survey



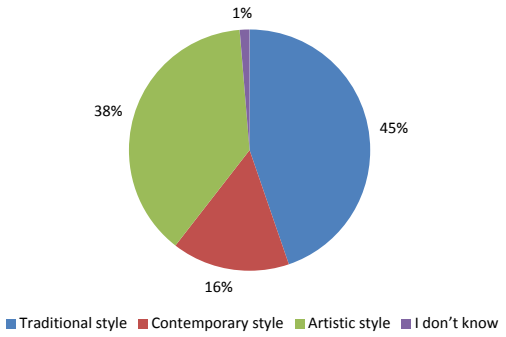
3.) Assuming there is a different street layout than the preferred plan for different segments of Douglas Avenue, I would support a different layout in the following location (Choose One)	Responses	
Old Town	16	21.33%
Central Business District	18	24%
Century II	14	18.67%
I don't support different street layouts for different segments	21	28%
I don't know, I would like to learn more	6	8%
Totals	**75**	**100%**

Assuming there is a different street layout than the preferred plan for different segments of Douglas Avenue, I would support a different layout in the following location (Choose One):

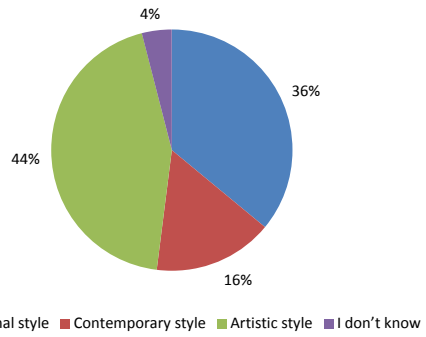
Answer Options	Response Percent	Response Count
Old Town	20.0%	5
Central Business District	24.0%	6
Century II	8.0%	2
I don't support different street layouts for different segments	20.0%	5
I don't know, I would like to learn more	28.0%	7
answered question		25
skipped question		0

4.) I prefer the following option for streetscape style, incorporating signage, street trees, furniture, and other components: (Choose one)

Key Pad Polling



Online Survey



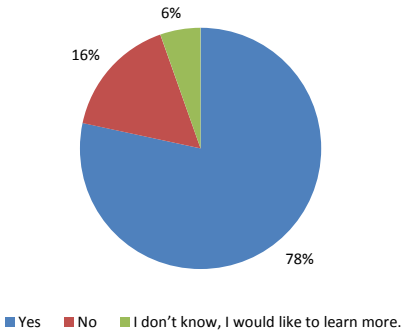
4.) I prefer the following option for streetscape style, incorporating signage, street trees, furniture, and other components: (Choose one)	Responses	
Traditional style	34	44.74%
Contemporary style	12	15.79%
Artistic style	29	38.16%
I don't know	1	1.32%
Totals	**76**	**100%**

I prefer the following option for streetscape style, incorporating signage, street trees, furniture, and other components: (Choose one)

Answer Options	Response Percent	Response Count
Traditional style	36.0%	9
Contemporary style	16.0%	4
Artistic style	44.0%	11
I don't know	4.0%	1
answered question		25
skipped question		0

5.) Do you agree with the Downtown Streetscape Guidelines recommendation for the Traditional streetscape style for Douglas Avenue in Old Town? (Choose One)

Key Pad Polling



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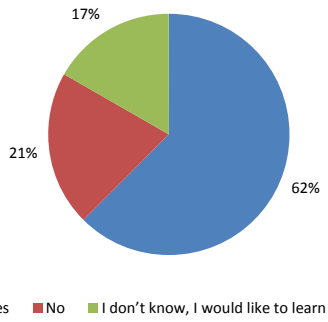


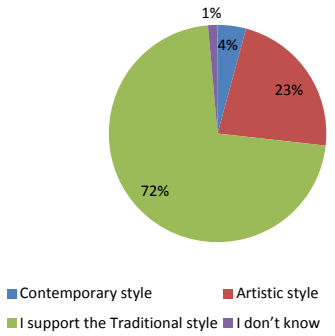
5.) Do you agree with the Downtown Streetscape Guidelines recommendation for the Traditional streetscape style for Douglas Avenue in Old Town? (Choose One)	Responses	
Yes	58	78.38%
No	12	16.22%
I don't know, I would like to learn more.	4	5.41%
Totals	**74**	**100%**

Do you agree with the Downtown Streetscape Guidelines recommendation for the Traditional streetscape style for Douglas Avenue in Old Town? (Choose One)

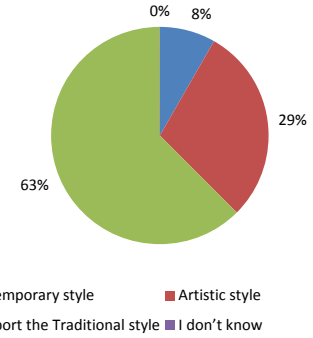
Answer Options	Response Percent	Response Count
Yes	62.5%	15
No	20.8%	5
I don't know, I would like to learn more.	16.7%	4
answered question		24
skipped question		1

6.) If you do not support the Traditional streetscape style for Old Town, which streetscape style do you prefer? (Choose One)

Key Pad Polling



Online Survey



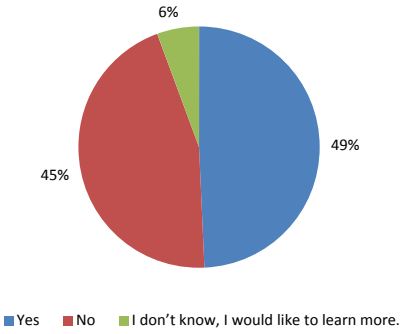
6.) If you do not support the Traditional streetscape style for Old Town, which streetscape style do you prefer? (Choose One)	Responses	
Contemporary style	3	4.23%
Artistic style	16	22.54%
I support the Traditional style	51	71.83%
I don't know	1	1.41%
Totals	**71**	**100%**

If you do not support the Traditional streetscape style for Old Town, which streetscape style do you prefer? (Choose One)

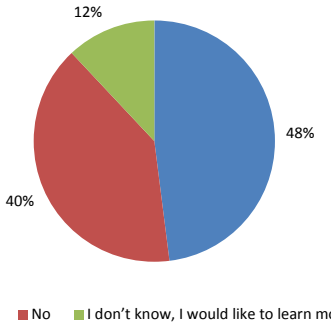
Answer Options	Response Percent	Response Count
Contemporary style	8.3%	2
Artistic style	29.2%	7
I support the Traditional style	62.5%	15
I don't know	0.0%	0
answered question		24
skipped question		1

7.) Do you agree with the Downtown Streetscape Guidelines recommendation for the Contemporary streetscape style for the Douglas Avenue corridor west of Old Town?

Key Pad Polling



Online Survey



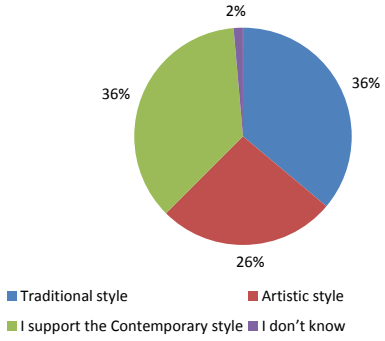
7.) Do you agree with the Downtown Streetscape Guidelines recommendation for the Contemporary streetscape style for the Douglas Avenue corridor west of Old Town?	Responses	
Yes	35	49.30%
No	32	45.07%
I don't know, I would like to learn more.	4	5.63%
Totals	**71**	**100%**

Do you agree with the Downtown Streetscape Guidelines recommendation for the Contemporary streetscape style for the Douglas Avenue corridor west of Old Town? (Choose one)

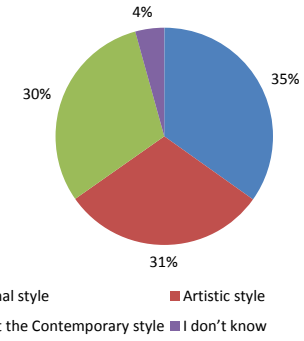
Answer Options	Response Percent	Response Count
Yes	48.0%	12
No	40.0%	10
I don't know, I would like to learn more.	12.0%	3
answered question		25
skipped question		0

8.) If you do not support the Contemporary streetscape style for the Douglas Avenue corridor west of Old Town, which streetscape style do you prefer?

Key Pad Polling



Online Survey



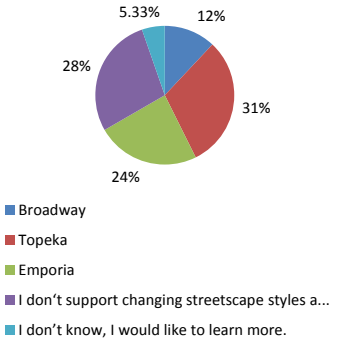
8.) If you do not support the Contemporary streetscape style for the Douglas Avenue corridor west of Old Town, which streetscape style do you prefer?	Responses	
Traditional style	26	36.11%
Artistic style	19	26.39%
I support the Contemporary style	26	36.11%
I don't know	1	1.39%
Totals	**72**	**100%**

If you do not support the Contemporary streetscape style for the Douglas Avenue corridor west of Old Town, which streetscape style do you prefer? (Choose one)

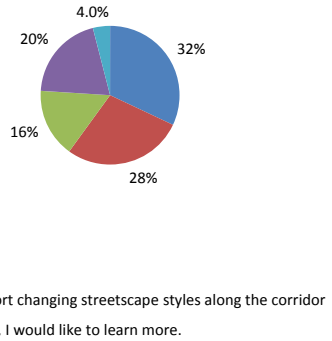
Answer Options	Response Percent	Response Count
Traditional style	34.8%	8
Artistic style	30.4%	7
I support the Contemporary style	30.4%	7
I don't know	4.3%	1
answered question		**23**
skipped question		**2**

9.) Assuming that streetscape style changes west of the Old Town District, I would favor the style changes at which cross-street with Douglas?

Key Pad Polling



Online Survey



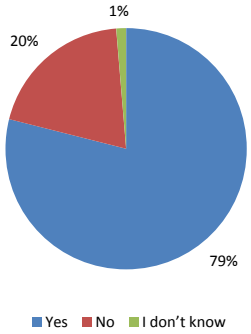
9.) Assuming that streetscape style changes west of the Old Town District, I would favor the style changes at which cross-street with Douglas?	Responses	
Broadway	9	12%
Topeka	23	30.67%
Emporia	18	24%
I don't support changing streetscape styles along the corridor	21	28%
I don't know, I would like to learn more.	4	5.33%
Totals	**75**	**100%**

Assuming that streetscape style changes west of the Old Town District, I would favor the style changes at which cross-street with Douglas? (Choose one)

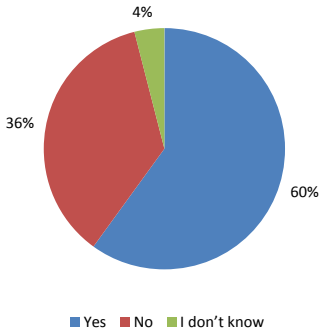
Answer Options	Response Percent	Response Count
Broadway	32.0%	8
Topeka	28.0%	7
Emporia	16.0%	4
I don't support changing streetscape styles along the corridor	20.0%	5
I don't know, I would like to learn more.	4.0%	1
answered question		**25**
skipped question		**0**

10.) Assuming that the median plan for Douglas moves forward, would you be willing to prohibit left turn access into existing as well as new driveways for parking lots and alleys (making these right in, right out only)?

Key Pad Polling



Online Survey



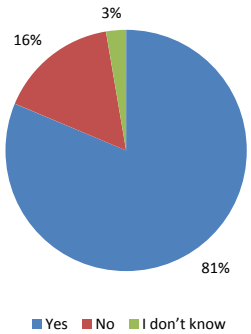
10.) Assuming that the median plan for Douglas moves forward, would you be willing to prohibit left turn access into existing as well as new driveways for parking lots and alleys (making these right in, right out only)?	Responses	
Yes	60	78.95%
No	15	19.74%
I don't know	1	1.32%
Totals	**76**	**100%**

Assuming that the median plan for Douglas moves forward, would you be willing to prohibit left turn access into existing as well as new driveways for parking lots and alleys (making these right in, right out only)? (Choose one)

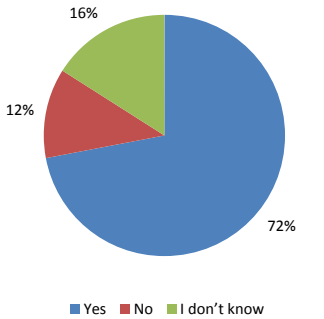
Answer Options	Response Percent	Response Count
Yes	60.0%	15
No	36.0%	9
I don't know	4.0%	1
answered question		25
skipped question		0

11.) Assuming that the median plan for Douglas moves forward, would you be willing to prohibit the development of new surface parking lots and parking garages directly fronting Douglas? (Choose one)

Key Pad Polling



Online Survey



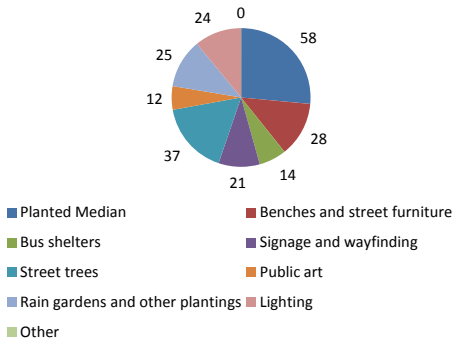
11.) Assuming that the median plan for Douglas moves forward, would you be willing to prohibit the development of new surface parking lots and parking garages directly fronting Douglas? (Choose one)	Responses	
Yes	61	81.33%
No	12	16%
I don't know	2	2.67%
Totals	**75**	**100%**

Assuming that the median plan for Douglas moves forward, would you be willing to prohibit the development of new surface parking lots and parking garages directly fronting Douglas? (Choose one)

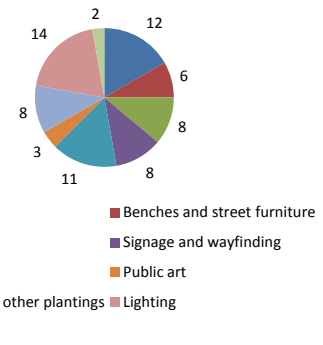
Answer Options	Response Percent	Response Count
Yes	72.0%	18
No	12.0%	3
I don't know	16.0%	4
answered question		25
skipped question		0

12.) I would prefer that Phase 1 of improvements along Douglas involve the following streetscape components: (Rank your top 3)

Key Pad Polling



Online Survey



12.) I would prefer that Phase 1 of improvements along Douglas involve the following streetscape components: (Rank your top 3) (priority ranking)

	Responses	
Planted Median	58	26.48%
Benches and street furniture	28	12.79%
Bus shelters	14	6.39%
Signage and wayfinding	21	9.59%
Street trees	37	16.89%
Public art	12	5.48%
Rain gardens and other plantings	25	11.42%
Lighting	24	10.96%
Other	0	0%
Totals	**219**	**100%**

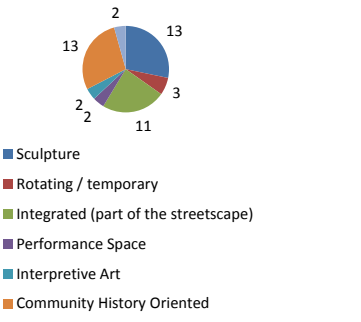
I would prefer that Phase 1 of improvements along Douglas involve the following streetscape components: (Rank your top 3)

Answer Options	Option 1	Option 2	Option 3	Rating Average	Response Count
Planted Median	7	4	1	1.00	12
Benches and street furniture	0	3	3	1.00	6
Bus shelters	5	2	1	1.00	8
Signage and wayfinding	1	3	4	1.00	8
Street trees	2	6	3	1.00	11
Public art	0	2	1	1.00	3
Rain gardens and other plantings	3	2	3	1.00	8
Lighting	5	2	7	1.00	14
Other	2	0	0	1.00	2
Other (please specify)					3
				answered question	25
				skipped question	0

13.) I prefer the following types of public art for the Douglas corridor: (Choose your top 2)

Key Pad Polling

Online Survey



13.) I prefer the following types of public art for the Douglas corridor: (Choose your top 2) (multiple choice)

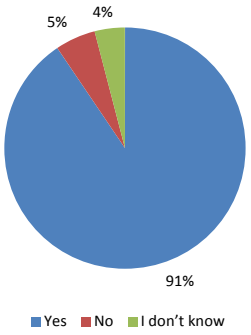
	Responses	
Sculpture	29	21.32%
Rotating / temporary	16	11.76%
Integrated (part of the streetscape)	40	29.41%
Performance Space	10	7.35%
Interpretive Art	14	10.29%
Community History Oriented	27	19.85%
I do not prefer any of these options	0	0%
Totals	**136**	**100%**

I prefer the following types of public art for the Douglas corridor: (Choose your top 2)

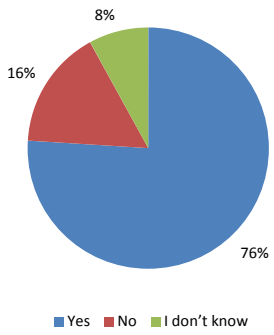
Answer Options	Response Percent	Response Count
Sculpture	52.0%	13
Rotating / temporary	12.0%	3
Integrated (part of the streetscape)	44.0%	11
Performance Space	8.0%	2
Interpretive Art	8.0%	2
Community History Oriented	52.0%	13
I do not prefer any of these options	8.0%	2
answered question		25
skipped question		0

14.) Would you favor the use of interpretive signage along Douglas Avenue, as recommended in the Downtown plan? (Choose One)

Key Pad Polling



Online Survey



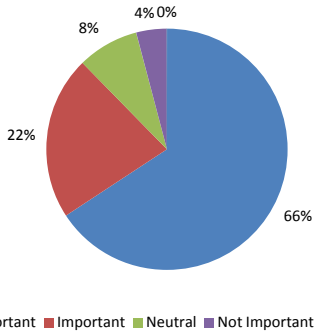
14.) Would you favor the use of interpretive signage along Douglas Avenue, as recommended in the Downtown plan? (Choose One)	Responses	
Yes	67	90.54%
No	4	5.41%
I don't know	3	4.05%
Totals	**74**	**100%**

Would you favor the use of interpretive signage along Douglas Avenue, as recommended in the Downtown plan? (Choose One)

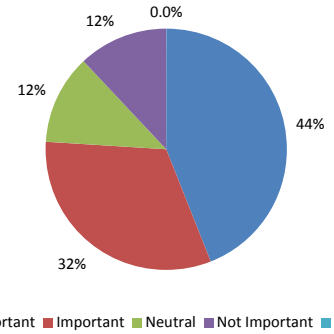
Answer Options	Response Percent	Response Count
Yes	76.0%	19
No	16.0%	4
I don't know	8.0%	2
answered question		**25**
skipped question		**0**

15.) How important is it to include signage and wayfinding in the design of bus shelters along Douglas? (Choose One)

Key Pad Polling



Online Survey



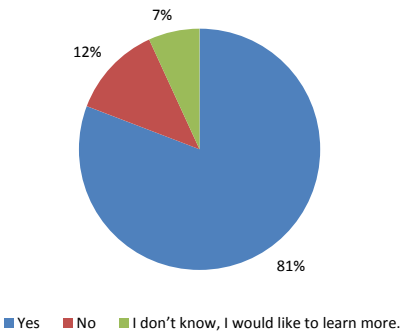
15.) How important is it to include signage and wayfinding in the design of bus shelters along Douglas? (Choose One)	Responses	
Very important	48	65.75%
Important	16	21.92%
Neutral	6	8.22%
Not Important	3	4.11%
I don't know	0	0%
Totals	**73**	**100%**

How important is it to include signage and wayfinding in the design of bus shelters along Douglas? (Choose One)

Answer Options	Response Percent	Response Count
Very important	44.0%	11
Important	32.0%	8
Neutral	12.0%	3
Not Important	12.0%	3
I don't know	0.0%	0
answered question		**25**
skipped question		**0**

16.) I am interested in having green stormwater elements installed along the Douglas corridor. (Choose One)

Key Pad Polling



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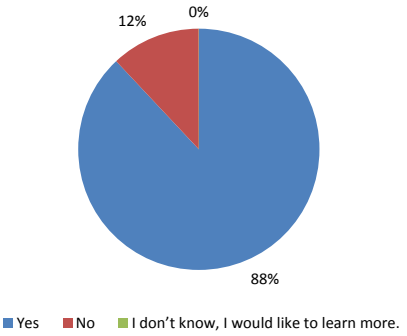


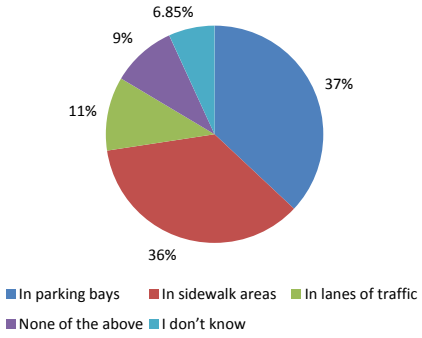
16.) I am interested in having green stormwater elements installed along the Douglas corridor. (Choose One)	Responses	
Yes	59	80.82%
No	9	12.33%
I don't know, I would like to learn more.	5	6.85%
Totals	**73**	**100%**

I am interested in having green stormwater elements installed along the Douglas corridor. (Choose One)

Answer Options	Response Percent	Response Count
Yes	88.0%	22
No	12.0%	3
I don't know, I would like to learn more.	0.0%	0
answered question		**25**
skipped question		**0**

17.) I would be in favor of using porous pavement in the following locations along the Douglas corridor. (Choose One)

Key Pad Polling



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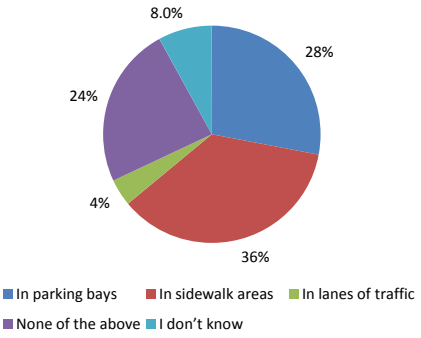


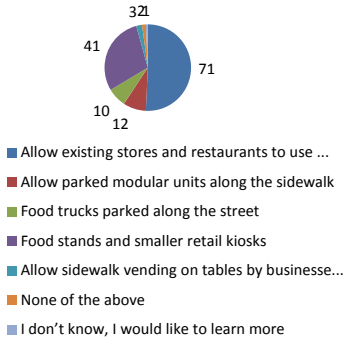
17.) I would be in favor of using porous pavement in the following locations along the Douglas corridor. (Choose One)	Responses	
In parking bays	27	36.99%
In sidewalk areas	26	35.62%
In lanes of traffic	8	10.96%
None of the above	7	9.59%
I don't know	5	6.85%
Totals	**73**	**100%**

I would be in favor of using porous pavement in the following locations along the Douglas corridor. (Choose One)

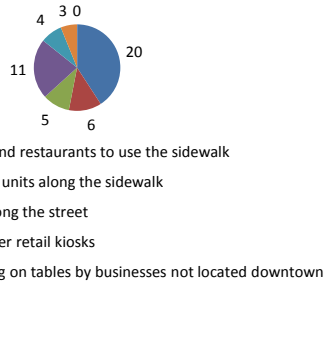
Answer Options	Response Percent	Response Count
In parking bays	28.0%	7
In sidewalk areas	36.0%	9
In lanes of traffic	4.0%	1
None of the above	24.0%	6
I don't know	8.0%	2
answered question		**25**
skipped question		**0**

18.) I would be in favor of the following strategies for allowing street retail and dining along the Douglas corridor: (Choose your top 2)

Key Pad Polling



Online Survey



18.) I would be in favor of the following strategies for allowing street retail and dining along the Douglas corridor: (Choose your top 2) (multiple choice)

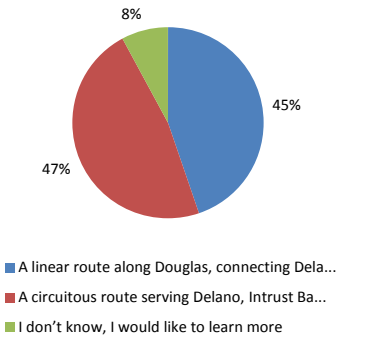
	Responses	
Allow existing stores and restaurants to use the sidewalk	71	50.71%
Allow parked modular units along the sidewalk	12	8.57%
Food trucks parked along the street	10	7.14%
Food stands and smaller retail kiosks	41	29.29%
Allow sidewalk vending on tables by businesses not located downtown	3	2.14%
None of the above	2	1.43%
I don't know, I would like to learn more	1	0.71%
Totals	**140**	**100%**

I would be in favor of the following strategies for allowing street retail and dining along the Douglas corridor: (Choose your top 2)

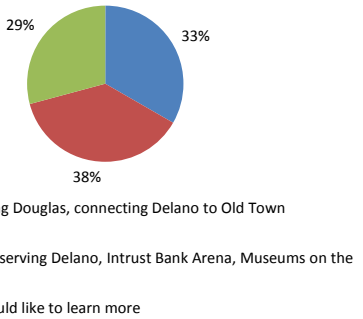
Answer Options	Response Percent	Response Count
Allow existing stores and restaurants to use the sidewalk	80.0%	20
Allow parked modular units along the sidewalk	24.0%	6
Food trucks parked along the street	20.0%	5
Food stands and smaller retail kiosks	44.0%	11
Allow sidewalk vending on tables by businesses not located downtown	16.0%	4
None of the above	12.0%	3
I don't know, I would like to learn more	0.0%	0
answered question		25
skipped question		0

19.) I would favor the following alignment for the Q line route: (Choose One)

Key Pad Polling



Online Survey



19.) I would favor the following alignment for the Q line route: (Choose One)

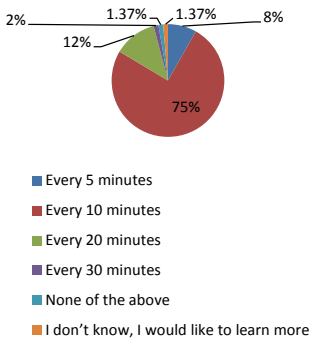
	Responses	
A linear route along Douglas, connecting Delano to Old Town	34	44.74%
A circuitous route serving Delano, Intrust Bank Arena, Museums on the River	36	47.37%
I don't know, I would like to learn more	6	7.89%
Totals	**76**	**100%**

I would favor the following alignment for the Q line route: (Choose One)

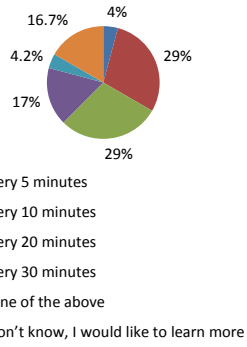
Answer Options	Response Percent	Response Count
A linear route along Douglas, connecting Delano to Old Town	33.3%	8
A circuitous route serving Delano, Intrust Bank Arena, Museums on the River	37.5%	9
I don't know, I would like to learn more	29.2%	7
answered question		24
skipped question		1

20.) I would prefer that the Q line downtown circulator pass along Douglas at the following frequency, on average: (Choose One)

Key Pad Polling



Online Survey



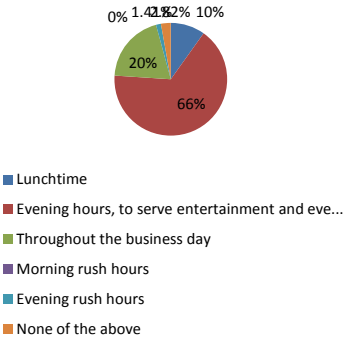
20.) I would prefer that the Q line downtown circulator pass along Douglas at the following frequency, on average: (Choose One)	Responses	
Every 5 minutes	6	8.22%
Every 10 minutes	55	75.34%
Every 20 minutes	9	12.33%
Every 30 minutes	1	1.37%
None of the above	1	1.37%
I don't know, I would like to learn more	1	1.37%
Totals	**73**	**100%**

I would prefer that the Q line downtown circulator pass along Douglas at the following frequency, on average: (Choose One)

Answer Options	Response Percent	Response Count
Every 5 minutes	4.2%	1
Every 10 minutes	29.2%	7
Every 20 minutes	29.2%	7
Every 30 minutes	16.7%	4
None of the above	4.2%	1
I don't know, I would like to learn more	16.7%	4
answered question		24
skipped question		1

21.) During which periods of time would you prioritize providing the Q line circulator service? (Choose One)

Key Pad Polling



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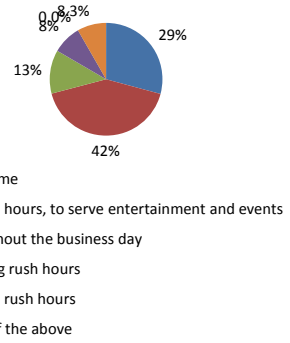


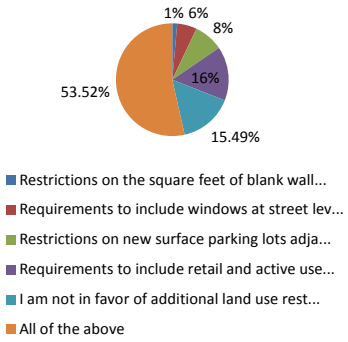
21.) During which periods of time would you prioritize providing the Q line circulator service? (Choose One) (multiple choice)	Responses	
Lunchtime	7	9.86%
Evening hours, to serve entertainment and events	47	66.20%
Throughout the business day	14	19.72%
Morning rush hours	0	0%
Evening rush hours	1	1.41%
None of the above	2	2.82%
Totals	**71**	**100%**

During which periods of time would you prioritize providing the Q line circulator service? (Choose One)

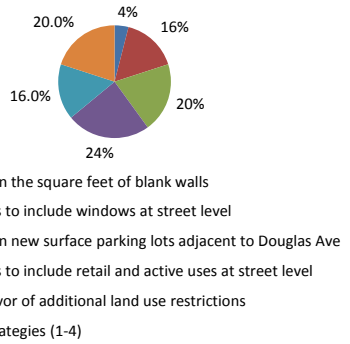
Answer Options	Response Percent	Response Count
Lunchtime	29.2%	7
Evening hours, to serve entertainment and events	41.7%	10
Throughout the business day	12.5%	3
Morning rush hours	8.3%	2
Evening rush hours	0.0%	0
None of the above	8.3%	2
answered question		24
skipped question		1

22.) I would favor the following urban design strategies or controls for Douglas Avenue: (Choose One)

Key Pad Polling



Online Survey



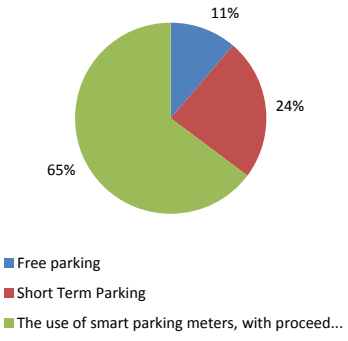
22.) I would favor the following urban design strategies or controls for Douglas Avenue: (Choose One)	Responses	
Restrictions on the square feet of blank walls	1	1.41%
Requirements to include windows at street level	4	5.63%
Restrictions on new surface parking lots adjacent to Douglas Ave	6	8.45%
Requirements to include retail and active uses at street level	11	15.49%
I am not in favor of additional land use restrictions	11	15.49%
All of the above	38	53.52%
Totals	**71**	**100%**

I would favor the following urban design strategies or controls for Douglas Avenue: (Choose One)

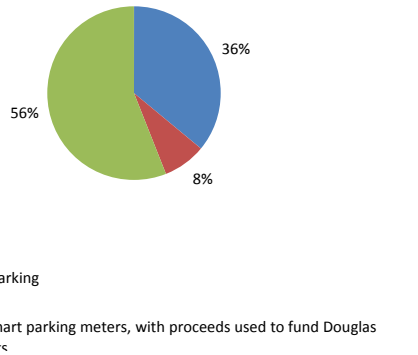
Answer Options	Response Percent	Response Count
Restrictions on the square feet of blank walls	4.0%	1
Requirements to include windows at street level	16.0%	4
Restrictions on new surface parking lots adjacent to Douglas Ave	20.0%	5
Requirements to include retail and active uses at street level	24.0%	6
I am not in favor of additional land use restrictions	16.0%	4
The above strategies (1-4)	20.0%	5
answered question		**25**
skipped question		**0**

23.) I would be in favor of the following strategy for parking along Douglas Avenue: (Choose One)

Key Pad Polling



Online Survey



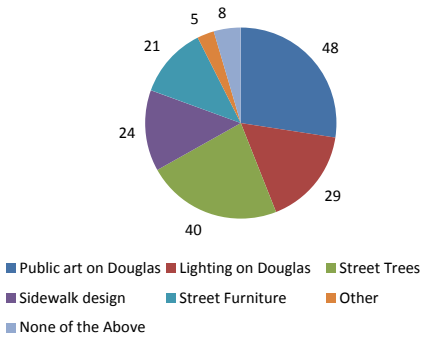
23.) I would be in favor of the following strategy for parking along Douglas Avenue: (Choose One)	Responses	
Free parking	8	11.27%
Short Term Parking	17	23.94%
The use of smart parking meters, with proceeds used to fund Douglas improvements	46	64.79%
Totals	**71**	**100%**

I would be in favor of the following strategy for parking along Douglas Avenue: (Choose One

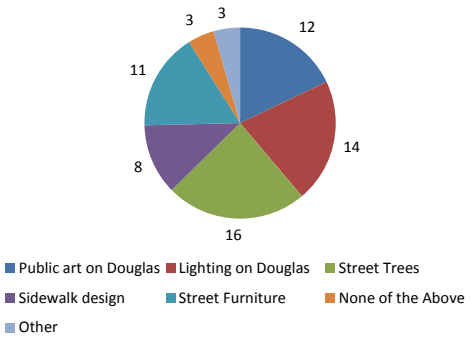
Answer Options	Response Percent	Response Count
Free parking	36.0%	9
Short Term Parking	8.0%	2
The use of smart parking meters, with proceeds used to fund Douglas improvements	56.0%	14
answered question		**25**
skipped question		**0**

24.) I find the following elements of the existing design of Douglas to be favorable, and worthy of keeping in the new design of the street: (Choose all that apply)

Key Pad Polling



Online Survey



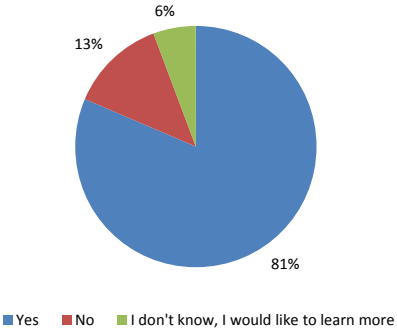
24.) I find the following elements of the existing design of Douglas to be favorable, and worthy of keeping in the new design of the street: (Choose all that apply) (multiple choice)	Responses	
Public art on Douglas	48	27.43%
Lighting on Douglas	29	16.57%
Street Trees	40	22.86%
Sidewalk design	24	13.71%
Street Furniture	21	12%
Other	5	2.86%
None of the Above	8	4.57%
Totals	**175**	**100%**

I find the following elements of the existing design of Douglas to be favorable, and worthy of keeping in the new design of the street: (Choose all that apply)

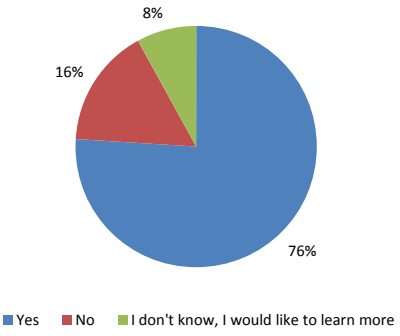
Answer Options	Response Percent	Response Count
Public art on Douglas	48.0%	12
Lighting on Douglas	56.0%	14
Street Trees	64.0%	16
Sidewalk design	32.0%	8
Street Furniture	44.0%	11
None of the Above	12.0%	3
Other	12.0%	3
Other (please specify)		3
answered question		**25**
skipped question		**0**

25.) I would be in favor of installing a multi-use path (for bicyclists and pedestrians) along the rail viaduct that runs north-south, perpendicular to Douglas, in the downtown area. (Choose One)

Key Pad Polling



Online Survey



25.) I would be in favor of installing a multi-use path (for bicyclists and pedestrians) along the rail viaduct that runs north-south, perpendicular to Douglas, in the downtown area. (Choose One)	Responses	
Yes	57	81.43%
No	9	12.86%
I don't know, I would like to learn more	4	5.71%
Totals	**70**	**100%**

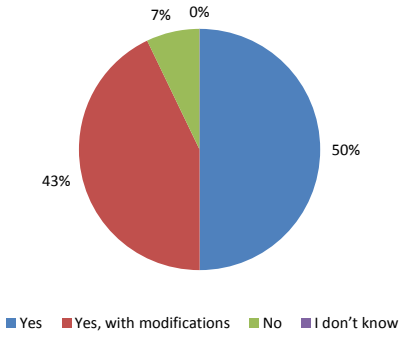
I would be in favor of installing a multi-use path (for bicyclists and pedestrians) along the rail viaduct that runs north-south, perpendicular to Douglas, in the downtown area. (Choose One)

Answer Options	Response Percent	Response Count
Yes	76.0%	19
No	16.0%	4
I don't know, I would like to learn more	8.0%	2
answered question		**25**
skipped question		**0**

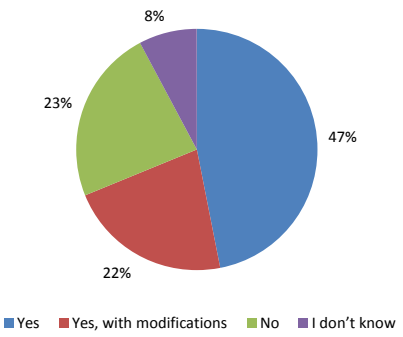
ARTICLE D | *Third Public Open House – October 27, 2011*

1.) I am in favor of the final plan for Douglas Avenue as shown in the illustrations. (Choose one)

Key Pad Polling



Online Survey



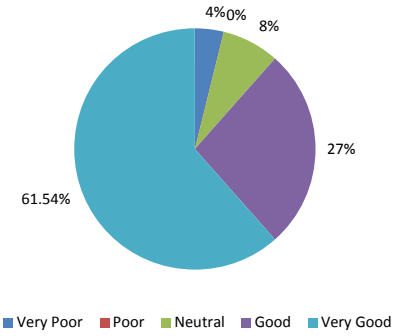
1.) I am in favor of the final plan for Douglas Avenue as shown in the illustrations. Choose one)	Responses	
Yes	14	50%
Yes, with modifications	12	42.86%
No	2	7.14%
I don't know	0	0%
Totals	**28**	**100%**

I am in favor of the final plan for Douglas Avenue as shown in the illustrations. (Choose one)

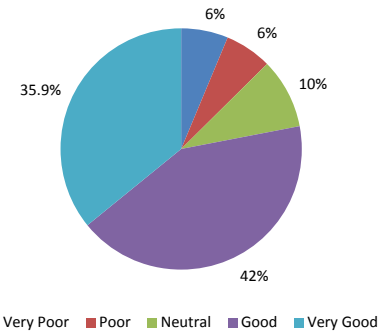
Answer Options	Response Percent	Response Count
Yes	46.9%	30
Yes, with modifications	21.9%	14
No	23.4%	15
I don't know	7.8%	5
answered question		**64**
skipped question		**1**

2.) I would rate the visual appearance of Douglas Avenue with a median as follows. (Choose one)

Key Pad Polling



Online Survey



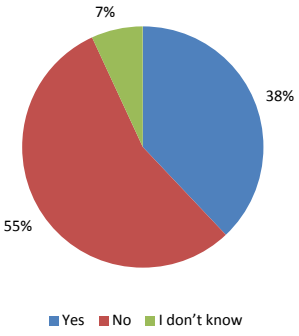
2.) I would rate the visual appearance of Douglas Avenue with a median as follows. (Choose one)	Responses	
Very Poor	1	3.85%
Poor	0	0%
Neutral	2	7.69%
Good	7	26.92%
Very Good	16	61.54%
Totals	**26**	**100%**

I would rate the visual appearance of Douglas Avenue as shown with the recommended median plan as follows. (Choose one)

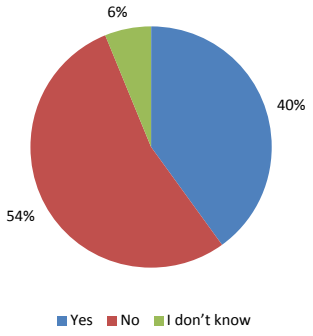
Answer Options	Response Percent	Response Count
Very Poor	6.3%	4
Poor	6.3%	4
Neutral	9.4%	6
Good	42.2%	27
Very Good	35.9%	23
answered question		64
skipped question		1

3.) I would be in favor of trading off the median for wider sidewalks: (choose one)

Key Pad Polling



Online Survey



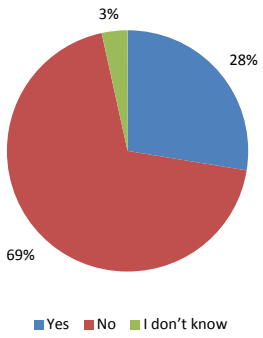
3.) I would be in favor of trading off the median for wider sidewalks: (choose one)	Responses	
Yes	11	37.93%
No	16	55.17%
I don't know	2	6.90%
Totals	**29**	**100%**

I would be in favor of trading off the median for wider sidewalks: (choose one)

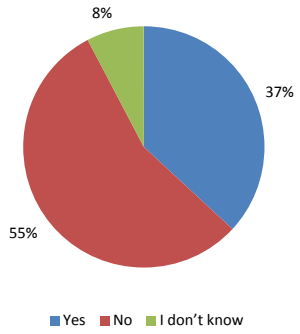
Answer Options	Response Percent	Response Count
Yes	40.0%	26
No	53.8%	35
I don't know	6.2%	4
answered question		65
skipped question		0

4.) I would be in favor of installing angled parking (and therefore not having a median) along Douglas within the Old Town area. (Choose one)

Key Pad Polling



Online Survey



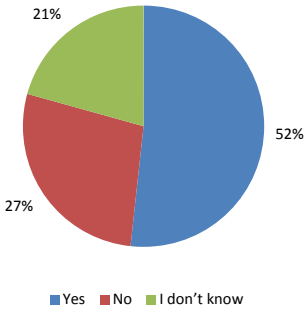
4.) I would be in favor of installing angled parking (and therefore not having a median) along Douglas within the Old Town area. (Choose one)	Responses	
Yes	8	27.59%
No	20	68.97%
I don't know	1	3.45%
Totals	**29**	**100%**

I would be in favor of installing angled parking (and therefore not having a median) along Douglas within the Old Town area. (Choose one)

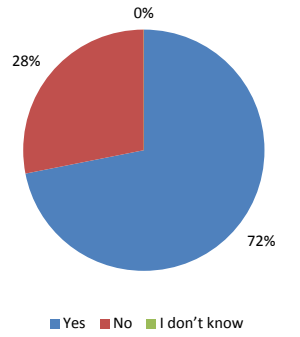
Answer Options	Response Percent	Response Count
Yes	36.9%	24
No	55.4%	36
I don't know	7.7%	5
answered question		**65**
skipped question		**0**

5.) I would be in favor of installing a median along Douglas in front of Century II. (Choose one)

Key Pad Polling



Online Survey



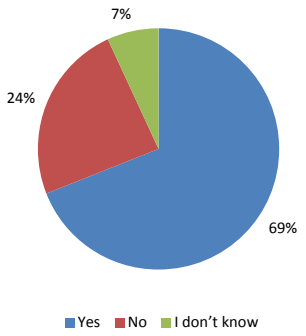
5.) I would be in favor of installing a median along Douglas in front of Century II. (Choose one)	Responses	
Yes	15	51.72%
No	8	27.59%
I don't know	6	20.69%
Totals	**29**	**100%**

I would be in favor of installing a median along Douglas in front of Century II. (Choose one)

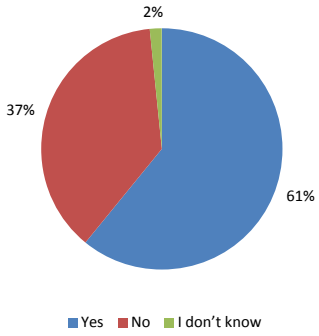
Answer Options	Response Percent	Response Count
Yes	71.9%	46
No	28.1%	18
I don't know	0.0%	0
answered question		**64**
skipped question		**1**

6.) I am in favor of the street furniture recommendations outlined for the area along Douglas to the west of Old Town to the river. (Choose one)

Key Pad Polling



Online Survey



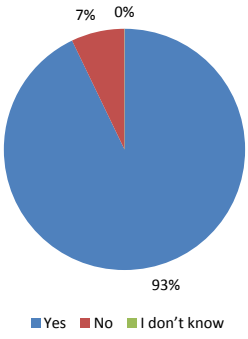
6.) I am in favor of the street furniture recommendations outlined for the area along Douglas to the west of Old Town to the river. (Choose one)	Responses	
Yes	20	68.97%
No	7	24.14%
I don't know	2	6.90%
Totals	**29**	**100%**

I am in favor of the contemporary furniture style group outlined for the area along Douglas between the Old Town district and the Arkansas River. (Choose one)

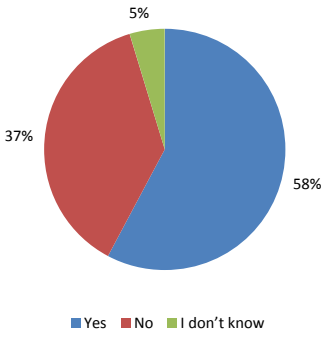
Answer Options	Response Percent	Response Count
Yes	60.9%	39
No	37.5%	24
I don't know	1.6%	1
answered question		64
skipped question		1

7.) I am in favor of the street furniture recommendations outlined for the area along Douglas in the Old Town district. (Choose one)

Key Pad Polling



Online Survey



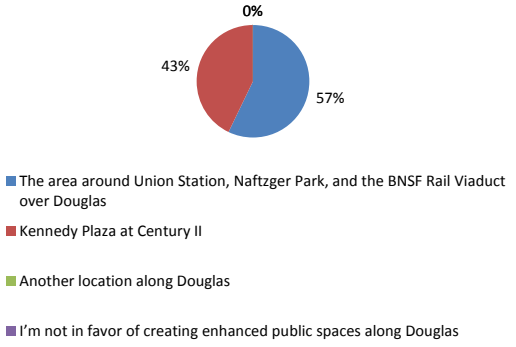
7.) I am in favor of the street furniture recommendations outlined for the area along Douglas in the Old Town district. (Choose one)	Responses	
Yes	26	92.86%
No	2	7.14%
I don't know	0	0%
Totals	**28**	**100%**

I am in favor of the traditional furniture style group recommendations outlined for the area along Douglas in the Old Town district, as shown below. (Choose one)

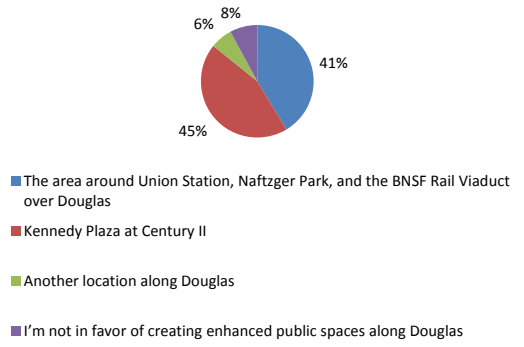
Answer Options	Response Percent	Response Count
Yes	57.8%	37
No	37.5%	24
I don't know	4.7%	3
answered question		64
skipped question		1

8.) Where would you be in support of creating distinct public spaces along the Douglas Corridor. (Choose one)

Key Pad Polling



Online Survey



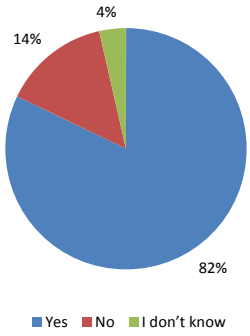
8.) Where would you be in support of creating distinct public spaces along the Douglas Corridor. (Choose one)	Responses	
The area around Union Station, Naftzger Park, and the BNSF Rail Viaduct over Douglas	16	57.14%
Kennedy Plaza at Century II	12	42.86%
Another location along Douglas	0	0%
I'm not in favor of creating enhanced public spaces along Douglas	0	0%
Totals	**28**	**100%**

Where would you be in support of creating distinct public spaces along the Douglas Corridor, as shown below. (Choose one)

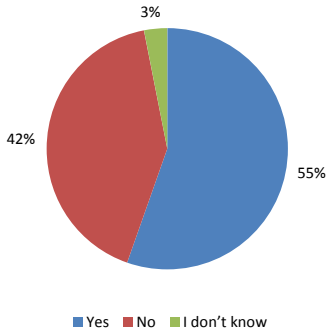
Answer Options	Response Percent	Response Count
The area around Union Station, Naftzger Park, and the BNSF Rail Viaduct over Douglas	41.3%	26
Kennedy Plaza at Century II	44.4%	28
Another location along Douglas	6.3%	4
I'm not in favor of creating enhanced public spaces along Douglas	7.9%	5
answered question		**63**
skipped question		**2**

9.) The ideal speed for retail districts is approximately 22.5 miles per hour. Would you favor using the design of Douglas to steer people to drive at or near this speed? (Choose one)

Key Pad Polling



Online Survey



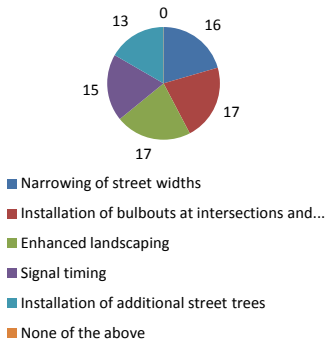
9.) The ideal speed for retail districts is approximately 22.5 miles per hour. Would you favor using the design of Douglas to steer people to drive at or near this speed? (Choose one)	Responses	
Yes	23	82.14%
No	4	14.29%
I don't know	1	3.57%
Totals	**28**	**100%**

The ideal speed for retail districts is approximately 22.5 miles per hour. Would you favor using the design of Douglas to steer people to drive at or near this speed? (Choose one)

Answer Options	Response Percent	Response Count
Yes	55.4%	36
No	41.5%	27
I don't know	3.1%	2
answered question		**65**
skipped question		**0**

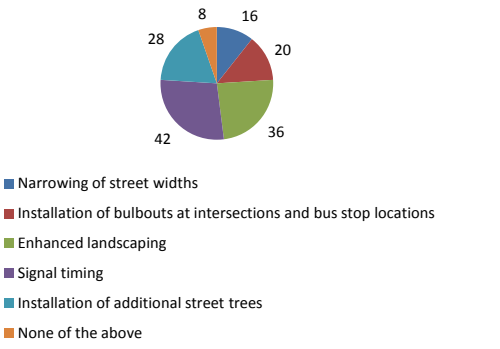
10.) I would be in favor of the following strategies to manage traffic speeds along Douglas: (Choose all that apply)

Key Pad Polling



10.) I would be in favor of the following strategies to manage traffic speeds along Douglas: (Choose all that apply)	Responses	
Narrowing of street widths	16	20.51%
Installation of bulbouts at intersections and...	17	21.79%
Enhanced landscaping	17	21.79%
Signal timing	15	19.23%
Installation of additional street trees	13	16.67%
None of the above	0	0%
Totals	**78**	**100%**

Online Survey

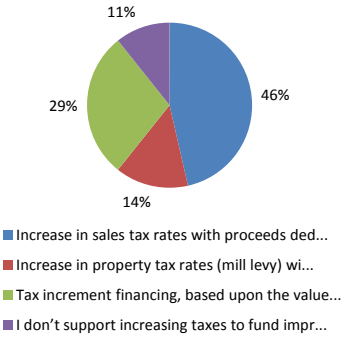


I would be in favor of the following strategies to manage traffic speeds along Douglas: (Choose all that apply)

Answer Options	Response Percent	Response Count
Narrowing of street widths	24.6%	16
Installation of bulbouts at intersections and bus stop locations	30.8%	20
Enhanced landscaping	55.4%	36
Signal timing	64.6%	42
Installation of additional street trees	43.1%	28
None of the above	12.3%	8
answered question		**65**
skipped question		**0**

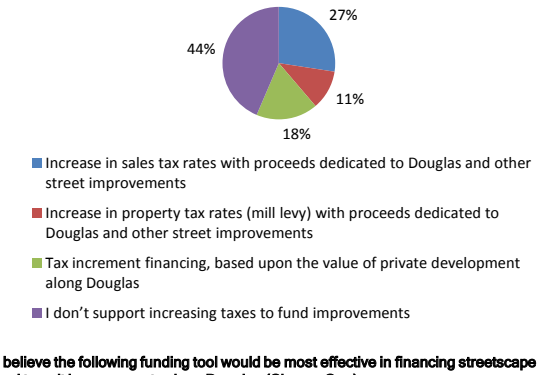
11.) I believe the following funding tool would be most effective in financing streetscape and transit improvements along Douglas. (Choose One)

Key Pad Polling



11.) I believe the following funding tool would be most effective in financing streetscape and transit improvements along Douglas. (Choose One) ( )	Responses	
Increase in sales tax rates with proceeds ded...	13	46.43%
Increase in property tax rates (mill levy) wi...	4	14.29%
Tax increment financing, based upon the value...	8	28.57%
I don't support increasing taxes to fund impr...	3	10.71%
Totals	**28**	**100%**

Online Survey

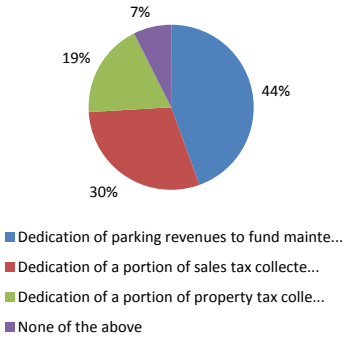


I believe the following funding tool would be most effective in financing streetscape and transit improvements along Douglas.(Choose One)

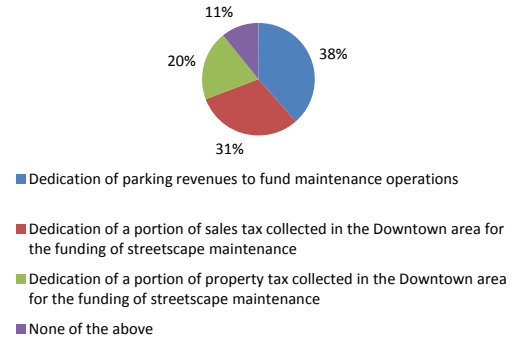
Answer Options	Response Percent	Response Count
Increase in sales tax rates with proceeds dedicated to Douglas and other street improvements	27.4%	17
Increase in property tax rates (mill levy) with proceeds dedicated to Douglas and other street improvements	11.3%	7
Tax increment financing, based upon the value of private development along Douglas	17.7%	11
I don't support increasing taxes to fund improvements	43.5%	27
answered question		**62**
skipped question		**3**

12.) I would be in favor of the following strategy for providing for maintenance of streetscape and related amenities along Douglas. (Choose One)

Key Pad Polling



Online Survey



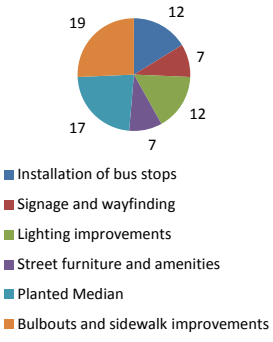
12.) I would be in favor of the following strategy for providing for maintenance of streetscape and related amenities along Douglas. (Choose One) ( )	Responses	
Dedication of parking revenues to fund mainte...	12	44.44%
Dedication of a portion of sales tax collecte...	8	29.63%
Dedication of a portion of property tax colle...	5	18.52%
None of the above	2	7.41%
Totals	**27**	**100%**

I would be in favor of the following strategy for providing for maintenance of streetscape and related amenities along Douglas.(Choose One)

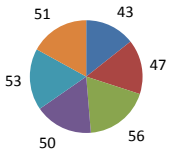
Answer Options	Response Percent	Response Count
Dedication of parking revenues to fund maintenance operations	38.5%	25
Dedication of a portion of sales tax collected in the Downtown area for the funding of streetscape maintenance	30.8%	20
Dedication of a portion of property tax collected in the Downtown area for the funding of streetscape maintenance	20.0%	13
None of the above	10.8%	7
answered question		65
skipped question		0

13.) I would be in favor prioritizing the following as part of the first phase of improvements along Douglas: (Rank your top three)

Key Pad Polling



Online Survey



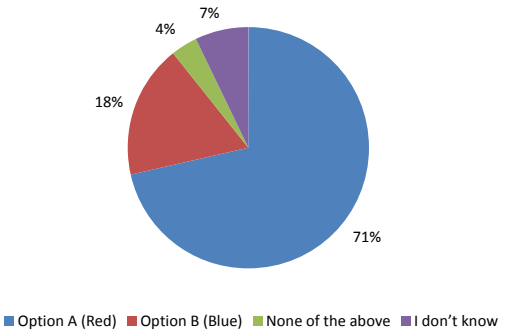
13.) I would be in favor prioritizing the following as part of the first phase of improvements along Douglas: (Rank your top three) (priority ranking)	Responses	
Installation of bus stops	12	16.22%
Signage and wayfinding	7	9.46%
Lighting improvements	12	16.22%
Street furniture and amenities	7	9.46%
Planted Median	17	22.97%
Bulbouts and sidewalk improvements	19	25.68%
Totals	**74**	**100%**

I would be in favor of prioritizing the following as part of the first phase of improvements along Douglas: (Rank your top three)

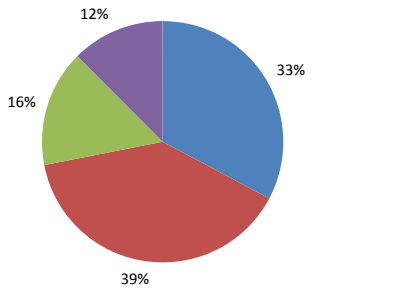
Answer Options	High		Low	Rating Average	Response Count
Installation of bus stops	13	18	12	1.98	43
Signage and wayfinding	18	21	8	1.79	47
Lighting improvements	37	15	4	1.41	56
Street furniture and amenities	18	18	14	1.92	50
Planted Median	29	8	16	1.75	53
Bulbouts and sidewalk improvements	25	16	10	1.71	51
answered question					64
skipped question					1

14.) The operating costs of Q Line route Option A total 577k dollars on an annual basis, and the operating costs of Q Line route Option B total 795k dollars on an annual basis. Given this information and the locations served by the routes, which would you prefer? (Choose One)

Key Pad Polling



Online Survey



14.) The operating costs of Q Line route Option A total 577k dollars on an annual basis, and the operating costs of Q Line route Option B total 795k dollars on an annual basis. Given this information and the locations served by the routes, which would you prefer? (Choose One) ( )

	Responses	
Option A (Red)	20	71.43%
Option B (Blue)	5	17.86%
None of the above	1	3.57%
I don't know	2	7.14%
Totals	**28**	**100%**

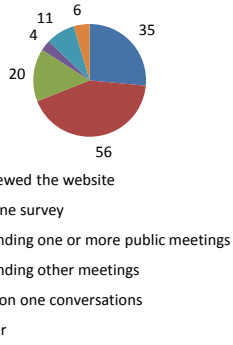
The operating costs of Q Line route Option A total $577,000 dollars on an annual basis, and the operating costs of Q Line route Option B total $795,000 dollars on an annual basis. Given this information and the locations served by the routes, which would you prefer? (Choose One)

Answer Options	Response Percent	Response Count
Option A (Red)	32.8%	21
Option B (Blue)	39.1%	25
None of the above	15.6%	10
I don't know	12.5%	8
answered question		64
skipped question		1

15.) How have you participated in the process? (Choose all that apply)

Key Pad Polling

Online Survey



15.) How have you participated in the process? (Choose all that apply) ( )

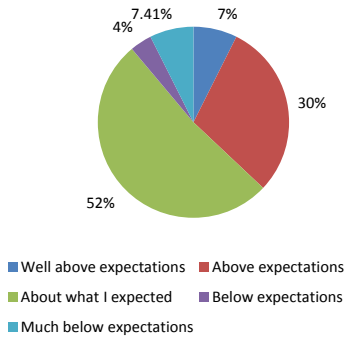
	Responses	
Reviewed the website	14	17.07%
On-line survey	9	10.98%
Attending one or more public meetings	26	31.71%
Attending other meetings	13	15.85%
One on one conversations	13	15.85%
Other	7	8.54%
Totals	**82**	**100%**

How have you participated in the process? (Choose all that apply)

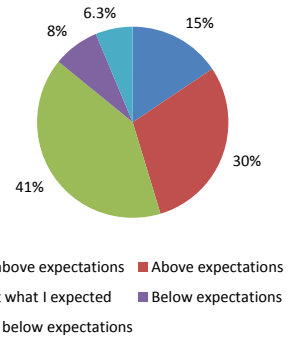
Answer Options	Response Percent	Response Count
Reviewed the website	54.7%	35
On-line survey	87.5%	56
Attending one or more public meetings	31.3%	20
Attending other meetings	6.3%	4
One on one conversations	17.2%	11
Other	9.4%	6
answered question		64
skipped question		1

16.) Do you feel this planning process has met your expectations regarding the key design and planning issues facing Douglas Avenue? (Choose One)

Key Pad Polling



Online Survey



16.) Do you feel this planning process has met your expectations regarding the key design and planning issues facing Douglas Avenue? (Choose One) ( )	Responses	
Well above expectations	2	7.41%
Above expectations	8	29.63%
About what I expected	14	51.85%
Below expectations	1	3.70%
Much below expectations	2	7.41%
Totals	**27**	**100%**

Do you feel this planning process has met your expectations regarding the key design and planning issues facing Douglas Avenue? (Choose One)

Answer Options	Response Percent	Response Count
Well above expectations	15.6%	10
Above expectations	29.7%	19
About what I expected	40.6%	26
Below expectations	7.8%	5
Much below expectations	6.3%	4
	answered question	**64**
	skipped question	**1**

ARTICLE E

Detailed Cost Estimate

DOUGLAS AVENUE COST ESTIMATE (Detailed)	Subtotal	Waco to Civic Center	Civic Center to Water	Water to Main	Main to Market	Market to Broadway	Broadway to Topeka	Topeka to Emporia	Emporia to St. Francis	St. Francis to Mead	Mead to Rock Island	Rock Island to Mosley	Mosley to Washington
Sidewalk	$892,524	$22,524	$59,670	$53,664	$79,956	$74,208	$90,864	$56,226	$59,832	$145,968	$32,928	$44,538	$44,388
Porous Pavement (in parallel parking spaces and between tree pits)	$209,406	$3,720	$5,850	$16,176	$8,208	$9,930	$18,504	$22,524	$22,992	$24,792	$13,092	$15,294	$17,364
Bus Stops	$500,000	$50,000	$100,000	$0	$50,000	$50,000	$0	$50,000	$50,000	$100,000	$0	$0	$0
Curbs (including demolition)	$245,330	$12,655	$31,755	$24,490	$26,818	$19,109	$20,260	$20,849	$20,443	$26,031	$10,104	$12,453	$10,651
Left Turn Bays	$91,200	$4,800	$9,600	$9,600	$9,600	$9,600	$9,600	$9,600	$9,600	$9,600	$4,800	$4,800	$0
Intersection Reconstructions (intersections with Emporia, St. Francis, Washington)	$375,000	$0	$0	$0	$0	$0	$0	$62,500	$125,000	$62,500	$0	$0	$125,000
Traffic signal conversion for two-way traffic (at Water, Market, Topeka, and Emporia)	$170,000	$0	$21,250	$21,250	$21,250	$21,250	$21,250	$42,500	$21,250	$0	$0	$0	$0
Pedestrian Crosswalk Signal	$50,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50,000	$0	$0
ADA Ramps	$40,600	$2,900	$4,350	$2,900	$2,900	$2,900	$2,900	$2,900	$2,900	$4,350	$2,900	$2,900	$2,900
Trash Receptacles	$133,350	$6,020	$14,000	$10,500	$11,445	$11,550	$11,550	$11,795	$11,445	$21,000	$0	$0	$0
Newspaper Vending	$38,500	$0	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500
Benches	$381,000	$9,000	$18,000	$33,000	$21,000	$21,000	$27,000	$33,000	$33,000	$48,000	$18,000	$15,000	$27,000
Bike Racks	$68,238	$1,350	$3,150	$5,400	$4,500	$5,940	$5,940	$6,066	$5,886	$8,550	$2,700	$2,700	$5,256
Median Plantings	$253,592	$9,296	$20,000	$18,080	$18,120	$17,600	$18,608	$19,056	$17,712	$67,240	$16,032	$10,024	$5,952
Street Trees	$162,400	$12,800	$16,000	$12,000	$10,400	$10,400	$11,200	$12,800	$12,800	$21,600	$7,200	$5,600	$8,800
Rain Gardens	$79,838	$0	$0	$11,550	$8,413	$11,950	$11,950	$12,513	$12,475	$0	$0	$0	$0
New street lights	$260,000	30000	30000	40000	40000	40000	40000	40000	0	0	0	0	0
Banners	$208,000	$16,000	$16,000	$16,000	$16,000	$16,000	$16,000	$16,000	$16,000	$16,000	$16,000	$16,000	$16,000
Pedestrian / Vehicular Wayfinding signs	$26,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000
Interpretive Signage	$28,600	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200
Public Art	$421,358	$18,527	$35,733	$28,231	$33,631	$32,914	$31,333	$42,603	$42,904	$56,333	$18,146	$13,701	$27,101
SUBTOTAL --->	**$4,634,935**	**$203,792**	**$393,058**	**$310,541**	**$369,941**	**$362,050**	**$344,659**	**$468,631**	**$471,939**	**$619,664**	**$199,602**	**$150,710**	**$298,112**
Contingency (20%)	$926,987	$40,758	$78,612	$62,108	$73,988	$72,410	$68,932	$93,726	$94,388	$123,933	$39,920	$30,142	$59,622
Design Fees (10%)	$556,192	$24,455	$47,167	$37,265	$44,393	$43,446	$41,359	$56,236	$56,633	$74,360	$23,952	$18,085	$35,773
Finance and Administrative Costs (5%)	$278,096	$12,227	$23,583	$18,632	$22,196	$21,723	$20,680	$28,118	$28,316	$37,180	$11,976	$9,043	$17,887
TOTAL --->	**$6,396,210**	**$281,232**	**$542,419**	**$428,547**	**$510,518**	**$499,630**	**$475,629**	**$646,711**	**$651,276**	**$855,136**	**$275,451**	**$207,980**	**$411,394**

Estimated Annual Maintenance Costs

MAINTENANCE BUDGET SUMMARY		Notes
Porous Pavement	$628	Includes annual vacuuming
Sidewalks	$44,626	Brooming and powerwashing
Rain Gardens	$9,900	
Street Trees	$4,060	Includes pruning, leaf removal
Bus Stops	$6,240	Includes regular monitoring and upkeep (paint, litter removal, etc.)
Bench Replacement	$38,100	
Trash Receptacles	$13,335	
Bike Racks	$6,824	
Litter Removal, Minor Paint Touchups	$39,936	Includes district wide litter removal and minor maintenance
Median Planting	$49,133	
Banner Replacement	$10,400	
Pedestrian / Vehicular Wayfinding Signs Replacement	$1,300	
Interpretive Signage Replacement	$1,430	
Public Art Maintenance and Replacement	$21,068	
TOTAL --->	**$246,980**	