

NOTE: This is an outline of the Walking Route Guidelines and Rating System to be developed as a resource for future work on Senior Walking Routes by the City of Wichita. Guidance here will also be used for specific recommendations in the three Recommendations Areas completed for this project.

The outline suggests specific content but does not include thorough and complete content. The targeted number of pages is included in parenthesis.

Once the outline is final, the full draft will be developed for review.

Senior Walking Route Guidelines and Rating System



Part 1 – Purpose and Overview

1. Purpose (**about 2 pages**)
 - a. Reference Pedestrian Master Plan
 - b. Background on work to develop this document, including the area selection and walk audits.
2. Overview of Older Adults and Walking (**about 2 pages**)
 - c. Why is walking important as people age?
 - d. How are the considerations for older adults when walking different?
 - e. Does Wichita have a large population of older adults? If so, where do they live?
3. Existing Pedestrian Guidelines for Older Adults (**2 to 3 pages with brief description of each**)
 - f. Nationally focused
 - a. AARP Age-Friendly Livability Index
 - b. UC Berkeley, SafeTREC – Safe Routes for Older Adults
 - g. Developed locally
 - c. NY City DOT
 - d. Alameda CTC Safe Routes for Seniors
 - e. Santa Barbara COAST (Coalition for Sustainable Transportation)



Part 2 - Key Guidelines

4. The broader context: creating walkable communities (**one page**)
 - General approaches and need
 - Need in Wichita, based on a 2012 resident survey that ranked the city well below comparable cities in “ease of walking”; and the over representation of pedestrians among roadway fatalities.
5. Guidelines based on existing guidance (noted in Part 1 above) and based on three overarching Guiding Principles: (**one page**)
 - a. There is not one stereotypes for older adults, this means that
 - i. many older adults remain active well into their 80s
 - ii. older adults have lives that are as varied and rich as those younger with families to raise and jobs to go to each day

- iii. while older adults often are not as physically vigorous as they age, Don't assume that all older adults have a disability that affects their mobility
 - iv. Don't assume that older adults are not interested in being active
 - b. An overall approach to improvements includes things that focus on
 - i. Implementing already-accepted changes in accepted transportation
 - ii. Considering policy changes that make it more likely to create a usable pedestrian network.
 - iii. Building a pedestrian network that is meant to be used; maintain it so that it is used.
 - iv. Including opportunities for small, easy and low-cost changes that can make a difference
 - c. Design guidance should be based on achieving
 - i. Ensuring the pedestrian network is coherent, continuous, and connected.
 - ii. Improving the network so it provides direct routes.
 - iii. Allocating space where needed so that pedestrian facilities meet design standards for best practices and are ADA compliant.
- 6. Policy considerations (**up to 2 pages**)
 - a. Funding sidewalk construction and maintenance (builds on May 2018 document [Minnesota Sidewalk Repair Funding Guide](#)) 
 - b. Code enforcement
 - c. Crosswalk policy and crosswalk placement (per the ICT project)
 - d. Development guidelines (such as pathways through parking lots and direct connections to sidewalks) 
- 7. Design Guidelines (**estimate 19 to 20 pages, depending on the amount of graphics and images**)
 - a. Along the way
 - i. Pathway directness
 - ii. Pathway width
 - iii. Safety, comfort and convenience features
 - iv. Complete, coherent, connected
 - b. Crossings
 - i. Crosswalk design and stop bars
 - ii. Pedestrian signal crossing time
 - iii. Unsignalized crossing
 - iv. Minimizing crossing distances
 - v. Reducing or mitigating higher traffic speeds
 - c. Maintenance
 - i. Routine and regular code enforcement
 - 1. Overhanging vegetation
 - 2. Encroaching vegetation
 - 3. Fallen leaves, limbs, dirt accumulation
 - ii. Maintaining pathway quality
 - d. Transit
 - i. Bus stop placement

- ii. Bus stop configuration and build-out
- iii. Opportunities for microparks at bus stops
- e. Walkable Community – working with private property owners
 - i. Direct pathway from crossing and sidewalk
 - ii. Car stops to avoid parked cars overhanging sidewalk
 - iii. Landscape edging to avoid pebbles, stones and dirt from drifting onto sidewalks

Part 3 – Rating System

- 8. Review of process used to select areas for review (as presented to and discussed with the WBPAB ***(up to 6 pages, including maps)***)

Part 4 – Resources

- 9. Complete list of resources referenced in Parts 1 and 1 and others ***(up to 2 pages)***

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