

# Appendix I: Policy Considerations for Design Treatments

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The design treatments described in Chapter 7 are intended to be used as a toolbox for City staff and the general public of options that can be applied to Wichita’s streets to improve pedestrian safety and increasing walk trips, key elements of the Plan. Below are additional policy recommendations that would supplement these design concepts.

## Sidewalk Zone

- When reconstructing sidewalks and relocating utilities, all above ground utility access points should be relocated outside of the Pedestrian Zone, where practicable to reduce slip and trip hazards.
- In certain contexts (e.g., business districts, historic areas, major transit stops) pavement materials such as brick, stone or textured concrete may be desired. In such cases a maintenance agreement that identifies the entity responsible for ongoing maintenance will be required.

## Building Frontage Zone

- Consider requiring primary building entrances to be visible and directly accessible from the sidewalk.
- Parking encroachment from adjacent parking lots into the Sidewalk Zone should be avoided with the use of appropriate set-backs or barriers such as wheel stops or curb on private property, or by requiring a widened Frontage Zone as a revision to the building code or Wichita Municipal Code.

## Amenity Zone

- For new developments in business districts and where opportunities are available to create additional width, site designs should accommodate wider sidewalks with generous Amenity Zones in the future.
- Permeable paving may be considered where appropriate. Refurbished, reused and recycled materials should be considered.

## Downtown Streets

- The Amenity Zone is characterized by planters and high-quality finishes. Street furniture, bike parking, public art, wayfinding, sidewalk cafes and unobtrusive utility elements are featured in the Amenity Zone.

## Business District Corridors

- The Amenity Zone should be as generous as possible and flexible in order to accommodate green infrastructure, public art, transit amenities, sidewalk cafes and public space that support a variety of activities. Amenity Zone widths can range from 6 feet to 12 feet.

## Connector Trail

- Connector trails can be established through various policy mechanisms in existing and new developments:
  - Voluntary easement
  - Easement required at time of property sale: designate the purpose of the easement or land reserved to public use
  - Development regulations
- Utility easements (may be included in easement for utility access).
- Develop a network of paths to create links between neighborhoods, open spaces, recreational areas and schools.
- Review proposed zoning ordinances to ensure that use and development potential are appropriately supported by either existing or planned transportation systems.

## Driveway Design

- Review and update the city of Wichita Driveway Design Standards Plates

## Driveway Consolidation

- Systematically review and remove redundant driveways at locations with high levels of pedestrians. Use in areas such as downtown and in business districts. (Also see Driveways Near Intersections).
- Review all public and private projects to ensure that driveways are either removed or relocated from close proximity to intersections.
- If driveway consolidation is possible, remove the driveway entrances closest to the intersection.
- On major arterials there are minimum driveway spacing requirements to provide sufficient distance between driveways for driver expectancy and traffic flow purposes.

## Driveways Near Intersections

- For new development, incorporate Access Management Guidelines into the site review process.
- For redevelopment projects, provide guidance for consolidation of driveways per the Access Management Guidelines. Review and remove redundant driveways at locations with high levels of pedestrian use such as downtown and neighborhood commercial areas.
- Review and update the City of Wichita Building Code for driveway placement in relation to intersections.

- Review all public and private projects to ensure that driveways are either removed or relocated from close proximity to intersections.
- If driveway consolidation is possible, remove the driveway entrances closest to the intersection.
- Review and revise the Access Management Guidelines to specify how to measure the distance of the driveway from the property line.

## **Illumination Along Corridors**

- Illumination should be targeted at intersections and mid-block crossings; and secondarily along roadways.

## **Illumination at Pedestrian Crossings**

- Priority should be given to providing enhanced pedestrian lighting at intersections near high use areas.
- Target areas with higher crash rates and pedestrian volumes, universities/schools, major transit routes, and pedestrian generators.

## **Modify Skewed Intersections**

- Priority should be given to intersections with identified crash problems, on school walking routes, near transit stops, or with high pedestrian use.

## **Back In Angle Parking**

- Update Wichita Parking Standards to include back-in angle parking.