

OZ COMMONS

Downtown Osawatome Redevelopment
Osawatome, KS

A Planning Sustainable Places Project
in conjunction with
The Mid-America Regional Council

Final Report
October 14, 2021



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Introduction, Existing Conditions and Analysis

Section One

The Project Team

History of the Study

About Osawatomie

Basic Existing Conditions & SWOT (Strengths, Weaknesses, Opportunities, Threats)



The Project Team

Architect One, Inc.

Architect One is a Kansas based, full service architecture, planning, and interior design firm providing complete professional design services throughout the Midwest. Since our inception in 1988, Architect One has grown from a sole practitioner to a small staff supporting three offices. Our Topeka, Manhattan, and Kansas City offices provide tailored, focused work for both these communities and many surrounding regional cities including Ottawa, Iola, Holton, Atchison, Liberal, Wichita, Fredonia, and others.



Alta Planning + Design, Inc.

Alta Planning + Design, Inc. is North America's leading multi-modal transportation firm that specializes in the planning, design, and implementation of bicycle, pedestrian, green-way, park, and trail corridors and systems. Founded in 1996, Alta has more than 200 staff in 30 offices across North America and an international workload. Alta's people-first focus helps agencies plan for current and future mobility needs to support community visions and goals.



Shockey Consulting Services, LLC

Shockey Consulting Services, LLC provides award-winning management, planning and community engagement consulting services to federal, regional, state, and local governments and other public agencies. The firm was founded in 1998 and is headquartered in Lenexa, Kansas with an office in the St. Louis, Missouri region. A group of dedicated and talented professionals with diverse backgrounds make up the Shockey team, including former government managers, strategic planners, urban planners, and communications & public engagement specialists.



History of the Study

Planning Sustainable Places

In December of 2020, the Mid-America Regional Council (MARC) solicited proposals for consultant services on behalf of the City of Osawatomie, KS. The Planning Sustainable Places Program provides local governments with financial support to advance detailed local planning a project development activities in support of Creating Sustainable Places, Connected Kansas City’s 2050’s Activity Centers and Corridors framework, and the Mid-America Regional Council’s adopted policy statement on regional land use direction. After application for funding, this project was one of thirteen across the region chosen for the Planning Sustainable Places Program.

Creating Sustainable Places is not only a regional vision and plan to guide how communities like Osawatomie grow and develop, but a strategy for moving communities from planning to action. In addition, the program objectives include:

- Supporting localized public engagement and community consensus.
- Supporting the identification and conceptualization of land use strategies, transportation projects, and related sustainable development initiatives that help to realize identified objectives.
- Support the conceptualization, development, and implementation of Creating Sustainable Places projects

Program Implementation in Osawatomie

The focus for this particular project includes:

- Identification of downtown transportation elements that create a better connection to the Flint Hills Trail
- Introduction of green-space concepts that integrate with the downtown transportation elements.
- A creative reuse of buildings and surrounds to create a vibrant transportation hub downtown.

A Note from the OZCOMP Team

The city termed the program “OZ Commons” as both a planning process and a central location. In conjunction, the city formed the OZCOMP Group, an assembly of community members, business owners, and government employees to help lead community representation. In the solicitation for proposals the group stated:

The future of our community will be decided by the planning work we undertake to create a revived downtown that we are calling, OZ Commons. This planning will set the stage for our next 100 years. We as a community were founded in 1854 and incorporated in 1883 with our roots tracing back to pre-Civil War and the expansion of railroads into Kansas. That history and the conditions that created our community and downtown have changed multiple times in the past 170 years. Commerce and retail in the downtown corridor once drove the fortunes of our town but those days are over and we need to rethink and rebuild our downtown buildings. We believe that tying our bike and pedestrian infrastructure back into the downtown is critical. Our hope would be to build an active, sustainable and renewable plan that allows for whatever uses could benefit future generations and brick back the walkable community we once were and in turn, save our downtown buildings.

Community-led renewal can be fostered by embracing low-impact recreational and community transportation in and around the city. Working with the surrounding farmland, vistas, woods, creeks, and hollows, Osawatomie can capture the imagination of citizens, investors, and visitors.



About Osawatomie

The city in their own words; text from:
osawatomieks.org/about-us/

Osawatomie, Kansas. The Cradle of the Civil War. The birthplace of New Nationalism. Where John Brown, a passionate but peaceful New England businessman-turned-abolitionist, emerged as a bloody martyr for the Union. Where former President Theodore Roosevelt recaptured the attention of the nation and launched himself back into the political spotlight. A place built by railroaders and farmhands, by clergymen and businessmen. A place of quiet determination and hard-earned successes, where generations of families have planted deep roots along our twin riverbeds (the Osage and the Pottawatomie, from which the town gained its unique name).

A quintessential small town, boasting a population of just 4,300, Osawatomie sits 55 miles south of Kansas City along US-169 HWY. Small but mighty, Osawatomie checks off a multitude of boxes on a list of desirable qualities. Our downtown district, a brick-clad block of Main Street, is home to locally owned businesses and restaurants. We have a consistently high-performing school system, including several wins for Kansas Teacher and Master Teacher of the Year. We produced two NFL stars: Lynn Dickey of the Green Bay Packers and Derrick Jenson of the Oakland Raiders. We are especially proud of our rich and storied history, from our abolitionist Jayhawker beginnings (the Kansas Historical Society agrees that Pat Devlin first coined the phrase ‘Jayhawker’ here!) to our landmark visit by President Barack Obama in 2011. Surrounding it all is a lush spread of gorgeous Kansas landscapes, including winding rivers and rolling fields dotted with banks of wild sunflowers. We even have eight spots cataloged with the National Register of Historic Places and the Kansas State Historical Society

Among those Historic Places is the unique “Asylum Bridge,” a metal truss bridge that once connected the town to the psychiatric facility nestled across the river to north. Though the bridge was boarded up long ago, the



Osawatomie State Hospital is still operational. From the time the Hospital admitted its first patient on November 1st, 1866, the Hospital has gone from housing hundreds of beds during the heyday of psychiatric institutionalism to today’s modest 174-bed capacity. Recent changes in administration promise a new golden age for our hospital and its community of patients, staff, and advocates. Remodels are already underway at many of the core facilities and new programs are being implemented every day to help improve the quality of care for patient and provider alike.

About Osawatomie

Section One



Other Historic Places include John Brown Memorial Park. Anchored alongside Main Street, the park was the site of the Battle of Osawatomie, where the outnumbered John Brown and his men fought against pro-slavery raiders. The park was dedicated in his honor in 1910 by Roosevelt, who used the opportunity to deliver his now infamous New Nationalism speech. The John Brown History Museum sits on a hill inside the park, overlooking playground equipment, a shelter house, and a small campground. The museum's visitor log frequently shows guests arriving from as far away as Japan, Germany, the United Kingdom, and beyond. The museum is home to the original Adair cabin, which was used as headquarters by Brown during his time in Kansas. There is evidence to suggest that the cabin, which was built by Brown's half-sister Florella Adair and her husband the Reverend Samuel Adair, was also a stop on the Underground Railroad and archaeological digs have taken place at the cabin's original location to further uncover artifacts of the era.

From the outside looking in, Osawatomie could be the backdrop to a Hallmark movie. Quaint architecture, tight-knit people, and a deep connection to our history and roots. But we've seen our share of hardships. The years haven't always been kind to us. The city was razed in 1857 by pro-slavery forces, leaving just three buildings standing. An apocalyptic flood in 1951 almost washed us from the map. Just fifty years later, another "once in lifetime" flood evacuated nearly 40% of our residents and splashed us across national news stations and headlines.

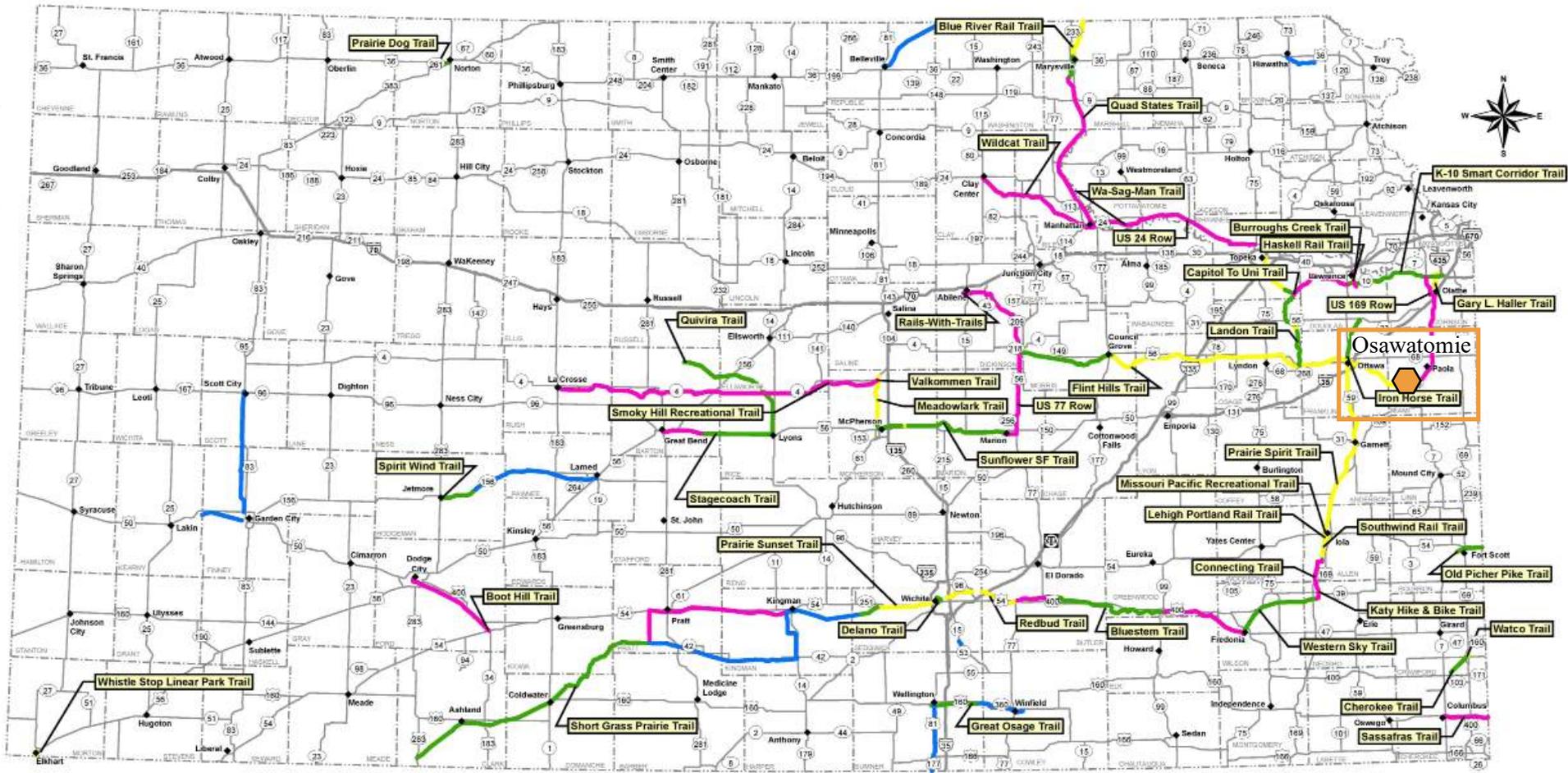
We all pitch in to make Osawatomie as pleasant a place to live as anyone could ever dream. For over 50 years we've hosted an annual summer festival called the John Brown Jamboree, which brings to town carnival rides, a parade, outdoor concerts, and so much more. We've even added a firework show over the lake. In the fall we celebrate Freedom Festival and welcome Civil War reenactors and folk artists to the park for a weekend transported back in time. We even have a soap box derby zooming down Main Street in the spring. Countless other community events sprinkle the calendar pages every year and we carry on our traditions and values from generation to generation.

We take pride in our small town, and our quiet way of life. We're proud Kansas people with classic Midwest dispositions. And, it goes without saying at this point, but we truly are a city embedded in America's history. Every brick in the road, every tree reaching up into the clear blue Kansas sky, every mile marker on the old highway. It all tells a story. Our story. And we're just getting started writing the next chapter.

Even in the face of such adversity, however, we keep moving forward with all the strength and energy we can muster. We form committees, we apply for grants, we fund-raise, we brainstorm. From our Rotarians and our business leaders, to our city government and our librarians. Teachers, coaches, moms and dads and grandparents. We give to each other as freely as we can, and are always quick to lend a helping hand when someone in our community is in need.



Basic Existing Conditions & SWOT



PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
 MAP CREATED FRIDAY, JANUARY 25, 2019
KDOT makes no warranties, guarantees, or representations for accuracy of this information and assumes no liability for errors or omissions.

Rail-To-Trail Networks

In starting the analysis holistically, the State of Kansas has numerous “Rail-To-Trail” networks that links rural cities to other rural communities as well as their larger populated counterparts. The Flint Hills Trail starts/ends in Council Grove and runs east to Osawatimie. Ottawa serves as a nearby hub that connects the Flint Hills Trail to the Prairie Spirit Trail running south to Iola, KS. According to the national conservancy railstotrails.org, Kansas has 24 total rail-trails, 11 current projects, and 296 current miles of rail trails.



Basic Existing Conditions & SWOT

Rail-To-Trail Networks

The Kanza Rails-Trails Conservancy is a 501c(3) not-for-profit entity that promotes, builds, and maintains regional rail trails, including the 119 mile Flint Hills Nature Trail. After exiting Ottawa, the 8-10 foot wide Flint Hills Trail enters town from the west with its second to last stop in Rantoul, a small city to the northwest in Franklin County.



Osawatimie has colloquially termed the start/finish of the Flint Hills Trail near the Karl Cole Sports Complex as “Mile Zero.” There, the city has constructed an informational kiosk with trail and city information (Walker Station), a trail gateway, restrooms, and gravel parking lot.

However, the popular recreation amenity dead ends just north of the rail yard, with often closed/gated connections to the levee along Pottawatomie Creek and the school grounds of Trojan Elementary. Mile Zero is approximately 1.25 miles away from the west edge of the central business district without a direct and designated path in which to route visitors downtown.

Basic Existing Conditions & SWOT

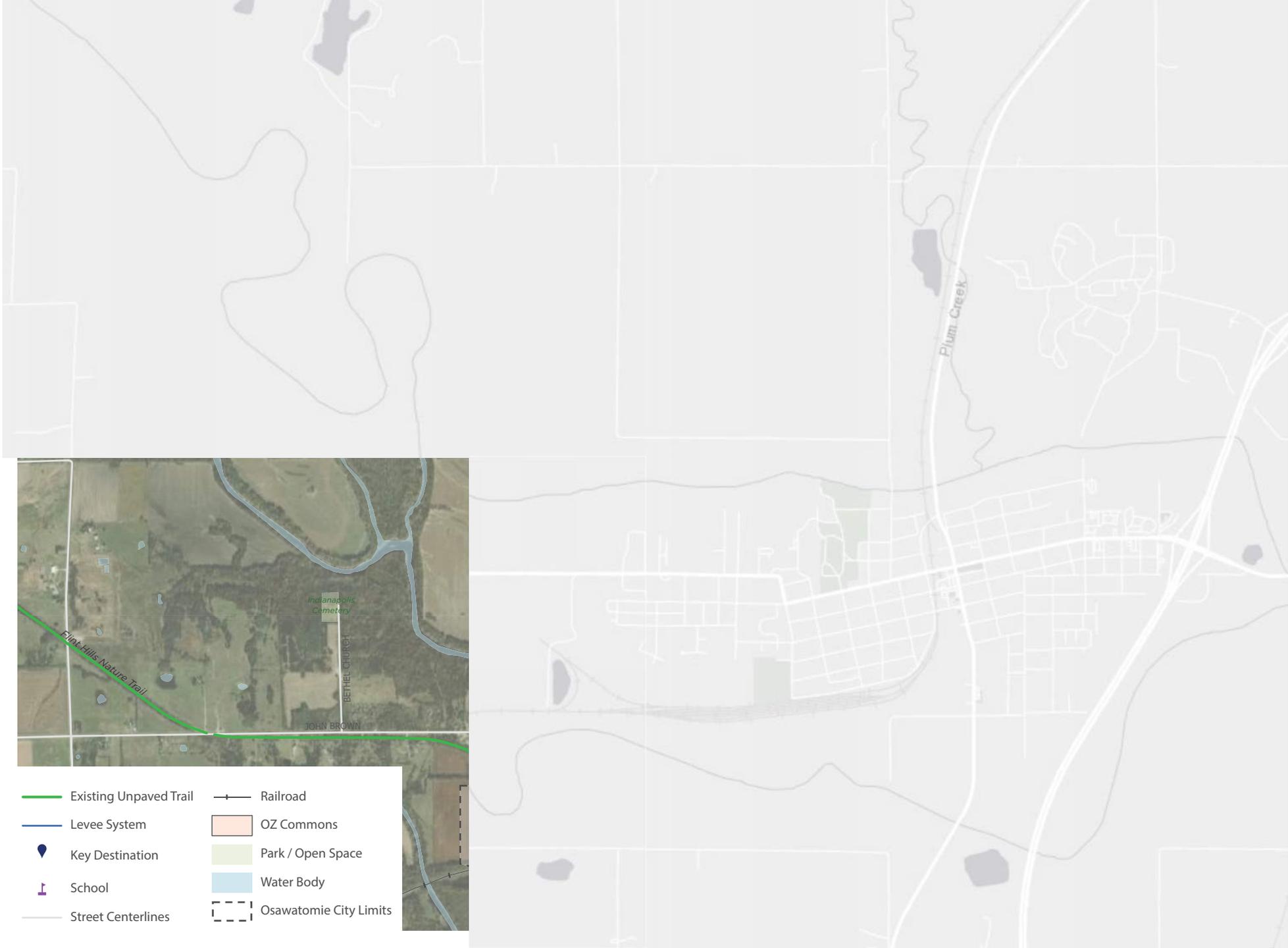
Current State of the Bicycle and Pedestrian System

The City of Osawatomie’s historic development patterns and dense street grid, combined with its small scale and relatively low traffic volumes, provide a solid foundation for developing a walkable and bikeable community. However, with the exception of the Flint Hills Nature Trail and a sidewalk network that stands in need of several improvements, the City currently lacks a cohesive network of bicycle and pedestrian infrastructure.

Bikeways and Trails

Other informal active transportation connections exist along many of Osawatomie’s quiet neighborhood streets. Although not designated as bikeways with striping, pavement markings, or signage, these low-volume, low-speed streets can and do serve as bicycle and pedestrian connections throughout Osawatomie. The map on the next page illustrates the street network, existing active transportation facilities, and other base map features, including local attractions and destinations.





Focused Discovery: City & State Parcels

The map below shows a simplified depiction of city and state owned property that is relatively available and ready for development.



Focused Discovery: Floodmaps

Per the National Levee Database, the Osawatomie, Kansas levee reduces the occurrence of flooding. The levee system includes approximately five miles of earthen levee along the Marais des Cygnes River (north) and Pottawatomie Creek (south). The levee was designed and constructed by the US Army Corps of Engineers (USACE) in 1970. After construction it was turned over to the local sponsor, the City of Osawatomie. The local sponsor now owns and operates the levee. The levee system is available for redevelopment into walking and biking opportunities but vegetative and earthen protection remains a priority.



Blue Area: FEMA Zone X, Levee Protected

Yellow: Approximate Extents of 2007 Flood. Per the National Levee Database, Pottawatomie Creek (south) levee topped in 2007 but the levee did not breach. All areas north and south of Zone X are Zone A (no Base Flood Elevations (MFEs). Mandatory flood insurance purchase requirements and flood plain management standards apply.

Basic Existing Conditions & SWOT

Focused Discovery: Public Street Types

The map below is a high level analysis of the public street types and their condition/level of finish. Streets not noted generally carry a maximum speed of 20 miles-per-hour. Some brick roads were in very good shape while others were in disrepair due to age or freeze/thaw heave. General consensus is that the community enjoys the brick roads and wants them to remain a source of historical pride; albeit improved. No pavement bicycle demarcations were found.



Blue: Brick Roads
Orange: Gravel Roads (all others are asphalt or concrete)
Red: Traffic Signals

Existing Shared Use Paths: None
Existing Shared Lane Bicycle Markings (Sharrows): None
Existing Conventional Bike Lanes: None



Basic Existing Conditions & SWOT

Focused Discovery: Heat Map - Biking

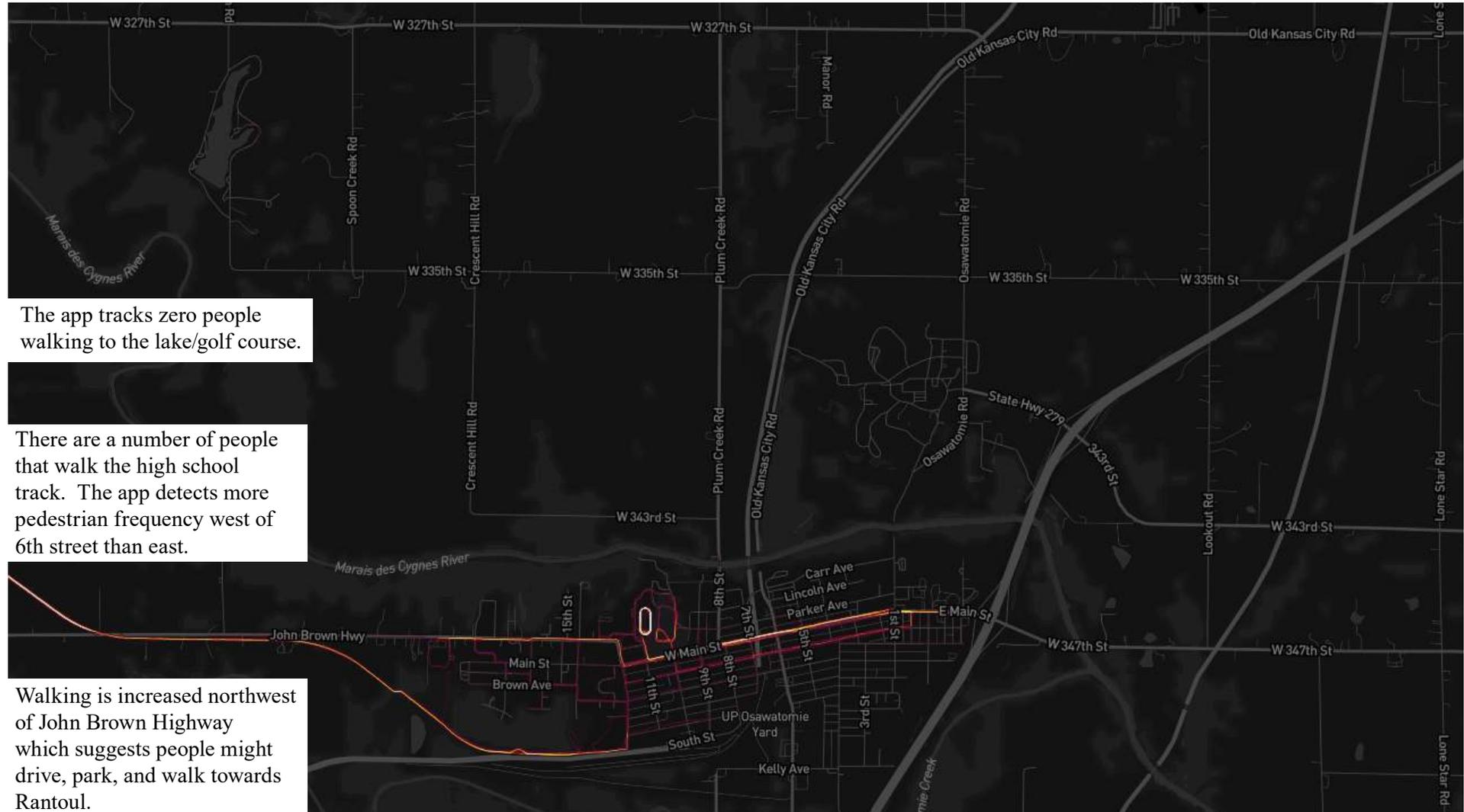
Strava (strava.com) is a user based app that tracks bicycle and walking routes and associates a color based upon route frequency. In the map below, the areas in white represent the highest incidence of travel on a bike. Yellow tones are less, and the maroon/red tones detect the least populated routes.



Basic Existing Conditions & SWOT

Focused Discovery: Heat Map - Walking

Strava (strava.com) is a user based app that tracks bicycle and walking routes and associates a color based upon route frequency. In the map below, the areas in white represent the highest incidence of travel by pedestrians.



The app tracks zero people walking to the lake/golf course.

There are a number of people that walk the high school track. The app detects more pedestrian frequency west of 6th street than east.

Walking is increased northwest of John Brown Highway which suggests people might drive, park, and walk towards Rantoul.



Basic Existing Conditions & SWOT

Focused Discovery: Sidewalks

The top right photo highlights the sidewalk and streetscape improvements the city has undertaken along Main Street over the last several years. It improved pedestrian comfort and connectivity along the corridor, including widening sidewalks from four feet to five and providing Americans with Disabilities Act (ADA) compliant pedestrian ramps and crosswalks. Parallel parking was provided and lighting improved.

However, much of Osawatomie’s sidewalk network is outdated and showing signs of deterioration. Narrow and neglected sidewalks that are cracked and overgrown with vegetation make walking less desirable and safe. Additionally, there are several locations where sidewalk segments have not been completed, leaving gaps in the pedestrian network and rendering Osawatomie inaccessible for individuals with disabilities. Also related to accessibility, many of the City’s pedestrian ramps at intersections and other crossings do not comply with Americans with Disabilities Act (ADA) standards for accessibility, making the sidewalk network difficult to use for people with accessibility needs. Unfortunately, many of these deficiencies currently exist in and around the downtown area, as well as around parks, schools, and other popular destinations. In general, implemented improvements appear more focused west of 6th Street.



Basic Existing Conditions & SWOT

Focused Discovery: Levee Access

The photos below highlights the current adversarial stance (intended or inadvertent) on public recreational levee access. Most access points from either the Flint Hills Trail or city streets are gated off, locked, and signed “No Trespassing.”



Basic Existing Conditions & SWOT

Focused Discovery: Levee Condition

Portions of the levee are in need of refreshed topping/grooming. Other portions remain as earthen berms. The overall condition is generally unsuitable for access from both the public streets and along the levee top itself.



Basic Existing Conditions & SWOT

Focused Discovery: Wayfinding and Signage

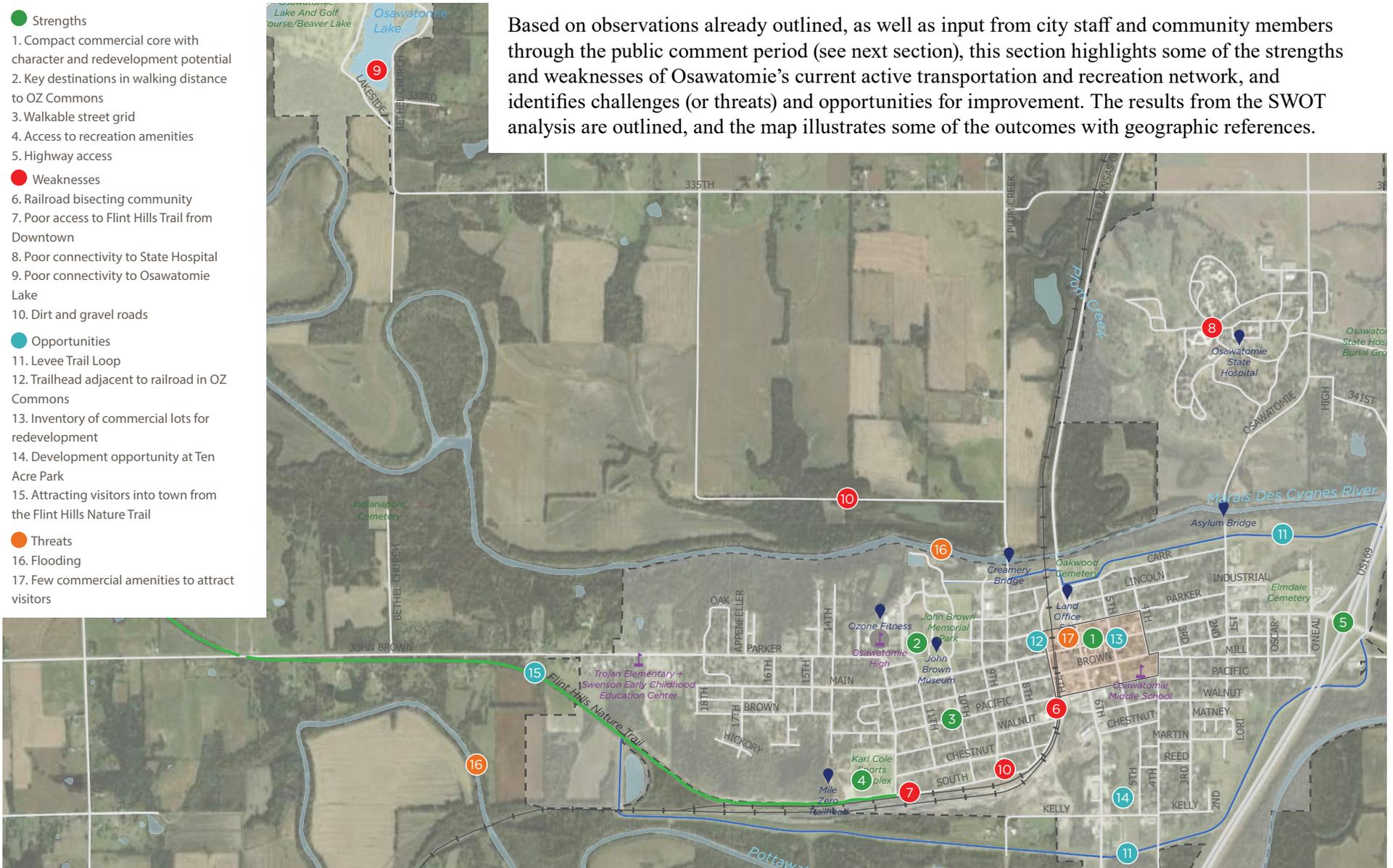
Signage is generally prevalent around the city, but lacks consistency, brand identity, and cohesive direction to destinations. Several signs are in disrepair.



Basic Existing Conditions & SWOT

- Strengths
 1. Compact commercial core with character and redevelopment potential
 2. Key destinations in walking distance to OZ Commons
 3. Walkable street grid
 4. Access to recreation amenities
 5. Highway access
- Weaknesses
 6. Railroad bisecting community
 7. Poor access to Flint Hills Trail from Downtown
 8. Poor connectivity to State Hospital
 9. Poor connectivity to Osawatomi Lake
 10. Dirt and gravel roads
- Opportunities
 11. Levee Trail Loop
 12. Trailhead adjacent to railroad in OZ Commons
 13. Inventory of commercial lots for redevelopment
 14. Development opportunity at Ten Acre Park
 15. Attracting visitors into town from the Flint Hills Nature Trail
- Threats
 16. Flooding
 17. Few commercial amenities to attract visitors

Based on observations already outlined, as well as input from city staff and community members through the public comment period (see next section), this section highlights some of the strengths and weaknesses of Osawatomi’s current active transportation and recreation network, and identifies challenges (or threats) and opportunities for improvement. The results from the SWOT analysis are outlined, and the map illustrates some of the outcomes with geographic references.



Basic Existing Conditions & SWOT

Strengths

- Due to the intimate scale of the city and short distances between destinations, most trips within Osawatomi are walkable or bikeable.
- Key destinations in walking distance to OZ Commons. The historical foundation of the city is something residents are proud of, and it serves as an attraction to visitors.
- Osawatomi has a compact commercial core with historical character and potential for development opportunities.
- The city's street grid optimizes bicycle and pedestrian connectivity.
- Residents of Osawatomi have easy access to recreational amenities.
- Located on US-169, Osawatomi has good regional vehicular access.



Basic Existing Conditions & SWOT

Weaknesses

- There is currently no designated bike network.
- The railroad bisects the community and limits access, especially near and north of downtown.
- Poor access to Flint Hills Trail.
- Access to the State Hospital and grounds is limited.
- It's difficult for residents to access Osawatomi Lake outside of a car.
- Several dirt and gravel roads limit the variety of uses, especially for active transportation.
- Some areas of industrial blight can be found in the community.
- Osawatomi has limited internet stability.
- Despite the City's rich history and culture, cohesive and attractive branding and signage are lacking.
- A large percentage of Osawatomi residents commute.
- Limited community gathering locations downtown.



Basic Existing Conditions & SWOT

Opportunities

- Osawatomie’s colorful history presents opportunities for storytelling and programming.
- More and more residents and officials are accepting of multimodal transportation solutions.
- The levee presents an opportunity to create a signature recreational and tourism amenity.
- The railroad corridor presents an opportunity to connect people from OZ Commons to Flint Hills Nature Trail and the Levee Trail Loop.
- There is an inventory of commercial lots for redevelopment.
- Ten Acre Park presents an opportunity for future development.
- The Flint Hills Nature Trail can be leveraged to attract visitors.
- There is a growing market for electric vehicles and other lower-impact transportation modes.



Basic Existing Conditions & SWOT

Threats (Challenges)

- Flooding of the Marais Des Cygnes River and Pottawatomie Creek is a consistent threat to the city, infrastructure, and resources.
- Osawatomie currently has few commercial amenities to attract visitors.
- Currently, Osawatomie has limited financial resources for updating and constructing new, sustainable transportation infrastructure.
- Getting buy-in from the community will be key to the success of this plan and vision.
- The historical lack of development coordination could present a risk for a cohesive development strategy.



Basic Existing Conditions & SWOT

Google Search Returns - "City, KS" + Keyword (Osawatomie Avg Finish = 6.2 / 9)

A Google search of the following nearby cities plus designated keywords provides a snapshot of how Osawatomie ranks amongst peer/regional cities. A few observations include:

- Osawatomie ranks lower in "history" returns than possibly expected despite its tie to the civil war era.
- Iola ranks first in Trail mentions which corresponds to their lead of intracity designated trails and paths.

History

Ottawa:	527,000
Gardner:	434,000
Paola:	316,800
Spring Hill:	243,000
Iola:	186,000
Osawatomie:	125,000
Edgerton:	79,900
Humboldt:	74,800
Baldwin City:	72,900

Restaurant

Edgerton:	112,000
Spring Hill:	75,800
Baldwin City:	73,700
Gardner:	60,200
Ottawa:	53,500
Paola:	37,200
Osawatomie:	35,100
Iola:	24,000
Humboldt:	16,200

Sustainability

Ottawa:	63,000
Paola:	30,100
Gardner:	29,600
Spring Hill:	26,400
Baldwin City:	24,900
Iola:	23,500
Edgerton:	16,900
Osawatomie:	12,100
Humboldt:	5,910

Bike

Gardner:	146,000
Ottawa:	128,000
Paola:	99,100
Spring Hill:	77,800
Iola:	69,300
Baldwin City:	61,100
Osawatomie:	37,100
Edgerton:	27,000
Humboldt:	21,200

Trail

Iola:	789,000
Paola:	723,000
Baldwin City:	219,000
Spring Hill:	187,000
Edgerton:	96,100
Gardner:	95,800
Ottawa:	82,900
Osawatomie:	72,000
Humboldt:	34,100

Park

Baldwin City:	835,000
Gardner:	474,000
Osawatomie:	436,000
Ottawa:	383,000
Paola:	347,000
Spring Hill:	278,000
Iola:	149,000
Humboldt:	139,000
Edgerton:	110,000

2019 Population

Gardner:	21,528
Ottawa:	12,260
Spring Hill:	6,626
Paola:	5,611
Iola:	5,351
Baldwin City:	4,670
Osawatomie:	4,293
Edgerton:	1,713
Humboldt:	1,880

2019 Median Household Income

Spring Hill:	80,357
Gardner:	78,180
Baldwin City:	72,757
Edgerton:	61,354
Osawatomie:	51,631
Paola:	51,324
Ottawa:	46,808
Humboldt:	42,077
Iola:	36,750

Broadband

Gardner:	476,000
Iola:	222,000
Edgerton:	97,700
Osawatomie:	65,200
Ottawa:	58,000
Paola:	40,000
Spring Hill:	31,800
Baldwin City:	25,300
Humboldt:	26,900

Museum

Ottawa:	135,000
Paola:	71,000
Gardner:	57,000
Baldwin City:	46,900
Iola:	41,900
Spring Hill:	33,900
Osawatomie:	24,000
Edgerton:	21,800
Humboldt:	10,200

Recreation

Paola:	99,500
Ottawa:	79,000
Gardner:	64,500
Baldwin City:	42,200
Iola:	38,400
Osawatomie:	27,000
Edgerton:	23,100
Spring Hill:	17,600
Humboldt:	17,400

Designated Trails and Paths (not inc. regional or equestrian)

Source: getoutdoorskansas.org

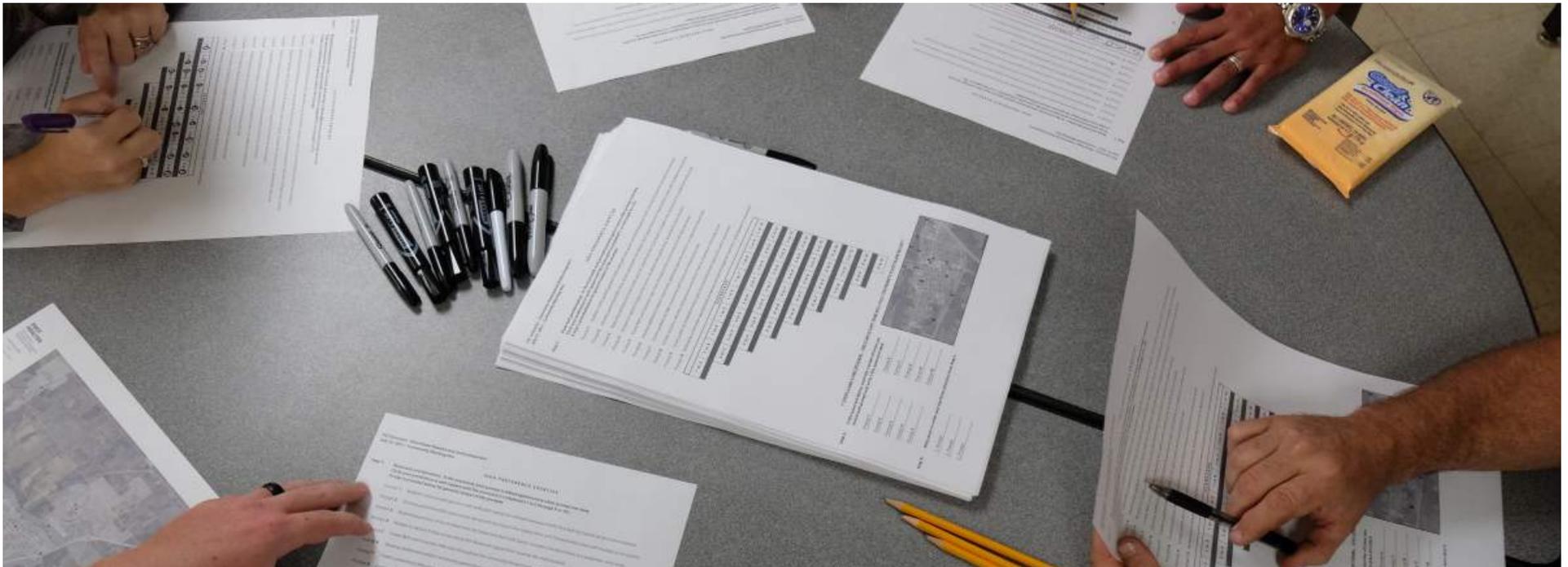
Iola:	20
Gardner:	15
Edgerton:	10
Paola:	8
Ottawa:	5
Baldwin City:	5
Humboldt:	4
Spring Hill:	2
Osawatomie:	0



Community Engagement and Results

Section Two

Planning Process
Public Engagement
In-Person Community Engagement Exercises
Results & Data
Results & Data Summary



Planning Process

Providing meaningful, effective community involvement is key to the success of any planning effort. Engaging the public and key stakeholders during the planning process helps guide the development of the plan. Additionally, it builds public understanding and ownership of the adopted plan, leading to more effective implementation and community support.

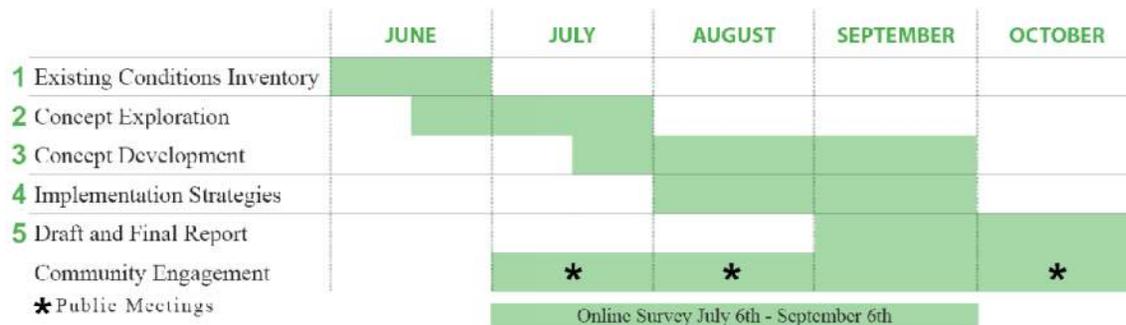
Community Engagement Goals

- Involve the community by working directly with them throughout the process to ensure that concerns and aspirations are consistently understood and considered and provide a wide range of engagement opportunities.
- Inform the community by providing balanced and objective information to better understand the problems, alternatives, opportunities, and solutions.
- Consult the community by obtaining feedback on analysis, alternatives, and decisions.
- Demonstrate that community input has influenced the decision-making and planning priorities.
- Build upon partnerships with other agencies and stakeholders, recognizing the effect this effort has on the community, and that it complements other initiatives.

Project Study Schedule, 2021



Learn more & help us plan for the future!



Stakeholders & Community

The City of Osawatomi selected key officials and community members to form the OZ Community Planning Group (OZCOMP Group). The group promoted the project and provided guidance, and assisted with developing recommendations for the project. In addition to interviewing multiple consultant teams, the OZCOMP Group members hosted community listening sessions, identified preliminary issues and opportunities, and reviewed conceptual motifs.



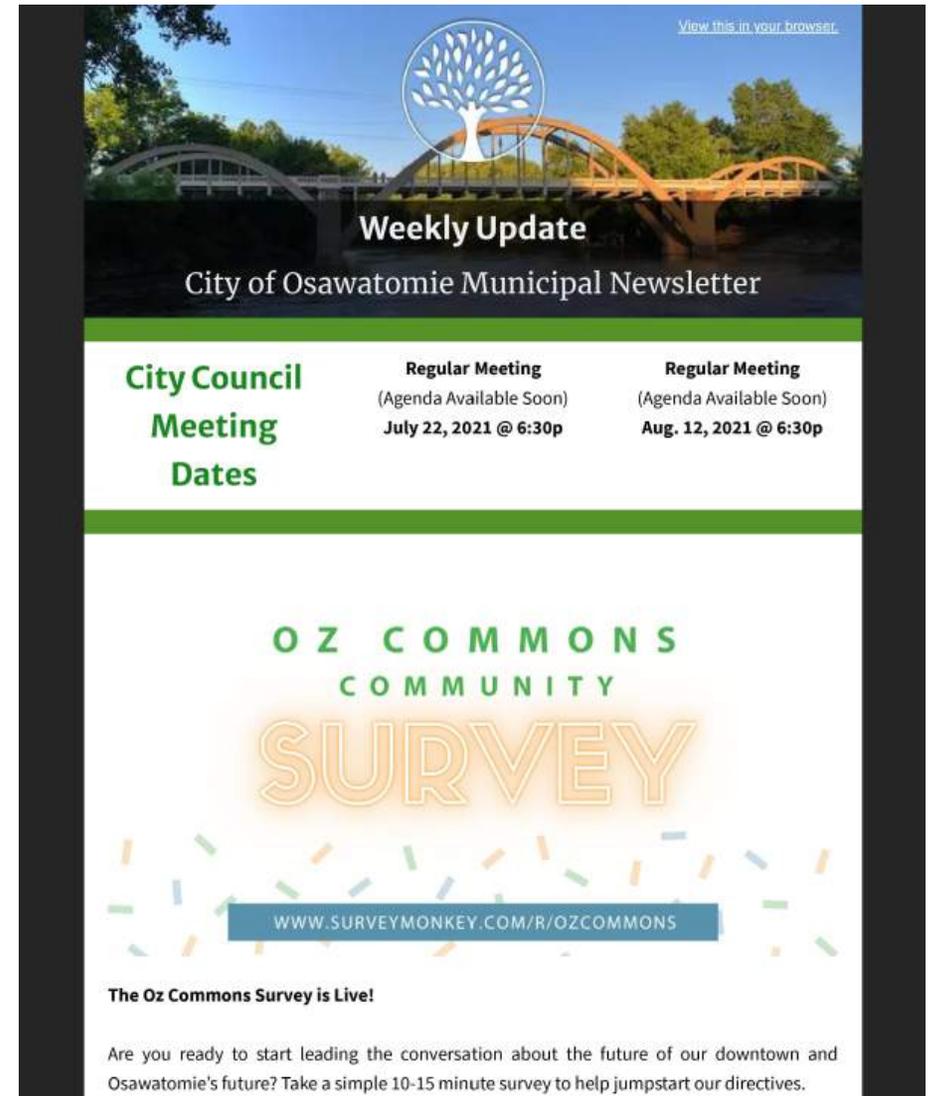
Engagement Tools

A diverse set of engagement tools aims to involve as many groups as possible. A creative and inclusive engagement process was tailored to fit the needs of the community and project. With the arrival of the COVID-19 pandemic, our team quickly pivoted to the use of new virtual engagement tools, supplemented by traditional techniques, to ensure equitable and widespread access to the public engagement process. To ensure awareness and access to the planning process, communication mediums utilized included:

- Community Survey
- Fliers
- Yard Signs
- Social Media (Facebook & Twitter)
- Project Webpage
- Project Newsletter
- City Newsletter (Digital & Printed)
- Chamber Newsletter
- Public Meetings & Activities (Digital & In-Person)
- Community Listening Sessions (City-Led)
- Press Releases

Project Webpage

The primary source for information was the project webpage located on the City's website. Participants could view project information, schedule, safety procedures, meeting news, activities, and project announcements. In addition, throughout the project, a project newsletter was available as a sign-up option.



Public Engagement

Online Community Survey

A community survey was available online from July 6th – September 6th 2021. This method provides personal insight into the issues, opportunities, and desires of Osawatomie. The survey was posted on the project webpage, incorporated in newsletters, distributed by community partners, and shared on social media. In addition, paper copies of the survey were available on request. **A total of 350 people responded to the survey.** Regionally speaking, in these types of endeavors, this represents very high percentage of Osawatomie's population and the city should be congratulated on its civic spirit.

Appendix One contains a full report of survey feedback.

Social Media & Digital Promotion

Plugging into existing city communications is one of the most effective ways to promote a project. Using the city's Facebook, Twitter, and even YouTube pages to consistently promote the content helped spread the word to community members who utilize various platforms. By tapping into the city's existing communication channels, project information was able to reach existing followers and peak new interest in city projects. For example, a project newsletter received over 50 registrations, surpassing the city's existing newsletter.

Physical Promotional Materials

Printed materials supplemented digital methods to provide a physical presence in the community. Yard signs were placed in yards and locations throughout the community to promote the project and survey. In addition, the city distributed fliers to promote the project further and entice residents to complete the online survey.

OZ COMMONS
OSAWATOMIE
DOWNTOWN REDEVELOPMENT

Help shape our future!

Take the survey

— VISIT —
www.osawatomiaks.org/ozcommons
for more information



Public & Stakeholder Meetings

While public meeting activities were also available online to cater towards COVID-19 precautions, in-person community meetings are still one of the most effective ways to engage stakeholders and the public. The community provided feedback in one of four open house style events in order to limit large public gatherings. The first event was held at the high school and the second was at the middle school. Members of city staff and consultant team in attendance to facilitate sign-in, answer questions, and provide direction on the activities. Two additional meetings were led by members of the city staff in order to accommodate the schedules of the State Hospital employees. The final public meeting on October 14, 2021 presented the report findings, an overview of the plan, and engagement results to the Osawatomie City Council and public attendees.

Community Engagement Meeting No. 1 Osawatomie High School July 27th, 2021

47 Participants

Ward 1: 0
Ward 2: 9
Ward 3: 8
Ward 4: 5
N/A: 26

Community Engagement Meeting No. 2 Osawatomie Middle School August 5th, 2021

21 Participants

Ward 1: 3
Ward 2: 7
Ward 3: 4
Ward 4: 1
N/A: 5

Community Engagement Meeting Nos. 3 & 4 Osawatomie State Hospital August 19th and September 2nd, 2021

101 Participants (Wards not tracked)

Community Engagement Meeting Online Alternatives 7 Participants (Wards not tracked)

176 Total Participants



Community Engagement Meeting No. 1



In-Person Community Engagement Exercises

Community Engagement Meeting Comment Card

The participants were encouraged to fill out a comment card to help understand their relationship to the City of Osawatomie:

What is your relationship to the City of Osawatomie? (Check all that apply)

Resident:	16
Work in the City:	6
Business Owner:	5
Church:	3
Visitor:	1

How did you hear about tonight's meeting?

Social Media:	16
Email:	7
Word of Mouth:	7
City Website:	5
Newsletter:	3

Comments (in no particular order):

- Glad you're doing this!
- Love it - Change is sorely needed!
- Is the Oz Commons Team diverse enough to represent the entire community? It appears that the members are mostly from the City of the associated committees. Other organizations or civil groups may provide insight. Also (look) to include / consider those people who live outside city limits, but call this their local city.

- In general I appreciate what you're doing to improve the city of Osawatomie. Any improvements are appreciated.
- I'm so excited my opinions are being taken into consideration! Thank you!
- Love the concept and want to see the project be successful.
- Excited to see any improvements in our community.
- I want the project to focus on creating infrastructure for community-building! The streets are so empty / full of cars and I'd love to see a more vibrant, social community in our spaces.
- Love its focus on families and connectedness. There is so much opportunity here in this small hometown of ours.
- I loved the dot plan. It was great to see example images. I am very excited for the improvements!
- Let's get it done!
- I really enjoyed these stations! I am excited to see what we have ahead in our little town. We have so much potential! I think it is crucial to preserve our history – but also move forward!
- We need to get these roads fixed, what will visitors see/think?
- 1: It is critical to economic development for Osawatomie and Miami County. 2: The Flint Hill Trail / Mile Zero is a GOLD MINE for KC Metro & Midwest residents for day and weekend trips. 3: A quiet majority of residents will not see how it benefits them so they have to see how THEY benefit. – Thank you for your help!!



Community Engagement Meeting Activities

The following participatory exercises were held in order to gauge and isolate different design ideas. The six stations were as follows and completed in numerical order:

Activity No. 1: Vision & Values

Participants were asked to write their ideas on a large board with some prompts to help spur ideas with the aim of eliciting their vision for Osawatomie. Prompts included:

- I want Osawatomie to be...
- I want Osawatomie to have...
- Osawatomie is a place where...
- I want to be able to...
- Bicycling and walking are...

Participants were then asked to vote on themes and values they found important.

Activity No. 2: Investing in Walking & Biking

Using dots, participants were asked to vote for up to five walking and biking improvements or programs like safer crosswalks, traffic calming, etc. They could vote on one or split their votes between multiple improvements.

Activity No. 3: SWOT Analysis

While looking at an overall map of Osawatomie, participants were asked to come up with up to five improvements, programs, areas of concern, etc that are tied to a specific location in the city. Often referred to as a SWOT Analysis, (Strengths, Weaknesses, Opportunities, Challenges), users placed a numbered dot on the map and tracked to a corresponding comment card.

Activity No. 4: Redevelopment Preferences

This was a voting activity focused around different building types and development projects. Each participant had five tokens (sticky dots) to vote on which building type collage they would prefer in Osawatomie now and into the future. Instructions were voiced to pay less attention to the specific architecture and more to the idea and how they could see it fitting in the downtown environs.

Activity No. 5: Weighted Preference

Participants were given 10 prompts and through the use of a score sheet, asked to circle the preference of each prompt against one another in a head to head manner. This binary way of examining each prompt allowed them to be compared to one another without bias.

Activity No. 6: Routes & Preferences

In the final exercise, users were given a black and white map of Osawatomie with the following prompts:

- Using a red pen, map a route that starts and ends downtown that visits a location you would show a visitor to Osawatomie. It can be a scenic view, a business, a landmark, etc. The route may use existing streets or propose improved paths. Name the destination.
- Using a blue pen, map a route that starts and ends downtown that you would like to walk or bike to more easily. The route may use existing streets or propose improved paths. Name the destination.

The aim of this exercise was to allow a blank slate and thus allow the user to provide feedback to locations that might otherwise not be readily apparent.

Results and Data

Activity No. 1: Vision & Values

Rank	Mentions	Vision	Rank	Votes	Values
1	9	Brewery	1	44	Economic development
2	6	Getting people together in festivals	2	31	Connections to parks
3	5	J.B. Jamboree	3	21	Connections to employment opportunities
3	5	Sidewalks	4	20	Connections to schools
5	4	24/7 Food options	5	19	Being separated from traffic
5	4	Haunted Houses/Mazes	6	12	Accessibility for limited mobility
5	4	Sidewalks that are complete and maintained	7	11	Health
8	3	Arcade / Bowling / Skating Rink	8	6	Environment
8	3	Cycle Bar	9	3	Community social gathering places
8	3	Free outdoor music, concerts, movies, dances	10	2	Employment opportunities for young people
8	3	New roads	11	1	Access to transit
8	3	Places to stay during long consecutive work weeks			
13	2	Encouraging citizens to use alternative transportation for short errands			
13	2	Industry in northland development			
13	2	Vape shop			
16	1	Economic, enjoyable, attractive community to draw visitors and future residents			
16	1	Bike and walk accessibility throughout town (and beyond) linked to downtown			
16	1	Bikes and cars treated equally...Bike shop smoothing bar			
16	1	Boutiques / Specialty stores			
16	1	Connectedness and encourage healthy family lifestyle			
16	1	Connecting existing levy system to sidewalks and trails			
16	1	Cruise night / Car shows			
16	1	Farm open house			
16	1	Fast Food / Raising Canes!			
16	1	A place where there is equal access for all: children/families/elderly/disabled			
16	1	More connection to the community by bumping into others on walks and bikes			
16	1	A place where people can easily walk, bike, and drive anywhere safely			



Results and Data

Activity No. 2: Investing in Walking & Biking

Rank	Votes	Improvement or Program
1	46	Sidewalk repair and expansion
2	30	Trails and greenways
3	25	Pedestrian enhancements
4	18	Separated on-street bikeways
4	18	Youth programming/safe routes to schools
6	15	Trailheads and mobility hubs
7	14	ADA/Accessibility enhancements
8	12	Safer intersections and crossings
9	10	Education and encouragement programs
10	9	Bicycle parking
10	9	Bikeshare program
10	9	Bide/Ped/Traffic safety programs
10	9	Traffic calming
14	7	Awareness/Education campaigns
15	5	Bike boulevards



Activity No. 3: SWOT Analysis

Rank	Votes	Opportunity or Concern
1	19	Brick and asphalt street repair (keep the brick)
2	13	Grocery store
3	11	Sidewalk repair and expansion
4	10	Restaurants with fresh/local food/brewery
4	9	Lack of housing/rentals
5	9	Fill/convert downtown buildings to mixed use/shopping/businesses
5	8	Asylum Bridge/hospital access/development
7	5	Splash park
8	5	Social gathering locations, farmers market, outdoor music
9	4	Trailhead access to downtown along railroad
10	4	Tear down dilapidated houses/commercial property
10	3	Incorporate history/tours
12	3	Levee trail
12	3	Route to lake/golf course, camping
12	3	Slow down traffic (general comment) and on 335th Street
12	3	Dog parks
12	3	Low income family attractions
12	3	Flooding/drainage
12	3	More parks/better parks/park by Lom Vista
20	2	Improve crossing across John Brown Highway at Flint Hills Trail
20	2	Aggressive dogs
20	2	Better lighting along sidewalks
20	2	Disc golf
20	2	Youth center
20	2	Petting zoo
20	2	Public restrooms
20	2	More trails (general)

The following were singular comments (no repeats):

Accessibility when train halts
 Formalize elementary school to Flint Hills Trail Connection
 Formalize John Brown Park to Flint Hills Trail Connection
 John Brown Park sidewalk and brick repair
 Accessibility to Dollar General
 Bringing people downtown brings business
 ADA sidewalk entries throughout the city
 Safer crossing at Brown and 6th
 Street art to slow down traffic
 Mountain bike trails
 Routes to elementary school from Main Street
 10-Acre park at 5th and 6th
 Clean up hotels
 More parking downtown
 Bike rentals/bike parking
 Air B&B Opportunities
 Metal health awareness/education/training
 Access to community garden
 Effective law enforcement not focused on catch and release
 Make community drug programs more effective/combat poverty

Entertainment to downtown to increase revenue
 Partner with more vendors to bring in visitors
 Downtown pocket parks
 Solar farm/industry on north side
 Horse tie-up at Mile Zero/trail rides
 Wine walks
 Food trucks
 Bike commons/rest area downtown
 Go Karts
 More youth sports opportunities
 Ice/Roller skating
 General cleanup/blight/6th Street
 Increased daycare opportunities
 BBQ Competition
 East gateway
 Kids climbing structures
 Beach at the city lake
 Code enforcement
 Observation tower
 Transit to Olathe
 Tree farm/pumpkin patch
 More fast food options
 Arcade
 Bike lanes
 More wayfinding signage
 Job Fairs



Activity No. 4: Redevelopment Preferences

Rank	Votes	Development Preference
1	74	Farmers Markets
2	55	Amphitheaters & Soundshells
3	37	Low Rise Multifamily Housing
4	29	Pocket Parks
5	26	Community Beer Gardens
6	25	Sculptures & Fountains
6	25	Mobile & Community Cafes
8	24	Railside Parks
9	12	Bike Support Infrastructure
10	6	Observation Towers
11	4	Downtown Bike Hub
12	3	Individual Coworking Offices



Activity No. 5: Weighted Preference

Rank	Circled	Development Preference
1	168	Idea 10: Redevelop or demolish abandoned/decaying commercial properties and lots in and adjacent to downtown
2	155	Idea 6: Develop additional outdoor community gathering space for events in or adjacent to downtown
3	133	Idea 4: Reopen or replace bridge access across the Marais De Cygnes River towards the state hospital
4	123	Idea 7: Create a pedestrian/bike route to the golf course and Osawatomie Lake
5	118	Idea 8: Further enhance, develop, and preserve John Brown Park as a historical community asset
6	112	Idea 2: Develop pedestrian/bike levee access along both the Marais Des Cygnes River and Pottawatomie Creek with multiple access points
7	91	Idea 3: Redevelop portions of South Street and 7th Street from Karl Cole Sports Complex into downtown as a pedestrian only route
8	76	Idea 5: Create BMX and mountain bike trails throughout the community for both kids and adults
9	73	Idea 9: Locate public art installations throughout the community both along trails and in downtown
10	70	Idea 1: Establish native prairie/gardens with walk paths along the railroads between Pacific Ave and the Derrick Jensen Drive overpass

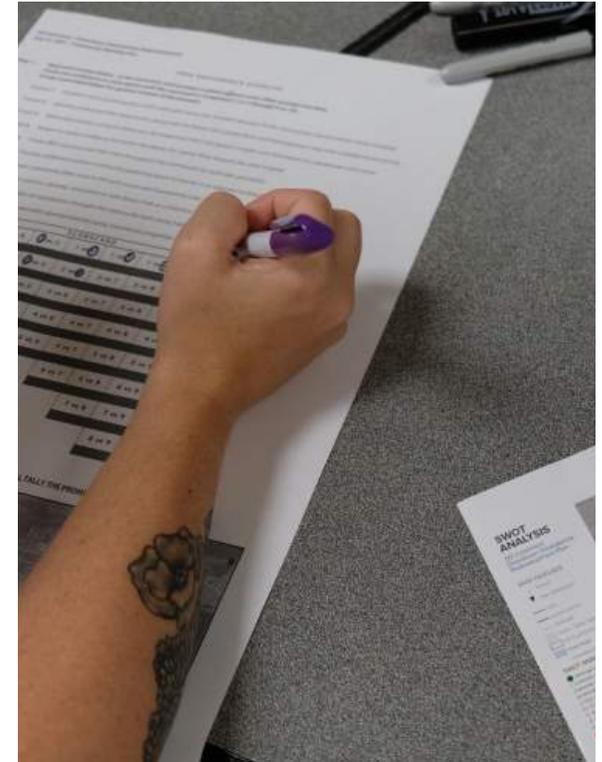
There were 128 total respondents. The table below shows how many times an individual circled their preference for an idea seven or more times. The maximum times a concept could be circled was nine times (ie, they preferred that idea over every other idea).

	Idea 1: Prairie Path at Railway	Idea 2: North & South Levee	Idea 3: Karl Cole Trail Access	Idea 4: Bridge Access	Idea 5: BMX/Off Road Trails	Idea 6: Community Gathering Space	Idea 7: Golf Course / Lake	Idea 8: John Brown Park	Idea 9: Public Art	Idea 10: Demolish Properties
Circled 9/9 Times	0	0	0	5	1	5	3	3	0	9
Circled 8/9 Times	0	1	1	3	2	4	4	5	2	7
Circled 7/9 Times	1	4	2	6	1	7	1	4	3	3
Times Circled in Top 3	1	5	3	14	4	16	8	12	5	19

Results and Data

Activity No. 6: Routes & Preferences

Rank	Red (Take a Visitor)	Blue (Get to Easier)	Combined	Route Preference
1	14	14	28	Trailhead/Karl Cole Park
2	9	10	19	Bridge Crossing/Hospital
3	14	3	17	John Brown Park
4	4	6	10	Golf Course/Lake
5	3	4	7	City Loop/Levee Loops
6	2	2	4	Main Street (169 Highway to the Elementary School)
6	0	4	4	Destination(s) on 169 Highway
6	3	1	4	East Community Garden
9	2	1	3	Bore Da Market
9	0	3	3	Elementary School/Swenson
11	0	2	2	Destination(s) on JB Highway west of city limits
11	2	0	2	Drive-In at MidWay
11	2	0	2	Personal Church
11	0	2	2	Personal Residence
11	1	1	2	Ozone Fitness
11	1	1	2	Historical Landmarks
17	1	0	1	Public Library
17	0	1	1	South Amphitheater
17	1	0	1	Casey's (Gas and Convenience Store)



Results and Data - Summary

Activity No. 1: Vision & Values

Arrows designate items addressed in this plan

- 1. Brewery ◀
- 2. Getting people together in festivals ◀
- 3. J.B. Jamboree
- 3. Sidewalks ◀
- 5. 24/7 Food options
- 5. Haunted Houses/Mazes
- 5. Sidewalks that are complete and maintained ◀

- 1. Economic development ◀
- 2. Connections to parks ◀
- 3. Connections to employment opportunities
- 4. Connections to schools ◀
- 5. Being separated from traffic ◀

Activity No. 2: Investing in Walking & Biking

- 1. Sidewalk repair and expansion ◀
- 2. Trails and greenways ◀
- 3. Pedestrian enhancements ◀
- 4. Separated on-street bikeways ◀
- 4. Youth programming/safe routes to schools ◀

Activity No. 3: SWOT Analysis

- 1. Brick and asphalt street repair (keep the brick) ◀
- 2. Grocery store
- 3. Sidewalk repair and expansion ◀
- 4. Restaurants with fresh/local food/brewery ◀
- 4. Lack of housing/rentals
- 5. Fill/convert downtown buildings to mixed use/shopping/businesses ◀
- 5. Asylum Bridge/hospital access/development ◀

Activity No. 4: Redevelopment Preferences

- 1. Farmers Markets ◀
- 2. Amphitheaters & Soundshells ◀
- 3. Low Rise Multifamily Housing
- 4. Pocket Parks ◀
- 5. Community Beer Gardens ◀

Activity No. 5: Weighted Preference

- 1. Redevelop or demolish abandoned/decaying commercial properties and lots in and adjacent to downtown ◀
- 2. Develop additional outdoor community gathering space for events in or adjacent to downtown ◀
- 3. Reopen or replace bridge access across the Marais De Cygnes River towards the state hospital ◀
- 4. Create a pedestrian/bike route to the golf course and Osawatomie Lake ◀
- 5. Further enhance, develop, and preserve John Brown Park as a historical community asset ◀

Activity No. 6: Routes & Preferences

- 1. Trailhead/Karl Cole Park ◀
- 2. Bridge Crossing/Hospital ◀
- 3. John Brown Park ◀
- 4. Golf Course/Lake ◀
- 5. City Loop/Levee Loops ◀

Results and Data - Summary

Analysis

The six activities were developed to generate trends in data. Activity No. 2 was broken into two parts. Thus, there are seven activities from which to generate "Top Five" results. In review:

Activity No. 1, part 1 suggests a strong desire for food and beverage options, and development that brings people together both inside and outside. Sidewalks and sidewalk enhancements were mentioned twice in the top five.

Activity No. 1, part 2 seeks connections to economic opportunities, employment, and multimodal designs that separates pedestrians and bicyclists from traffic.

Activity No. 2 isolated sidewalk repair and expansion as the top priority; and each of the top five selections promote physical route enhancements, as opposed to micro development (hubs, bike parking) or educational programs.

Sidewalks, route enhancement, and separated physical connections rank highly.

Activity No. 3 highlighted a recurring theme of existing sidewalk and street repair. Food and beverage options surfaced again in the top five both in forms of restaurants/brewery options, and a grocery store.

Four of the five highest rated items in Activity No. 4 center around bringing the community together in outdoor public spaces. The fifth item suggests a continued focus on low-density multifamily housing options.

Activity No. 5 indicated a strong desire to work on community blight in the way of demolishing or redeveloping commercial properties. Two of the top five items requests multimodal routes to locations currently inaccessible: The State Hospital across the shuttered Asylum Bridge and the city park

and golf course northwest of Osawatomie's primary city limits. The second highest item was a recurring theme, a request for outdoor community gathering spaces that brings people downtown.

In Activity No. 6, access to the Flint Hills trailhead, state hospital, John Brown Park, city park, and levee system were the strongest suggestions by the participants.

Blight, new routes, and public community space rank as high priorities



Lastly, from August 15th to October 1st, the city held open house style events in a refurbished space downtown. City staff reported walk-in feedback below. Arrows designate items addressed in this plan.

- Maintain City properties (weeds in the sidewalk) ◀
- Attract Downtown businesses ◀
- Rehabilitate Storefronts (no vacant buildings)
- Outdoor Dining -- More
- Copy St. Charles, Missouri
- Kitchen store is needed
- Parking behind Downtown
- Walkable / Walkable / Walkable ◀
- Stormwater / Hickory Valley (this is a general complaint)
- Murals and Beautification of the corridor ◀
- Concerns about Downtown Parking (especially with Church coming)
- Parking signage for off-street or satellite lots
- Expand Downtown Business Area ◀
- Double-load the buildings (use both sides)
- Talk w/ and shop w/ Kansas Farms
- Dance and Gymnastic Studio
- Dog Park
- Pickle Ball Courts/Lights
- Shade structures (fabric) ◀
- Fix 4th Street Bricks (Brick roads Okay if maintained – but they're not) ◀
- We need a real hardware store
- Landlords are destroying our town
- Maintain your existing structures – don't mess with Downtown
- Osawatomie State Hospital (OSH) Maintenance (somebody needs to help)
- Asylum Bridge needs to be reopened connecting Downtown to OSH ◀
- Need to be using our Levies (flood levies) more for recreation ◀
- Clean up the Downtown corridor ◀
- Parking? Not sure we have a problem or if we are just lazy?
- Owners need to reinvest in the Downtown buildings
- There's nothing to see in Downtown – needs vitality ◀
- Downtown needs to connect better with the residents (walkable) ◀
- We need more businesses
- Why are we messing with Downtown when streets are falling apart? ◀
- Anything is better than what we have now – more entertainment ◀

Conceptual Ideas and Recommendations

Section Three

Active Transportation Recommendations

Facility Types - Network Improvements

Facility Types - Route Methods

Bikeway & Trail Networks Project Summaries

Facility Types - Spot Improvements and Crossings

Facility Types - Sidewalk Improvements

Facility Types - Wayfinding

Transportation Policy Recommendations

Multimodal Programs & Practices Recommendations

OZ Commons Development



Active Transportation Recommendations

Future Improvements

Based on the SWOT analysis and input from the community, recommendations for the improvement of active transportation and recreation in Osawatomie are outlined in this section, organized into three improvement categories:

- Bikeways & Trails: Improving the active transportation and recreation network and establishing access to important destinations
- Sidewalk Improvements: Identifying needs for improved pedestrian connections
- Wayfinding and OZ Commons urban placemaking: high-level recommendations for signage locations, navigational or branding solutions, and urban infill design visioning.



Bikeways & Trails

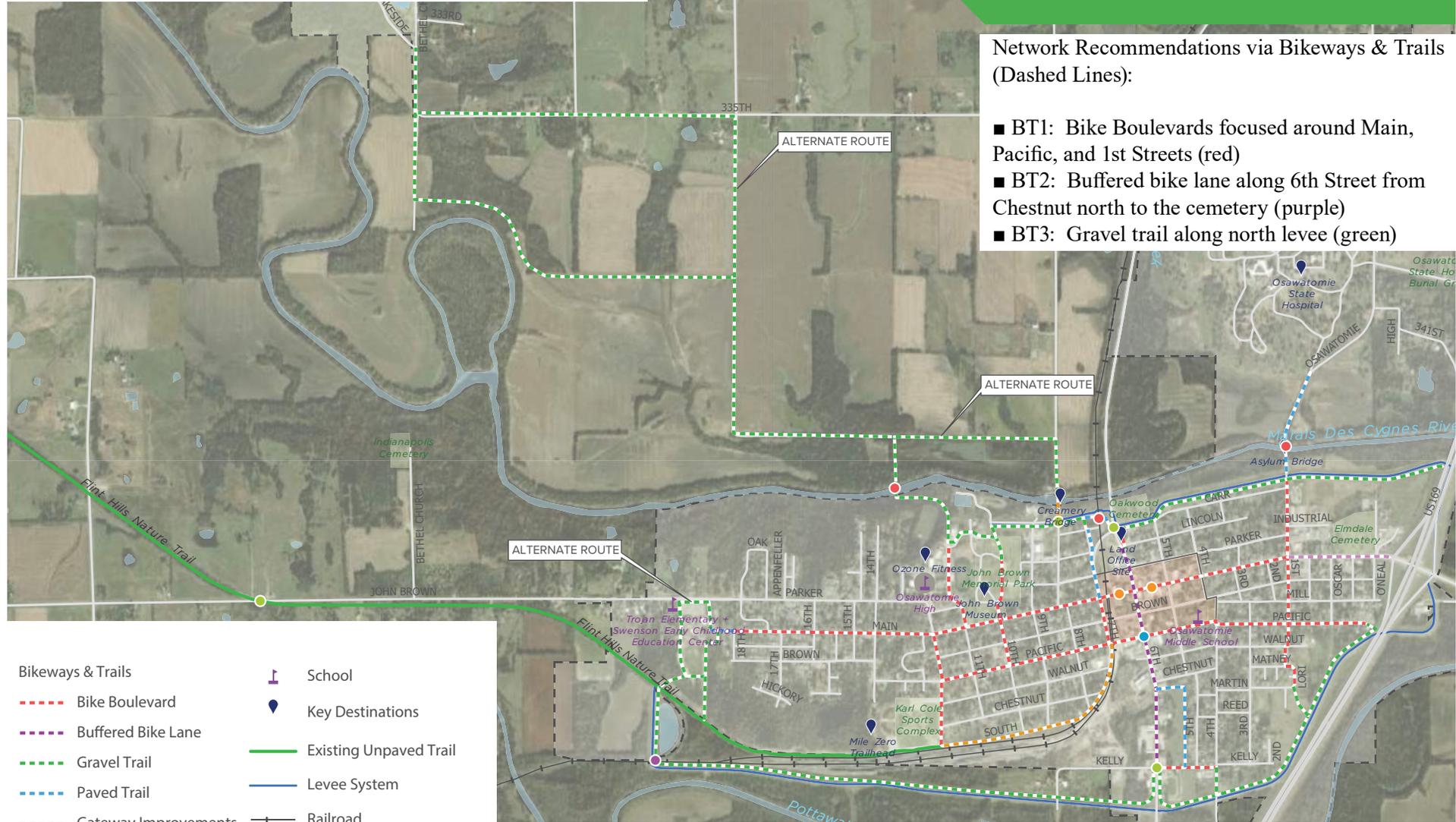
To begin, the proposed bicycle and pedestrian network for Osawatomie focuses on both recreational and transportation opportunities. New recreational opportunities proposed in this plan include signature amenities such as the Levee Trail Loop and connections to Osawatomie Lake. Transportation needs are emphasized with on-street connections to everyday destinations, including the recreational opportunities mentioned.

When implemented, the proposed network will provide approximately 15 miles of bicycle and pedestrian connections (excluding new sidewalks) and connect residents using active modes to OZ commons, each of Osawatomie's schools, and parks and recreation areas, including the existing Flint Hills Nature Trail. This section provides an overview of recommended facility types and highlights the key network recommendations of the plan. The map on the next page illustrates all recommended routes and spot improvements followed by network highlights.



Facility Types - Network Improvements

Section Three



Network Recommendations via Bikeways & Trails (Dashed Lines):

- BT1: Bike Boulevards focused around Main, Pacific, and 1st Streets (red)
- BT2: Buffered bike lane along 6th Street from Chestnut north to the cemetery (purple)
- BT3: Gravel trail along north levee (green)

Bikeways & Trails

- Bike Boulevard
- Buffered Bike Lane
- Gravel Trail
- Paved Trail
- Gateway Improvements
- Signed Route

Spot Improvements

- Bike/ped bridge
- Curb extensions
- Mid-block crossing
- Rail crossing
- Raised crossing

- 🏫 School
- 📍 Key Destinations
- 🛤 Existing Unpaved Trail
- 🌊 Levee System
- 🚂 Railroad
- 🏠 OZ Commons
- 🌳 Park / Open Space
- 💧 Water Body
- 🏗 Osawatomi City Limits

- BT4: Gravel trail along the south levee (green)
- BT5: Osawatomi Lake Gravel Trail (green)
- BT6: Paved trails from 6th and Chestnut to the south levee and 7th and Main to the north levee (blue)
- BT7: Street narrowing project at Main from 169 Highway to 1st Street (lavender)
- BT8: Signed Route from Karl Cole Sports Complex along South and 7th Streets (orange)

Refer to network summary on page 56.



Network Highlights

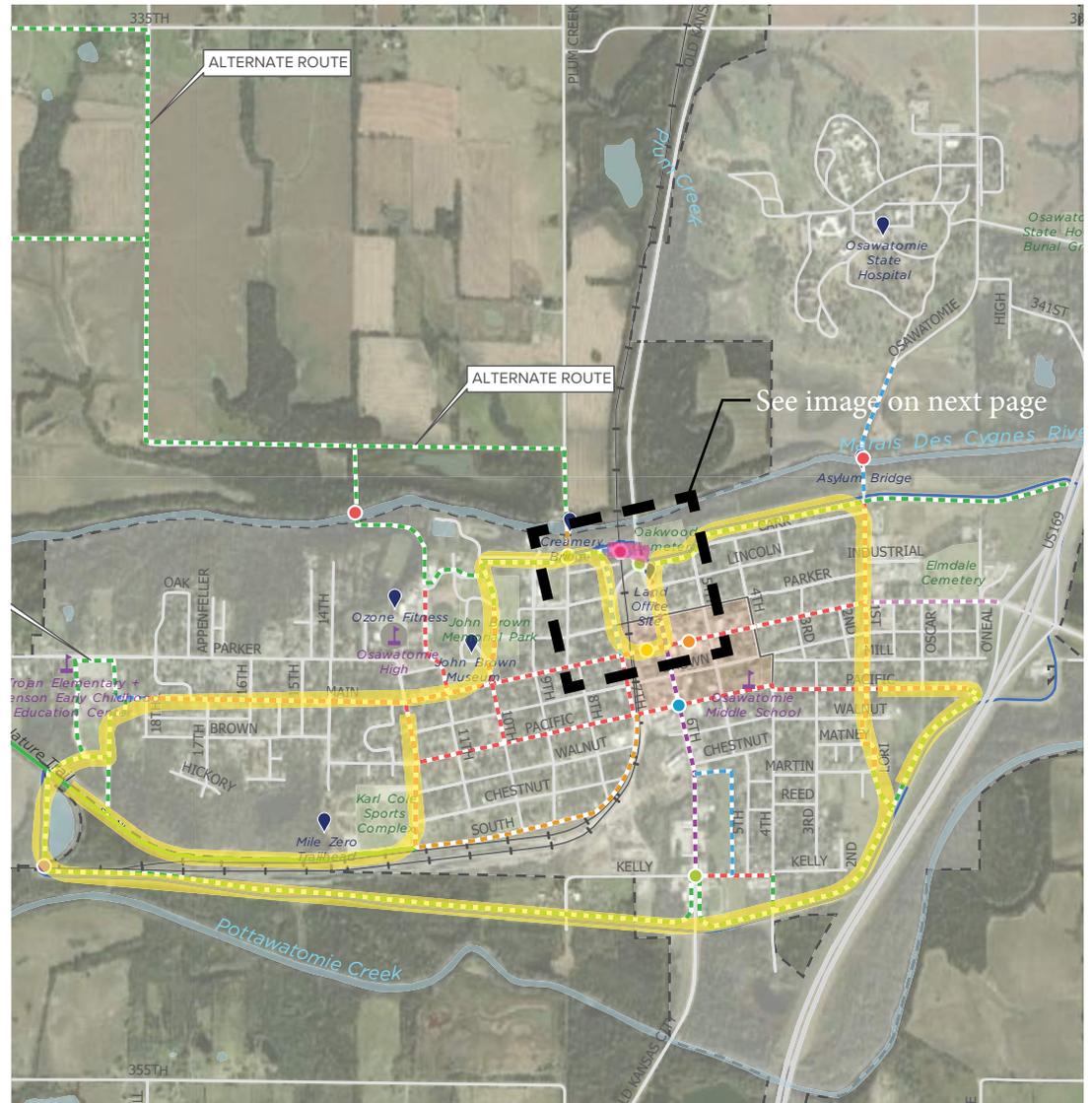
Levee Trail Loop

Osawatomie's levee system has long been identified as an opportunity to create a recreational loop experience for residents; serving as an attraction for visitors as well. A handful of challenges exist in creating this experience, including:

- Currently, public access is not allowed along the levee
- While the levee hugs most of the City, it stops on the west side, creating a gap in the loop
- Constraints near the US-169 on ramp make crossing north-south across Main Street safely difficult/unformalized.
- Crossing roadways and the railroad northwest of downtown are challenging due to topography and rail operations

To overcome these challenges and create a true loop experience (highlighted in yellow to the right), a handful of on-street connections/detours are recommended, such as 1st Street, 6th Street to Main to 7th Street, and west side detours down Main towards the elementary school. Note the consideration of a new pedestrian bridge (red dot and pink line east of the Creamery Bridge) over the railroad as a direct continuation of the levee trail.

Effective wayfinding and safe crossings, including the implementation of proposed bikeways on the streets mentioned, will help to create a connected loop experience. This plan recommends that the City formalize public access to the levee and establish regular maintenance practices, such as vegetation cleanup and gravel refreshing in order to make the Levee Trail Loop a recreational amenity for residents and an attraction for visitors. Opportunities for placemaking and interpretive signage to tell the story of the levee, flood history, and local hydrology should also be considered.



North Levee Detour



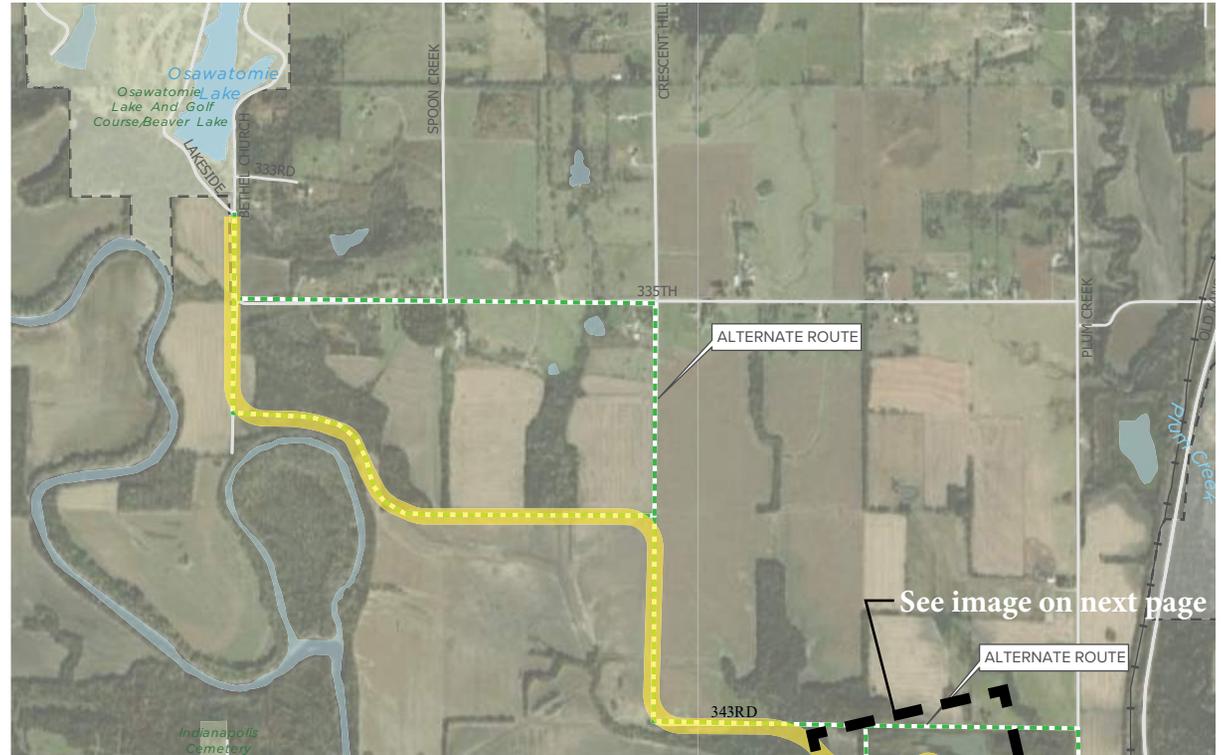
This focused map shows the detour and continuation of the levee trail experience until a future bridge option over the railway can be fully vetted.



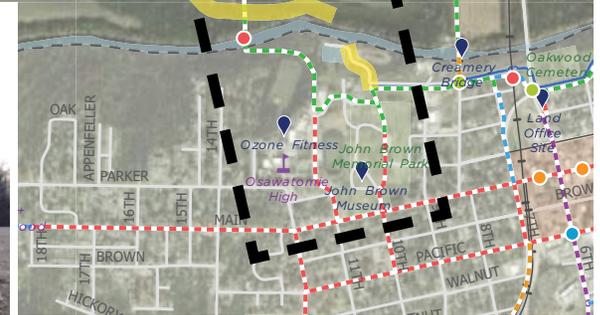
Network Highlights

Osawatomi Lake Access

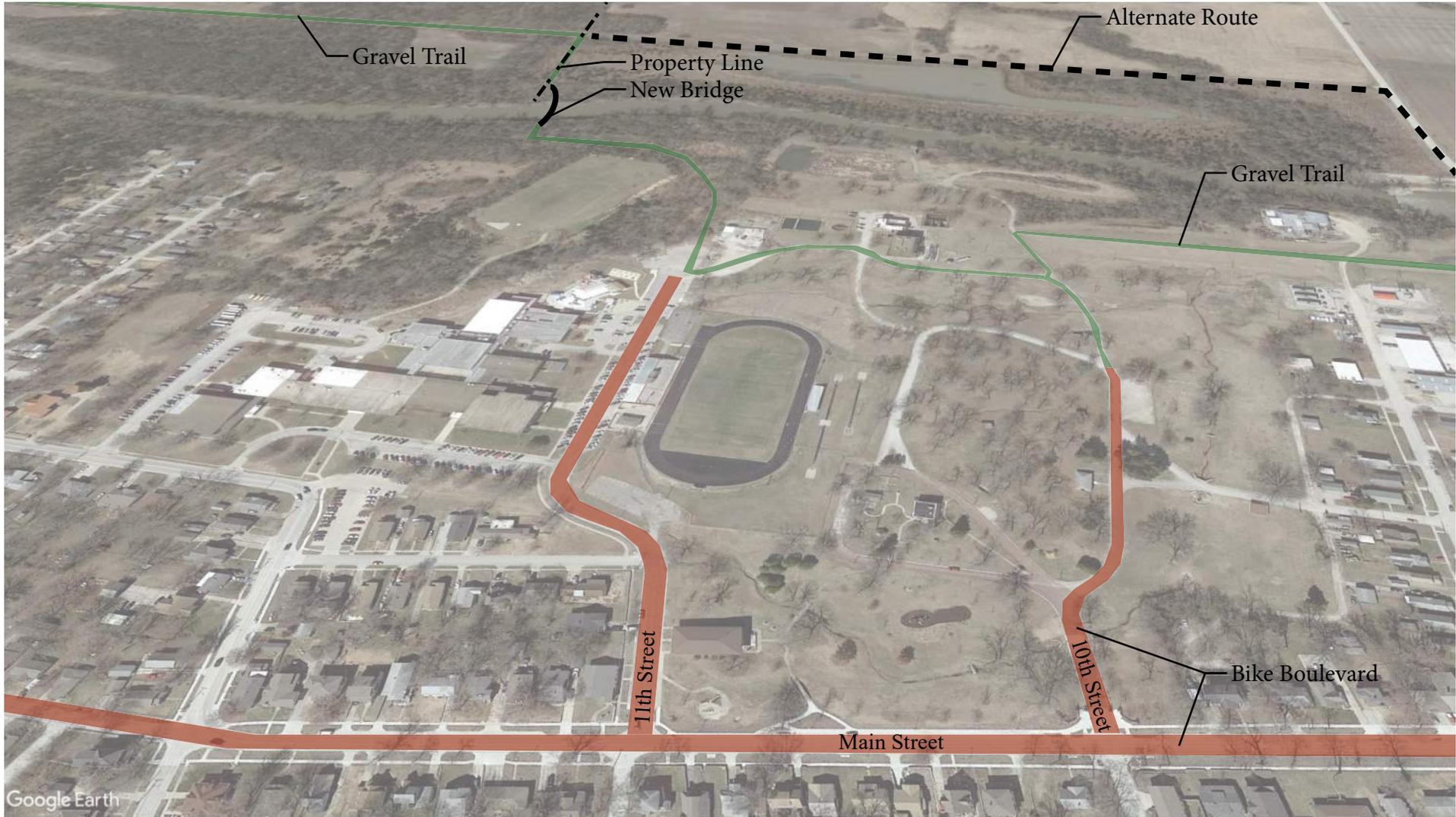
A few options for connecting Osawatomi residents to Osawatomi Lake are illustrated on map to the right. The preferred alignment provides a new pedestrian bridge connection over Marais Des Cygnes River (red dot) just north of John Brown Memorial Park and connects to 343rd Street, an underutilized dirt road. As an interim or alternative solution, the Creamery Bridge and 8th Street could be used to make this connection. Further north, the preferred alignment diverts users from Crescent Hill Road, westward to Bethel Church Road. This alignment needs further study to determine feasibility and cost. An alternative option would be to implement a separated gravel trail along 335th Street, which would also require further study.



See image on next page



Osawatomie Lake Access



This focused map shows a potential route that connects John Brown Park on both the east and west sides to new bike boulevards. Additionally, a new pedestrian only bridge north of the high school should be explored as part of a pedestrian and bike safety enhancement towards Osawatomie Lake.



Network Highlights

Main Street Bike Boulevard & East Gateway

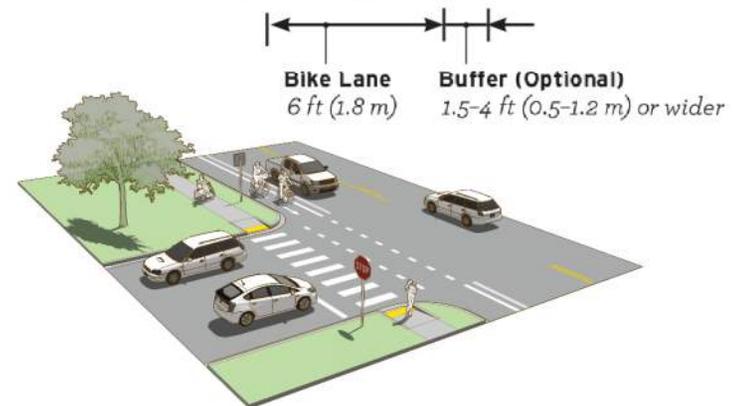
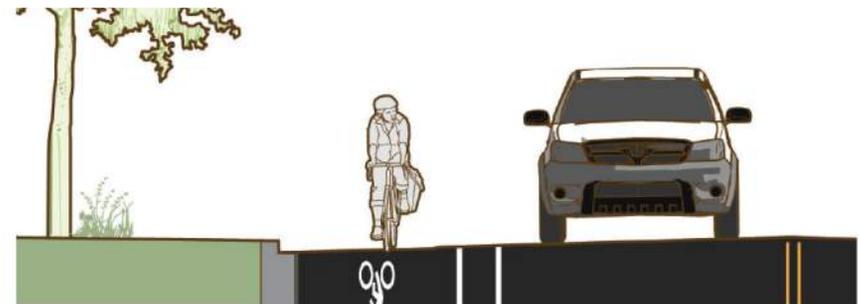
Main Street is the primary east-west connection in Osawatอมie, stringing together destinations in OZ Commons, residential neighborhoods, parks, and schools. Physical constraints, recent construction, and the desire to maintain the integrity of Main Street’s historical character led the planning team to look at less disruptive options for providing a safe bicycle connection. Main Street is already well-suited as a bike boulevard given its narrow width, especially those parts through the central business district.

The primary recommendations for this corridor include reducing the posted speed limit from 30 to 25 mph along Main Street outside of the central business district, implementing signage and pavement markings, and implementing traffic calming elements in the downtown core. The 20 mph speed as posted downtown should remain.

Between 1st Street and US-169 (highlighted in yellow), the plan recommends an evaluation of roadway capacity and demand to consider reducing the number of lanes from four to three, providing more space for bike lanes, comfortable sidewalks, landscaping, and street trees. These enhancements have the potential to provide a welcoming gateway into Osawatอมie for people entering from US-169.

6th Street Buffered Bike Lanes

As the primary north-south connection through Osawatอมie, the city should aim to provide a safe connection along 6th Street with as much vehicle-bicycle separation as possible through the means of buffered bike lanes (highlighted in pink, and diagram at right). Space for incorporating buffered bike lanes (18-24 inch buffers and 6 feet wide bike lanes) exists for the majority of the corridor; however, some efforts may need to be made to consolidate on-street parking in some areas. A comfortable 6th Street will allow bicyclists to access the Levee Trail to the north south from OZ Commons.



6th Street Buffered Bike Lanes



Example of a Buffered Bike Lane

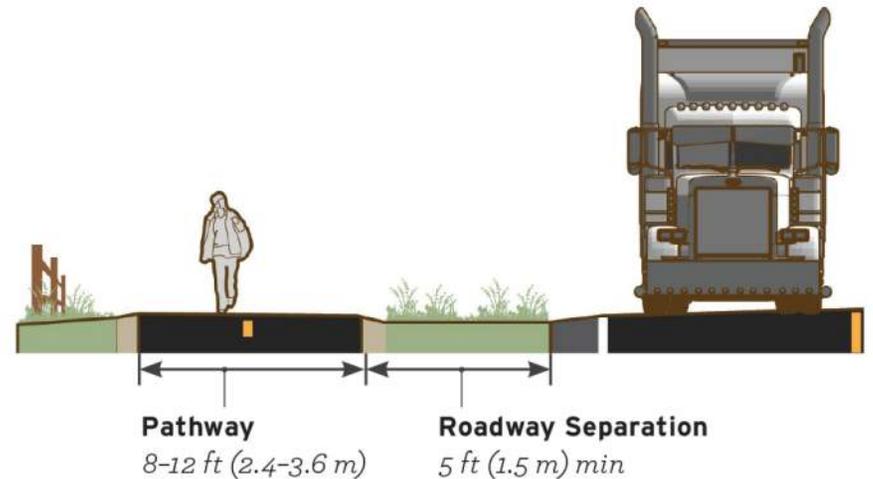
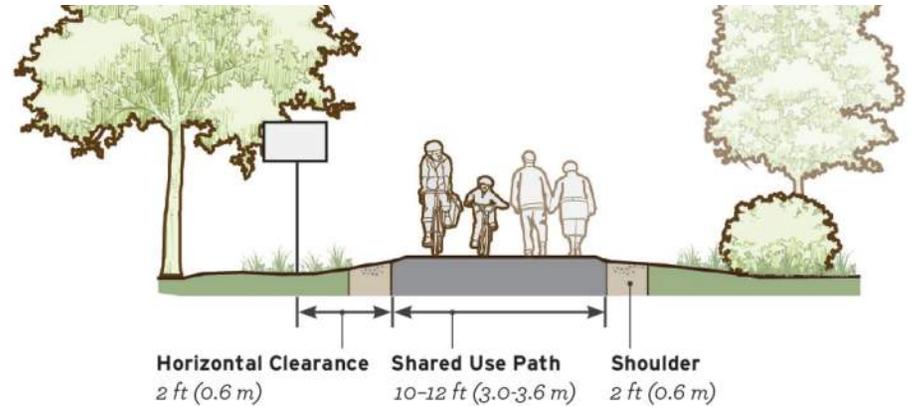
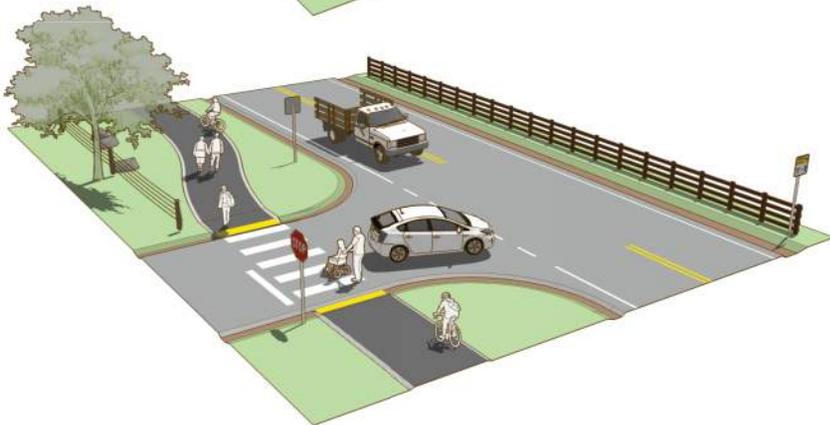
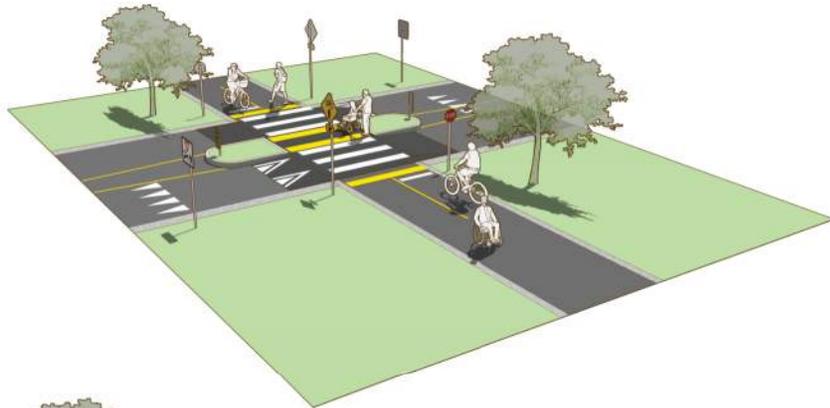


Facility Types - Route Methods

The following facility types are recommended improvements for the Osawatomie active transportation network. Reference Map on page 45 to see where each facility type is being proposed.

Gravel Trails & Paved Paths

Over half (roughly 8 miles) of the routes recommended in the plan are designated as gravel trails or paved paths, also referred to as shared use paths. These facilities should be wide enough to accommodate two-way travel (10 feet preferred, 8 feet minimum), and typically provide a high-comfort experience for the widest range of users. Design considerations differ for trails that run adjacent to a roadway (sidepaths) by adding a landscaped buffer zone. The illustrations below and right show guidelines for both gravel trails/shared use path, and a shared use pathway.



Note the raised crossing/crosswalk in the top left photo which requires a vehicle to reduce speed to approximately 15 mph in order to cross the path.

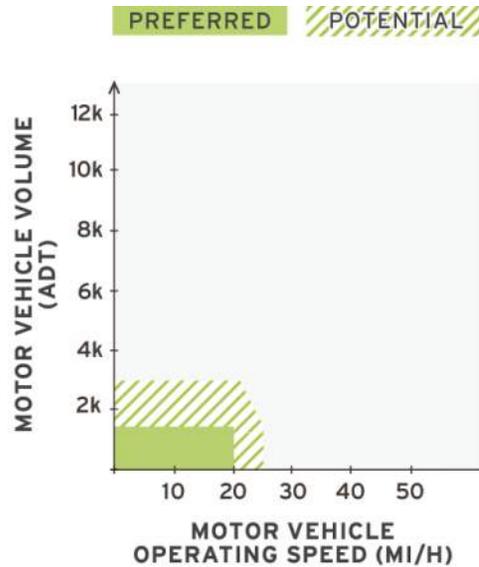
Facility Types - Route Methods

Bike Boulevards

Five miles of bike boulevards (red routes at right) are proposed in this plan. Bike boulevards are shared streets on which bicyclists and people driving cars share the same space, but further measures are taken to prioritize people using active modes. The primary feature of bike boulevards is that they are located on roadways with low traffic speeds and volumes. Typical bike boulevard elements include pavement markings (e.g., sharrows), signage indicating that people on bicycles can use the full lane, and traffic calming features. Traffic calming aims to reduce vehicle speeds, and in some cases volumes, by using vertical and horizontal deflection. Examples of traffic calming elements include the bulleted list below. The preferred speeds of bike boulevards are shown in the diagram below.



- Curb bulbouts (a.k.a. curb extensions)
- Speed humps or bumps
- Chicanes
- Roadway neckdowns
- Traffic diverters
- Traffic circles
- Other elements that provide “visual friction,” such as street trees



Facility Types - Route Methods

Bike Boulevards



Directional Sharrow and Bike Boulevard



Bike Boulevard



Directional Sharrow



Signage



Bike Boulevard at a Roundabout



Facility Types - Route Methods

Signed Route

Signed routes are shared streets that simply include “Bike Route” signage, and are not typically considered designated bikeways per national guidance. However, if the street has low enough traffic volumes and speeds, a signed route may be appropriate and comfortable for a wide range of users.

South Street / 7th Street (highlighted in yellow at right) is the only signed route proposed in this plan and serves as a new, flat grade connection to OZ Commons from the Flint Hills Nature Trail. Improvements to this gravel road include tree and limb clearing, trash removal, and patching of ruts. There are approximately seven private driveways served by South Street as well as Anna January City Park.



BT1: Osawatomie Bike Boulevard Network

- Sign and surface demarcate designated streets as Bike Boulevards for throughways about town.

BT2: Buffered Bike Lane

- Demarcate 6th Street to from Carr to Chestnut as a Buffered Bike Lane with a 6 foot wide lane, 24” buffer zone, and then two way traffic as it currently exists. At Chestnut, the route switches to a paved trail alongside 6th Street, or through 10 Acre Park until it intersects the South Levee Gravel Trail.

BT3: North Levee Gravel Trail

- Open public access to the north levee-top at hours determined by the city
- Remove vegetation, regrade, and resurface the levee top to use standards.
- Detour down 6th street, across the railroad at Main St, and back north up a new paved trail to pickup the levee west of the railroad.
- Consider a future midblock crossing of the trail at 6th Street at the cemetery with a future pedestrian bridge crossing the railway.

BT4: South Levee Gravel Trail

- Open public access to the south levee-top at hours determined by the city
- Remove vegetation, regrade, and resurface the levee top to use standards.
- Formalize a safe crossing of the railroad southwest of Trojan Elementary School.
- Formalize a safe crossing of 6th Street via a marked or active beacon crosswalk well away from the flood gates in order to enhance approach visibility for all users.
- Formalize levee access point at Lori near 1st Street and at east end of Pacific near the Highway 169 southbound entrance ramp. The city should determine the Kelly and 2nd Street entrances as secondary access points as compatible with city planning for the southeast portion of town/4th Ward.

BT5: Osawatomie Lake Gravel Trail

- Create a gravel trail exiting north near John Brown Park and the power plant to a new pedestrian bridge crossing the Marais Des Cygnes.
- After crossing, have the trail follow 343rd Street west, Crescent Hill Road north, and then cut along property lines west until it meets Bethel Church Road.
- Alternate route uses the Creamery Bridge for crossing the river.

BT6: Paved Trails

- Paved Trail adjacent or through 10 Acre Park east of 6th street
- Paved Trail from Main Street alongside Derrick Jenson to the north levee

BT7: Osawatomie East Gateway

- Narrow the street from four lanes to three with bike lanes on either side of the vehicular traffic. The center third lane becomes a shared turn lane.
- Reduce posted vehicle speed limit on Main east of downtown from 30 to 25 mph.

BT8: South to 7th Street Signed Route

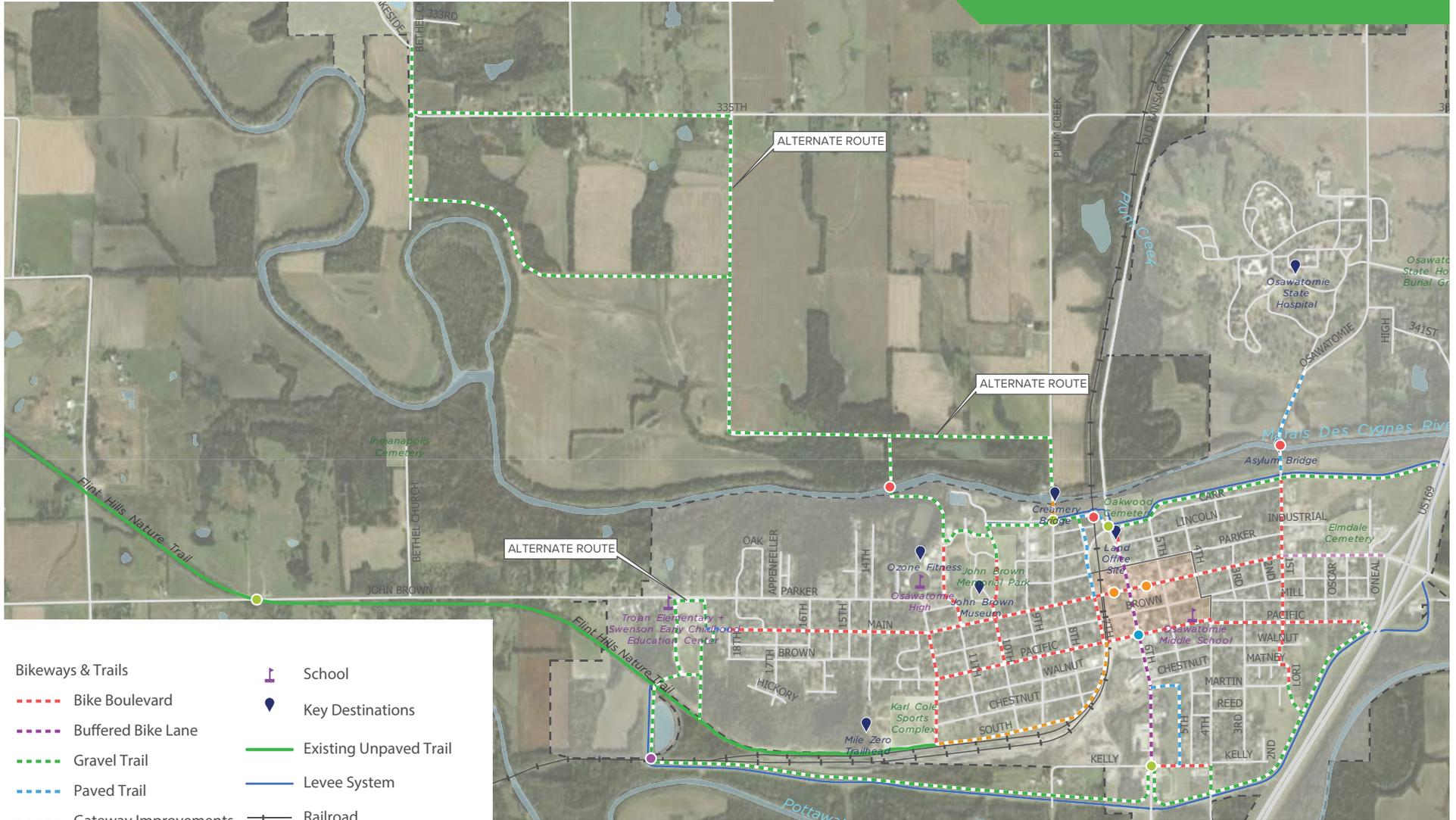
- Regrade South Street and the curve to 7th Street until it discharges at Walnut and Pacific into a Signed Route. This road should continue to serve the residents at South Street.
- Clear road vegetation, tree canopy and debris, regrade for drainage, and resurface the street to use standards for a gravel road by both bicycles, pedestrians, and vehicles.

BT9: Asylum Bridge

- Repair and reopen the historic Asylum Bridge if possible to pedestrian traffic only. Consider renaming the bridge in a dedication ceremony if the name carries a negative connotation.
- If deemed unfeasible, solicit new design concepts for a bridge leading to off road bike trail development south of the State Hospital.

Facility Types - Spot Improvements & Crossings

Section Three

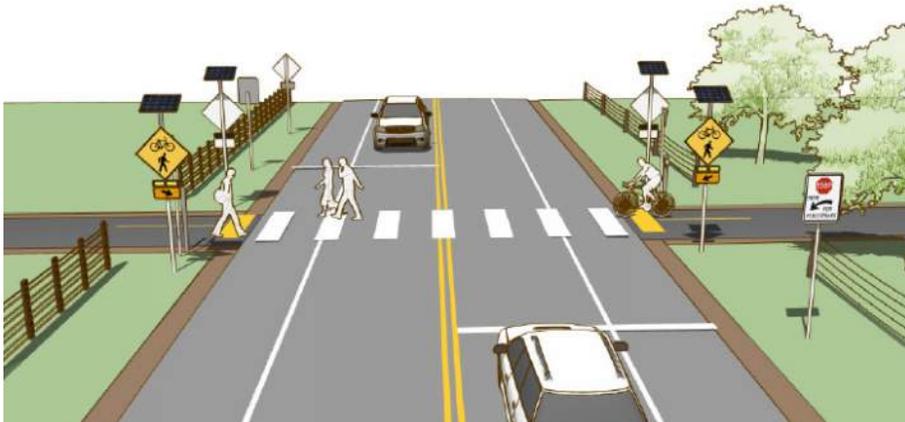
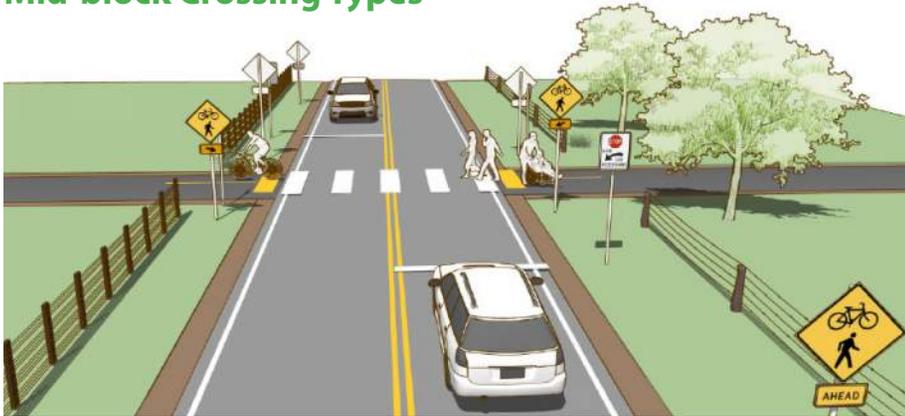


Network Enhancements via Spot Improvements & Crossings (Dots):

- Bike/ped bridge northwest of J.B. Park, Asylum Bridge, and a future crossing over railway (red dots)
- Mid-block crossings at the Flint Hills Nature Trail / J.B. Hwy, and 6th Street at south levee (green dots)
- Rail Crossing southwest of Trojan Elementary School (purple dot)
- Two midblock raised crossings of Main Street both east and west of 6th Street (orange dots)



Mid-block Crossing Types



Providing comfortable crossings where trails or bikeways cross roadways can make the difference in completing the network and providing a continuously safe experience. The map on page 53 highlights several locations where mid-block crossings are proposed. In most cases, further study and engineering analysis is needed to determine the appropriate crossing type at each location. The following graphics illustrate various types of crossings that are likely to be considered in Osawatomie.

Marked Crosswalk

High-visibility crosswalk markings and signage. Pavement marking should be inspected annually for repainting.

Median Enhanced Crosswalk

Median islands, or pedestrian refuge islands, are an FHWA Proven Safety Countermeasure and are beneficial on roadways with volumes/speeds that would make only a marked crosswalk unsafe. They simplify the function of crossing by allowing users to focus on one direction of vehicle traffic at a time.

Active Beacon Crosswalk

Active beacon crosswalks provide an added measure of visibility by incorporating a flashing beacon. Active beacons may not be merited in Osawatomie due to low traffic volumes and speeds, but a Rectangular Rapid Flashing Beacon (RRFB) may be an appropriate treatment for the Levee Trail crossing of 6th Street on the south side of town. RRFB's are pedestrian-activated flashing lights that are mounted on pedestrian crossing signage, and can be included with marked crosswalks or enhanced median crosswalks.

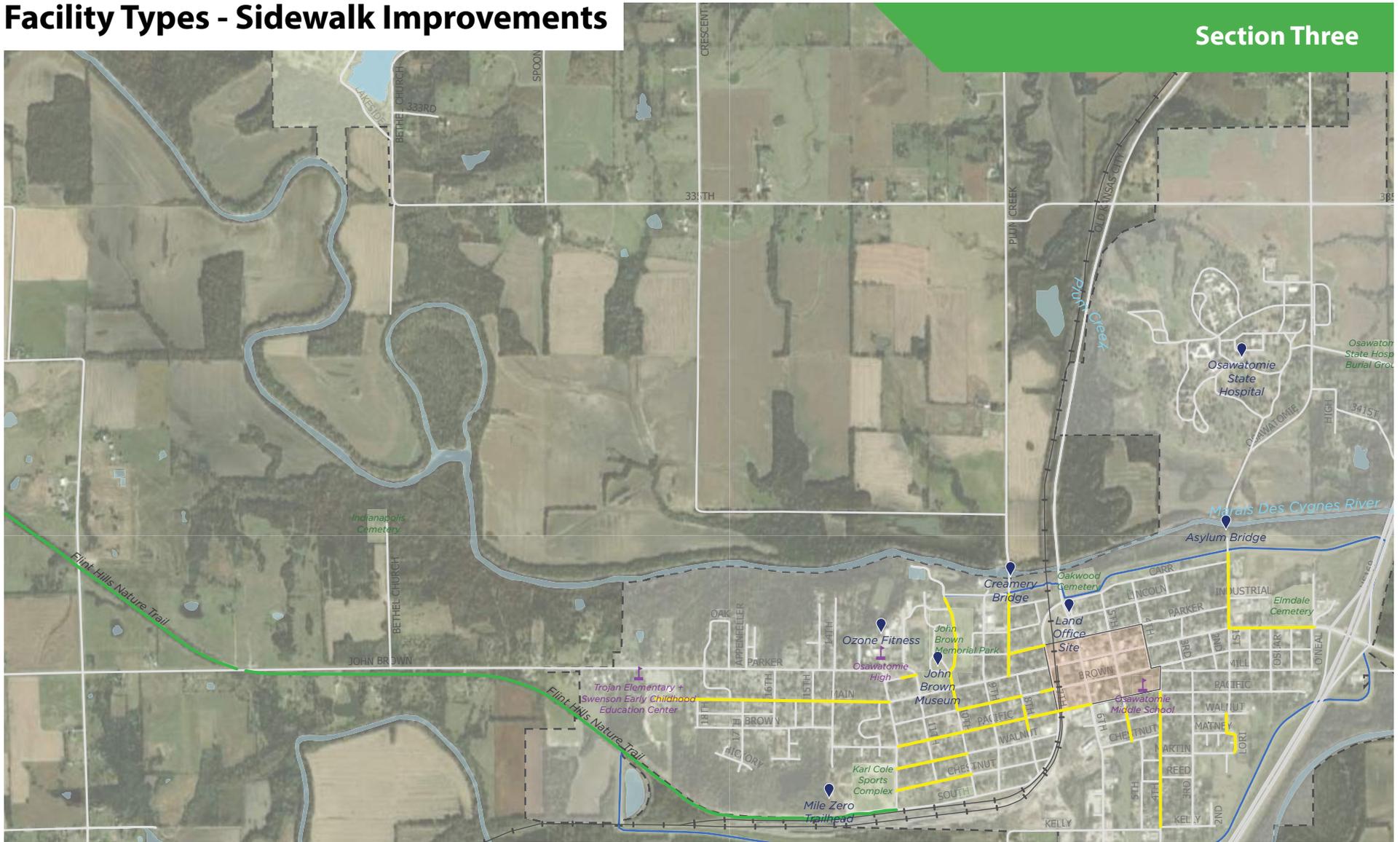
Facility Types - Spot Improvements & Crossings

Mid-block Crossing Types



Facility Types - Sidewalk Improvements

Section Three



Sidewalk Improvements (Yellow):

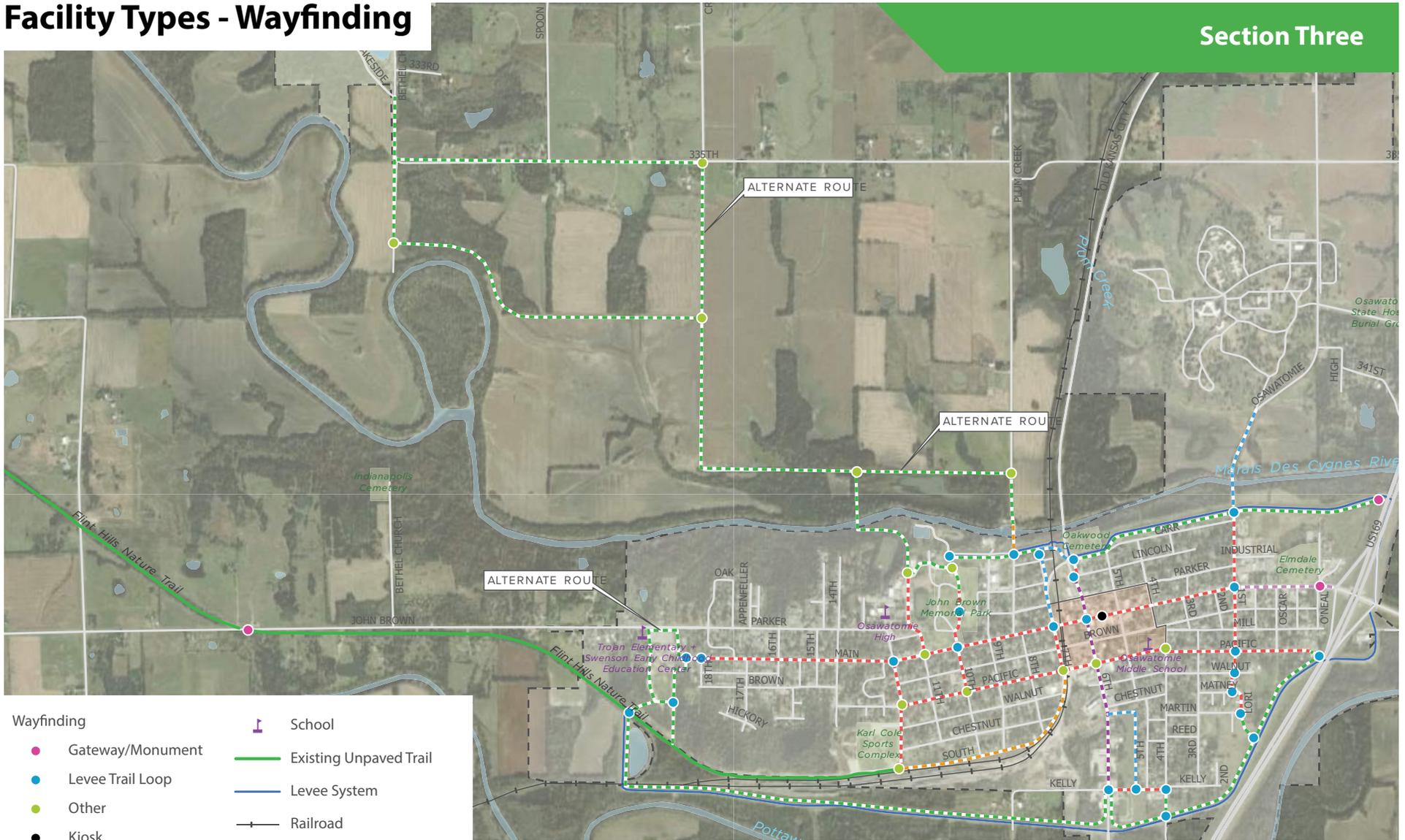
As discussed in the Existing Conditions Analysis (Section 1), there are many sidewalk networks in need of repair and modernization. The map above highlights a few of these areas that would compliment this active transportation network plan. Refer to page 70 for additional information.

- Sidewalk Improvements
- ┆ School
- Key Destinations
- Existing Unpaved Trail
- Levee System
- Street Centerlines
- Railroad
- Water Body
- OZ Commons
- Park / Open Space
- Osawatomi City Limits
- World Imagery
- Low Resolution 15m Imagery
- High Resolution 60cm Imagery



Facility Types - Wayfinding

Section Three



- | | |
|------------------------------|------------------------|
| Wayfinding | School |
| Gateway/Monument | Existing Unpaved Trail |
| Levee Trail Loop | Levee System |
| Other | Railroad |
| Kiosk | Water Body |
| Bikeways & Trails | OZ Commons |
| Bike Boulevard | Park / Open Space |
| Buffered Bike Lane | Osawatomi City Limits |
| Gravel Trail | |
| Paved Trail | |
| Gateway Improvements | |
| Signed Route | |

Network Enhancements via Wayfinding (Dots):

- Gateway or Monument Signs/Artwork as signature pieces welcoming visitors (maroon dots)
- Levee trail loop signage to help facilitate route continuation (blue dots)
- Varied signs for bike boulevards, Osawatomi Lake Trail, and others (green dots)
- Downtown kiosk sign to provide visitors a high level view of the city and routes (black dot)



Destination Artwork, Branding, Identity



The “dead-end” of the north levee has the opportunity to be both a pedestrian destination and a city gateway / identifier for vehicular traffic southbound on Highway 169. While many design concepts could occupy this space, this example shows a three letter stylized acronym for Osawatomie and Oz Commons on the levee precipice. It could be cor-ten steel which maintains a rustic look, or internally lit to maintain presence during the night.

Destination Artwork, Branding, Identity



An east gateway element can foster identity, attract visitors, and spur additional projects. This concept utilizes the Osawatomie seal as part of a large character installation over a contemporary structure.

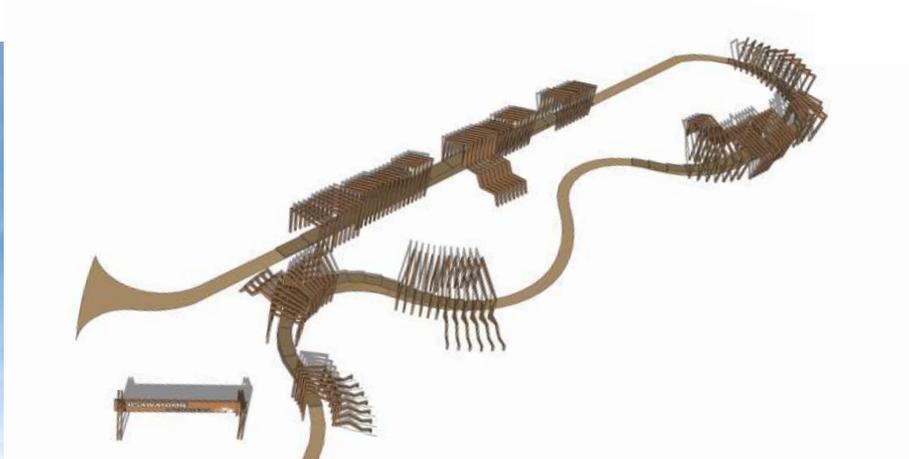
Destination Artwork, Branding, Identity



The west side of town present an ill-marked crossing, difficult terrain, and a lost opportunity to welcome and inform visitors to the scenic Flint Hills Nature Trail that awaits in either direction. This concept looking towards the east (towards Osawatomie) provides a lit intersection, pavement markings perpendicular to the street, and a pull off area for groups or individuals to wait for passing traffic. The masonry walls provide area for signage to double as a west gateway, the unofficial west entrance to Osawatomie.



Destination Artwork, Branding, Identity



Locations for pump and adventure tracks sprinkled throughout town should be included as detours and destinations from main trails. As the city identifies locations, consistent branding will help unify the network. This activity location is located down the hill, south of the elementary school alongside the Flint Hills Nature Trail.



Wayfinding & Branding



Improving the legibility and identify of the active transportation network can greatly enhance residents' perception of the walkability and bikeability of Osawatomie. An intentional, unified wayfinding and branding system can:

- Heighten awareness that walking and biking are viable means to get around
- Make the pedestrian and bicycle network easier to use, especially for visitors
- Increase the visibility and thereby safety of pedestrians
- Develop a unique identity for the City's recreation and active transportation system that can impress visitors and give residents something to be proud of

This plan recommends the City take further steps to build on the high-level recommendations in this plan to develop a wayfinding system and identify for the recreation and active transportation system. The City should also consider developing a unique brand for the Levee Trail Loop as a signature amenity in the City. A style-guide that establishes the fonts, sizes, colors, and general arrangement of items will help consulting designers of individual projects pull from a similar palette.

Image Credit: Orange-element.com
Auchentoroly Terrace, Baltimore, MD

Wayfinding & Branding



Interpretive Signage



Decision Signage



Fingerboard Signage



Decision Signage

Transportation Policy Recommendations

Complete Streets

The city can greatly enhance the convenience and safety of walking and bicycling by adopting policies that further promote complete streets. Complete streets is an approach to street design that accommodates multiple modes of transportation and establishes a more pedestrian-oriented environment. A complete streets policy typically contains standard cross sections that establish requirements for newly constructed or altered streets.

<https://smartgrowthamerica.org/resources/complete-streets-localpolicy-workbook/>

Trail Access Requirements

New developments shall provide connections to existing and planned public trails located within or adjacent to the development. The design and construction of these connections shall accommodate two-way travel, be closed to motorized vehicles, and provide ample space for landscaping, including shade trees.

Connectivity Standards for New Development

The City should consider requiring a specific Connectivity Index for new developments, which is a ratio of links (street segments) and nodes (intersections and dead ends) that indicates the connectivity of the street network. The higher the ratio, the higher the connectivity. Osawatomie's historic development patterns already provide a high level of connectivity. These patterns should be continued for new developments, avoiding dead-ends and providing pedestrian access at the end of any cul-de-sacs.

Trail Dedication for New Development

Whenever a tract of land within any proposed development includes a trail designated in this plan, the trail shall be required as part of the public right-of-way or as a separate, platted easement. Required easement widths will differ depending on context, and should account for clear zones and landscaping, including shade trees.

Bicycle Parking Requirements

The City should update its development standards to ensure that bicycle parking requirements for new developments are consistent with the standards established by the Association of Pedestrian and Bicycle Professionals (APBP) in Bicycle Parking Guidelines, 2nd Edition (2010) and Essentials of Bike Parking: Selecting and Installing Bike Parking that Works (2015). Standards for rates, rack selection, and rack placements should be included.

<https://www.apbp.org/page/publications>



Data Collection Program

Data drives decisions. The City should develop a formal data collection program to understand trends in recreation and active transportation use in as many locations as possible and in all seasons. Permanent counters at popular locations such as the Flint Hills Nature Trail or the Levee Trail may be appropriate.

Safe Routes to Schools

Due to the intimate scale of Osawatomie, there is a high feasibility of achieving high rates of active travel to schools for students and staff. This plan recommends that the City develop a Safe Routes to School program and plan that is reviewed annually for opportunities to improve safety and increase active travel to all schools.

Bicycle Friendly America Application

Bicycle Friendly America is an evaluation program facilitated by the League of American Bicyclists that aims to help communities and businesses promote bicycle transportation. This plan recommends that the City of Osawatomie apply for Bicycle Friendly Community status and incentivize local businesses to apply for Bicycle Friendly Business status. Application for Bicycle Friendly Community status would provide a comprehensive benchmark and marketing opportunity for the City. Regardless of whether or not communities are awarded with Bicycle Friendly Community status, the League of American Bicyclists gives valuable feedback on communities' bicycle infrastructure, education, advocacy efforts, policies, and so forth.

<https://bikeleague.org/content/about-bfc-application-process>

Open Streets Events

Open streets events bring communities together in celebration of active and healthy lifestyles and local culture. These events temporarily close a street to motorized traffic and allow pedestrians, bicyclists, vendors, and various activities to occupy the street. Typically, events feature an iconic street with connectivity to community destinations like retail, libraries, or parks. Open streets events can occur on an annual basis, or more regularly, such as every weekend. Osawatomie's Main Street in the downtown area would be a good candidate for an open streets event, and even Osawatomie wards are viable candidates.

The logo to the left is for the Wichita, KS Open Streets community. Visit <https://openstreetsict.com/> for more information.



ADA Self Evaluation

Due to the large amount of intersections with no or non-ADA compliant curb ramps, this plan recommends that the City of Osawatomie, as part of a separate effort, undertake an evaluation of pedestrian ramps and sidewalks at intersections and mid-block crossings to ensure that ADA-compliant curb ramps are provided. Locations in the downtown area and around other popular destinations, such as schools and parks, should be prioritized. Having a current self-evaluation makes the City more competitive when applying for state and federal funding.

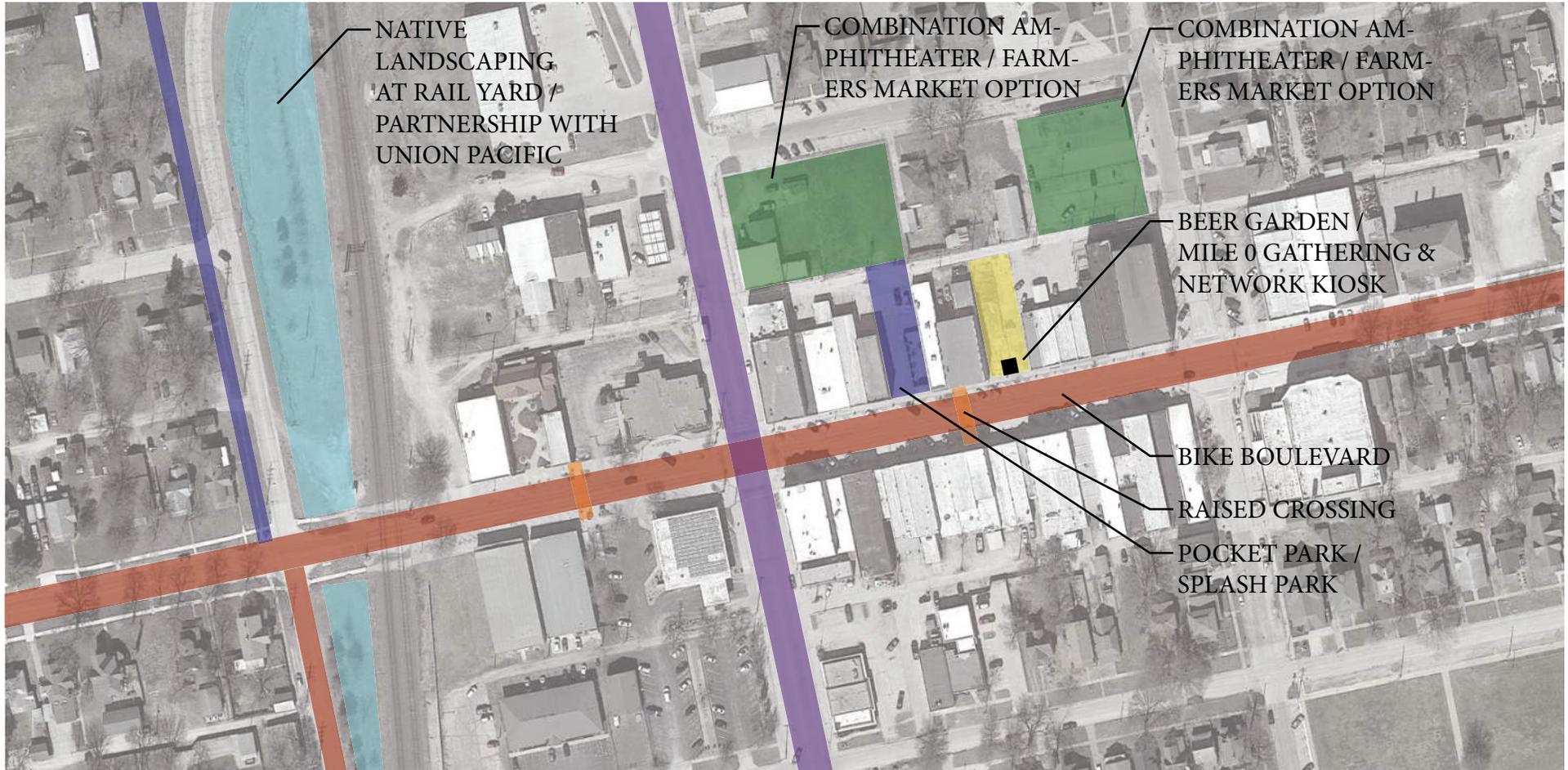
Guidance for ADA compliant design: <https://www.access-board.gov/ada/guides/chapter-4-ramps-and-curb-ramps/>

Checklist for ensuring ADA-compliant curb ramps: https://www.ada.gov/pcatoolkit/ch6_toolkit.pdf

See last section titled “Ensuring Compliance Now and in the Future.” Steps that Osawatomie can take include:

- Assess where ADA-compliant curb ramps are needed
- Prioritize locations
 - First, prioritize any non-compliant locations that were constructed or altered post-ADA (1991); these must be installed
 - Second, prioritize non-compliant locations that were constructed or altered pre-ADA at the following locations, in descending order of priority:
 - Local government facilities
 - Bus stops and/or other transportation services
 - Public accommodations
 - Business districts
 - Residential areas
- Make a long-range plan to implement priorities
- Establish written procedures for soliciting and receiving requests for curb ramps from people with disabilities, and integrate these requests into the long-range plan.
- If it doesn't already exist, develop a written policy that, effective immediately, ensures ADA-compliant curb ramps be provided at all newly constructed or altered sidewalks where they intersect a street, road, or highway
- In the review process for new development, ensure that private developers comply with accessibility requirements
- Consider providing a provision in contracts with architects, engineers, and contractors specifically requiring compliance with Title II of the ADA in that people with disabilities must have an equal opportunity to participate in and benefit from state and local governments' programs, services, and activities.

This map highlights a few potential development concepts explored in the next several pages. The imagery provided is not a recommended solution per se, but more a visioning exercise to help map out possible outcomes.



Community Meetings Rankings of the concepts:

- Brewery/Beer Garden: 1st in Vision and Values, 4th in SWOT Mapping, 5th in Redevelopment Preferences
- Amphitheater: 2nd in the Redevelopment Preferences, 2nd in Weighted Preference, 8th in Vision and Values
- Pocket Park / Splash Park / Community Gathering: 2nd in Weighted Preference, 4th in Redevelopment Preferences, 7th SWOT Mapping
- Farmers Market: 1st in Redevelopment Preferences



Beer Garden / Mile 0 Gathering & Network Kiosk

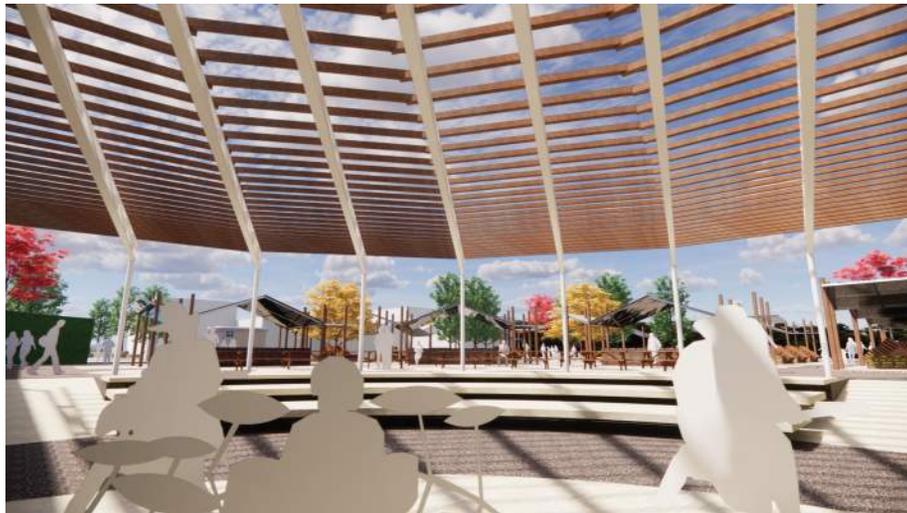


Above is a design concept for a start/finish community gathering point for the local and regional trail networks with a beer garden/coffee shop, patio space, and bike parking, and electric vehicle charging stations. This hub can help support new businesses downtown including restaurants, shops, and professional services as a defacto “front porch” for Osawatomie.

OZ Commons Development

Section Three

Amphitheater / Farmers Market / Splash Pocket Park



This conceptual design between Main Street and Parker Avenue imagines a community amphitheater/performance space with room for overflow picnic tables or lawn chairs. Surrounding the area is a farmers and makers market for festivals, weekend gatherings, block parties, and other communal events. To the south in the infill lot, a community splash park with concave fountain walls provide both a kid friendly activity while leading others to the market beyond.

OZ Commons Development

Additional Considerations

In OZCOMP internal meetings, the need for a Community Event Space was identified.

Reinvesting in the Masonic Lodge, one of the oldest lodges in the state formed in 1858 is a priority. The current lodge is the oldest operating lodge building in the State of Kansas, built in approximately 1905. Transitioning the Lodge into a public use like a library was discussed.

Ideas around opening the alley to the north of downtown to storefronts, effectively splitting buildings to have both the north and south public access was suggested.

Also, all formalized downtown revitalization plans should create space for network signage and bike parking.



Cost Estimates & Funding

Section Four

Regional Cost Data Funding Sources for Active Transportation



Cost Estimates

Cost estimates are an essential planning tool used for programming capital improvements and drafting applications for external funding sources. Probable opinions of cost were developed for each project facility type based on initial planning-level examples of similar constructed projects and industry averages. These costs were then applied to each recommended project. Planning level construction cost estimates are shown in the table below.

All facility designs and associated cost estimates proposed in this plan are conceptual in nature and must undergo final engineering design and review through coordination between all concerned departments in order to arrive at detailed project costs. Cost estimates are provided in 2020 dollars. Inflation should be included in costs in future years when bikeway improvements are programmed. Construction costs will vary based on the ultimate project scope (i.e., combination with other projects) and economic conditions at the time of construction.

Facility Type	Unit	Unit Cost	Notes & Assumptions
Bike Boulevard (per direction)	LF	\$3.00 / LF	One direction; double for two-way app.; does not include traffic calming elements and crossings
Shared lane marking	EA	\$500.00	Thermoplastic, spaced every 200' (\$2.50/LF)
Regulatory sign	EA	\$300.00	Spaced every 600' (\$0.50/ LF)
Crossings and traffic calming	EA	Varies	See individual items below and reference map for quantity and locations
Buffered Bike Lanes (per dir.)	LF	\$10.00 / LF	One direction; double for two-way application
6" white striping (bike lane)	LF	\$3.50	Add additional striping if adjacent to on-street parking (double cost)
6" white striping (buffer)	LF	\$3.50	If space allows, add additional buffer striping next to on-street parking (double cost)
8" buffer hatching	LF	\$0.50	8" wide hatching every 40'; include if buffer is greater than 18"
Bike lane symbol pvmnt. marking	EA	\$500.00	Thermoplastic, spaced every 500' (\$1.00/LF)
Regulatory sign	EA	\$300.00	Spaced every 600' (\$0.50/LF)
Gravel Trail (new)	LF	\$52.00 / LF	New gravel trail, 10' wide
Clearing & grubbing	SF	\$3.00 / LF	15' wide
Removal of excavation	CY	\$14.00 / LF	0.35 CY of material per LF
Topsoil	CY	\$20.00 / LF	1.93 CY of material per LF (4" topsoil thickness)
Aggregate base course	CY	\$23.00 / LF	0.5 CY of material per LF
Hot mix asphalt (6" section)	SF	\$50.00 / LF	10' wide

Signed Route	LF	\$0.50 / LF	Spacing may vary
Regulatory sign	EA	\$300.00	Spaced every 600' (\$0.50/LF)
Sidewalk (5' wide)	LF	\$45.00 / LF	Does not include removal of existing sidewalk
Clearing & grubbing	SF	\$2.00 / LF	8' wide
Removal of excavation	CY	\$4.00 / LF	0.1 CY of material per LF
Topsoil	CY	\$10.00 / LF	0.96 CY of material per LF (2" topsoil thickness)
Aggregate base course	CY	\$9.00 / LF	0.2 CY of material per LF
Concrete (4" thickness)	SF	\$20.00 / LF	5' wide
Crossings and Traffic Calming			Varies
High visibility pavement markings (continental crosswalk)	LF	\$75.00 / LF	10' wide
Crossing signage	EA	\$300.00 / EA	Quantity varies
6' wide curb ramp	EA	\$4,500 / EA	
Curb extension / bulbout	EA	\$4,000 / EA	Per corner or 4 per 4-way intersection; cost will vary depending on design (i.e., landscaping, decorative concrete, etc.)
Concrete curb & gutter	LF	\$25.00 / LF	
RRFB with ped refuge island	EA	\$25,000 / EA	Will vary depending on length of refuge

Funding Sources for Active Transportation

Funding pedestrian and bicycle improvements recommended in this plan will require a diversified strategy that leverages limited financial resources and capitalizes on external funding opportunities through local, state, federal, and other funding sources. Whether the City pursues these recommended improvements as standalone projects or in combination with rehabilitation activities such as the resurfacing of asphalt streets, there are a wide variety of external funding sources available for active transportation projects.

The following funding programs serve as a reference for city staff to utilize while seeking financial resources to advance projects recommended in the plan.

Transportation Improvement Plan (TIP)

While not a funding source by itself, the TIP documents how the Mid-America Regional Council (MARC) prioritizes available transportation resources throughout the Kansas City region. It includes a five-year list of transportation projects proposed for federal, state, and local funding. Inclusion of projects in the TIP is a major milestone that enables the project to receive and expend federal funds.

Congestion Mitigation and Air Quality (CMAQ)

CMAQ funding goes to transportation projects and programs that help reduce congestion and improve air quality, including bicycle and pedestrian facilities. These federal funds are administered by MARC.

Surface Transportation Program (STP)

Allocated by the Federal Highway Administration (FHWA) to MARC, the STP can fund a variety of multimodal and roadway projects that have the objectives of maintaining transportation infrastructure, increasing modal choice, and better integrating projects into the community. Eligible projects include bridge projects, alternative transportation projects, and safety projects, among others.

Transportation Alternatives Set-Aside

Formerly known as the Transportation Alternatives Program (TAP), this program is a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives. All projects previously eligible under the TAP are eligible, including smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation, and environmental mitigation.

Recreational Trails Program (RTP)

The RTP provides funds to States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Kansas State Department of Wildlife & Parks administers the RTP funds.

Land and Water Conservation Fund (LWCF)

The LWCF exists to safeguard natural areas, water resources, and the United States' cultural heritage, and to support recreation opportunities. LWCF funds are administered by the Kansas State Department of Wildlife & Parks. LWCF state and local matching grants can be used to create and expand parks and recreation facilities and support local recreation planning.

Community Development Block Grants (CDBG)

The Department of Housing & Urban Development provides funds for projects to help low- to moderate-income (LMI) areas, including bicycle and pedestrian facilities. Available funds vary yearly. Monies have to be committed to identified projects within the allocation year, but do not need to be spent within the year.

Indicators, Defined Expectations, and Criteria

Section Five

Sustainable Land Use Resource / Development Code Audit Performance Measurements Action Plan



Sustainable Land Use Resource / Development Code Audit

The Sustainable Land Use Resource provides tools and principles on simple yet broad sustainability concepts. This website managed by the Mid-America Regional Council is constantly updated to include information on policies, types of infrastructure and planning documents that strengthen communities. There are seven sustainability principles with subgroups under each umbrella. The seven groups are:

- **Corridors and Activity Centers:** Vibrant corridors and activity centers with housing, employment, and commercial development, improve development opportunities, increase lifestyle choices and make efficient public and private investments.
- **Design for Healthier Lifestyles:** Places designed for active lifestyles with access to healthy foods can improve the health of residents, reduce health-care costs and contribute to vibrant neighborhoods.
- **Housing Choice:** Housing choices for all ages, lifestyles and income levels help support diverse communities and a healthy housing industry.
- **Reinvestment:** Reinvesting in existing communities and neighborhoods ensures they remain or become vibrant, connected, green places.
- **Resource Conservation and Energy Efficiency:** Sustainable places conserve resources for future generations while simultaneously reducing costs and increasing economic and fiscal efficiency.
- **Transportation Choices:** Varied transportation options help reduce family travel costs, reduce air pollution, and connect families to jobs and services.
- **Unique Community Characteristics:** Distinctive communities and historical, cultural and natural assets increase the vibrancy of a region and contribute to its overall economic health.

<http://resource.sustainable-kc.org/>



Performance Measurements

Pedestrian Sensors

Implementation of a low tech network of sensors provides information about pedestrian activity within designated points of the community. Information from a pedestrian counting system can establish a baseline and delta to better inform policy making decisions. By comparing the average of the same day and time over the preceding month or year, trends are established that can be correlated to other civic data points.

Satisfaction Surveys

After implementing recommendations in this plan, the city should conduct citizen satisfaction surveys to see if the trail network has increased familiarity and comfort levels.

Economic Indicators

Tracking tourism/visitor numbers, sales, local sales tax collection, and other methods are all ways to see if implementation of the plan has made a positive effect on spurring Osawatomie as a regional destination and community.

Equitable Access

By monitoring the number of parcels or properties within a designated distance from a trail or trail access point, the city can grow and develop in a methodical way that includes sustainable, pedestrian friendly practices.

Internet Searches

In Section One, keyword search counts by Google, Inc. were used to examine Osawatomie’s position against peer communities. Periodically monitoring these searches can help track if implemented programs, policies, and infrastructure are moving the needle in a forward direction as anticipated.



Action Plan

With a list of potential projects identified by the residents, where does the community begin? An action plan ensures the vision is solidified around logical steps.

- What actions or changes will occur
- Who will carry out these changes
- By when they will take place, and for how long
- What resources (ie, funds, staff) are needed to carry out these changes
- Communication lines and who needs to know what

The next page shows an action plan to think through logical steps for opening portions of the north levee to pedestrian and multimodal activity. Nearly all projects in this document can benefit from a community action plan; many will benefit from sub-action plans to ensure preliminary steps are addressed.



Visit The Community Tool Box, a service of the Center for Community Health and Development at the University of Kansas for additional information

Develop checklists while outlining the action plan including but not limited to the following topics:

- What people and sectors of the community should be involved in finding solutions? Invite these people to help prepare the individual action plan including:
 - ◀ Influential people from all groups affected
 - ◀ People directly involved in the design concept
 - ◀ Members of grassroots organizations
 - ◀ Members of ethnic and cultural groups of the community
 - ◀ Media, business, religious, schools, youth, social services, health
- Review vision, mission, objectives, strategies, targets and agents of change, and community sectors and wards to be involved.
- For planning meetings, create a safe, comfortable environment, prepare for possible conflict, be efficient, studious with meeting minutes, and communicate the products of the meeting for group review.
- Follow through, keep members informed about progress, and check in with each other to track what's been done, and what is yet to be done.
- Celebrate accomplishments.

Action Plan

Community Focus Area: OSAWATOMIE, KS

Community Change to Be Sought: PUBLIC LEVEE TRAIL ACCESS FROM 6TH STREET TO 169 HIGHWAY

Collaborating Organization(s) Group(s): OZCOMP, TBD

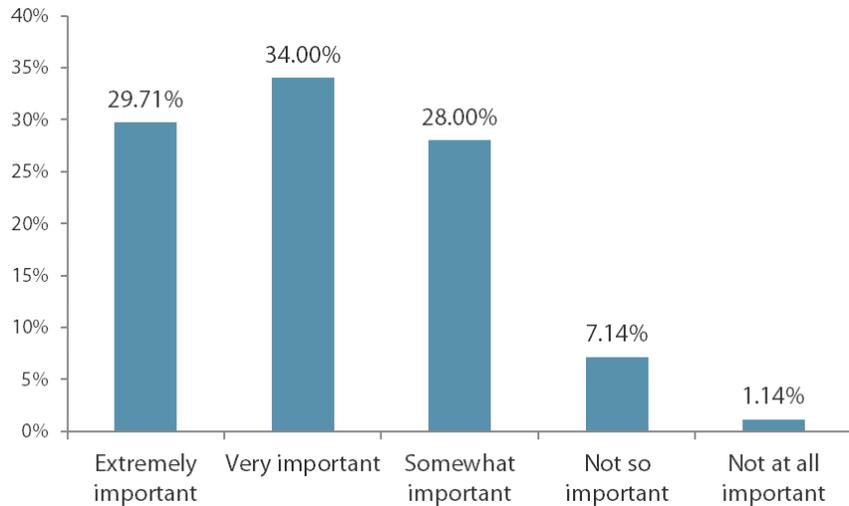
ACTION STEPS

Action Steps	By Whom	By When	Resources and Support Available/Needed		Potential Barriers or Resistance	Communication Plan for Implementation
			Resources Available	Resources Needed (financial, human, political, and other)		
What needs to be done?	Who will take actions?	By what date will the action be done?			What individuals and organizations might resist? How?	What individuals and organizations should be informed about/involved with these actions?
Step 1: By _____						
Step 2: By _____						
Step 3: By _____						
Step 4: By _____						

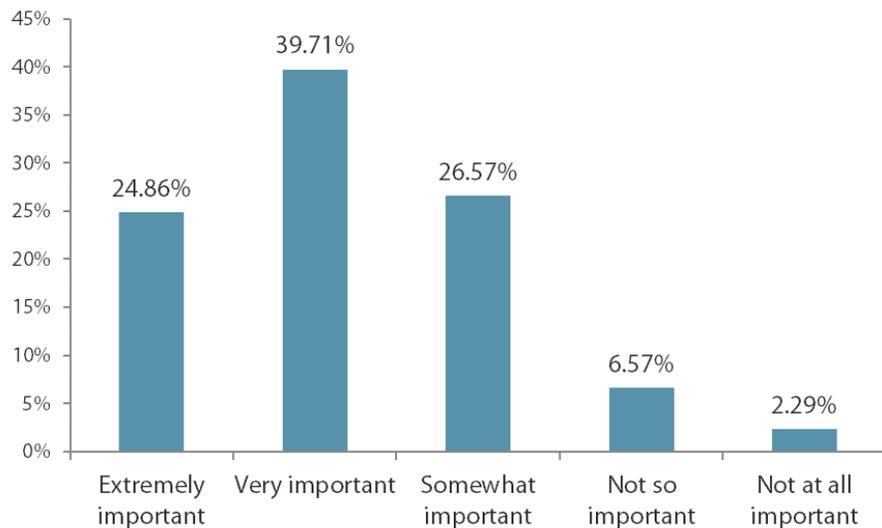


350 Respondents

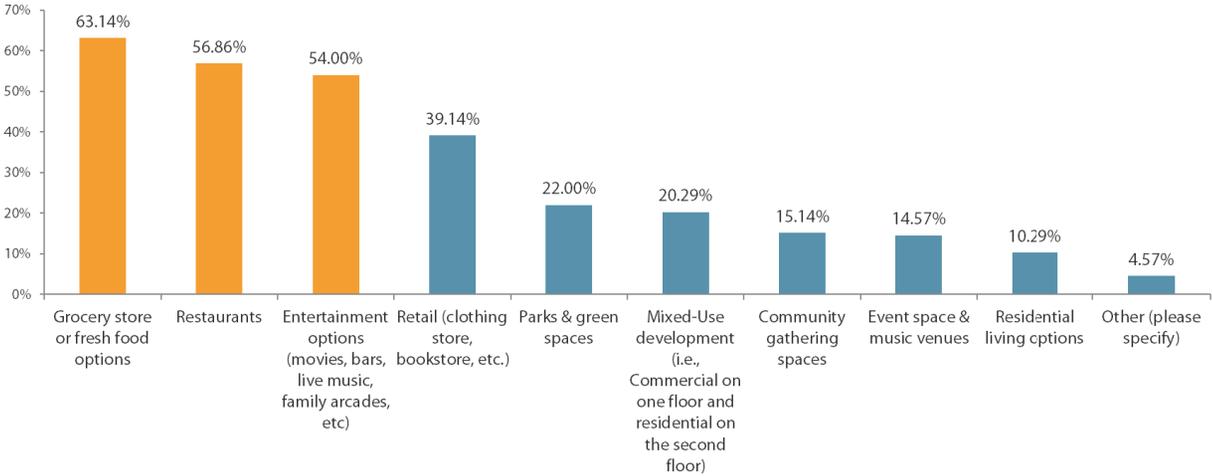
Q 1: How important is highlighting and connecting Osawatomie's history and historic sites during redevelopment?



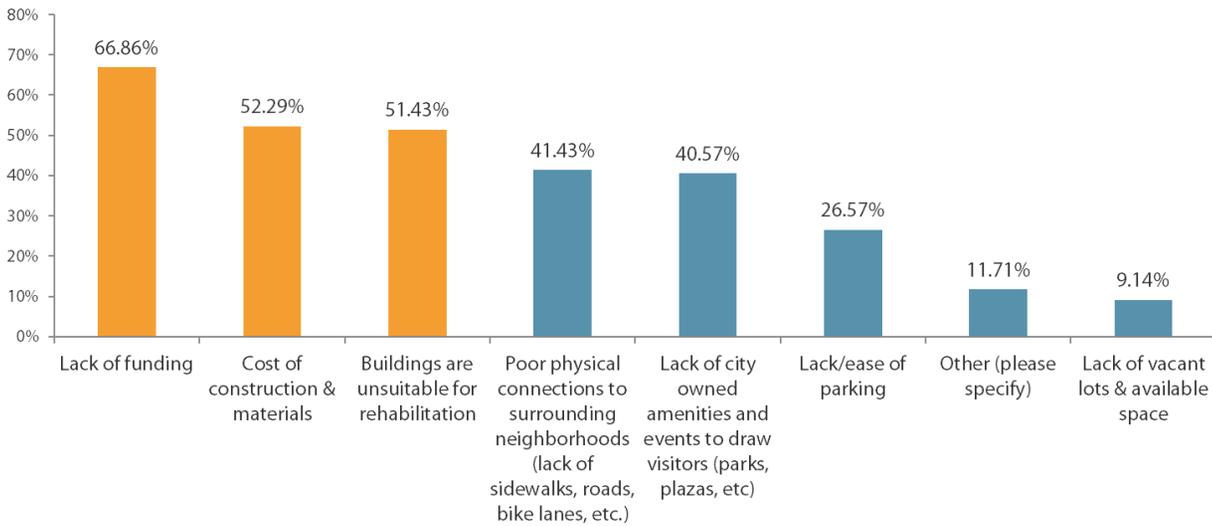
Q 2: How important to the success of Osawatomie is sustainability and eco-friendly design?



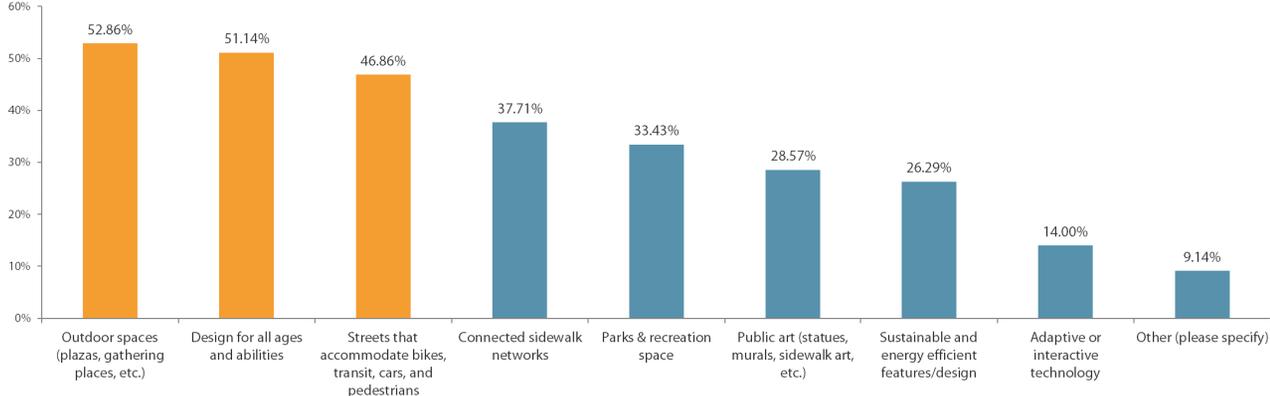
Q 3: What types of development do you want to see in Downtown Osawatอมie? (select your top three)



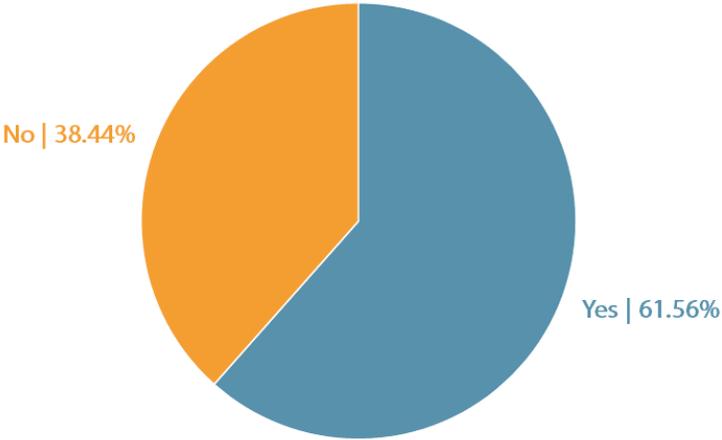
Q 4: What are the biggest barriers to successful redevelopment in Downtown? (Select your top three)



Q 5: I'd like Osawatomie to have development and infrastructure that include... (Select your top three)



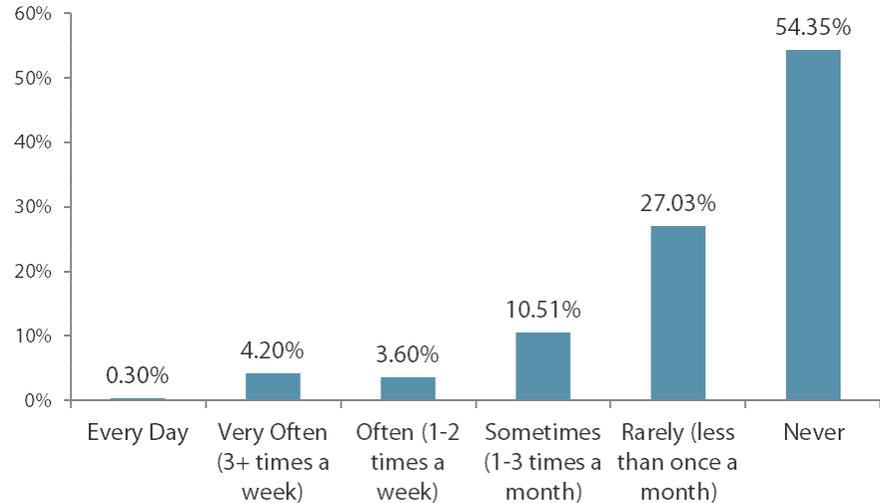
Q 6: Do you own or have access to a bike?



*333 Respondents

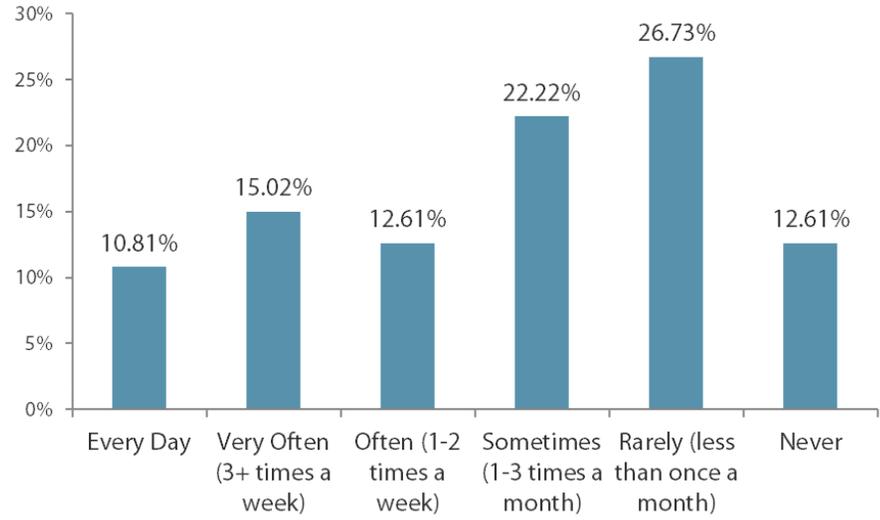


Q 7: How often do you ride a bike in Osawatomie?



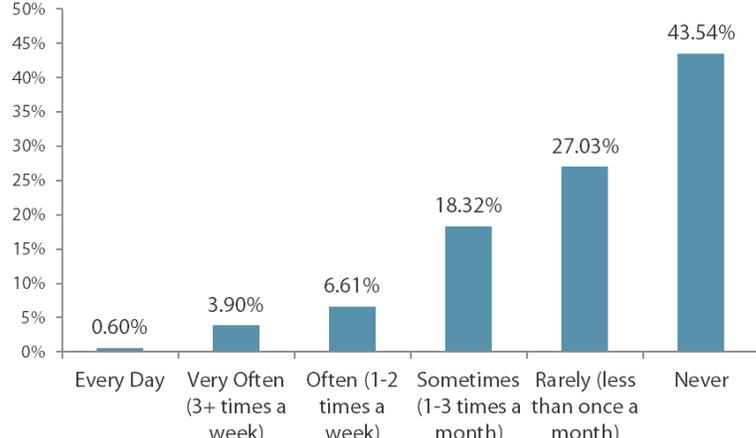
*333 Respondents

Q 8: How often do you walk in Osawatomie?



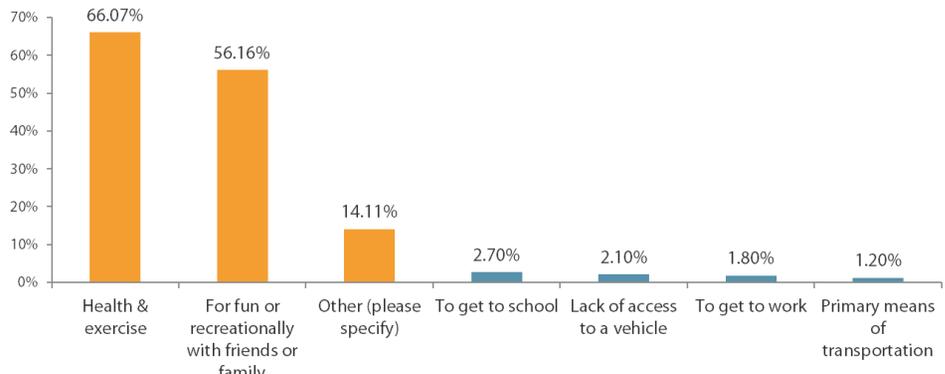
*333 Respondents

Q 9: How often do you walk or bike on the Flint Hills Trail?



*333 Respondents

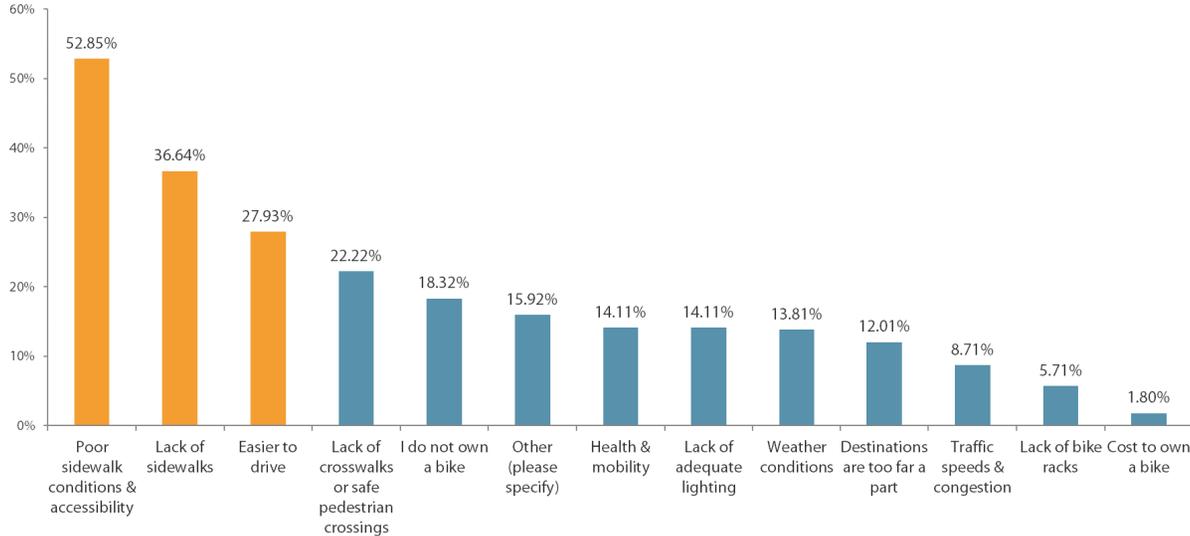
Q 10: Why do you walk or ride a bike around Osawatomie? (Select all that apply)



*333 Respondents

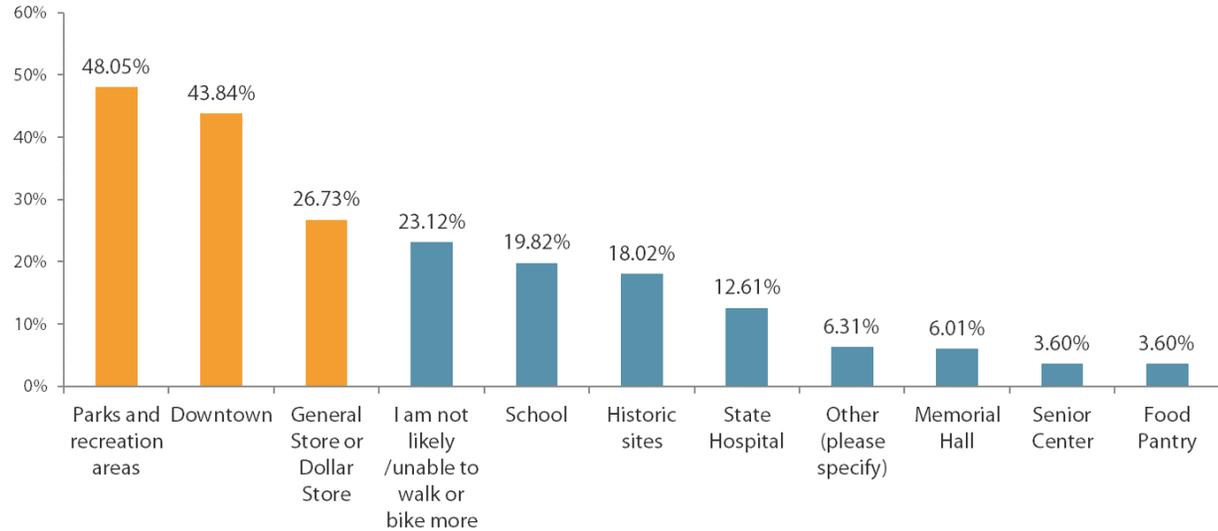


Q 11: What prevents you from walking or biking more? (Select all that apply)



*333 Respondents

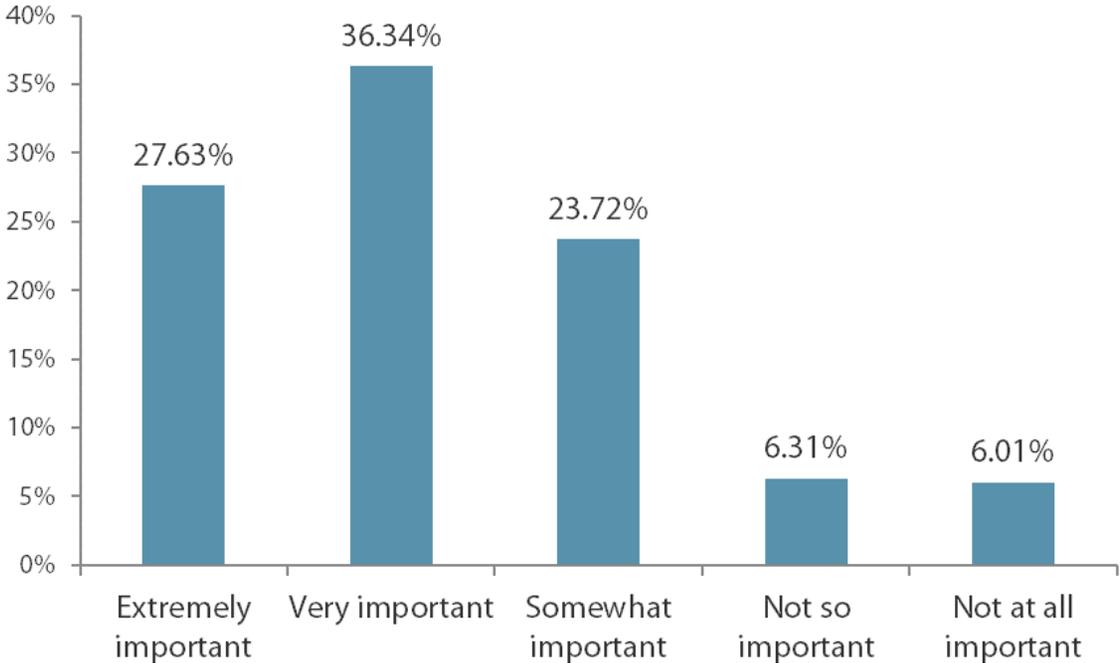
Q 12: Where do you wish you get to more easily without the use of a car? (Select all that apply)



*333 Respondents



Q 13: How important is multimodal transportation (walking, biking, pubic transportation, etc.) to the community?



*333 Respondents

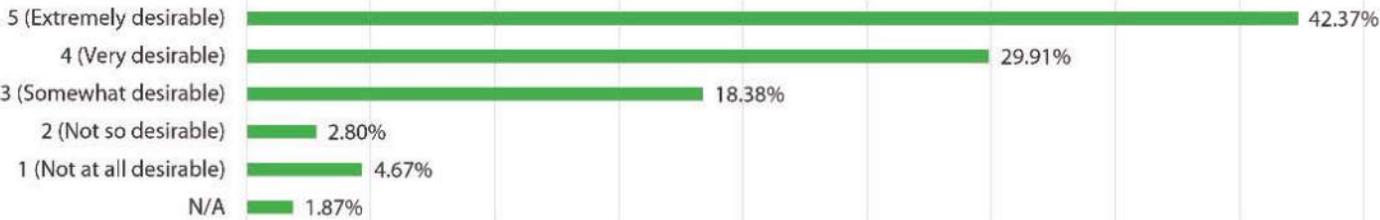


VISUAL PREFERENCES

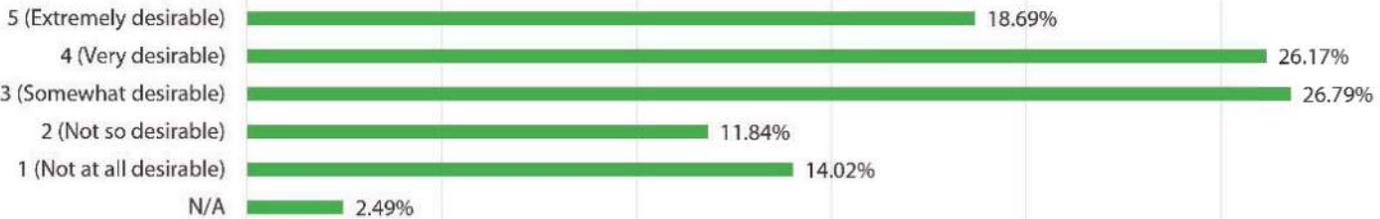
Q 14: What are your Bike Lane preferences?



Greenway / Off-road Trail | Average Ranking: 4.04



Separated Bike Lanes | Average Ranking 3.24



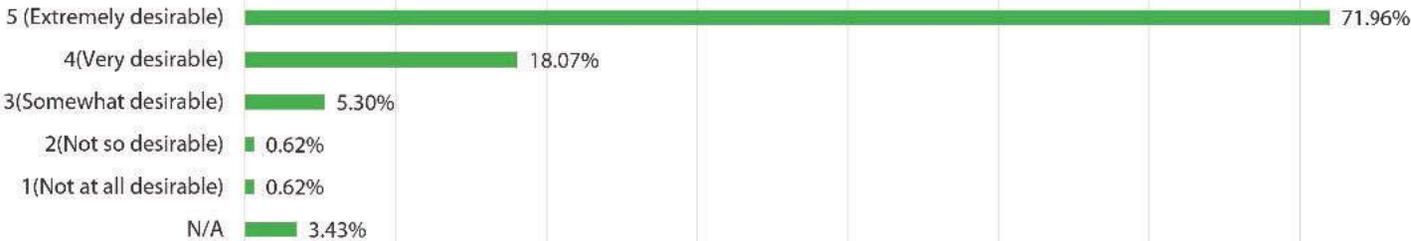
Buffered Bike Lanes | Average Ranking 3.0



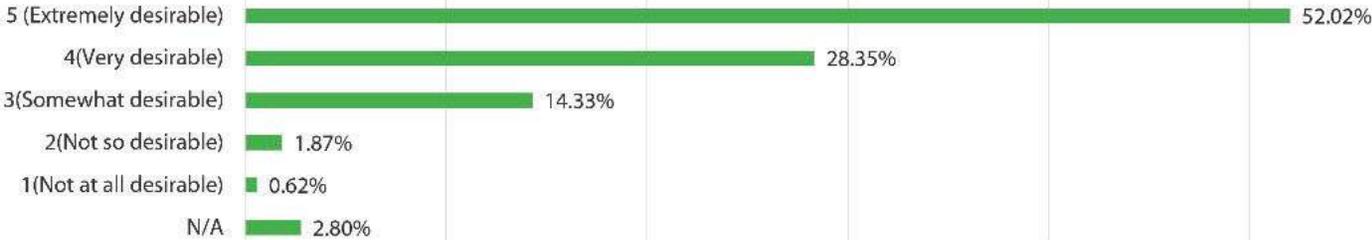
Q 15: What are you preferred Features & Amenities?



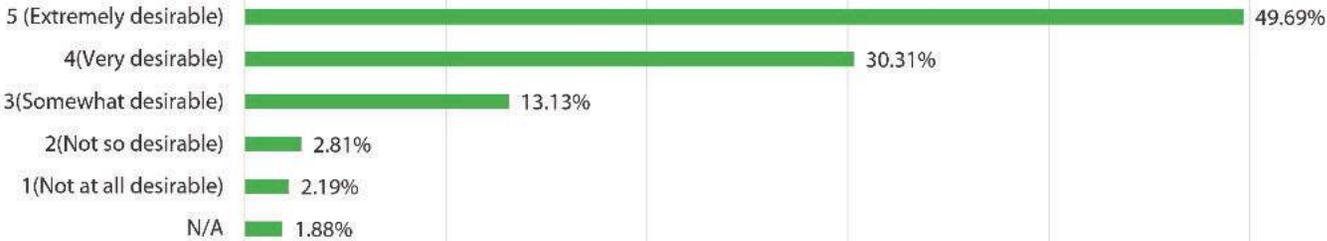
Sidewalk Repair & Maintenance | Average Ranking 4.66



Stormwater Management | Average Ranking 4.33



Sidewalk Accessibility (ADA Compliance) | Average Ranking 4.25





Pedestrian Scale Lighting | Average Ranking 4.04



Pocket Parks | Average Ranking 3.81

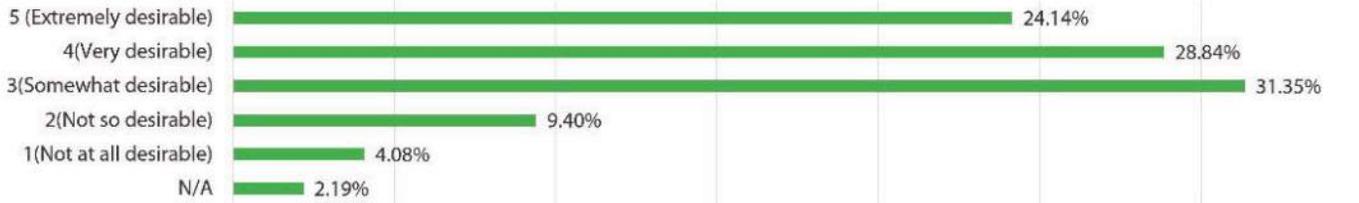


Benches and Street Furniture | Average Ranking 3.77





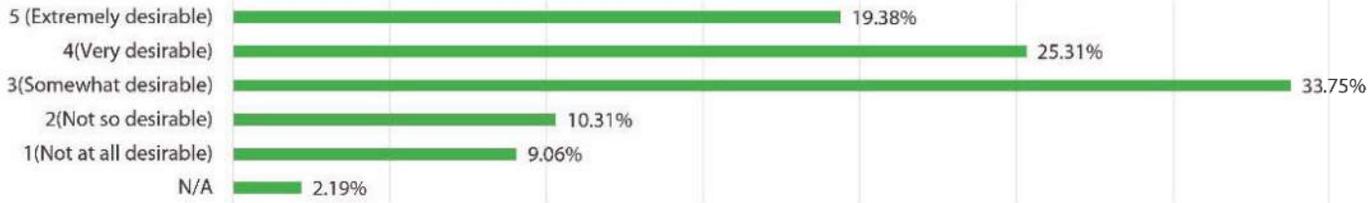
Curb Extensions and Safer Intersection Crossings | Average Ranking 3.61



Wayfinding & Trailhead Signage | Average Ranking 3.38

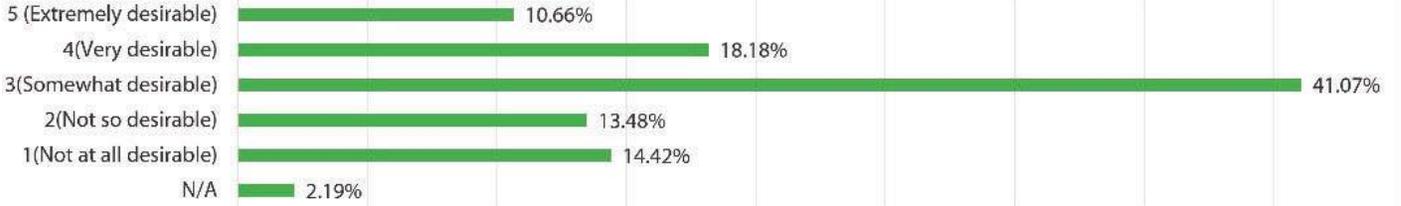


Parklets (curbside seating and spaces) | Average Ranking 3.36





Bike Corral Parking | Average Ranking 2.97



Mid-Block Crossings | Average Ranking 2.91



Bike Share | Average Ranking 2.69

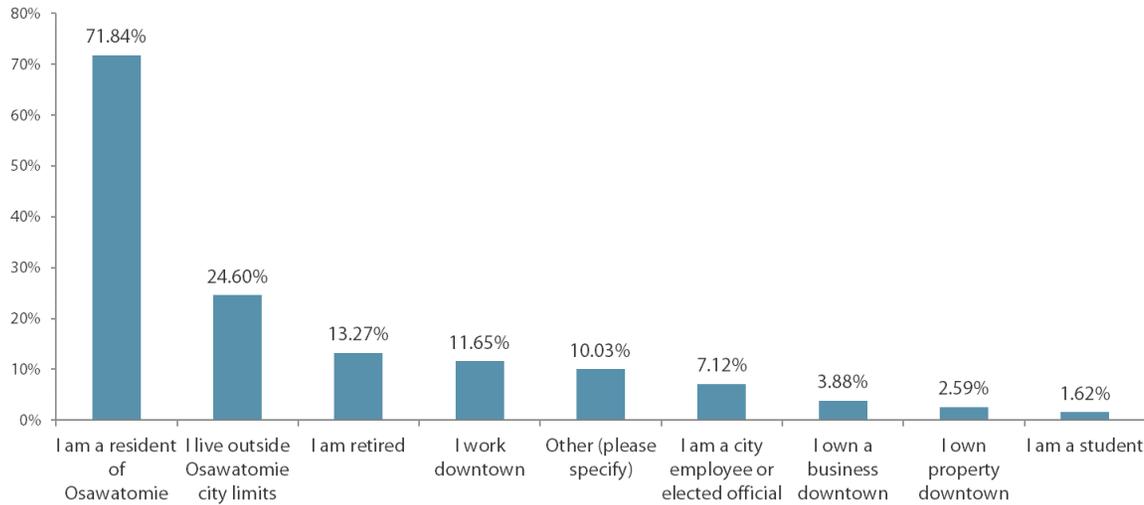


*323 Responses



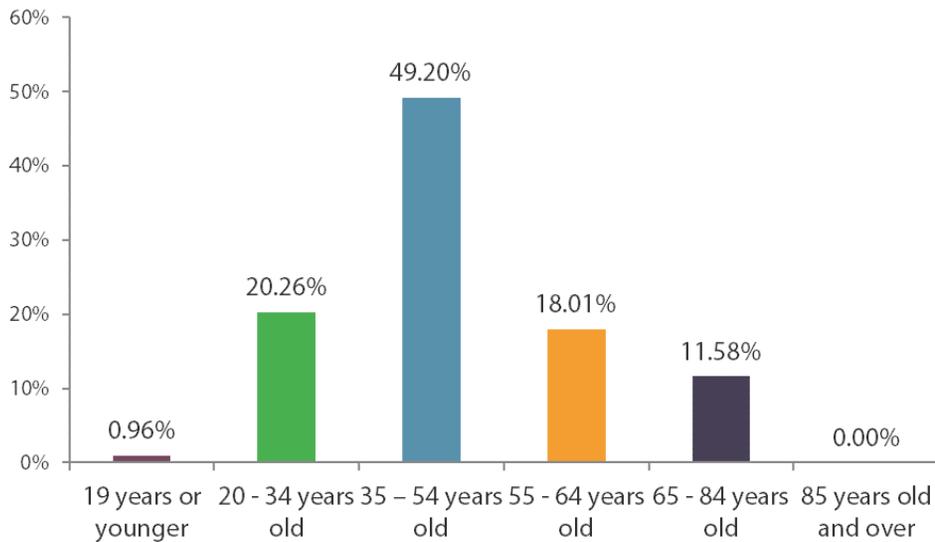
RESPONDANTS DEMOGRAPHICS

Q 16: Which applies to you and what is your role in Osawatomie? (Select all that apply)



*309 Responses

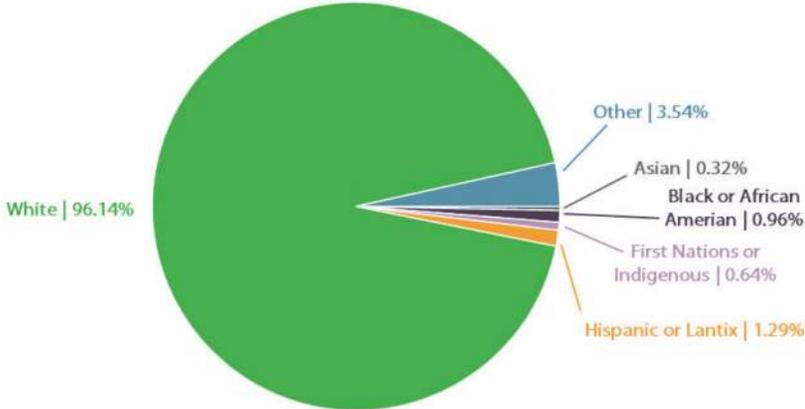
Q 17: What is your age?



*311 Responses

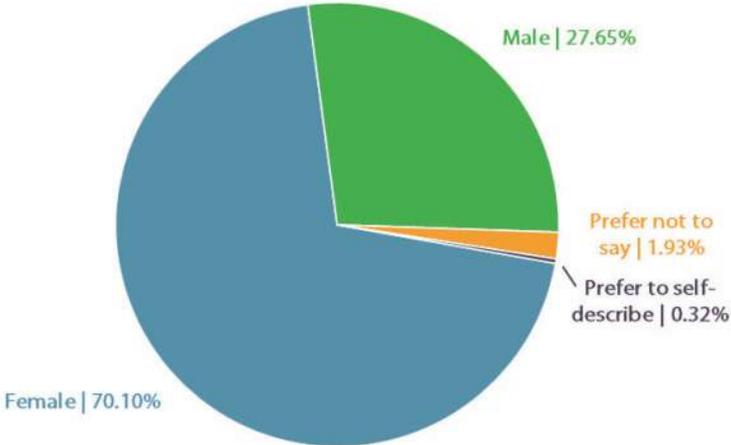


Q 18: How do you describe yourself? (Select all that apply)



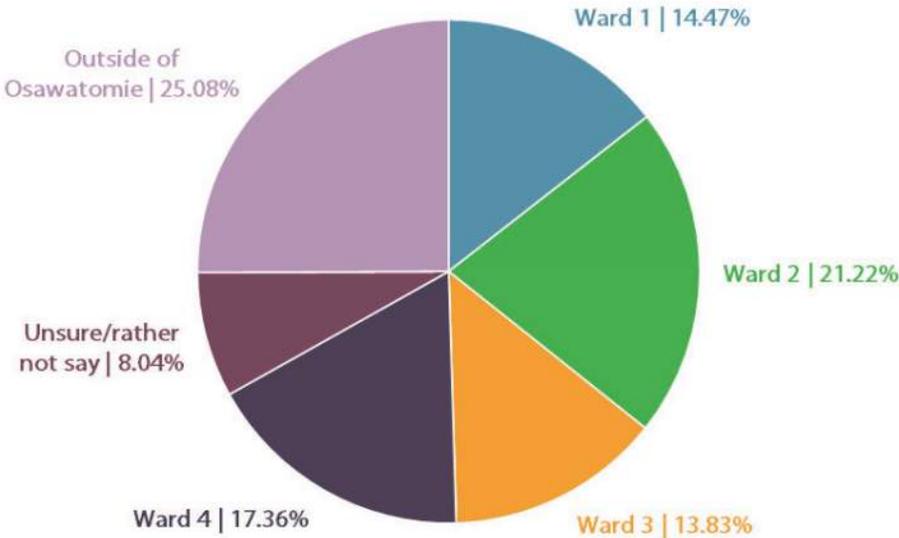
*311 Responses

Q 19: How do you describe yourself?



*311 Responses

Q 20: Based on the map, which ward do you live in?



*311 Responses

