

STREETScape IMPROVEMENT PLAN

December 2009



Douglas Design District Streetscape Improvement Plan

December 2009

Wichita-Sedgwick County Metropolitan Area Planning Department

Acknowledgements

Steering Committee

A Steering Committee was created by the City for the purpose of identifying a preferred direction and developing the schematic design concepts and streetscape improvements that constitute the Douglas Design District Streetscape Improvement Plan. The Steering Committee was comprised of the following key area stakeholders and representatives:

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Ben Drouhard	At-Large Appointment
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Lisa Riley	East Front Neighborhood Association
Lori Lawrence	Uptown Neighborhood Association
Bonnie Ewart-Fisher	East High School

Staff Support Team

A City Staff Support Team was assembled to provide technical assistance, support and city perspective to the Steering Committee during the development of this Plan. The Staff Support Team was comprised of the following representatives:

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Executive Summary

Overview

The design concepts and streetscape improvements recommended in this Plan reflect a collaborative community planning and coordination effort that began in the spring of 2008, with the impetus of the Douglas Design District Board. The Douglas Design District is a pro-active, not-for-profit organization with a voluntary membership representing about 50 of the over 300 businesses located along the East Douglas Avenue corridor between Washington and Glendale Avenues. Their mission is to revitalize, promote and market this corridor.

This Plan describes a vision of desirable and realistic transformational outcomes – but they are not cast in stone. The recommended design concepts and streetscape improvements are subject to further changes and refinements that will invariably come from the final construction and design development process, ongoing traffic analysis, the realities of fiscal constraints, and ongoing lessons learned from other similar initiatives in Wichita.

Plan Purpose and Process

The City of Wichita in partnership with key business, residential and community stakeholders along East Douglas Avenue recognizes the importance of creating a vision and long-term plan for the public streetscape element of the two and a half mile East Douglas Avenue corridor from Washington to Glendale Avenues. This is necessary to foster new vitality and economic revitalization; enhance safety, livability and cleanliness; and promote street beautification and visual enhancement. A Steering Committee comprised of key East Douglas Avenue stakeholders was appointed by the City Manager in the fall of 2008 to develop the plan. Feedback on plan development has been provided by a city technical staff support team, the City Design Council, District Advisory Boards I and II, and by community stakeholders via two community open house meetings.

This Plan contains a vision statement and goal that describe what a transformed, revitalized, vibrant and attractive East Douglas Avenue should look like in 2020. Guiding principles are also incorporated that served as benchmarks for developing, shaping and refining the recommended design concepts and streetscape improvements. A total of 12 design concepts and streetscape improvements are recommended in this Plan. Cost estimates have been calculated, and a possible plan implementation and funding approach is suggested.

Recommended Design Concepts and Streetscape Improvements

Unifying elements are present throughout the East Douglas Avenue corridor. A total of four corridor-wide design concepts and streetscape improvements are recommended to further unify the image and ‘feel’ of the corridor. These are listed as follows:

Corridor-Wide

1. Reduce posted speed limit on Douglas from 35 mph to 30 mph.
2. Retain on-street parallel parking stalls, and establish on-street bike lanes.
3. Install historic street lighting, remove existing cobra-style light poles, and bury overhead utility lines
4. Install uniquely-designed street furniture (bus benches, bus shelters, bus signs, trash receptacles, bike racks), district and sub-district logo signs, historic markers and information kiosks.

The Plan also embraces the uniqueness that exists within distinct neighborhood areas found along the East Douglas Avenue corridor. The following three sub-districts have been designated in the Plan: East Downtown (Washington to I-135); East High (I-135 to Hillside); and College Hill (Hillside to Glendale). Design concepts and street improvements specific to each of these sub-districts are recommended, and are listed as follows:

East Downtown

1. Install raised landscaped medians on Douglas between Washington and Hydraulic, including three mid-block pedestrian crosswalks.
2. Install comprehensive street landscaping (including street trees, raised planter boxes and planter pots) along Douglas between Washington and the I-135 overpass.
3. Install upgraded pedestrian crosswalk improvements at the intersection of Douglas and Hydraulic including brick crosswalks and wheelchair ramps with detectable warnings.

East High

1. Convert 4 lanes of traffic to 3 lanes of traffic from I-135 to Hillside.
2. Install upgraded pedestrian crosswalk improvements at the intersection of Douglas and Hydraulic including brick crosswalks and wheelchair ramps with detectable warnings.
3. Install street landscaping (including street trees, raised planter boxes and planter pots) in selected locations along Douglas between I-135 and Hillside.

College Hill

1. Convert 4 lanes of traffic to 3 lanes of traffic from I-135 to Hillside to Oliver.
2. Install street landscaping (including street trees, raised planter boxes and planter pots) in selected locations along Douglas between Hillside and Rutan.

Plan Costs and Funding

City staff has estimated the total cost to implement all recommended design concepts and streetscape improvements will total \$9.7 million (in 2009 dollars). Of this amount, the corridor-wide improvements would cost approximately \$5.3 million. The East Downtown Sub-District improvements would total \$2.9 million; the East High Sub-District improvements would cost \$0.8 million; and, the College Hill Sub-District improvements would total \$0.7 million.

No City of Wichita funding has been committed to any of the improvements recommended in this Plan (current federal funding is available to pay for most of the transit-related improvements, and have not been included in the above cost estimate totals). If the recommended design concepts and streetscape improvements are programmed into future City of Wichita Capital Improvement Programs, they could potentially be funded from several sources. Funding sources include City general obligation bond funds (approximately 60%) and non-city funds (approximately 40%). Non-city funding could come from a mix of sources, including special assessments, federal CDBG funds, Westar Energy, and Douglas Design District Association funds. City Council endorsement of the recommended design concepts and streetscape improvements contained in this Plan would not obligate future city funding commitments.

“The image of a city is reflected in its streets ... streets define how a city presents itself to the public. An attractive and cohesive streetscape is a vital part of a city’s physical appeal.”

- Omaha Streetscape Handbook, July, 2008

Section 1 Plan Genesis

1.1 Need for a Plan

In early 2008, representatives from the Douglas Design District met with City Council members and Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD) staff to request assistance in the development of a streetscape improvement plan for East Douglas Avenue. The Douglas Design District is a not-for-profit association currently comprised of about 50 businesses located along Douglas Avenue between Washington and Glendale in east central Wichita. Their mission is to revitalize and promote this unique two and a half mile long corridor as a rewarding place to live, work, invest and shop. The corridor includes over 300 businesses (including 40 design businesses and a plethora of diverse locally owned businesses) in addition to long established residential and institutional uses. The Douglas Design District Association raises funds for corridor improvements and recently installed over 50 colorful banners along East Douglas Avenue to help identify the “District”.

Douglas Design District representatives expressed concern to the City regarding the long term economic viability and vibrancy of the East Douglas Avenue corridor, and advocated a collaborative, proactive approach to address this issue. In partnership with the Design District and other key area and neighborhood stakeholders, the City agreed to develop a schematic and conceptual design plan for this unique and distinctive segment of East Douglas Avenue between Washington to Glendale (see Map 1) that would achieve the following outcomes:

1. Foster new vitality and economic revitalization
2. Enhance safety, livability and cleanliness
3. Promote street beautification and visual enhancements

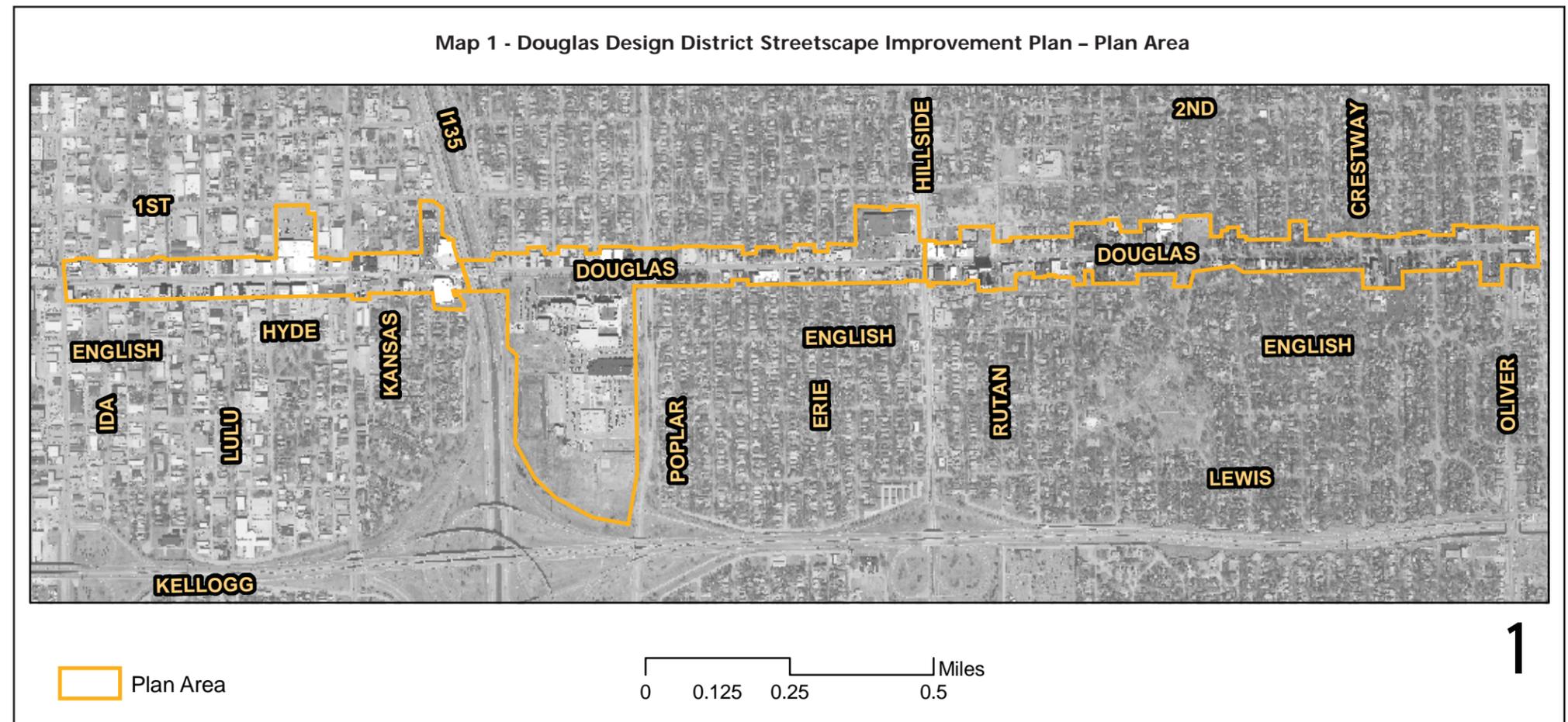
1.2 Planning Process and Plan Development

In the fall of 2008, a Steering Committee comprised of key stakeholders was appointed by the City Manager to assist with the development of the Douglas Design District Streetscape Improvement Plan. The MAPD, with assistance from a Staff Support Team assembled for this project, was directed to facilitate the Steering Committee through the plan development process.

A total of 12 Steering Committee and Staff Support Team Meetings were held between September 2008 and November 2009 to develop and finalize the Douglas Design District Streetscape Improvement Plan.

Two Community Open Houses were held November 20, 2008 and September 28, 2009 to receive public feedback on the proposed Plan. A working draft of the Plan was also presented to the City’s Design Council on August 19, 2009, and to a workshop of the Wichita City Council on August 25, 2009.

The Plan Area is Douglas Avenue from Washington east to Glendale



1.3 SWOT Analysis

Early in the plan development process, the Steering Committee identified the (S) Strengths, (W) Weaknesses, (O) Opportunities, (T) Threats, and Unifying Themes associated with the East Douglas Avenue Corridor. Listed below are the Steering Committee's initial assessments of the corridor:

(Number of comments indicated in italics)

Strengths

1. Unique & Diverse Independent Retailers (10)
2. History & Architecture (8)
3. Strong Neighborhood & Community Spirit (5)
4. Strategically Located (3)
5. Area Diversity (3)
6. Wide Street (3)
7. Trees & Greenspace (1)

Weakness

1. Rundown & Vacant Buildings (10)
2. Crime and Safety Concerns (7)
3. Lack of Unifying Theme (4)
4. Non-Inviting Atmosphere (4)
5. Lack of Appealing Streetscaping & Green Space (4)
6. Lack of Parking (2)
7. Poor Street Maintenance (1)
8. Some Undesirable Businesses (1)

Opportunities

1. Special Destination Place (9)
2. Historical Heritage & Related Elements (6)
3. Streetscape Improvements (6)
4. Business Growth Potential (5)
5. Community Engagement (2)

Threats

1. Businesses Disinvestment & Decreased Property Values (15)
2. Increased Crime (10)
3. Excessive Traffic Speeds (4)
4. Lack of Future Funding for Improvements (2)
5. Lack of Parking (1)

Unifying Themes

1. Historical Heritage of the Corridor (10)
2. United/Strong Business & Community Spirit (10)
3. East Douglas Design District (3)
4. Visual Image of Street Banners (1)

Comments and input collected from the SWOT analysis were used throughout the planning process, and provided the basis for the development of the Plan Goal and the Vision Statement as outlined in **Section 2 Foundational Elements**.

1.4 Existing Conditions Analysis Summary

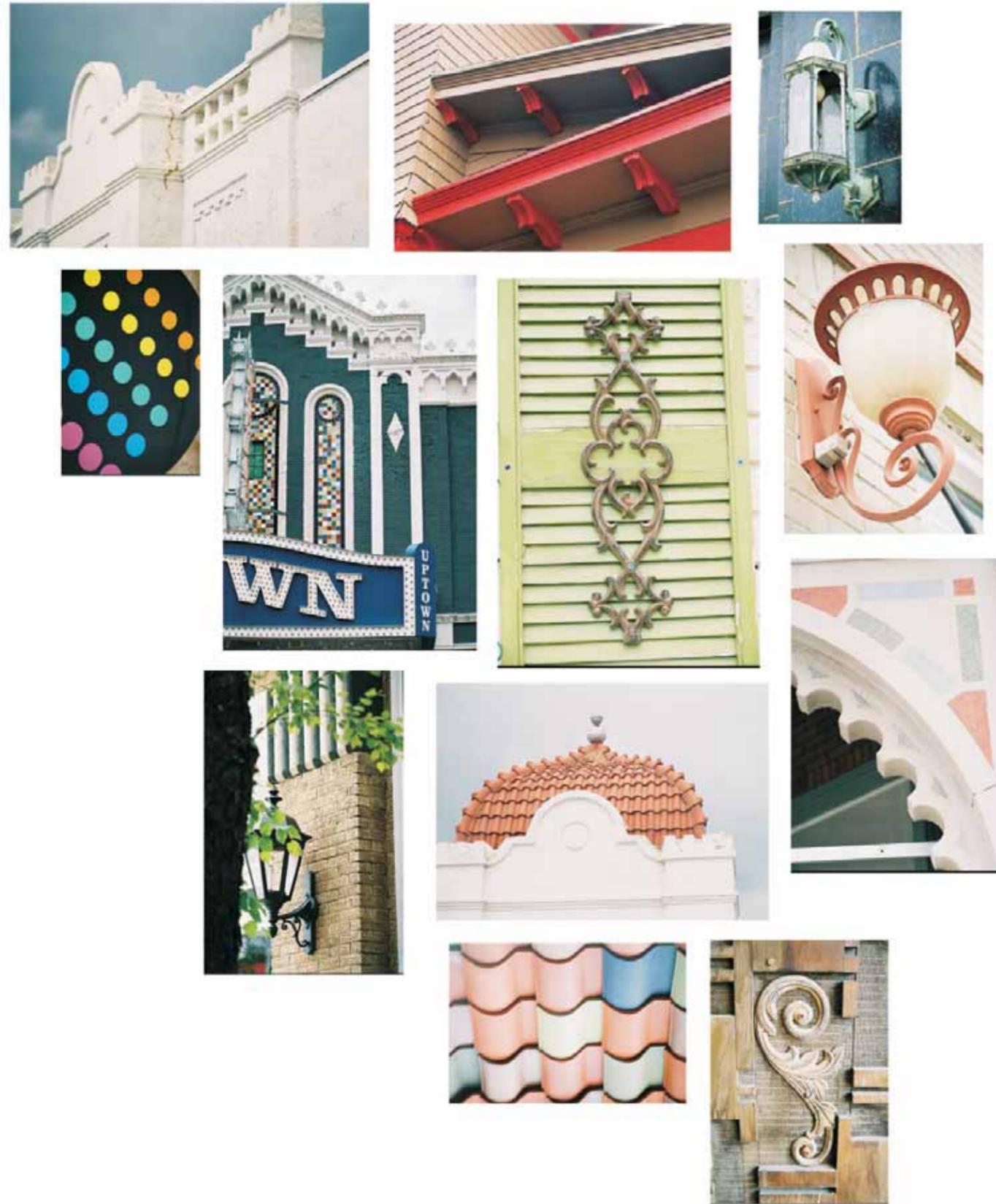
The East Douglas Avenue corridor from Washington Avenue to Glendale Avenue is extremely diverse, as it transitions from an urban, downtown environment on the west end to a suburban environment on the east end of the plan boundaries. There is a wide variety of architectural types, levels of landscaping, varying set-backs, development densities, and road and sidewalk widths/conditions throughout the corridor. The eclectic architectural styles are a result of decades of development along East Douglas Avenue and represent a variety of time periods.

Although there is variety within the corridor, there are several elements that can work together to unify the corridor. These include a unique and distinct historical heritage, a strong local independent business community, Douglas Design District Association and diverse established neighborhoods. Currently, the Douglas Design District banners are the one notable streetscape feature that visually unifies the entire corridor.

A complete analysis/inventory of existing conditions throughout the entire East Douglas Avenue corridor was completed in the summer of 2008 and is contained in **Appendix D Existing Conditions Analysis** (under separate documentation due to size and length). This analysis contains detailed information on the following items: historic context; building and structures inventory; potential eligibility for historic listing; historic resources; existing land uses; street conditions; curb to building widths; sidewalk conditions; sidewalk widths; streetscape amenities; public street lights and utility poles; fire hydrants; landscaping/vegetation; and, an off/on-street parking inventory.

1.5 Representative Design Themes and Elements

The following representative examples of design themes, artistic elements and architectural detailing found within the Douglas Design District have been presented here to help depict the unique, eclectic and sometimes subtle visual elements found within the East Douglas Avenue corridor. These photos are from a larger photo collection created by, and courtesy of, Sally Stoltz and Bill Jackson of the Douglas Design District Association.



1.6 Corridor Sub-Districts

Evolving from the existing conditions analysis, the Plan Steering Committee identified the following three Sub-Districts which represent unique and distinct segments within the overall East Douglas Avenue street corridor: **East Downtown, East High, and College Hill** (see Map 2).

1.6.1 East Downtown

Boundaries & Geographic Context

The East Downtown Sub-District constitutes that portion of East Douglas Avenue between Washington Avenue and I-135 (see Map 3). This Sub-District lies along the eastern edge of Downtown Wichita, just east of the historic downtown business district.

Existing Street Section

East Douglas Avenue consists of 5 travel lanes with parallel on-street parking (un-marked, unmetered two hour limit) on both sides, narrowing to 4 travel lanes east of Hydraulic with parallel on-street parking (un-marked, unmetered two hour limit) on the north side (approx. 120 on-street parking spots). *Posted speed: 35 mph; Average Daily Traffic: 13,700 (2006)*

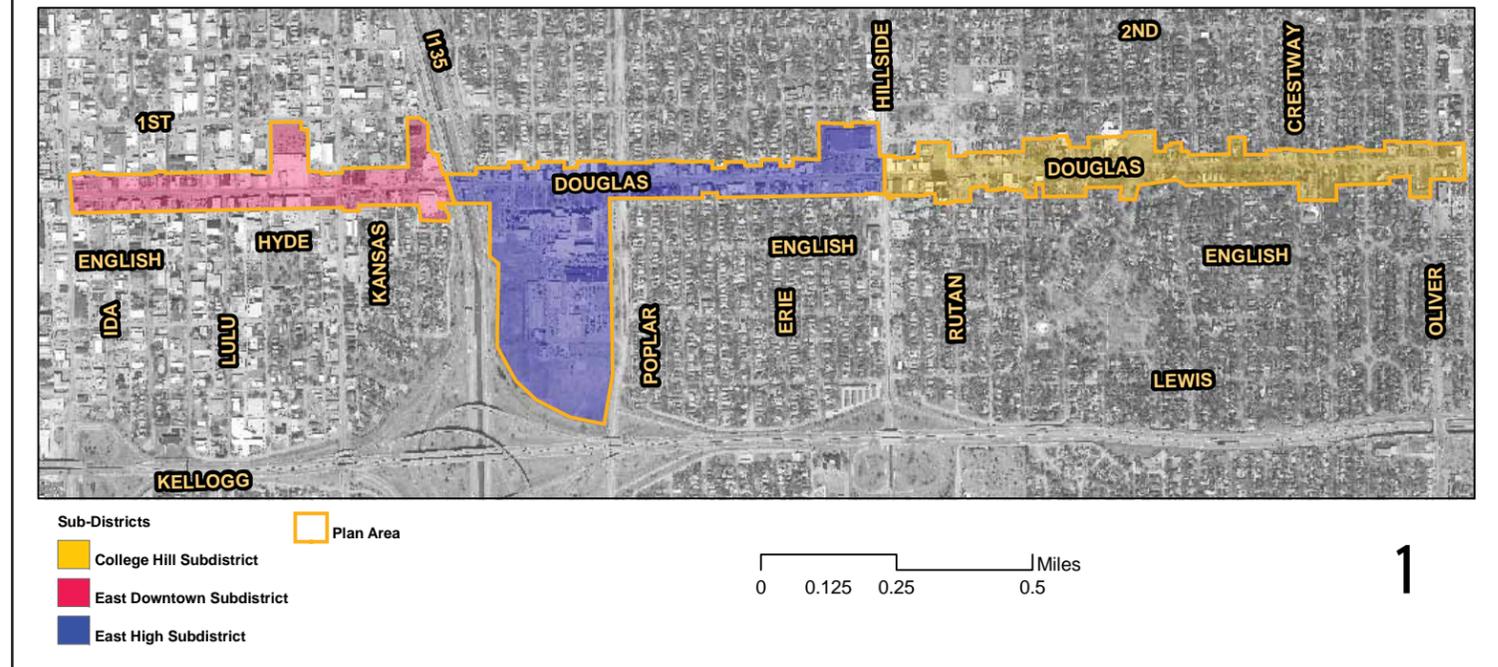
2008 - Development Context

The East Downtown Sub-District is currently zoned as Central Business District (CBD) and consists primarily of retail & service commercial, office, warehouse, and non-profit community services. The East Downtown Sub-District is not a typical downtown commercial streetscape with buildings sharing party walls and a common setback. There are parts of the nine-block area in which adjacent buildings form a contiguous street front, but the area has always had a number of free-standing buildings including auto dealerships and filling stations.

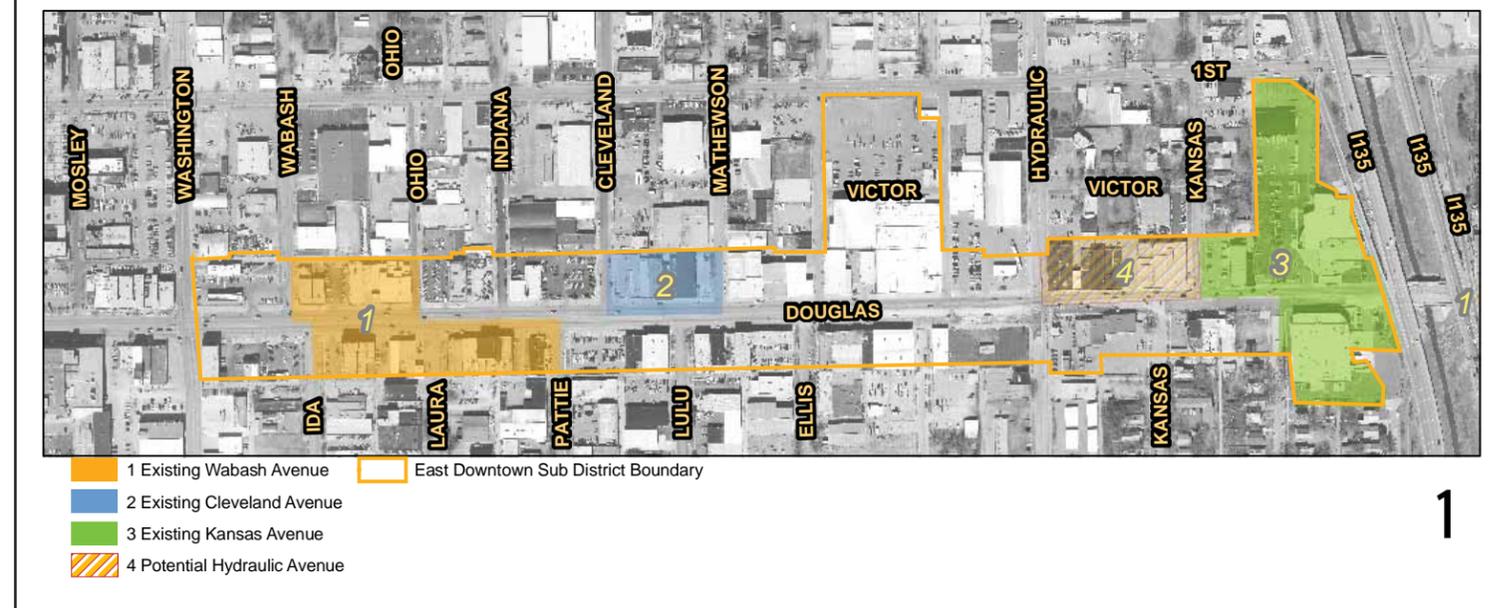
There are five existing used auto lots in this sub-district. New auto-related businesses have emerged including Big Dog Motorcycles, Poorman Automotive Warehouse, and Rapid Auto. Other prominent businesses include a barber/beauty college, Fischer's Transmissions, The Spice Merchant, printing companies, a cluster of home furnishings and design uses, and a cluster of tattoo parlors and bars. The East Downtown Sub-District is anchored on the east by two contemporary structures-The Cargill Cares Complex on the south and the Kansas Chapter of the American Red Cross on the north. The nine-block stretch currently has approximately 10% vacancy.

Although commercial was the primary use of new structures built along East Douglas after the turn of the century, many of the commercial buildings were constructed with apartments on upper floors. Many of the upper floors are underutilized today, vacant or used for storage; however, a number of upper-level apartments remain in use today.

Map 2 - Douglas Design District Streetscape Improvement Plan - Sub-Districts



Map 3 - East Downtown Sub-District (with Activity Nodes)



Defining Qualities & Patterns

- Wide street section from Washington to Hydraulic
- Strong street definition with buildings and vertical features abutting sidewalks (in places)
- Wide sidewalks in certain areas, but lack of separation between the vehicle and pedestrian domains
- Lack of green streetscaping (street trees, shrubs, planters, green amenity strip) and street furniture
- Cobra-style street lighting on metal poles
- No pedestrian street lighting
- No crosswalk paver installations at Hydraulic
- Nice paver crosswalks at Washington Intersection and under I-135
- Variety of architectural styles that represents the historic heritage of East Douglas

Unifying Themes/Elements

- This Sub-District has a ‘Downtown-urban’ feel
- Three vibrant and definable activity nodes

Existing & Potential Activity Nodes (see Map 3)

1. N. Wabash to N. Ohio & S. Ida to S. Pattie (retail & commercial center)
2. N. Cleveland to N. Mathewson (retail & commercial center)
3. Kansas to I-135 (non-profit community services center)
4. Hydraulic to Kansas (potential retail & commercial center)

1.6.2 East High

Boundaries & Geographic Context

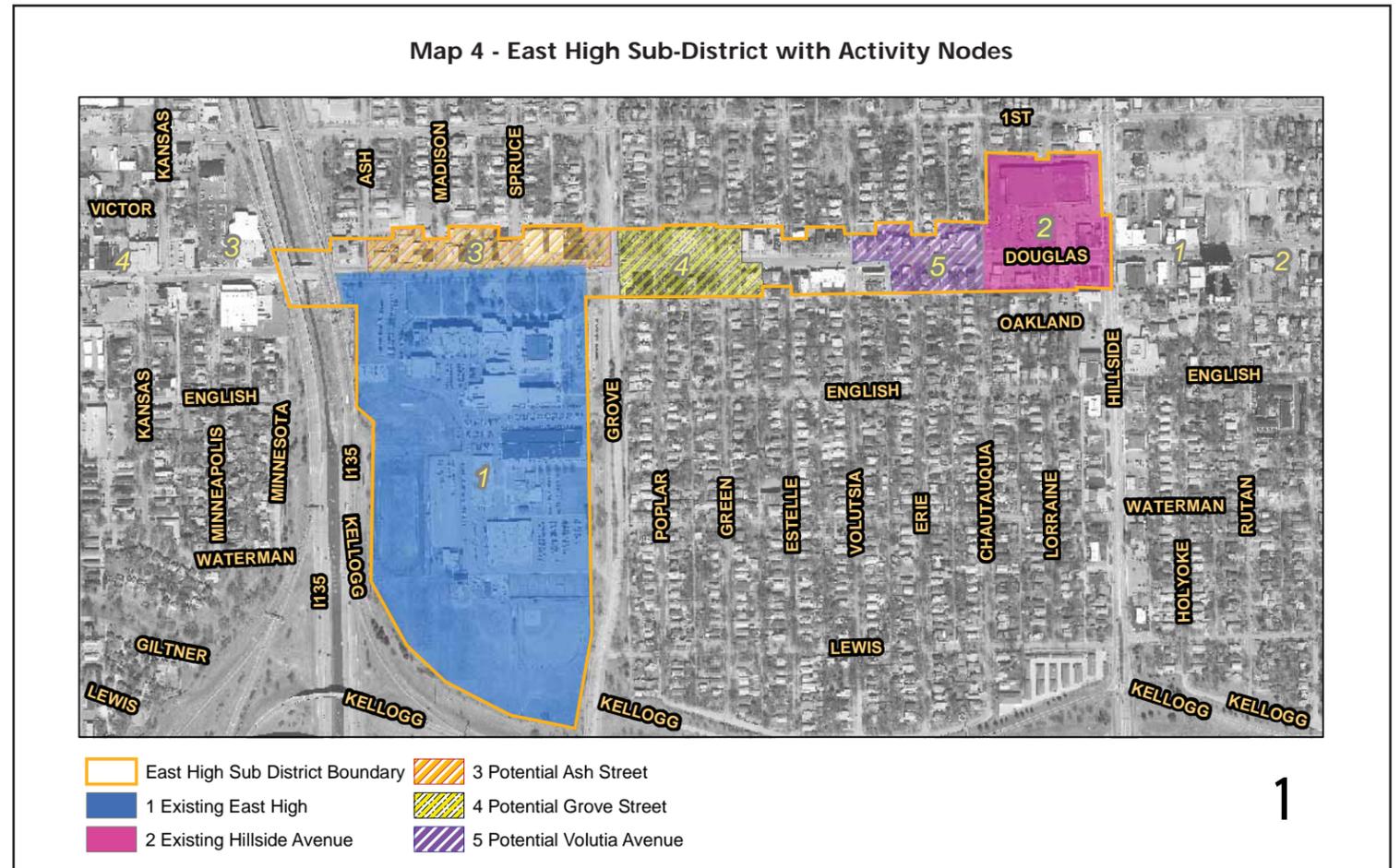
The East High Sub-District is that portion of East Douglas between I-135 and Hillside Avenue (see Map 4). The East High Sub-District lies between the East Downtown Sub-District and the College Hill Sub-District.

Existing Street Section

East Douglas Avenue consists of 4 travel lanes with left-turn lanes at Grove, and with parallel on-street parking (un-marked, unmetered two hour limit) on both sides excepting the south side adjacent to the East High campus (approx. 97 on-street parking spots). *Posted speed: 35 mph; Average Daily Traffic: 12,900 (2006)*

Development Context

The East High Sub-District is an eclectic, transitional mixed-use district comprised of religious & educational institutional, office, retail, service & general commercial, and single & multi-family residential (including several vacant buildings).



Defining Qualities & Patterns

- Street trees and green streetscaping variable and spotty
- Numerous vacant buildings that create negative visual aesthetic appeal
- Portions of the corridor have a strong street definition with buildings and vertical features abutting sidewalks
- Unique, locally-owned retail shops and restaurants/bars
- Dillon's serves as an anchor
- Residential (multi-family and single-family) units facing Douglas
- Eclectic mix of building styles

Unifying Themes/Elements

- Two definable/existing activity nodes
- Three potential activity nodes

Existing & Potential Activity Nodes (see Map 4)

1. East High School Campus (educational activity center)
2. N. Ash to N. Grove (potential retail redevelopment center)
3. S. Grove to east of Green (potential retail redevelopment center)
4. Volutsia to Chautauqua (potential boutique/retail center)
5. Chautauqua to Hillside (hardware store, grocery store, restaurant/bars)

1.6.3 College Hill

Boundaries & Geographic Context

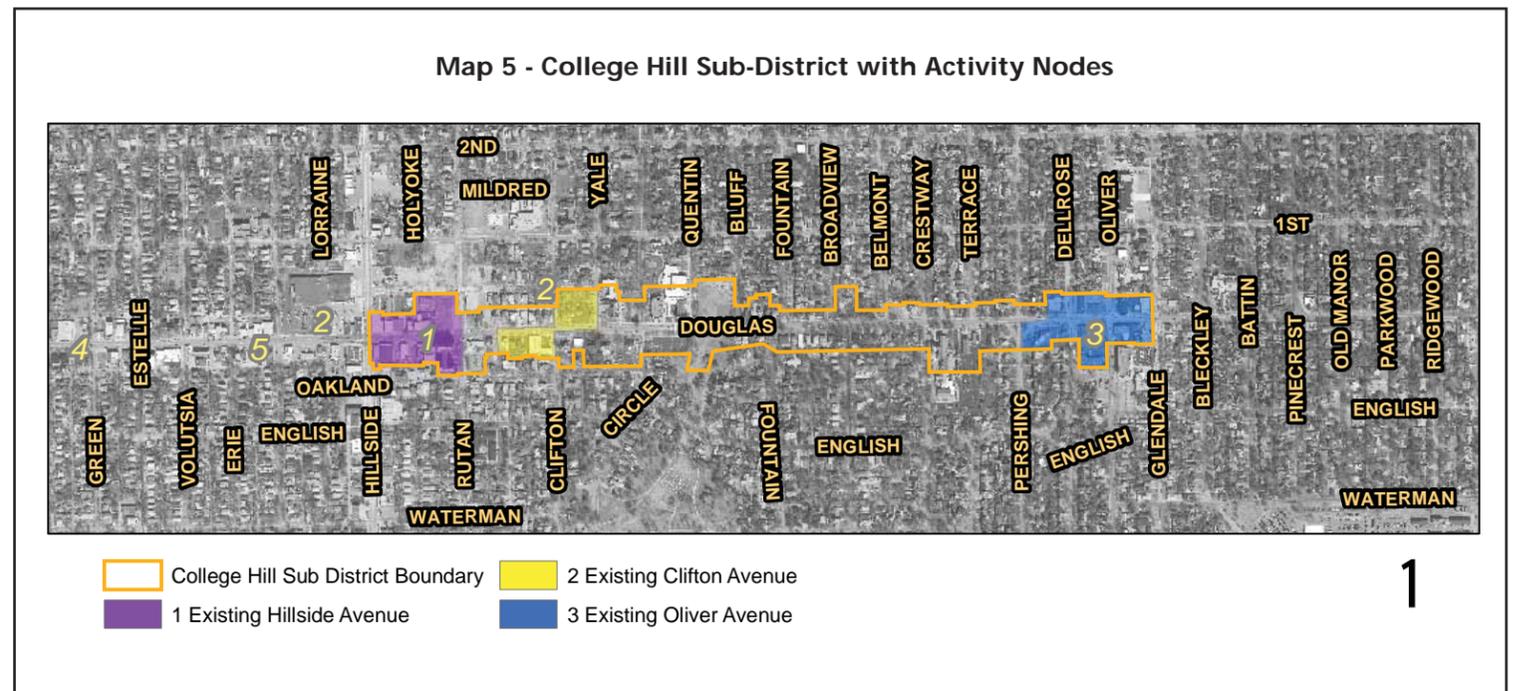
The College Hill Sub-District is that portion of East Douglas between Hillside Avenue and Glendale Avenue (see Map 5). The College Hill Sub-District lies to the east of the East High Sub-District.

Existing Street Section

East Douglas Avenue consists of 4 travel lanes, with parallel on-street parking (un-marked, unmetered two hour limit) on both sides between Hillside and Rutan (approx. 25 on-street parking spots). 'Sunday only' parallel on-street parking (un-marked) is permitted on both sides between Clifton and Delrose. (Posted speed: 35 mph; Average Daily Traffic: 10,800 (2006))

Development Context

The College Hill Sub-District is a mixed-use corridor with defined concentrations of retail & service commercial adjacent to extensive expanses of single family residential. Shopping centers, specialty shops, a multi-family high-rise complex, a theatre, offices, and religious and education institutions are mixed throughout this Sub-District.



Defining Qualities & Patterns

- Mature trees
- Moderate to heavy landscaping
- Higher elevation than areas to the west
- Shopping centers/retail is located at major intersections and mid-block in some cases
- Few vacant buildings
- Variety of architectural styles
- Belmont Arch

Unifying Themes/Elements

- Douglas Design District Banners
- Three definable/existing activity nodes

Existing & Potential Activity Nodes (see Map 5)

1. Hillside to Rutan (specialty retail center)
2. Happiness Plaza/Clifton Square (specialty retail center)
3. Oliver/Douglas intersection: Pershing to Glendale (specialty retail center)

Section 2 Foundational Elements

2.1 Vision Statement - 2020

The following key elements describe the community's vision of what East Douglas Avenue (Washington to Glendale Avenue) will look like in 2020 based upon a realistic implementation of the Douglas Design District Streetscape Improvement Plan:

1. East Douglas Avenue is an economically vibrant and attractive destination for people seeking unique, creative and quality retailers.

2. East Douglas Avenue is a desirable and people-friendly place. Sustainable landscape, street lighting and streetscape enhancements support pedestrian and street activity which co-exists compatibly. There is a positive 'buzz' in the corridor.

3. East Douglas Avenue has a unique visual identity and character that reflects the corridor's heritage yet embraces the promise of the future.

4. East Douglas Avenue integrates well with strong and vibrant adjacent residential neighborhoods.

2.2 Plan Goal

Using a collaborative private/public sector partnership, create new economic vitality, livability, identity and visual attractiveness for that street segment of East Douglas Avenue located between Washington and Glendale Avenues.

2.3 Guiding Principles

The following guiding principles were endorsed by the Steering Committee as a reference for developing, shaping and refining the preferred design concepts and the associated streetscape improvement elements and themes:

1. Protect and Enhance Historic Character

- Streetscape elements consistent with character and design patterns

2. Promote Safety and Security

- Minimize or manage pedestrian and vehicle conflicts
- Increase observability
- Encourage pedestrian and street activity

3. Coordinate Maintenance with Design and Implementation

- Graffiti prevention
- Irrigation systems
- Landscape and tree trimming
- Lighting
- Sidewalks
- Street furniture
- Trash pick-up
- Standardization (promotes efficient ongoing maintenance practices)

4. Use Cohesive Design Elements

- Unified relationship between pedestrian and building spaces
- Defined edges between pedestrian and vehicle domains
- Rhythmic and logical use of trees, furniture, paving and plantings
- Attractive and functionally appropriate street lighting
- Consistent and harmonious family of street furnishings
- Hierarchy of spaces that helps define streetscape use
- Attractive and durable materials, varied to reflect functional and aesthetic needs
- Scale appropriate to how people experience the environment
- Integration of public art

5. Implement Sustainable Practices

- Sustainable materials and approaches (includes low-maintenance principles)
- Attention to street lighting and dark skies
- Landscaping to reduce the urban heat island

6. Create a Complete Street

- Accommodate motorized and non-motorized traffic
- Create a people-friendly environment

Section 3 Preferred Design Concepts

3.1 Corridor-Wide Design Concepts & Streetscape Improvements

The Steering Committee considered various streetscape design options and approaches that would achieve the Vision Statement, Goal and Guiding Principles established for the entirety of the East Douglas Avenue corridor from Washington to Glendale. After review and discussion, the Steering Committee has recommended the following additional corridor-wide design elements, concepts and improvements. **Section 4 Implementation Plan** provides a break-out of the cost estimates and funding options associated with these various improvements along with a recommended critical path-based implementation strategy.

Recommended Improvements

1. Reduce posted speed limit on Douglas from 35 mph to 30 mph

Rationale: A reduced posted speed limit accomplishes these two purposes:

1. It creates better visibility for merchants and retailers. Studies have shown that 22 mph is an ideal speed (from the perspective of many merchants and retailers) for cars to move in a downtown commercial retail area (see *APA Planning, April 2003*). The goal is to move fast enough not to frustrate drivers from taking an alternate route, but slow enough to allow them to see storefront displays and read sales promotions. If done in conjunction with other recommended street improvements in this Plan, reducing the speed from 35 mph to 30 mph represents a workable compromise between a retailer's ideal speed and a motorist's desire to move quickly through the area. Kellogg freeway, 1st and 2nd Streets serve as primary quick routes for commuting traffic flows in and out of downtown Wichita.
2. It enhances motorist, cyclist and pedestrian safety. Slower vehicle speeds increase peripheral visibility and enhance reaction/response times for accident avoidance. Slower speeds create a safer co-existence of auto, cyclist and pedestrian traffic within the street corridor.

Vision Statement Relevancy: Consistent with Element #1
Plan Goal Relevancy: Increases 'economic vitality'
Guiding Principles Relevancy: Consistent with Principles #2, #6

2. Retain existing on-street parallel parking stalls and establish on-street bike lanes

Rationale: On-street parallel parking allows space for the establishment of on-street bike lanes on both sides of Douglas, east of Washington. On-street bike lanes are essential to creating a complete street with increased accessibility, safety and livability. Installation of

angle parking stalls is problematic and limited between Washington and Hydraulic due to the off-set alignment of the intersecting north/south streets.

Vision Statement Relevancy: Consistent with Elements #2, #4
Plan Goal Relevancy: Increases 'livability' and 'identity'
Guiding Principles Relevancy: Consistent with Principles #2, #4, #6

3. Install historic street lighting, remove existing cobra-style light poles, and bury overhead utility lines

Rationale: Historic street lighting (identical to the street lighting along West Douglas-Delano and at Oliver and Douglas) is reflective of the original street lighting style that existed along East Douglas Avenue in the early 1900's, and consistent with the area's historic character. It would transition from the existing historic street lighting style in Old Town and introduce a relevant unifying design element throughout the corridor. Historic street lighting would serve both pedestrian and auto-oriented traffic, thereby eliminating the need for existing cobra-style light poles. Burying the overhead utility lines would reduce the cluttered look of the corridor and improve the visual aesthetics.

Vision Statement Relevancy: Consistent with Elements #1, #2, #3, #4
Plan Goal Relevancy: Increases 'identity and visual attractiveness'
Guiding Principles Relevancy: Consistent with Principles #1, #2, #3, #4

Street Lighting Design Recommendations & References



Original Street Lighting



Existing Cobra-Style Street Lighting - Wood Pole



Existing Cobra-Style Street Lighting -Metal Pole



Recommended Historic Street Lighting Type for East Douglas Avenue

4. Install uniquely-designed street furniture (bus benches, bus shelters, bus signs, trash receptacles, bike racks), district & sub-district logo signs, historic markers and information kiosks

Rationale: Uniquely-designed street furniture elements will provide pedestrian-friendly functionality while creating a unifying visually identity throughout the corridor. Appropriately integrated artistic elements would also contribute to the establishment of a distinct visually identity within the East Douglas Avenue corridor. New bus shelters would be 'custom designed' to reflect the unique identify of the corridor. Bus signs would also be set in a 'custom designed' frame unique to East Douglas Avenue.

A detailed assessment and evaluation was also done of existing bus sign, bus bench and bus shelter locations within the Plan area. Recommendations for a new system of bus sign, bus bench and bus shelter locations are depicted in **Appendix A Recommended System of Bus Signs, Bus Benches and Bus Shelters**. A total of 11 new bus benches and 7 bus shelters are proposed, each accompanied by a bus sign. Wichita Transit has secured federal funds to cover the capital costs associated with these transit-related improvements. The Douglas Design District has committed to fund the placement of special recognition plaques on various bus benches and to take care of maintaining trash receptacles located near the bus shelters.

Detailed design and construction plans need to be developed to finalize location details and implement the recommended district and sub-district logo signs, historic markers and information kiosks concepts. Three kiosks are recommended within each of the three sub-districts, and should be placed within an activity node area.

<i>Vision Statement Relevancy:</i>	Consistent with Elements #1, #2, #3, #4
<i>Plan Goal Relevancy:</i>	Increases 'livability, identity and visual attractiveness
<i>Guiding Principles Relevancy:</i>	Consistent with Principles #1, #2,#3, #4, #5, #6

Guidelines for Integrating Public Art into Streetscape Improvements

- The inclusion of public art throughout the East Douglas Avenue corridor needs to be approached by "integrating" design into the early phases of the design process. Integration of art into a public project should be a cooperative blending of disciplines including architecture, landscaping, engineering, and art.
- Integration of art in the earliest design phase allows the designers to leverage dollars and create public projects that are unique, creative and inspired. Integration also reduces the necessity of trying to raise funds at a later date to add artistic elements or, to simply cut the artistic elements later to reduce the budget resulting in an adequate but less than inspired public project. According to CityArts staff, the additional cost of having an art-

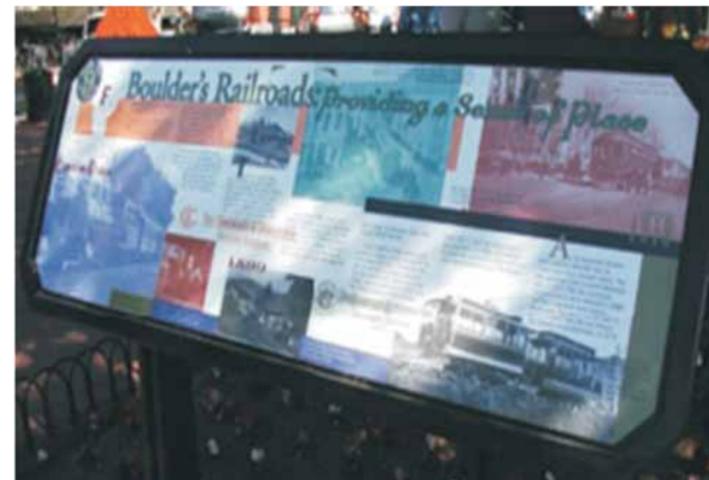
ist create the design and manufacture the elements shouldn't be significantly higher than purchasing standard fixtures, and results in a design that reflects the character of the area they are installed.

- Integration of art is about looking at all the elements of the proposed streetscape improvements, reviewing areas of most visibility and coming up with fun, interesting solutions to otherwise standard quo fixtures.
- Areas to consider including an artist with the streetscape design elements: street medians; planter boxes; bus shelters; benches; bike racks; district and sub-district identification signage; trash containers; kiosks; and, historic markers.
- Possible locations for integrated art: Douglas and Washington; Hydraulic and Douglas; Grove and Douglas; Douglas and Hillside; Douglas and Rutan; and, Douglas and Clifton.



District Marker Sidewalk Example

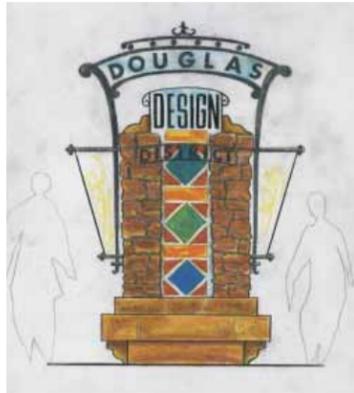
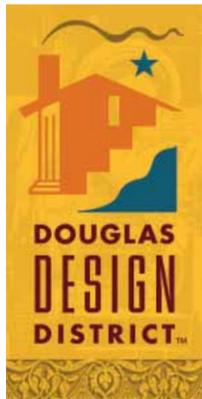
Street Furniture & Signage Design Recommendations & References - East Douglas Avenue



Recommended District Historic Display/Marker Sign Type Example



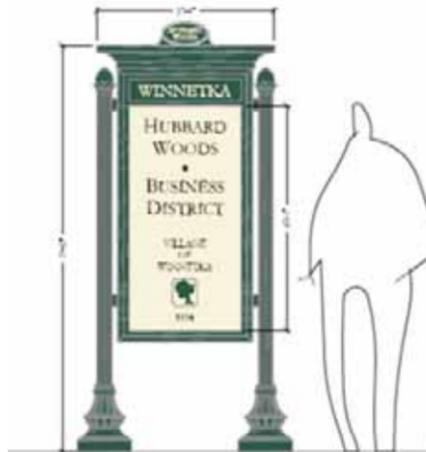
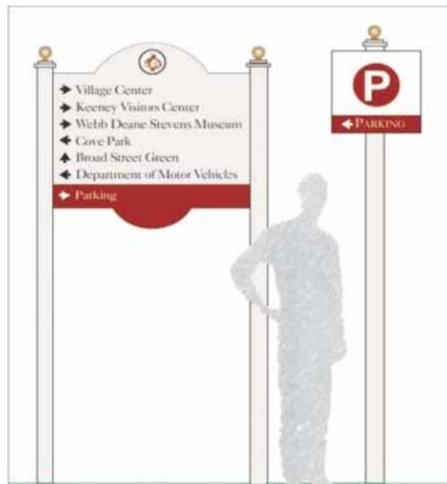
Recommended District & Sub-District Identification/Logo Sign Type Examples



Design Concepts Submitted by Douglas Design District



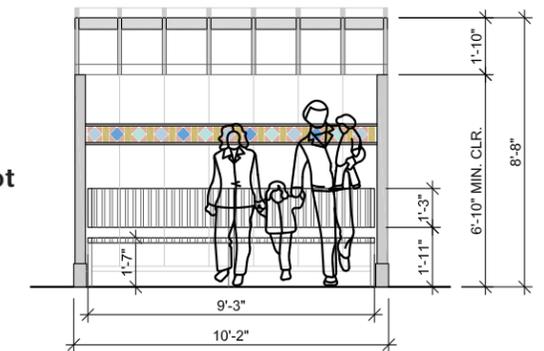
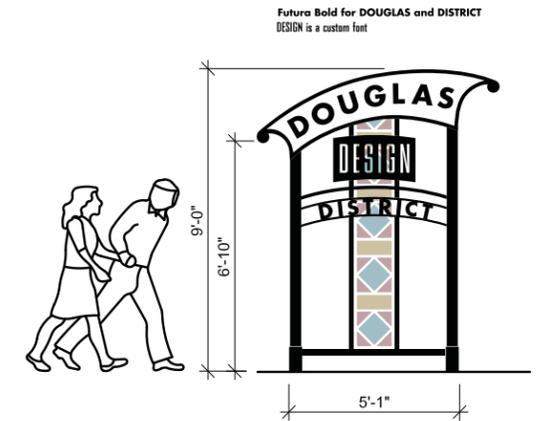
Recommended District Bike Rack (functional & artistic) and Trash Receptacle Type Examples



Recommended District Wayfinding Sign Type Examples



Recommended Bus Shelter Design Concept



Recommended District Information Kiosk Type Example



Recommended District Bus Sign Pole and Bus Bench Type Examples

3.2 Sub-District Design Concepts & Streetscape Improvements

The Steering Committee considered various streetscape design options and approaches that would achieve the Vision Statement, Goal and Guiding Principles as they relate to the three distinct East Douglas Avenue Sub-Districts. After review and discussion, the Steering Committee has recommended the following additional design elements, concepts and streetscape improvements unique to each Sub-District. **Section 4 Implementation Plan** provides a break-out of the cost estimates associated with these various improvements along with a recommended funding, and implementation strategy.

3.2.1 East Downtown

Recommended Improvements

1. Install raised landscaped medians on Douglas between Washington and Hydraulic, including three mid-block pedestrian crosswalks

Rationale: Appropriately designed, raised landscaped medians (approx. 12 feet in width) would create an impressive and attractive visual statement in this section of the East Douglas corridor. With the integration of public art, these medians would create a unique and defining sense of destination, place and space. There is sufficient street right-of-way in this segment of the East Douglas to construct the medians, create three mid-block pedestrian crossings and walk signals through the medians, retain on-street parallel parking, install pedestrian/landscaped bulb-outs at the street corners, and create dedicated bikes lanes on both sides of the street. The proposed sidewalk bulb-out concept is expected to minimally impact existing on-street parking opportunities. The off-set north/south street pattern does create some median design issues. Appropriate breaks in the medians would be necessary to allow turning movements. Maintenance of the raised landscaped medians would be the responsibility of the Douglas Design District.

Conceptual plan views and street cross-sections identifying the preferred placement of medians are presented in **Appendix B Landscaped Median Design Concepts**. Detailed landscaped median design and construction plans need to be developed to finalize and implement the recommended landscaped median concept. Irrigation should be provided as appropriate.

Vision Statement Relevancy: Consistent with Elements #1, #2, #3
Plan Goal Relevancy: Increases 'livability, identity and visual attractiveness'
Guiding Principles Relevancy: Consistent with Principles #2, #4, #6

2. Install comprehensive street landscaping (including street trees, raised planter boxes and planter pots) along Douglas between Washington and the I-135 overpass

Rationale: Green landscaping will significantly soften the hard edge and feel of the existing street corridor and create a warmer, more pedestrian friendly place through the addition of shade, color and vegetation. Street trees, raised planter boxes and seasonal planter pots with appropriate planting materials would be the primary means of 'greening' the street corridor. Sufficient room (15 ft. or more from curb to building) exists for these improvements in this Sub-District. Raised stone curb planter beds prevent soil and mulch washing out of the beds, and also eliminate the need for expensive tree gates where trees are planted. Raised capstone planter boxes are most appropriately located in wide areas. Maintenance of the planter boxes and beds would be the responsibility of the Douglas Design District - planter pots would be at the discretion and maintenance of individual business owners.

Detailed street landscaping design and construction plans need to be developed to finalize and implement the recommended street landscaping concept. Priority should be given to plants that maximize seasonal appeal and yet are drought and heat tolerant. Irrigation should be provided as appropriate.

Vision Statement Relevancy: Consistent with Element #1, #2
Plan Goal Relevancy: Increases 'livability, identity and visual attractiveness'
Guiding Principles Relevancy: Consistent with Principles #2, #3, #4, #5, #6

Green Landscaping Design Recommendations & References

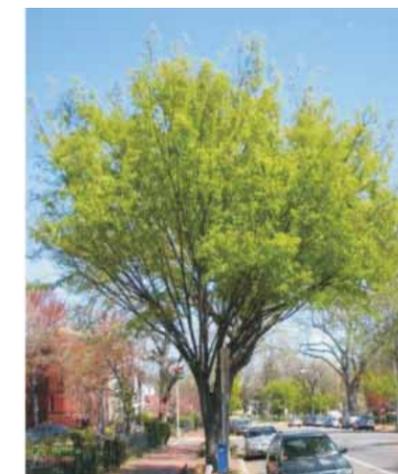
Recommended Columnar Street Tree Types



Crimson Spire Oak- red in fall



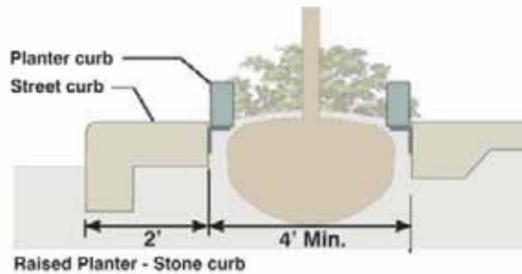
Columnar English Oak



Musashino Zelkova: - yellow in fall



Raised Capstone Planter Box and Potted Planter Type Examples



Raised Stone Curb Planter Bed with Street Tree - Cross-Section Example



Existing East Douglas Avenue Street View Perspective



East Douglas Avenue Street View Perspective of Recommended Green Landscaping Concept

Recommended Planting Materials & Selection

Plantings in Raised Planter Boxes and Street Medians:

Example of Existing East Douglas Avenue Street Section Devoid of Green Landscaping



Ornamental Grasses: Karl Foerster Feather Reed Grass, Chinese Fountain Grass, Blue Love Grass; Porcupine Grass; Miscanthus - 'Little Zebra', 'Cabaret'; Dwarf Maiden Grass; Switchgrass - 'Cloud Nine', 'Dallas Blue', 'Prairie Sky'; Fountain Grass - 'Foxtrot', 'Oriental', 'Karley Rose', 'Red Buttons'; Muhlygrass- 'White Cloud'



Shrubs: Butterflybush ‘Orangeye’; Coralberry ‘Indian-currant’; Crapemyrtle; Spirea ‘Anthony Waterer’; Mahonia ‘Orange Grape’; Nandina; Yew ‘Wards’

Trees: Small: Eastern Redbud, Oklahoma Redbud, Flowering Crabapple, Smoketree

Medium: Trident Maple, Shantung Maple, Flowering Crabapple, Chinese Pistache, Japanese Tree Lilac, Crimson Spire Oak, Columnar English Oak, Musashino Zelkova, Chinkapin Oak (east of Hillside)

Large: Ginkgo, Pinyon Pine, Sugar Maple (east of Hillside), Lacebark Elm (east of Hillside)



Ornamental Trees: Flowering Crabapple

Perennials: Perovskia atriplicifolia ‘Filigram’; Rudbeckia fulgida ‘Goldstrum’; Salvia x superba ‘Blue Queen’; Hemerocallis ‘Happy Returns’; Achillea filipendulina ‘Coronation Gold’

Tree Grate Recommendations Raised stone curb planter beds beneath street trees is the recommended standard. Tree grates should only be used when conditions do not allow the use of planter beds. Grates are expensive and have been shown to be detrimental to the long term growth of the tree.

Design Guidelines for Integrating Street Trees into the Retail / Commercial Areas

- Tree selections can “brand” a place through subtle yet observable distinctions of texture, seasonal color and plant massing.
- Diverse tree groupings and arrangements help distinguish sub-zones and provide cues for orientation and wayfinding.
- Variations on the conventional planting pattern of one tree for every 30 linear feet or more of sidewalk can create a more interesting and unique retail district (e.g. mixed species provide interesting visual patterns).
- Trees with higher mature heights and open, airy canopies permit better views of signs, awnings and storefronts – canopies need to be “limbed up” to raise branches and foliage above signs and storefronts. Tree topping is discouraged as it creates a denser canopy.
- Trees and planters can perceptually break up large paved areas into a series of “rooms”, making the space feel more human in scale and friendliness.
- Patterns and order in tree and vegetative plantings creates tidiness and is more appealing in a retail environment.

3. Install upgraded pedestrian crosswalk improvements at the intersection of Douglas and Hydraulic including wheelchair ramps with detectable warnings

Rationale: This improvement would create a safer and more pedestrian-friendly crossing environment in what is now a very intimidating intersection to across. The improvements would meet all ADA requirements and also be consistent with the City’s current intersection improvement design standards.

<i>Vision Statement Relevancy:</i>	Consistent with Element #2, #4
<i>Plan Goal Relevancy:</i>	Increases ‘livability’
<i>Guiding Principles Relevancy:</i>	Consistent with Principles #2, #4, #6

Crosswalk Improvement Design Recommendations & References - East Downtown Sub-District



Existing Intersection Crosswalks at Douglas & Hydraulic



Recommended Intersection Crosswalk Improvement- Examples in Wichita



3.2.2 East High

Recommended Improvements

1. Convert 4 lanes of traffic to 3 lanes of traffic from I-135 to Hillside

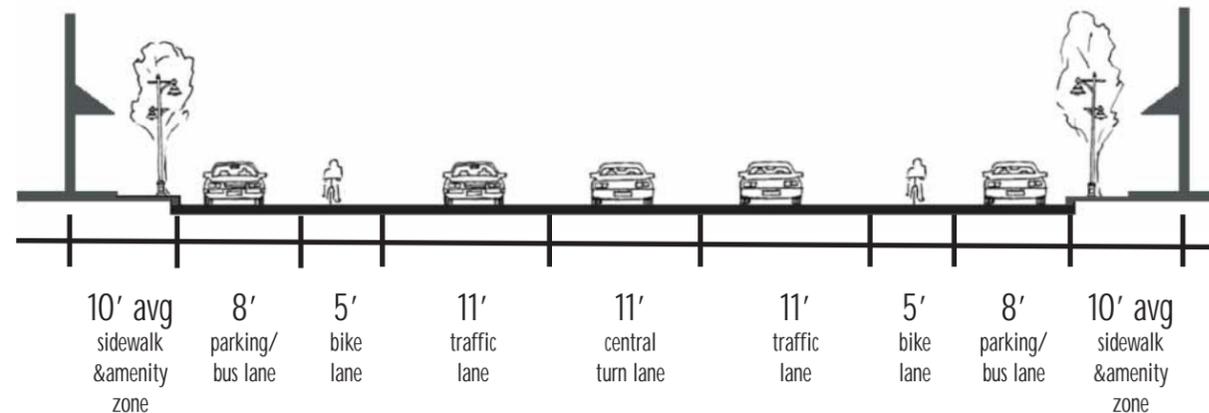
Rationale: A conversion to three travel lanes (one east bound, one west bound and one dedicated center turn lane) accomplishes these two purposes:

1. It reduces left-turn, weaving and rear-end accident types (reduces crashes by 24%), and creates a more efficient flow of traffic. In two-lane roadways, left-turning vehicles block through-traffic. Transportation planning studies indicate that a three-lane roadway is more efficient than a four-lane roadway - the same amount of traffic can be handled, at a slower but smoother flow rate.
2. It provides room for an alternative travel mode (dedicated 5 feet-wide bike lane on both sides of the street within existing curbs) for moving people throughout the street corridor, implementing a key element of a complete street concept. An alternative off-street bike route utilizing portions of the East High sidewalk is available for use during school bus staging on Douglas between Ash and Grove (endorsed by USD 259 staff).

In order to assess the vehicular traffic implications associated with this conversion, City traffic engineering staff completed a traffic congestion modeling exercise using existing traffic flows at 35 mph and 30 mph in both four and three lane scenarios. Modeling results indicate that there would be no appreciable increase in traffic congestion. Level of service ratings would decrease slightly at the two busiest intersections during the peak PM rush hour period – Grove/Douglas (LOS change from A to B); and, Hillside/ Douglas (LOS change from B to C). However, these reduced service ratings are well within acceptable ranges. This recommended improvement continues to undergo additional traffic analysis.

Vision Statement Relevancy: Consistent with Element #2
Plan Goal Relevancy: Increases 'livability'
Guiding Principles Relevancy: Consistent with Principles #2, #4, #6

**Design Concept of Street Cross-Section- I-135 to Hillside
 3-Travel Lanes with On-Street Parking/Bus Lane and Bike Lanes**



2. Install upgraded pedestrian crosswalk improvements at the intersection of Douglas and Grove including wheelchair ramps with detectable warnings.

Rationale: This improvement would create a safer and more pedestrian-friendly crossing environment than currently exists. The improvements would meet all ADA requirements and also be consistent with the City's current intersection improvement design standards.

Vision Statement Relevancy: Consistent with Element #2, #4
Plan Goal Relevancy: Increases 'livability'
Guiding Principles Relevancy: Consistent with Principles #2, #4, #6

Crosswalk Improvement Design Recommendations & References- East High Sub-District



Existing Intersection Crosswalks at Douglas & Grove



Recommended Intersection Crosswalk Improvement- Examples in Wichita

3. Install street landscaping (including street trees, raised planter boxes and planter pots) in selected locations along Douglas between I-135 and Hillside

Rationale: Additional street landscaping materials will fill existing voids/gaps along this portion of East Douglas Avenue and ensure continuity in the existing landscaping fabric. Street trees, raised planter boxes and seasonal planter pots with appropriate planting materials situated in viable locations would be the primary means of supplementing and enhancing the greening of the street corridor. Several street sections within this Sub-District have building facades very close to the street (10 ft. width or less from curb to building) that may preclude street tree plantings due to tree canopy spread issues. Raised stone curb planter beds or seasonal planter pots are an alternative option. The following street sections have been identified as potentially problematic for additional street tree plantings:

North side of Douglas - Ash to Madison; Madison to Spruce; Spruce to Grove; Poplar to Green

South side of Douglas - Grove to Poplar; Green to Estelle; Estelle to Volusia

Maintenance of the planter beds would be the responsibility of the Douglas Design District – seasonal planter pots would be at the discretion and maintenance of individual business owners.

Detailed street landscaping design and construction plans need to be developed to identify specific planting opportunity locations and implement the recommended street landscaping concept. Priority should be given to plants that maximize seasonal appeal and yet are drought and heat tolerant. Irrigation should be provided as appropriate.

Vision Statement Relevancy: Consistent with Element #1, #2
Plan Goal Relevancy: Increases 'livability, identity and visual attractiveness'
Guiding Principles Relevancy: Consistent with Principles #2, #3, #4, #5, #6

Green Landscaping Design Recommendations & References (same recommendations as for the East Downtown Sub-District)

3.2.3 College Hill

Recommended Improvements

1. Convert 4 lanes of traffic to 3 lanes of traffic from Hillside to Oliver

Rationale: A conversion to three travel lanes (one east bound, one west bound and one dedicated center turn lane) accomplishes these two purposes:

1. It reduces left-turn, weaving and rear-end accident types (reduces crashes by 24%), and creates a more efficient flow of traffic. In two-lane roadways, left-turning vehicles block through-traffic. Transportation planning studies indicate that a three-lane roadway is more efficient than a four-lane roadway - the same amount of traffic can be handled, at a slower but smoother flow rate.
2. It provides room for an alternative travel mode (dedicated 5 feet-wide bike lane on both sides of the street within existing curbs) for moving people throughout the street corridor, implementing a key element of a complete street concept. In order to accommodate the on-street bike lanes, it would be necessary from a traffic safety standpoint, to eliminate the 'Sunday only' on-street parking provision currently allowed on Douglas east of Rutan to Dellrose. Although most of the churches impacted by this change would support it, City staff is evaluating a 'back-in' angled parking design concept that could provide permanent on-street parking in Douglas Avenue street right-of-way adjacent to Blessed Sacrament Church.

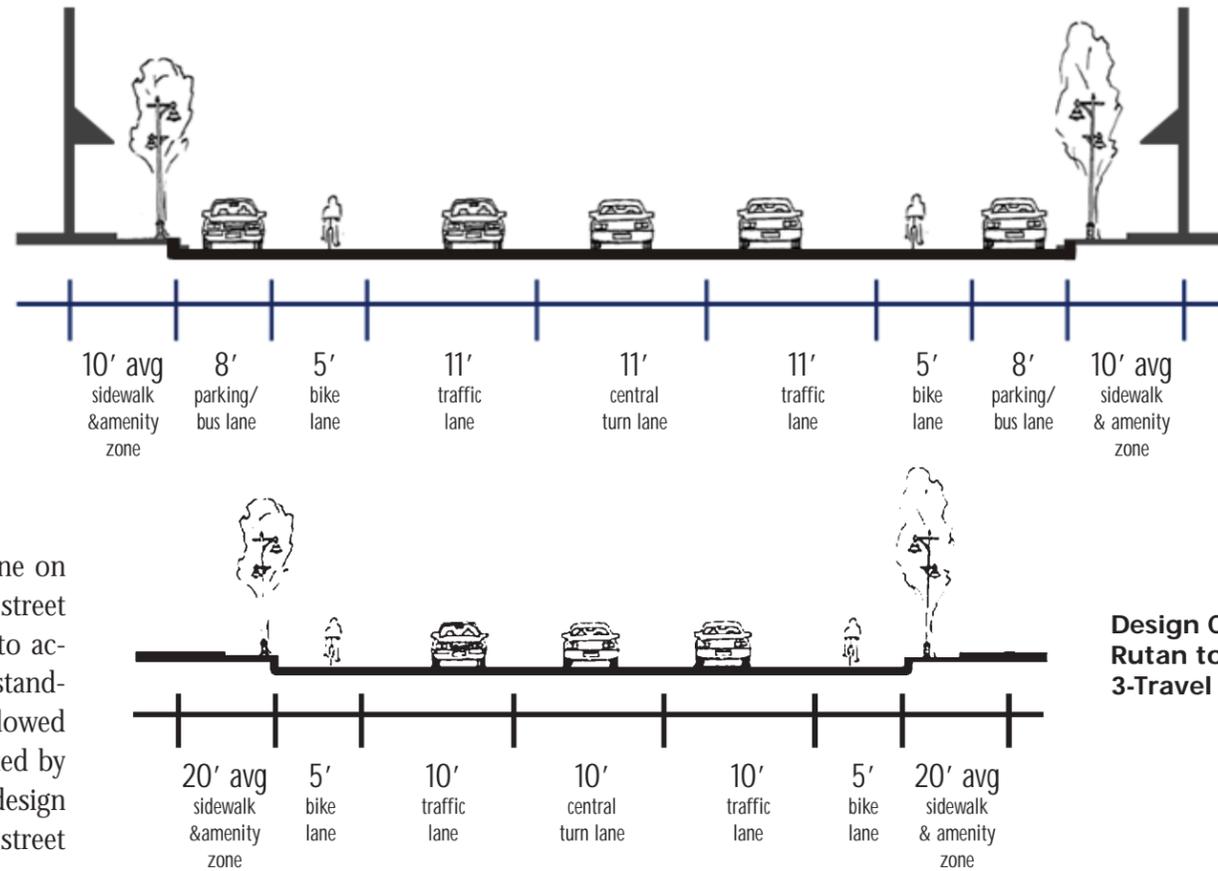
Also recommended is the design and installation of signalized pedestrian refuge islands to enhance pedestrian safety at the two exiting pedestrian crosswalks located near Clifton, and near Quentin.

In order to assess the vehicular traffic implications associated with this conversion, City traffic engineering staff completed a traffic congestion modeling exercise using existing traffic flows at 35 mph and 30 mph in both four and three lane scenarios. Modeling results indicate that there would be no appreciable increase in traffic congestion. Level of service ratings would decrease slightly at the intersection of Hillside and Douglas (LOS change from B to C) during the peak PM rush hour. However, this reduced service rating is well within acceptable ranges. This recommended improvement continues to undergo additional traffic analysis. No changes would be made to the current lane configuration at Oliver and Douglas.

Vision Statement Relevancy: Consistent with Element #2
Plan Goal Relevancy: Increases 'livability'
Guiding Principles Relevancy: Consistent with Principles #2, #4, #6

2. Install street landscaping (including street trees, raised planter boxes and planter pots) in selected locations along Douglas between Hillside and Rutan

Rationale: Additional street landscaping materials will ensure continuity in the proposed landscaping fabric along East Douglas Avenue. Street trees, raised planter boxes and sea-



**Design Concept of Street Cross-Section – Hillside to Rutan
3-Travel Lanes with On-Street Parking/Bus Lane and Bike Lanes**

**Design Concept of Street Cross-Section–
Rutan to Oliver
3-Travel Lanes with Bike Lanes**

sonal planter pots with appropriate planting materials situated in viable locations would be the primary means of supplementing and enhancing the greening of the street corridor. The street sections within this Sub-District have building facades very close to the street (10 ft. width or less from curb to building in most places) that may preclude street tree plantings due to tree canopy spread issues - however raised stone curb planter boxes or seasonal planter pots are an alternative option.

Maintenance of the planter boxes would be the responsibility of the Douglas Design District – seasonal planter pots would be at the discretion and maintenance of individual business owners.

Detailed street landscaping design and construction plans need to be developed to identify specific planting opportunity locations and implement the recommended street landscaping concept. Priority should be given to plants that maximize seasonal appeal and yet are drought and heat tolerant. Irrigation should be provided as appropriate.

Vision Statement Relevancy: Consistent with Element #1, #2
Plan Goal Relevancy: Increases 'livability, identity and visual attractiveness'
Guiding Principles Relevancy: Consistent with Principles #2, #3, #4, #5, #6

Green Landscaping Design Recommendations & References (same recommendations as for the East Downtown Sub-District)

Section 4.0 Implementation Plan

Capital and maintenance cost estimates have been developed for each of the corridor-wide and sub-district improvements recommended by the Steering Committee – the total cost is roughly \$9.7 million. These costs are inclusive of funding dedicated for public art enhancement (* asterisk indicates those improvements with costs reflecting a public art enhancement). Possible funding options have been identified in this Section along with a recommended funding strategy/approach. It will take several years to fully implement the improvements recommended in this Plan. Implementation timing will be a reflection of the city and community’s willingness and ability to fund the costs of the associated improvements. A critical path assessment has been provided in order to determine the most logical and cost-efficient construction and/or installation sequencing for various elements of the recommended improvements.

4.1 Corridor-Wide Unifying Improvements	Capital Cost Est. (Sub-District)	Annual Maintenance Cost Est.
Recommendations:		
1. Reduce posted speed limit on Douglas from 35 mph to 30 mph.	\$168 (ED, EH, CH) <i>\$24 per sign</i>	
2. Retain existing on-street parallel parking stalls.	none	n/a
3. Install historic street lighting, remove existing cobra-style lighting, and bury overhead utilities.	\$844,014 (ED) <i>\$565,714 lights</i> <i>\$278,300 utilities</i>	\$2,260
	\$918,757 (EH) <i>\$464,457 lights</i> <i>\$454,300 utilities</i>	\$1,860
	\$2,414,236 (CH) <i>\$647,086 lights</i> <i>\$1,767,150 utilities</i>	\$2,590
4. Install uniquely-designed street furniture (bus benches [†] , bus shelters [†] , bus signs [†] , trash receptacles, bike racks), district & sub-district logo signs, historic markers and information kiosks	\$302,355 (ED) <i>\$65,340 bike racks*</i> <i>\$54,450 signage*</i> <i>\$92,565 trash receptacles*</i> <i>\$66,000 historic markers</i> <i>\$24,000 kiosks*</i>	\$2,970 \$900 \$4,210
[†] Bus-related improvements currently funded by Wichita Transit		
	\$264,346 (EH) <i>\$53,645 bike racks*</i> <i>\$75,997 trash receptacles*</i> <i>\$44,704 signage*</i> <i>\$66,000 historic markers*</i> <i>\$24,000 kiosks*</i>	\$2,440 \$3,450 \$810
	\$165,042 (CH) <i>\$5,280 bike racks*</i> <i>\$7,480 trash receptacles*</i> <i>\$62,282 signage*</i> <i>\$66,000 historic markers*</i> <i>\$24,000 kiosks*</i>	\$900 \$340 \$1,130

4.2 East Downtown Sub-District Improvements

Recommendations:

1. Install raised landscaped medians on Douglas between Washington and Hydraulic, including three mid-block pedestrian crosswalks.

2. Install comprehensive street landscaping(including street trees, raised planter boxes and planter pots) along Douglas between Washington and the I-135 overpass.

*Nice but not necessary - Replace existing sidewalks: in good condition
in fair condition*

3. Install upgraded pedestrian crosswalk improvements at the intersection of Douglas and Hydraulic including wheelchair ramps with detectable warnings.

4.3 East High Sub-District Improvements

Recommendations:

1. Convert 4 lanes of traffic to 3 lanes of traffic from I-135 to Hillside.

2. Install upgraded pedestrian crosswalk improvements at the intersection of Douglas and Grove including wheelchair ramps with detectable warnings.

3. Install street landscaping (including street trees, raised planter boxes and planter pots) in selected locations along Douglas between I-135 and Hillside.

*Nice but not necessary - Replace existing sidewalks: in good condition
in fair condition*

Capital Cost Est. (Sub-District)

Annual Maintenance Cost Est.

\$2,491,223

\$14,850 bike lanes
\$660,000 bulb-outs
\$13,200 cross-walks*
\$63,617 mill overlay
\$29,700 lane striping
\$1,709,856 medians*

\$300,910

\$39,600 street trees
\$112,288 CS planter boxes*
\$369 mulch
\$10,171 topsoil
\$19,880 perennials
\$272,100 irrigation
\$64,152 SC planter beds*
\$54,450 planter pots*

\$153,430

\$332,609

\$50,000

\$225,495

\$12,192 bike lanes
\$144,000 bulb-outs
\$1,025 minor sidewalk expansion
\$3,000 cross-walks
\$24,384 3-lane stripe
\$40,894 mill overlay

\$80,000

\$502,036

\$18,757 street trees
\$24,499 CS planter boxes*
\$57,024 SC planter boxes*
\$340,800 irrigation
\$197 mulch
\$10,588 perennials
\$5,467 topsoil
\$44,704 planter pots*

\$259,881

\$184,128

4.4 College Hill Sub-District Improvements

Recommendations:

1. Convert 4 lanes of traffic to 3 lanes of traffic from Hillside to Oliver (includes two signalized, mid-block pedestrian cross-walks with island refuge).

2. Install street landscaping (including street trees, raised planter beds and planter pots) in selected locations along Douglas between Hillside and Rutan.

<u>Capital Cost Est. (Sub District)</u>	<u>Annual Maintenance Cost Est.</u>
\$119,536 \$16,986 bike lanes \$28,000 cross-walks* \$33,972 3-lane stripe \$40,578 mill overlay	
\$62,880 \$2,376 SC planter beds* \$50,000 irrigation \$1,120 perennials \$8,800 planter pots* \$563 top soil \$21 mulch	\$110 \$400

4.5 Critical Path Assessment and Funding Options

<u>Critical Path Order</u>	<u>Estimated Recommended Improvement Elements</u>	<u>Recommended Capital Costs**</u>	<u>Possible and Funding Source</u>
1	Install transit-related improvements (bus benches/shelters, bus signs, kiosks, transit trash receptacles & transit bike racks)	?\$ (all)	<ul style="list-style-type: none"> Federal Transportation Authority Funds DDD Funding (matching contribution to fund upgraded bus shelters)
2	Prepare construction design plans for recommended improvements (10% of total capital cost minus costs of burying utilities)	\$650,000 approx. (all)	<ul style="list-style-type: none"> General Obligation Misc. Grant possibilities CDBG Funds
3	Bury overhead utilities, install bulb-outs & minor expansion of sidewalks -East Downtown & East High Sub-Districts	\$938,300 (ED) \$599,325 (EH)	<ul style="list-style-type: none"> Renegotiate Westar Agreement-CBD zone utilities (\$278,300) General Obligation for non-utilities (\$660,000) General Obligation CDBG Funds
	<i>Nice but not necessary- Replace existing sidewalks: in good condition</i>	\$153,430 (ED)	<ul style="list-style-type: none"> Special Assessment* (\$2.05/yr/lin. ft.)
	<i>in fair condition</i>	\$259,881 (EH)	<ul style="list-style-type: none"> Special Assessment* (\$2.44/yr/lin. ft.)
		\$332,609 (ED)	<ul style="list-style-type: none"> Special Assessment* (\$4.45/yr/lin. ft.)
		\$184,128 (EH)	<ul style="list-style-type: none"> Special Assessment* (\$1.73/yr/lin. ft.)
4	Install historic street lighting - East Downtown & East High Sub-Districts	\$565,714 (ED) \$464,457 (EH)	<ul style="list-style-type: none"> Special Assessment* (\$7.56/yr/lin. ft.) Special Assessment* (\$4.36/yr/lin. ft.)

** These costs do not include engineering, finance, contingency, mobility and traffic control costs

Critical Path Order	Recommended Improvement Elements	Estimated Capital Costs**	Possible and Recommended Funding Source
5	Install comprehensive street landscaping (street trees, planter beds, boxes/pots, irrigation, street furniture, trash cans, bike racks, historic markers)	\$796,915 (ED)	<ul style="list-style-type: none"> • <i>Special Assessment* (est. cost \$10.65/yr/lin. ft.)</i> DDD Funding: <ul style="list-style-type: none"> • bike racks - (\$65,340) • trash cans - (\$92,565)
		\$697,678 (EH)	<ul style="list-style-type: none"> • <i>Special Assessment (est. cost \$6.55/yr/lin. ft.)</i> DDD Funding: <ul style="list-style-type: none"> • bike racks - (\$53,645) • trash cans - (\$75,997)
6	Install district and sub-district signage and information kiosks - all	\$233,436 (all)	<ul style="list-style-type: none"> • DDD Funding • <i>Special Assessment (est. cost \$0.52/yr/lin. ft.)</i>
7	Construct medians and install conduit for 3 mid-block crosswalks	\$1,709,856 (ED)	<ul style="list-style-type: none"> • <i>General Obligation</i> • <i>Federal Transportation Authority Funds</i> CDBG Funds
8	Mill & overlay, 4 to 3 lane & bike lane stripes, mid-block blinking crosswalk lights & signals	\$374,310 (all)	<ul style="list-style-type: none"> • <i>General Obligation</i> CDBG Funds
9	Reduce posted speed limit on Douglas from 35 mph to 30 mph	\$168 (all)	<ul style="list-style-type: none"> • <i>City Maintenance</i>
10	Install comprehensive street landscaping (street trees, planter beds/pots, irrigation, street furniture, trash cans & bike racks, historic markers) –Hillside to Rutan	\$141,640 (CH)	<ul style="list-style-type: none"> • <i>Special Assessment* (est. cost \$1.08/yr/ lin. ft.)</i> DDD Funding: <ul style="list-style-type: none"> • bike racks - (\$5,280) • trash cans - (\$7,480)
11	Install historic street lighting - College Hill Sub-District	\$647,086 (CH)	<ul style="list-style-type: none"> • <i>Special Assessment (est. cost \$4.96/yr/lin. ft.)</i>
12	Bury overhead utilities- College Hill Sub-District	\$1,767,150 (CH)	<ul style="list-style-type: none"> • <i>General Obligation</i>
No critical path	Install upgraded pedestrian crosswalk improvements at Douglas and Hydraulic (wheelchair ramps with detectable warnings)	\$50,000 (ED)	<ul style="list-style-type: none"> • <i>General Obligation</i> CDBG Funds
No critical path	Install pedestrian crosswalk improvements at Douglas and Grove (wheelchair ramps with detectable warnings)	\$80,000 (EH)	<ul style="list-style-type: none"> • <i>General Obligation</i> CDBG Funds
TOTAL		\$9,716,035 + \$930,048 for optional sidewalk replacement	

** These costs do not include engineering, finance, contingency, mobility and traffic control costs

Funding Source Recommendation: 60% G.O. funds (\$5.8million) 40% non-G.O. funds (\$3.9 million)

* Estimated cost per year for 20 years. Creation of a special assessment district requires the petition support of at least 51% of the property area or 51% of the property owners in the district for approval by City Council. Other possible funding options in lieu of a special assessment district would be the formation of a Self Sustaining Municipal Improvement District (SSMID) utilizing a self-imposed property tax, or a Community Improvement District (CID) utilizing a self-imposed sales tax.

4.6 Explanation of Funding Option Tools

Listed below is a summary of the various tools currently available to help fund the design improvements recommended in this Plan. Decisions regarding which funding tools and options are most appropriate will be a function of the city and community's willingness / ability to fund the costs of the associated improvements.

Capital Improvement Program (CIP) - The City of Wichita funds infrastructure improvements through a 10-year capital improvement program. The funding is "at-large" funding from general tax revenues collected citywide – therefore, funding from the capital improvement program is extremely competitive given its citywide focus and the finite amount of tax revenue funds available. Project funding priorities are established by the City Council, based upon input from staff and the citizens at large. The proposed project improvements identified in the Douglas Design District Streetscape Improvement Plan would need to be deemed a high priority in order to be included in a future City CIP.

Special Assessment District - The City of Wichita also funds infrastructure improvements through tax revenues that are collected from the properties that directly benefit from the projects rather than from general tax revenues. The creation of a special assessment benefit district normally requires the petition support of at least 51% of the property area or 51% of the property owners in the proposed district for approval by City Council. Typically, special assessments for street improvements are calculated based upon the total amount of property frontage within the benefit district, with costs assigned to each

property owner based upon the number of lineal feet of parcel frontage. Special assessments are levied as an additional tax lien against each property, and can be considered as an operating expense for any business within the benefit district. Property owners may object to special assessment financing of infrastructure improvements, as the improvements may be viewed by some property owners as general maintenance or routine replacement of infrastructure that is typically funded with "at-large" revenues. At-large funding can be used in conjunction with special assessment financing.

Community Improvement District (CID) - A new financing tool created by Kansas State Statutes in early 2009 is the creation of a Community Improvement District (CID). A CID would allow a self-imposed sales tax (up to 2%) on retail businesses within the benefit district, the proceeds of which would be dedicated solely to fund desired district improvements. A CID proposing a self-imposed sales tax requires a petition from at least 55% of the owners of the total land area within the district and 55% of the actual total assessed

property valuation within the district in order to be approved by City Council. A drawback with the CID is that businesses within the district would be charging a higher sales tax than other businesses in the community, thereby causing some customers to not shop within the district (especially at businesses for which numerous alternatives exist in the community). Also, non-business properties in the district would benefit from the district improvements without having to provide any financial contribution. Any decision on whether to proceed with the creation of a CID would be predicated on a projected tax revenue capture assessment from existing sales tax revenues, to determine whether any increase in sales tax (up to 2%) would actually generate sufficient revenues to fund the desired streetscape improvements.

Self-Supporting Municipal Improvement District (SSMID) - Another funding option authorized by Kansas State Statutes is the creation of a Self Supporting Municipal Improvement District (SSMID). A SSMID district can be used to fund services (marketing, promotion, maintenance, etc.) as well as physical improvements (roads, sidewalks, street lighting, landscaping, sculptures, etc.). A SSMID generates funds from a self-imposed ad valorem property tax (i.e. an additional mil levy) on all properties within the SSMID District boundaries. The creation of a SSMID requires a petition submitted to City Council signed by 25% of property owners representing 25% of the assessed valuation of all real property within a proposed area. The petition would state the maximum rate of the proposed ad valorem tax and the purpose of the SSMID. The City Council becomes the governing body of the SSMID (if Council approves its creation after due process and endorsement by the Metropolitan Area Planning Commission), and would appoint an advisory board who recommends a budget. The City Council would adopt the SSMID budget as part of the annual City budget. A protest petition filed by 40% of the property owners representing 40% of the valuation within the proposed SSMID area would prevent City Council from granting an approval of the SSMID. Similarly, a petition filed by 40% of the property owners representing 40% of the valuation within the proposed SSMID area can force the dissolution of an existing SSMID (at the end of its budget year). However, a petition filed by 51% of the property owners representing 51% of the valuation within the proposed SSMID area can halt the SSMID dissolution process.

Douglas Design District Association (DDD) - Formed in 2007, the Douglas Design District Association is a voluntary organization with a membership currently comprised of more than 50 businesses located on East Douglas Avenue between Washington and Glendale. The DDD has raised funds to pay for the installation of over 50 banners along the aforementioned corridor to help visually identify the District. The DDD has the organizational capability for marketing and promoting the Douglas Design District, and continued voluntary fund-raising initiatives to help pay for additional planned improvements.



Federal Community Development Block Grant (CDBG) Funds – That segment of Douglas Avenue from Washington to Hydraulic, as well as the north side of Douglas from Hydraulic to Hillside falls within the City’s Neighborhood Reinvestment Area as defined in the City’s HUD Consolidated Plan. As such, public infrastructure improvements proposed within these areas would be technically eligible for consideration of discretionary CDBG funding by the City Council.

Federal Transportation Authority (FTA) Funds – Wichita Transit is able to receive funding from the Federal Transportation Authority for transit-related improvements (non-operational funds) along East Douglas Avenue. Current FTA funding has been obtained by Wichita Transit, in conjunction with a 20% match requirement of City funds, to pay for the capital costs associated with proposed benches, bus stop signs, bus shelters and transit information kiosks.

4.7 Implementation Advocacy Strategy

The Vision Statement for this Plan is framed in the context of what East Douglas Avenue (Washington to Glendale Avenue) will look like in the Year 2020, based upon a realistic implementation of the improvements recommended herein. Accordingly, there is a 10 year period within which to make this Plan a reality – 10 years for all the necessary marketing/promotions, fundraising, capital planning, construction and implementation activities. However, until such time as the current financial condition of the City and the community at large stabilizes and improves, the capital improvements recommended in this Plan will be difficult to finance and implement using either public or private dollars. Therefore, no specific implementation timetable has been proposed. As funds become available, the critical path assessment provided in this Plan provides the most logical and cost-efficient sequencing for implementing the recommended improvements.

The following implementation advocacy strategy is proposed in order to maximize the likelihood that the Vision Statement for this Plan is realized by the Year 2020:

1. Create an Implementation Advocacy Group

A group with ownership/vested interest in the success of this Plan needs to become the principal ongoing champion, supporter, promoter and advocate for implementing the Plan’s recommendations. This group could be the existing Plan Steering Committee, or could be the Douglas Design District Association augmented by representatives from each of the four neighborhoods within the Plan corridor. To be effective, the implementation advocacy group needs to develop a lobbying, marketing and promotions strategy to encourage City of Wichita elected officials, senior city staff and impacted East Douglas Avenue property owners to remain committed over time to the concepts, vision, and implementation recom-

mendations contained in this Plan. It would also be advantageous to develop ongoing, positive relationships with the media related to the implementation of the Plan.

2. Prepare an Annual Implementation Progress/Status Report

The preparation of an annual implementation progress/status report would be a formalized means by which the implementation advocacy group could communicate the progress of Plan implementation to various groups, stakeholders, media and the community at large. It would also serve as a formal, annual reminder of the importance of the Plan to City elected officials and senior city staff members. To better guide and focus its efforts, the implementation advocacy group should also prepare an annual strategic action item/to do list.

3. Develop and Secure Non-City Funding Sources for Plan Implementation

Approximately 40% of the recommended Plan improvements are proposed to be funded from non-city funding sources (primarily special assessments to individual property owners). The future timely commitment of city funding to projects proposed in this Plan may be enhanced if more non-city funding sources are secured to fund the Plan improvements. The implementation advocacy group needs to explore all opportunities for additional non-city funding.

The recommended improvements contained in the Plan comprise key elements of a “complete street”. The “complete street” concept is being advocated by many groups throughout the nation, and is currently the subject of proposed new federal legislation being debated in the House of Representatives (S 584 / HR 1443; The Complete Street Act of 2009). The implementation advocacy group needs to work in close partnership with the City of Wichita, should new federal funding opportunities arise that support projects that implement the complete street concept.





Appendix A
Recommended System of Bus Signs, Bus Benches
and Bus Shelters



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|--|-----------------------------|--|-------------------------------|--|---------------------------------|--|-------------------------------------|---|------------------------------|
| | Bench, Existing, None | | Bench, Existing, Transit | | Clock, Existing, None | | Sign, Existing, Transit | { | Trash_Rec, Existing, USD 259 |
| | Bench, Existing, Recreation | | Bench, Proposed, Transit | | Historic Arch, Existing, None | | Sign, Proposed, Transit | } | Wayfinding, Existing, None |
| | Bench, Existing, USD 259 | | Bench, Remove, Transit | | Picnic Table, Existing, Private | | Sign, Remove, Transit | | |
| | Bench, Existing, Private | | Bike Racks, Proposed, Transit | | Shelter, Proposed, Transit | | Trash Receptical, Existing, USD 259 | | |

Laura to Lulu



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|---|-----------------------------|--|-------------------------------|---|---------------------------------|---|-------------------------------------|---|------------------------------|
|  | Bench, Existing, None |  | Bench, Existing, Transit |  | Clock, Existing, None |  | Sign, Existing, Transit | { | Trash_Rec, Existing, USD 259 |
|  | Bench, Existing, Recreation |  | Bench, Proposed, Transit |  | Historic Arch, Existing, None |  | Sign, Proposed, Transit |) | Wayfinding, Existing, None |
|  | Bench, Existing, USD 259 |  | Bench, Remove, Transit |  | Picnic Table, Existing, Private |  | Sign, Remove, Transit | | |
|  | Bench, Existing, Private |  | Bike Racks, Proposed, Transit |  | Shelter, Proposed, Transit |  | Trash Receptacle, Existing, USD 259 | | |

Lulu to Greenwood



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|--|-----------------------------|--|-------------------------------|--|---------------------------------|--|-------------------------------------|--|------------------------------|
| | Bench, Existing, None | | Bench, Existing, Transit | | Clock, Existing, None | | Sign, Existing, Transit | | Trash_Rec, Existing, USD 259 |
| | Bench, Existing, Recreation | | Bench, Proposed, Transit | | Historic Arch, Existing, None | | Sign, Proposed, Transit | | Wayfinding, Existing, None |
| | Bench, Existing, USD 259 | | Bench, Remove, Transit | | Picnic Table, Existing, Private | | Sign, Remove, Transit | | |
| | Bench, Existing, Private | | Bike Racks, Proposed, Transit | | Shelter, Proposed, Transit | | Trash Receptical, Existing, USD 259 | | |

Greenwood to Kansas



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|  Bench, Existing, None |  Bench, Existing, Transit |  Clock, Existing, None |  Sign, Existing, Transit | { Trash_Rec, Existing, USD 259 |
|  Bench, Existing, Recreation |  Bench, Proposed, Transit |  Historic Arch, Existing, None |  Sign, Proposed, Transit |) Wayfinding, Existing, None |
|  Bench, Existing, USD 259 |  Bench, Remove, Transit |  Picnic Table, Existing, Private |  Sign, Remove, Transit | |
|  Bench, Existing, Private |  Bike Racks, Proposed, Transit |  Shelter, Proposed, Transit |  Trash Receptacle, Existing, USD 259 | |

Kansas to I-135



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|---|---|---|---|--------------------------------|
|  Bench, Existing, None |  Bench, Existing, Transit |  Clock, Existing, None |  Sign, Existing, Transit | { Trash_Rec, Existing, USD 259 |
|  Bench, Existing, Recreation |  Bench, Proposed, Transit |  Historic Arch, Existing, None |  Sign, Proposed, Transit |) Wayfinding, Existing, None |
|  Bench, Existing, USD 259 |  Bench, Remove, Transit |  Picnic Table, Existing, Private |  Sign, Remove, Transit | |
|  Bench, Existing, Private |  Bike Racks, Proposed, Transit |  Shelter, Proposed, Transit |  Trash Receptical, Existing, USD 259 | |

I-135 to Madison



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|---|-----------------------------|--|-------------------------------|---|---------------------------------|---|-------------------------------------|---|------------------------------|
|  | Bench, Existing, None |  | Bench, Existing, Transit |  | Clock, Existing, None |  | Sign, Existing, Transit | { | Trash_Rec, Existing, USD 259 |
|  | Bench, Existing, Recreation |  | Bench, Proposed, Transit |  | Historic Arch, Existing, None |  | Sign, Proposed, Transit |) | Wayfinding, Existing, None |
|  | Bench, Existing, USD 259 |  | Bench, Remove, Transit |  | Picnic Table, Existing, Private |  | Sign, Remove, Transit | | |
|  | Bench, Existing, Private |  | Bike Racks, Proposed, Transit |  | Shelter, Proposed, Transit |  | Trash Receptacle, Existing, USD 259 | | |

Madison to Grove



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|--|--|-----------------------------|--|--------------------------|--|---------------------------------|--|----------------------------|--|-------------------------------------|--|----------------------------|
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| | | Bench, Existing, Recreation | | Bench, Existing, Transit | | Clock, Existing, None | | Sign, Existing, Transit | | Trash Receptical, Existing, USD 259 | | |
| | | Bench, Existing, USD 259 | | Bench, Proposed, Transit | | Historic Arch, Existing, None | | Sign, Proposed, Transit | | Trash_Rec, Existing, USD 259 | | |
| | | | | | | Picnic Table, Existing, Private | | | | | | |

Grove to Green



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|--|-----------------------------|-----------------------|--------------------------|--------------------------|---------------------------------|------------------------|-------------------------|----------------------------|-------------------------------------|-----------------------|------------------------------|----------------------------|
| | | Bench, Existing, None | | Bench, Existing, Private | | Bench, Remove, Transit | | Shelter, Proposed, Transit | | Sign, Remove, Transit | | Wayfinding, Existing, None |
| | Bench, Existing, Recreation | | Bench, Existing, Transit | | Clock, Existing, None | | Sign, Existing, Transit | | Trash Receptical, Existing, USD 259 | | Trash_Rec, Existing, USD 259 | |
| | Bench, Existing, USD 259 | | Bench, Proposed, Transit | | Historic Arch, Existing, None | | Sign, Proposed, Transit | | | | | |
| | | | | | Picnic Table, Existing, Private | | | | | | | |

Green to Volutsia



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|--|--|-----------------------------|--|--------------------------|--|---------------------------------|--|----------------------------|--|-------------------------------------|--|----------------------------|
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| | | Bench, Existing, Recreation | | Bench, Existing, Transit | | Clock, Existing, None | | Sign, Existing, Transit | | Trash Receptical, Existing, USD 259 | | |
| | | Bench, Existing, USD 259 | | Bench, Proposed, Transit | | Historic Arch, Existing, None | | Sign, Proposed, Transit | | Trash_Rec, Existing, USD 259 | | |
| | | | | | | Picnic Table, Existing, Private | | | | | | |

Volutsia to Chautauqua



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|---|-----------------------------|--|-------------------------------|---|---------------------------------|---|-------------------------------------|---|------------------------------|
|  | Bench, Existing, None |  | Bench, Existing, Transit |  | Clock, Existing, None |  | Sign, Existing, Transit | { | Trash_Rec, Existing, USD 259 |
|  | Bench, Existing, Recreation |  | Bench, Proposed, Transit |  | Historic Arch, Existing, None |  | Sign, Proposed, Transit |) | Wayfinding, Existing, None |
|  | Bench, Existing, USD 259 |  | Bench, Remove, Transit |  | Picnic Table, Existing, Private |  | Sign, Remove, Transit | | |
|  | Bench, Existing, Private |  | Bike Racks, Proposed, Transit |  | Shelter, Proposed, Transit |  | Trash Receptical, Existing, USD 259 | | |

Chautauqua to Hillside



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|---|--|---|---|--|
|  Bench, Existing, None |  Bench, Existing, Transit |  Clock, Existing, None |  Sign, Existing, Transit |  Trash_Rec, Existing, USD 259 |
|  Bench, Existing, Recreation |  Bench, Proposed, Transit |  Historic Arch, Existing, None |  Sign, Proposed, Transit |  Wayfinding, Existing, None |
|  Bench, Existing, USD 259 |  Bench, Remove, Transit |  Picnic Table, Existing, Private |  Sign, Remove, Transit | |
|  Bench, Existing, Private |  Bike Racks, Proposed, Transit |  Shelter, Proposed, Transit |  Trash Receptacle, Existing, USD 259 | |

Hillside to Rutan



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|--|--|-----------------------------|--|--------------------------|--|---------------------------------|--|----------------------------|--|-------------------------------------|--|----------------------------|
| | | Bench, Existing, None | | Bench, Existing, Private | | Bench, Remove, Transit | | Shelter, Proposed, Transit | | Sign, Remove, Transit | | Wayfinding, Existing, None |
| | | Bench, Existing, Recreation | | Bench, Existing, Transit | | Clock, Existing, None | | Sign, Existing, Transit | | Trash Receptical, Existing, USD 259 | | |
| | | Bench, Existing, USD 259 | | Bench, Proposed, Transit | | Historic Arch, Existing, None | | Sign, Proposed, Transit | | Trash_Rec, Existing, USD 259 | | |
| | | | | | | Picnic Table, Existing, Private | | | | | | |

Circle to Fountain



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|---|-----------------------------|--|-------------------------------|---|---------------------------------|---|-------------------------------------|---|------------------------------|
|  | Bench, Existing, None |  | Bench, Existing, Transit |  | Clock, Existing, None |  | Sign, Existing, Transit | { | Trash_Rec, Existing, USD 259 |
|  | Bench, Existing, Recreation |  | Bench, Proposed, Transit |  | Historic Arch, Existing, None |  | Sign, Proposed, Transit |) | Wayfinding, Existing, None |
|  | Bench, Existing, USD 259 |  | Bench, Remove, Transit |  | Picnic Table, Existing, Private |  | Sign, Remove, Transit | | |
|  | Bench, Existing, Private |  | Bike Racks, Proposed, Transit |  | Shelter, Proposed, Transit |  | Trash Receptical, Existing, USD 259 | | |

Fountain to Crestway



- | | | | | | | | | | |
|---|-----------------------------|--|-------------------------------|---|---------------------------------|---|-------------------------------------|---|------------------------------|
|  | Bench, Existing, None |  | Bench, Existing, Transit |  | Clock, Existing, None |  | Sign, Existing, Transit | { | Trash_Rec, Existing, USD 259 |
|  | Bench, Existing, Recreation |  | Bench, Proposed, Transit |  | Historic Arch, Existing, None |  | Sign, Proposed, Transit |) | Wayfinding, Existing, None |
|  | Bench, Existing, USD 259 |  | Bench, Remove, Transit |  | Picnic Table, Existing, Private |  | Sign, Remove, Transit | | |
|  | Bench, Existing, Private |  | Bike Racks, Proposed, Transit |  | Shelter, Proposed, Transit |  | Trash Receptacle, Existing, USD 259 | | |

Crestway to Oliver



- | | | | | |
|---|--|---|---|--------------------------------|
|  Bench, Existing, None |  Bench, Existing, Transit |  Clock, Existing, None |  Sign, Existing, Transit | { Trash_Rec, Existing, USD 259 |
|  Bench, Existing, Recreation |  Bench, Proposed, Transit |  Historic Arch, Existing, None |  Sign, Proposed, Transit |) Wayfinding, Existing, None |
|  Bench, Existing, USD 259 |  Bench, Remove, Transit |  Picnic Table, Existing, Private |  Sign, Remove, Transit | |
|  Bench, Existing, Private |  Bike Racks, Proposed, Transit |  Shelter, Proposed, Transit |  Trash Receptacle, Existing, USD 259 | |

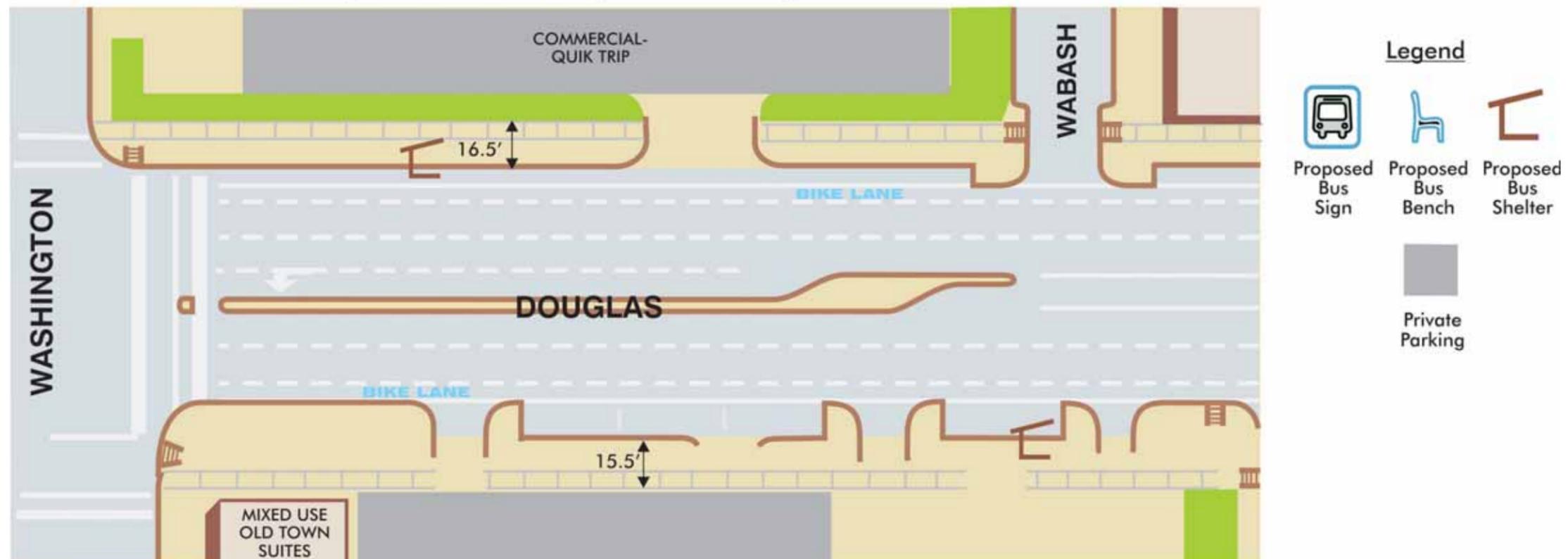
Oliver to Glendale



Appendix B
Landscaped Median Design Concepts -
East Downtown Sub-District

Section 1 - Washington to Wabash

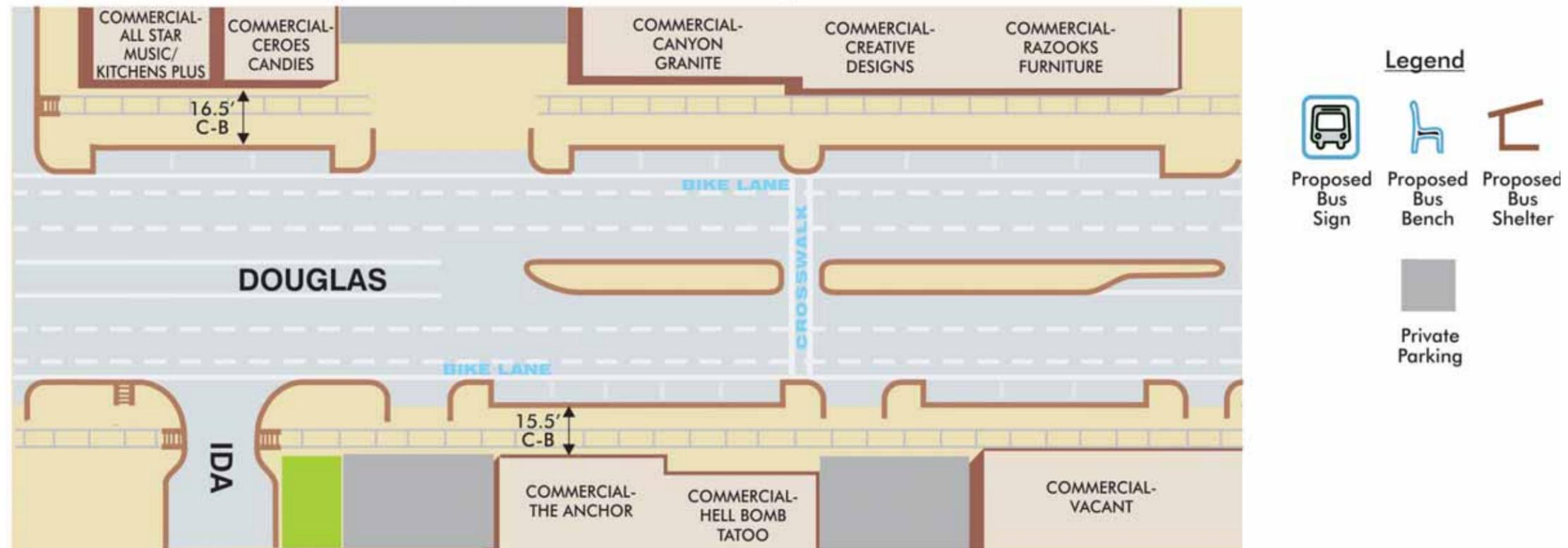
Landscaped Median Design Concept with Proposed Transit Improvements
including bike lanes, mid-block pedestrian crossings and curb bulb-outs



Section 2 - Wabash to Ohio

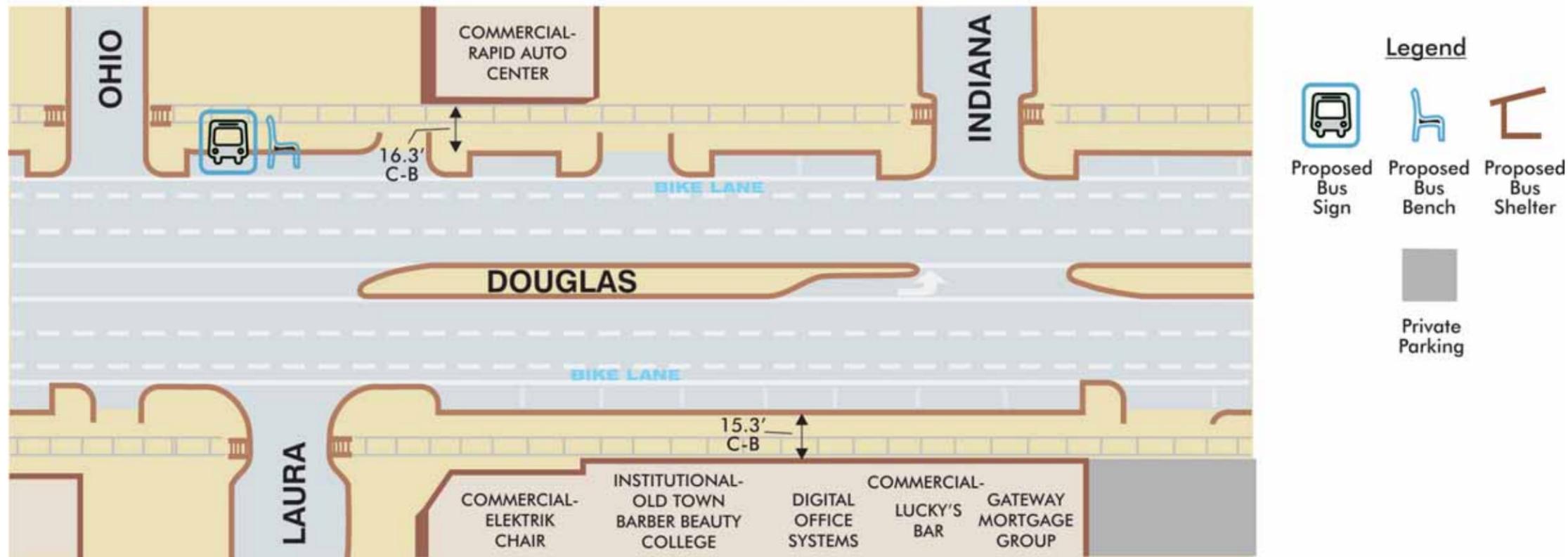
Landscaped Median Design Concept with Proposed Transit Improvements

including bike lanes, mid-block pedestrian crossings and curb bulb-outs



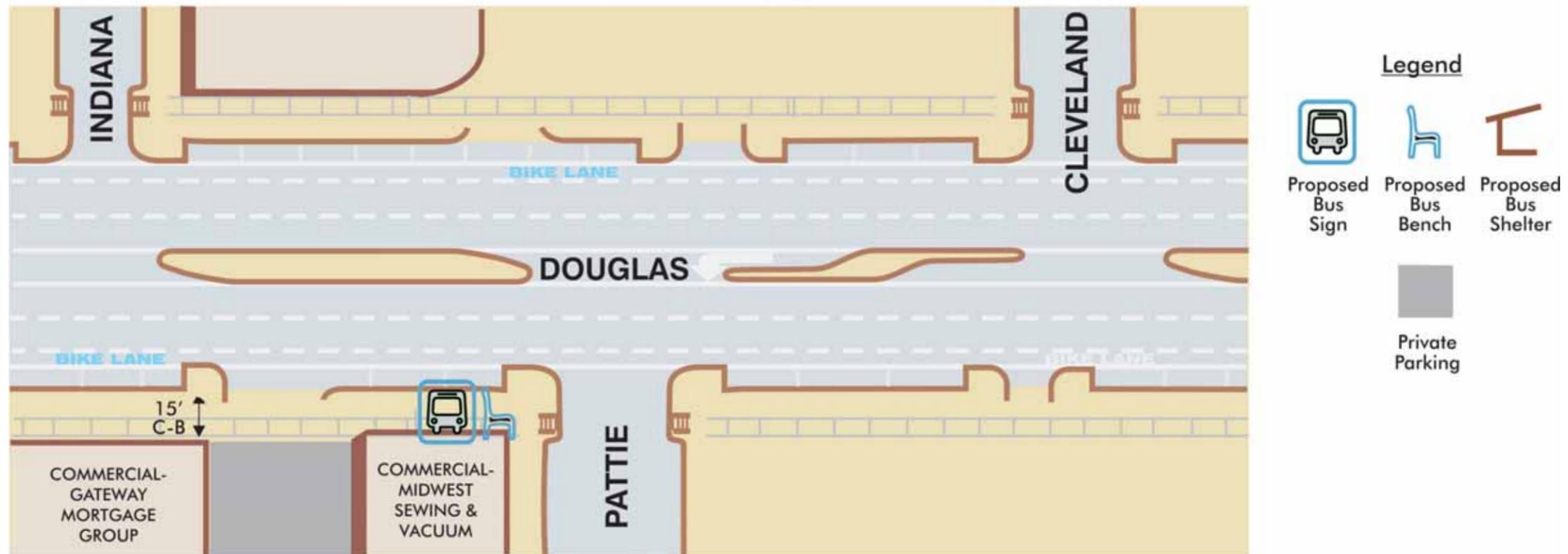
Section 3 - Ohio to Indiana

Landscaped Median Design Concept with Proposed Transit Improvements
including bike lanes, mid-block pedestrian crossings and curb bulb-outs



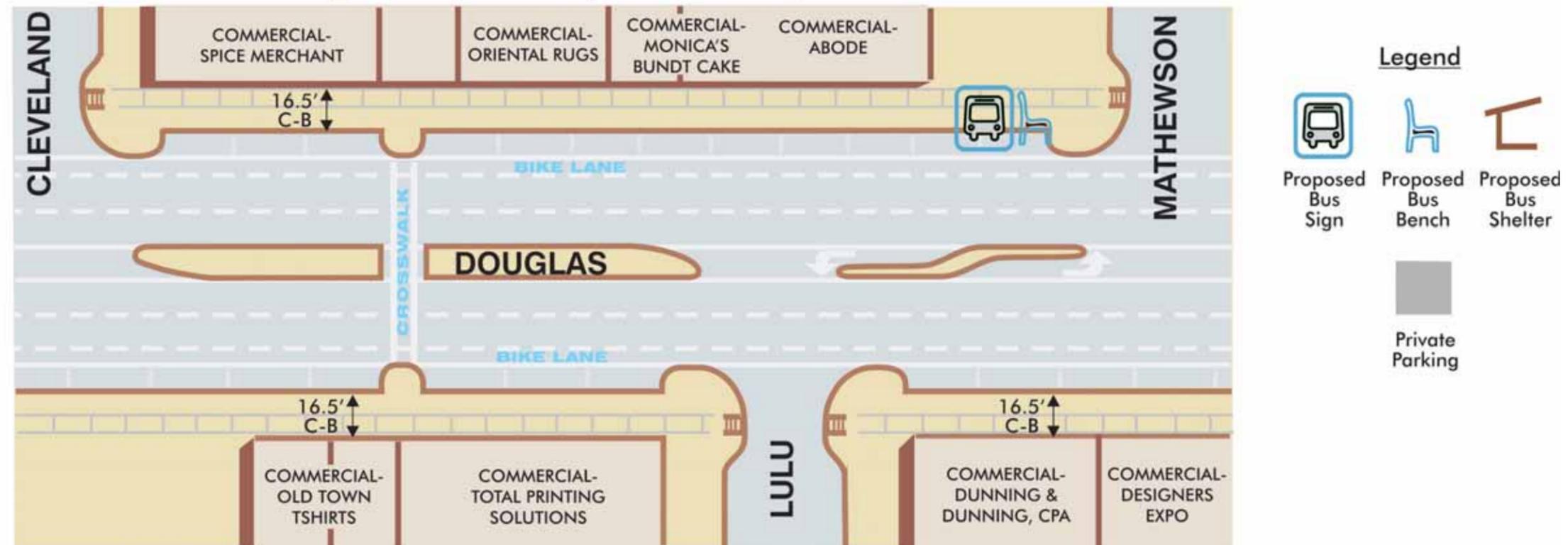
Section 4 - Indiana to Cleveland

Landscaped Median Design Concept with Proposed Transit Improvements
including bike lanes, mid-block pedestrian crossings and curb bulb-outs



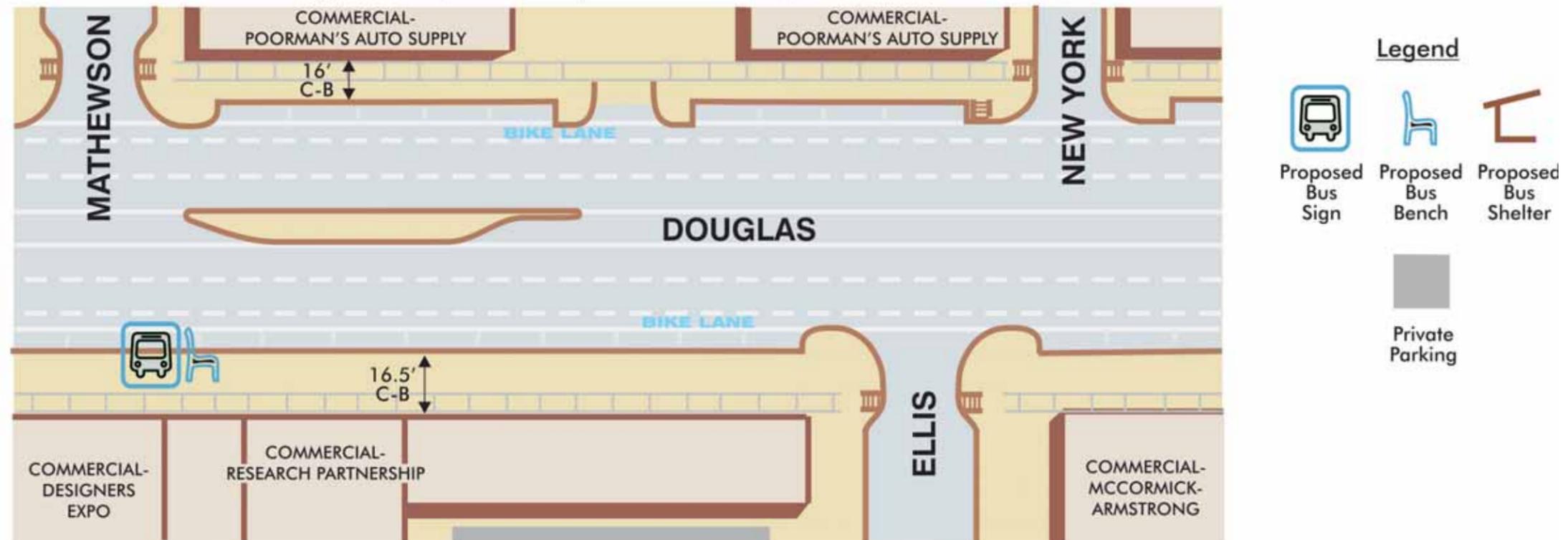
Section 5 - Cleveland to Mathewson

Landscaped Median Design Concept with Proposed Transit Improvements
including bike lanes, mid-block pedestrian crossings and curb bulb-outs



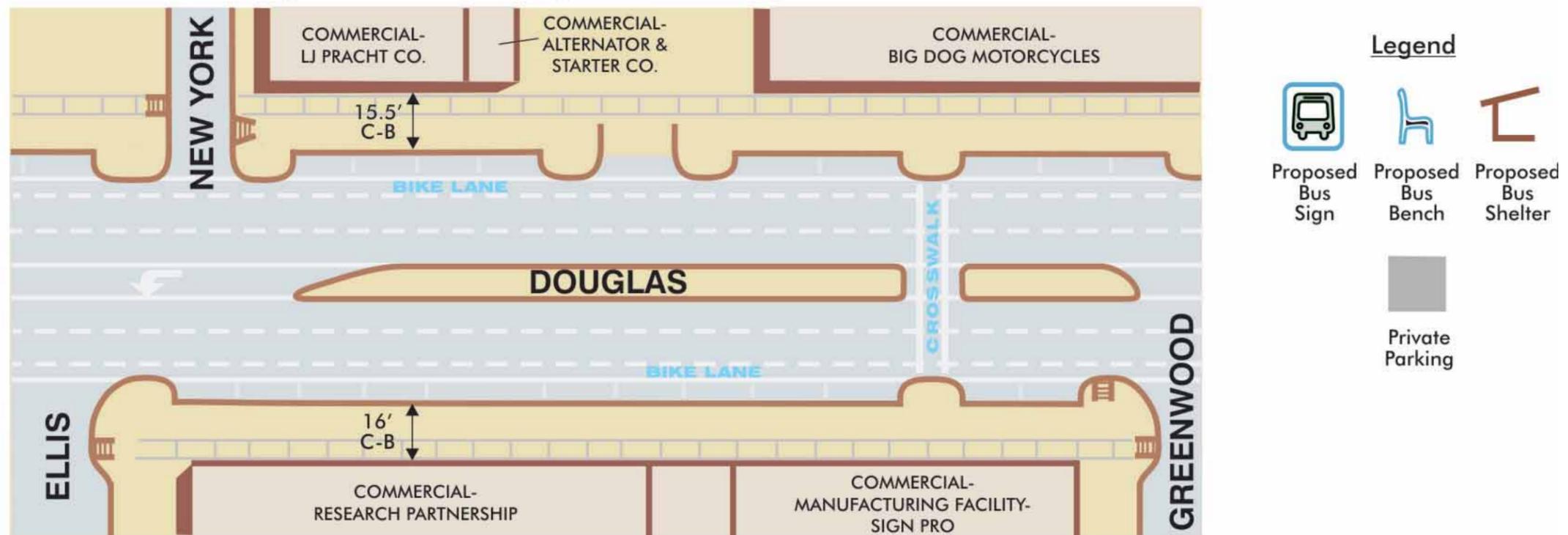
Section 6 - Mathewson to New York

Landscaped Median Design Concept with Proposed Transit Improvements
including bike lanes, mid-block pedestrian crossings and curb bulb-outs



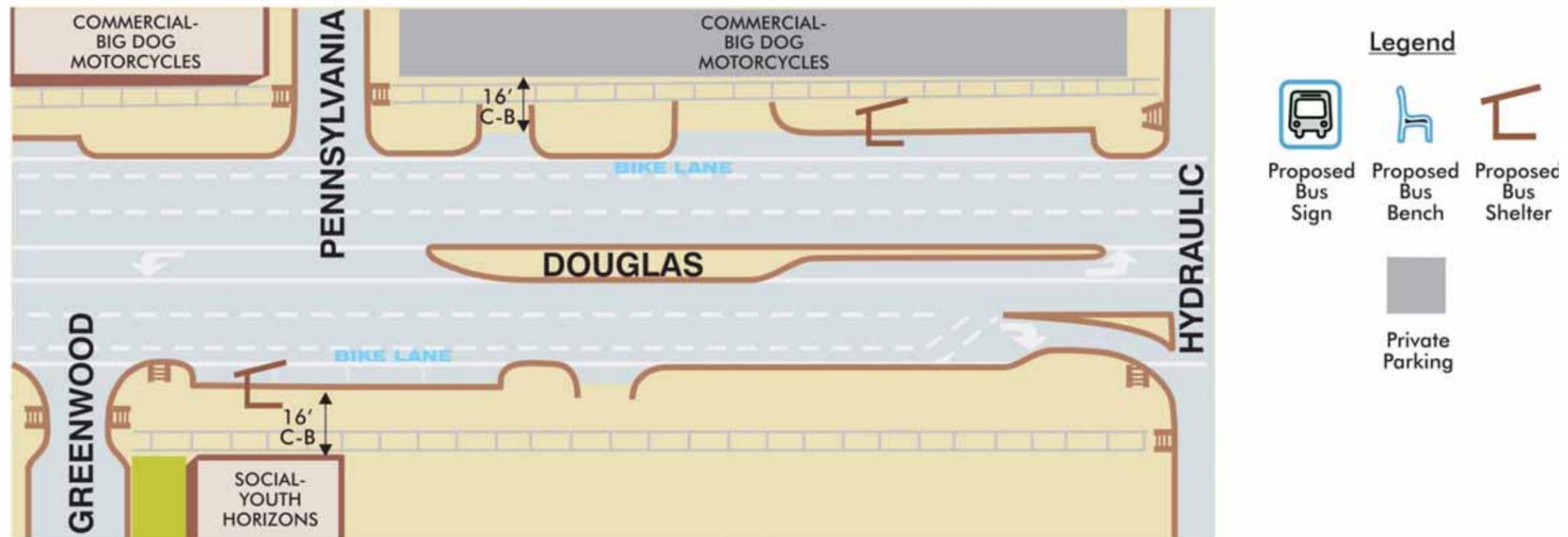
Section 7 - New York to Pennsylvania

Landscaped Median Design Concept with Proposed Transit Improvements
including bike lanes, mid-block pedestrian crossings and curb bulb-outs



Section 8 - Pennsylvania to Hydraulic

Landscaped Median Design Concept with Proposed Transit Improvements
including bike lanes, mid-block pedestrian crossings and curb bulb-outs



Median Design Concept Recommendations & References - East Downtown Sub-District

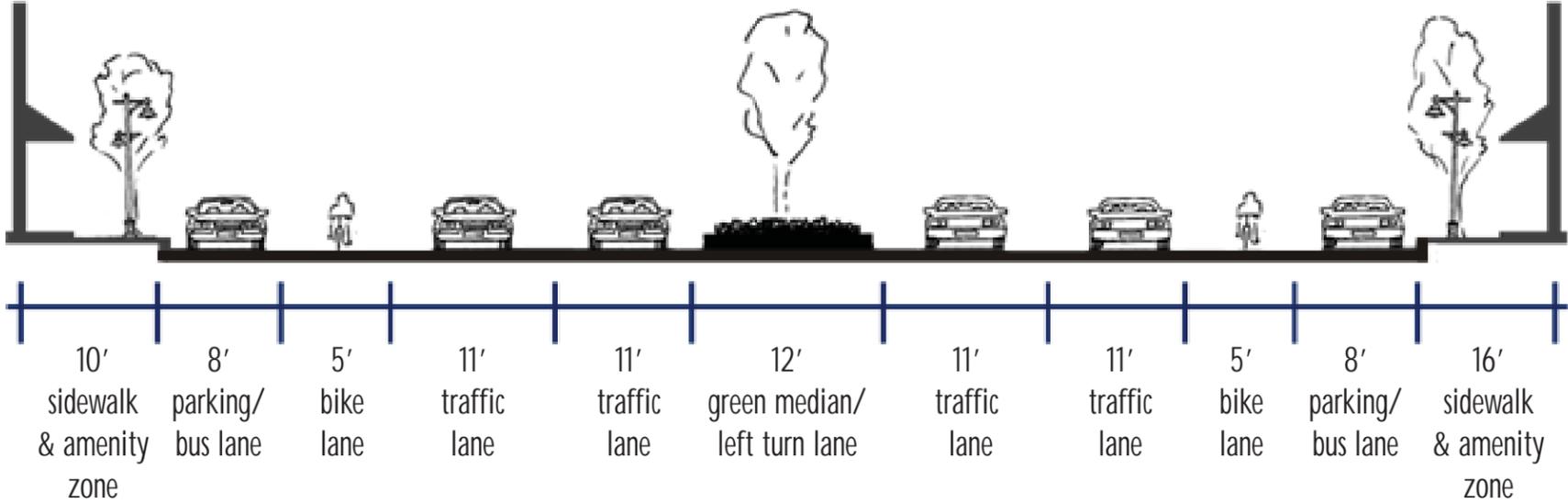


Existing 5-Travel Lane Configuration on East Douglas Avenue - View Looking East



Recommended 4-Travel Lane Concept with Bike Lane & Median/Turn Lane - View Looking East

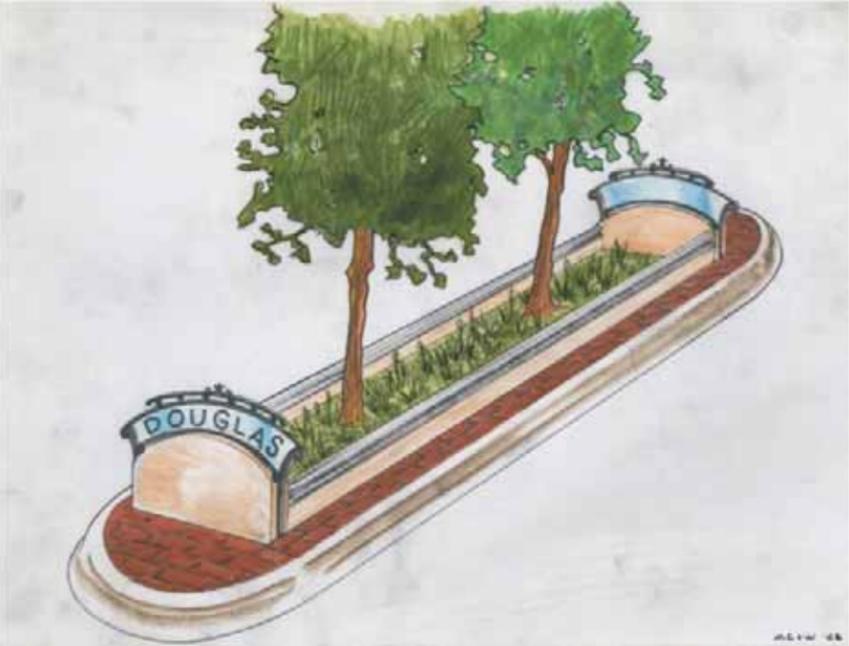
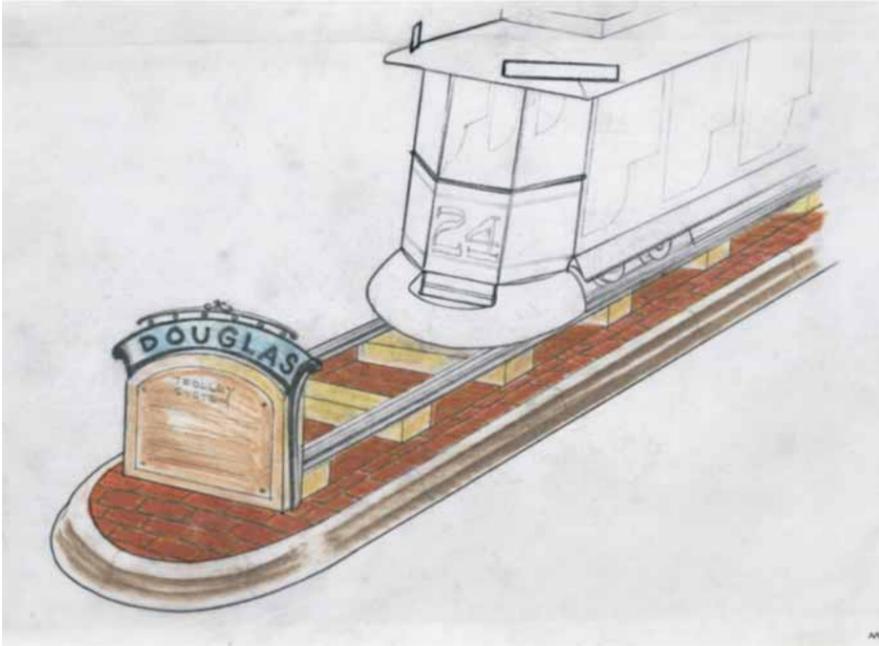
**Design Concept of Street Cross-Section - Washington to Hydraulic
4-Travel Lanes with On-Street Parking/Bus Lane, Bike Lanes and Median/Turn Lane**



Recommended Raised Landscape Median Type Examples



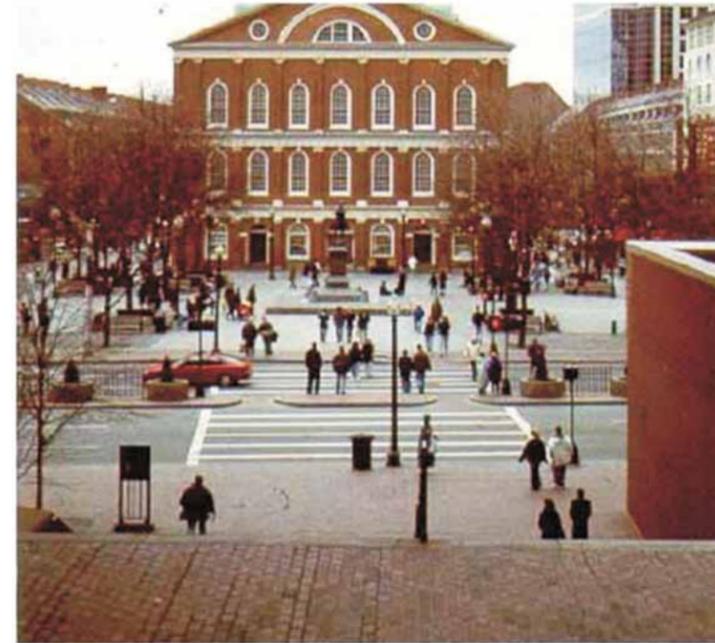
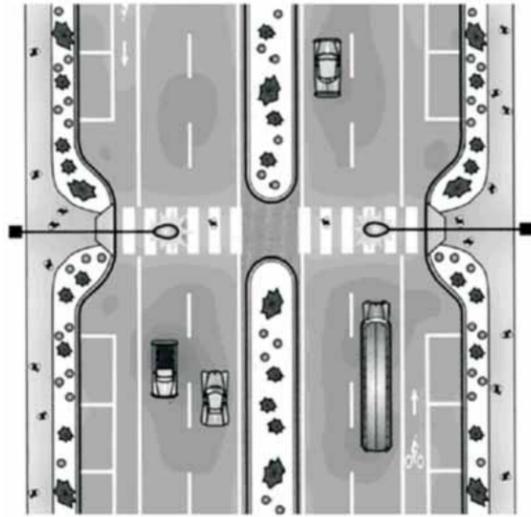
Recommended Median Design Concepts Submitted by the Douglas Design District



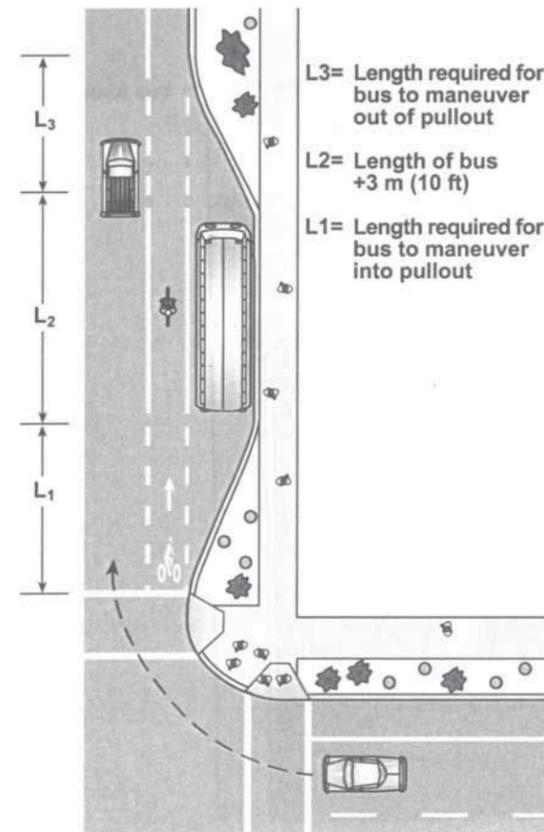
Recommended Median Public Art Type Example



Recommended Mid-block Pedestrian Crossing and Walk Signals Example



Recommended Bike Lane Striping & Bus Pull-Out Design Integration Example





Appendix C

Lessons Learned from the Delano District

The Steering Committee gathered “lessons learned” from the Delano District in an effort to learn from the Delano Business Association and the Delano Neighborhood Association about their revitalization efforts and about which streetscape improvements worked best.

Lessons Learned from the West Douglas/Delano Streetscape Initiative

1. Planters help make the large sidewalk areas more intimate, add color and serve as benches.
2. Street trees provide shade along the sidewalk, and have helped make a wide street more intimate.
3. Benches and trash receptacles are assets.
4. Keep the tree canopies high so they don't interfere with storefront signage.
5. Do things that make the street more intimate.
6. Create activity centers and nodes.