

# OZ COMMONS

Downtown Osawatomie Redevelopment Phase II  
Osawatomie, KS

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

**Final Report**  
December 29, 2023



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# Introduction, Existing Conditions & Sidewalk Survey

## Section One

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# 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.



## Vireo, Inc.

Vireo is a 20-person landscape architecture, community planning and environmental planning firm that has focused on ecologically-based planning and design for over 20 years. Vireo is located in downtown Kansas city, Missouri as well as Omaha, Nebraska. Vireo is in the business of creating healthy places for people. We've built the firm on the design of environments that are attractive, livable, vibrant and sustainable - places where people want to be. We are able to make a real impact, bringing life to public spaces and contributing to both the livability and economic success of our cities. Whether it's large-scale planning for the future or starting with small-scale improvements, we listen to the people who care about the places in their lives. We create ways to make those places more vibrant, welcoming, inclusive and a reflection of the people who live and work there.



## 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 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

In 2022, Osawatomie applied for and was awarded a second PSP grant; this time one of fifteen chosen across the region. In January of 2023, MARC solicited a second proposal for consultant services to build upon the successful "Phase I" work completed by the City as outlined above. This new Phase II work aimed to create a narrowed conceptual framework that looks at how bike and pedestrian transportation systems and networks can be enhanced to create safe and reliable connections between the city's downtown, the Flint Hills Trail State Park, and other tangible assets.

## Program Implementation in Osawatomie

The focus for this particular project includes:

- Identify network of active transportation pathways that connect to downtown
- Create active transportation access and facilities for residents and visitors
- Capitalize on existing trail framework
- Sustainable, create reuse of buildings and surroundings to create a vibrant transportation hub in the 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/](http://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 Jensen 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.

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

# About Osawatomie

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.

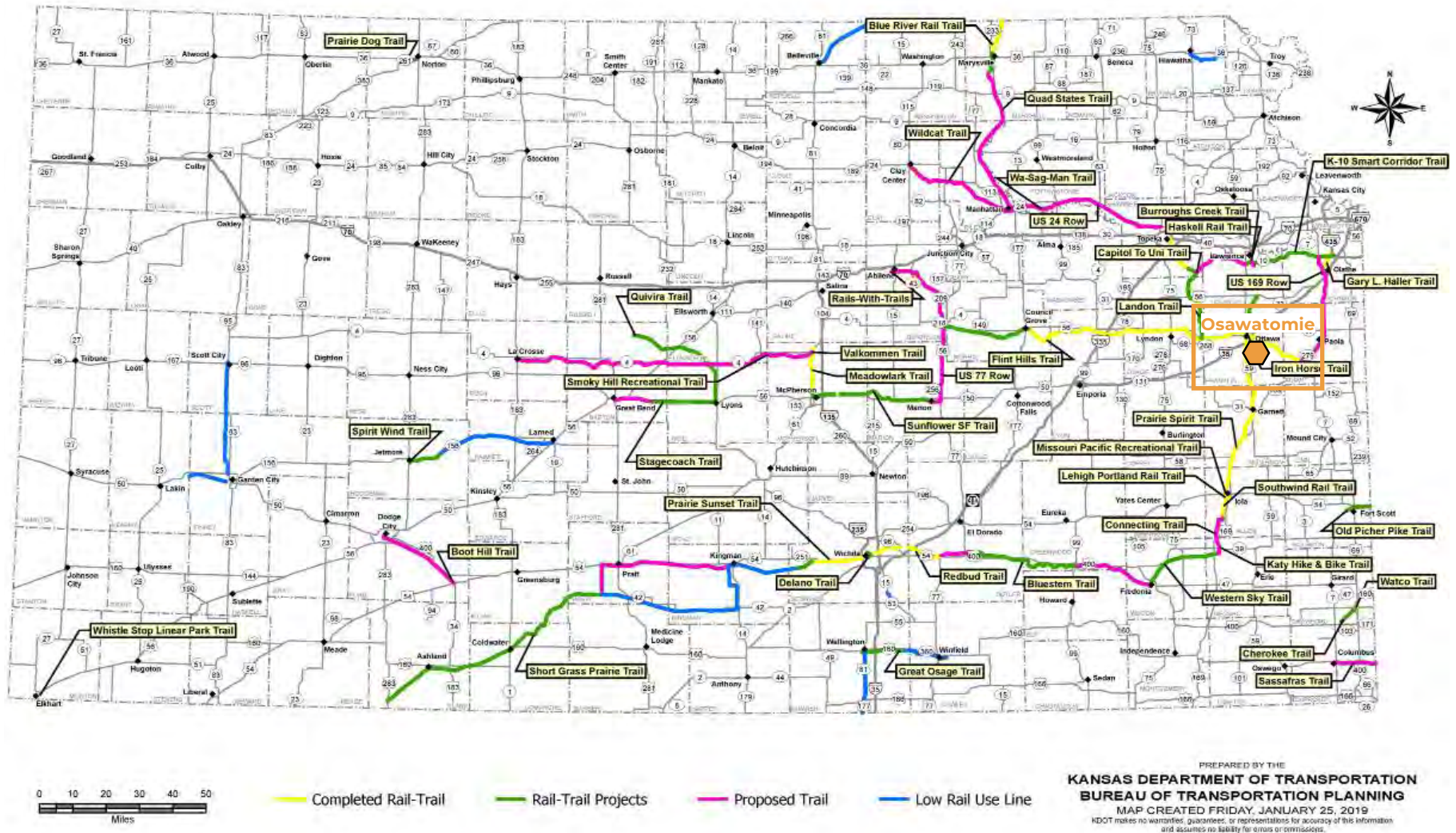
We all pitch in to make Osawatomie as pleasant a place to live as anyone could ever dream. For over 50 years we've hosted an annual summer festival called the John Brown Jamboree, which brings to town carnival rides, a parade, outdoor concerts, and so much more. We've even added a firework show over 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 & Study Focus



## 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 27 total rail-trails, 11 current projects, and 307 current miles of rail trails. This is an increase in 3 rail-trails and 11 additional miles since the Phase I study.



# Basic Existing Conditions & Study Focus

## 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.



Osawatomie 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.

Since the Phase I Study, city efforts have established the best route to serve the community's tie-in to downtown. This study makes recommendations to help formalize that route via signage and other markers.



# Basic Existing Conditions & Study Focus

## 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.





# Basic Existing Conditions & Study Focus

## Study Focus: 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. Later sections of this document will outline the improvements that have taken place as well as suggest possibilities for the future.



# Basic Existing Conditions & Study Focus

## Study Focus: Vacant Lot at 530 & 534 Main Street

Outcomes from the Phase I study indicated that the city and its residents were hungry for connection, communication, and celebration. The recommendations to curb this gap included a more connected and deliberate way to reach facilities, resources, and retailers as well as provide enhanced options for community gathering spaces and open air venues. These ideas all conglomerated to suggest the need for a multifaceted community hub that connects the various existing transportation corridors and creates a central gathering location, all while reducing downtown blight of a vacant lot.

This planning process will include the opportunity for residents and visitors to further define the amenities for their own community space. It shall serve as the landing pad and launching point for bike and pedestrian activity in the community and be the cornerstone for visitors coming off of the Flint Hills Trail. Per the RFP and Phase I study, the city also envisions The Hub having resources and amenities that provide services to both populations, including pedestrian scale seating and lighting, greenspace, historical sites and routes information, community gathering zones, active transportation-friendly amenities, and programmable open space that can develop and evolve with the needs of a burgeoning, eclectic, rural community.





# Basic Existing Conditions & Study Focus

## Study Focus: Pedestrian Barrier at Asylum Bridge

Asylum Bridge crossing the Marais des Cygnes river north of town has been closed for decades. Once a vehicular means to travel to northern Osawatomie and the hospital grounds, its state of structural disrepair has rendered the city without a pedestrian means to nearly 50% of the contiguous square mileage of the city limits. Historically significant (refer to page 30 for additional information), it is a prime catalyst for additional projects and an opportunity as a regional focal point.





# Basic Existing Conditions & Study Focus

## Study Focus: Sidewalks & Ramps

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 along Main Street between 1st and 12th Streets.

The previous study suggested an assessment where ADA-compliant curb ramps are needed as well as a sidewalk condition assessment. This survey was performed in this activity and the results are on the following pages.

This study includes a city-wide condition survey using a four tiered rating system for the sidewalks: none (missing), poor, fair, and good. The sidewalk ramps were rated as none (missing), present but non-compliant, and compliant. The study results are on the following pages.





# Basic Existing Conditions & Study Focus

## Study Focus: Sidewalks & Ramps

Of the 452 ramp locations:

- 260 of them have no ramp
- 127 are ADA non-compliant
- 65 have ADA compliant ramps.

Of the 682 sidewalk segments:

- 76 are good
- 85 are fair
- 100 are poor
- 421 of them are non-existent.





## Osawatomie Middle School



### Key

#### Sidewalks

Good  
Fair  
Poor  
None

#### Ramps

ADA Compliant  
Not ADA Compliant  
None

## Basic Existing Conditions & Study Focus

### Sidewalks & Ramp Conditions Near Schools

Given the current conditions, it is advised to make improvements to Trojan Elementary School's nearby sidewalks first, then Osawatomie Middle School and High School. Areas on the south side of John Brown Highway contain sidewalks in various conditions, but the neighborhoods to the east force kids to walk in the streets for long stretches before reaching a safe route.

## Trojan Elementary School



## Osawatomie High School



# Multimodal Programs & Practices Recommendations

## 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 begin to prioritize areas near schools to ensure safe passage. Overlay these routes with the planned urban trail networks to ensure both pedestrian and bicycle access. Having now completed this self-evaluation, state and federal funding opportunities are more achievable for implementation.

For city policies and procedures, the same recommendations remain from the Phase I study:

- 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.





# Community Engagement & Results

## Section Two

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



# Planning Process

## Planning Process

Providing meaningful, effective community involvement is key to the success of any planning effort. Involvement from the public and other key stakeholders was crucial in the development of this plan. Additionally, community involvement enhances collective understanding and ownership of the final adopted plan; ultimately, leading to a more effective implementation and continued community support.

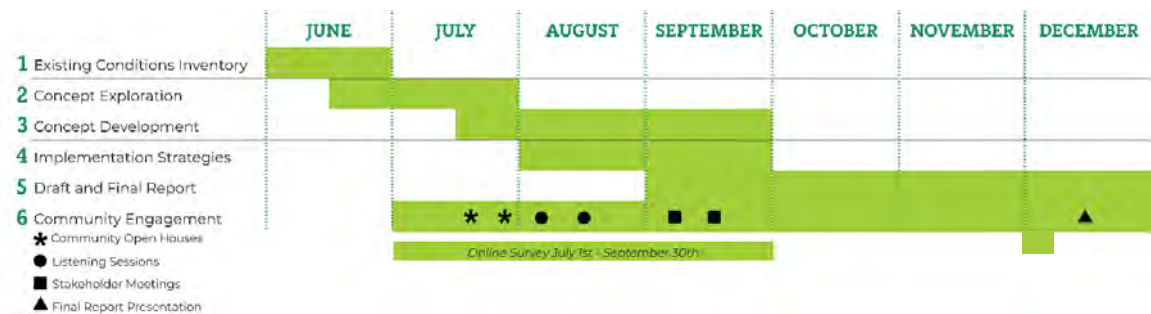
### Community Engagement Goals:

In order to successfully engage the community, the following goals establish the foundation for the engagement plan:

- **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 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 community initiatives.

## Project Schedule

The project launched in June of 2023, two years after Phase I ‘Oz Commons Downtown Redevelopment’. Community meetings were held in July followed by listening session opportunities and stakeholder meetings. The plan was presented to the council in December of 2023.





# Public Engagement

## Stakeholders & Community Engagement

The City of Osawatomie reconvened the OZ Community Planning Group (OzCOMP) stakeholder committee from Phase I which consisted of key officials, committee members, local partners, and community members. The committee promoted the project, provided guidance, and assisted with developing recommendations for the project. Along with project promotion, OzCOMP Group members hosted community listening sessions, identified preliminary issues, opportunities, and reviewed conceptual designs.

## Engagement Tools

To successfully engage and involve the community, the team utilized a variety of methods for outreach and strived to provide several opportunities to provide input. Building off the success of the Phase I Oz Commons project, the team utilized existing and proven means of communication to ensure awareness and access to the planning process. These methods included:

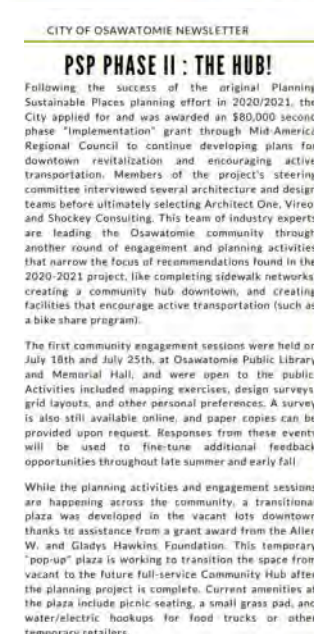
- Community Survey
- Flyers
- Yard Signs
- Sidewalk decal stickers
- Social Media (Facebook & Twitter)
- Project Webpage
- City Newsletter (Digital & Printed)
- Chamber Newsletter
- Public Meetings & Activities (Digital & In-Person)
- Pop-up promotion at City events
- Community Listening Sessions (City-Led)

## Project Webpage

The primary source of information was the project webpage located on the City's website. Participants could view project information and background information from Phase I, project goals, the schedule including meeting dates, the survey, and other project announcements.



VISIT <http://www.osawatomieks.org/thehub>



# Public Engagement

## Community Survey

A community survey was available online from July 1st – September 30th, 2023. This method allowed for personal insight into the design and function preferences of The Hub. 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 upon request. A total of 144 people responded to the survey.

Key takeaways from the community survey were:

- Pop-up market stations such as a farmer's market was the most desired amenity for The Hub.
- Seating and shade were mentioned most often when asked what the most important thing for the space is to have.
- Overall desire for the space to be a functional community space to gather.

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 throughout the community including at popular events such as Lights on the Lake 4th of July Celebration and the Freedom Festival as well as at key public sites and locations such as the library and historic downtown to promote the project and survey. Flyers were distributed at community events to inform residents and encourage participation.





# In-Person Community Engagement Exercises

## Public & Stakeholder Meetings

In this digital era, in-person community meetings are still a highly effective method to engage stakeholders and the public. Two (2) in-person meetings were held in an open-house format to provide increased accessibility and allow participants to come and go as best fit their schedule. The meetings were held on July 18th and 25th at the library and Memorial Hall. Approximately 36 attendees participated in the in-person meetings.

The final public presentation was held in December, 2023 to provide an opportunity for public comment, to share the survey and engagement results, and an overview of the final plan.

## Open House Sign Detailed Summary:

### July 18, 2023

21 sign-ins

Ward 1: 1

Ward 2: 7

Ward 3: 5

Ward 4: 2

No ward written: 6

## Community Engagement Meeting Comment Card

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

Resident: 5

Work in the City: 4

Business Owner:

Visitor:

Other:

### How did you hear about tonight's meeting? (Check all that apply)

Website: 1

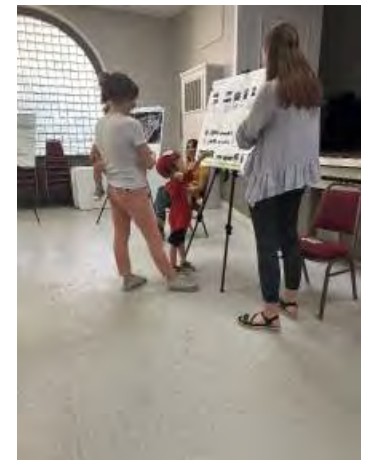
Word of Mouth: 2

Email: 2

Social Media: 5

Yard Signs: 2

Other: 1



# In-Person Community Engagement Exercises

## Comments (in no particular order):

- We really need a sidewalk from Main Street neighborhood to Trojan Elementary. Our students walk through there and it would be amazing for a safe path. This would keep our students safe.
- Rename our State Hospital and rename the Asylum Bridge.
- Continue to build affordable housing.
- Childcare to attract families to Osawatomie.
- Will there be a room where residents can meet for free?
- Great opportunity to get resident's feedback. Well-organized.
- The funding amounts and details and commitments should be published or available. Just colored lines on a map isn't enough details to make any informed decisions.

## Open House Sign Detailed Summary:

**July 25, 2023**

15 sign-ins  
Ward 1: 4  
Ward 2: 2  
Ward 3: 1  
Ward 4: 3  
No ward written: 5

## Community Engagement Meeting Comment Card

### What is your relationship to Osawatomie? (Check all that apply)

Resident: 6  
Work in the City: 3  
Business Owner: 1  
Other: 3

### How did you hear about tonight's meeting? (Check all that apply)

Website: 5  
Word of Mouth: 4  
Email: 4  
Social Media: 5  
Yard Signs: 3

## Comments (in no particular order):

- Bike share please
- Public restrooms please
- Excited to see the Asylum Bridge rebuilt





# In-Person Community Engagement Exercises

## 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: Connections and Funding Sources Map

Participants were shown planned routes for pedestrian corridors and the various funding sources already secured or being applied for.

### Activity No. 2: 6th Street Improvements

Residents were formally shown detailed design drawings by BG Consultants (not part of this consultant team) for 6th Street improved roads and sidewalks that stretches from levee to levee.

### Activity No. 3: Sidewalk Inventory Results

Preliminary results of the sidewalk survey were shown to the community. Refer to Section One for results.

### Activity No. 4: Signage Design Preferences

Preliminary designs for signage were shown. Participants were asked to vote their preference between two similarly sized signage types.

### Activity No. 5: Asylum Bridge Information & Redevelopment

Historical information on Asylum Bridge was shared. Participants were asked to vote their preference on redevelopment/salvage options for the bridge.

### Activity No. 6: The Hub Site Plan Design

In the final exercise, users were given a scaled site plan of the lot at 530/534 Main Street in downtown Osawatomie. Using pre-made cutouts representing various amenities at relative scale, participants placed the cutouts on the site to include (or not include) elements they would like to see, and where they would like them to be located.

The consultant team then photographed each design and compiled the results to establish statistical trends.



# Results and Data

## Activity No. 1: Connections and Funding Sources Map

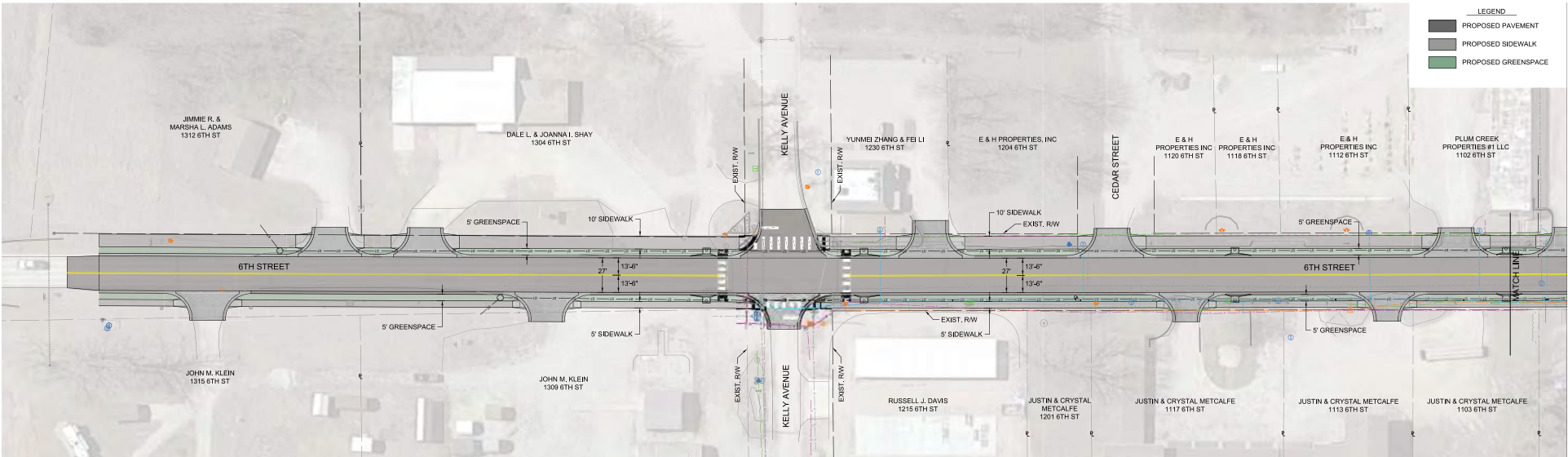
The city and consultant team discussed planned routes for pedestrian corridors as well as the various funding sources already secured or being applied for. Several of these routes are directly implemented from feedback garnered from the Phase I study.



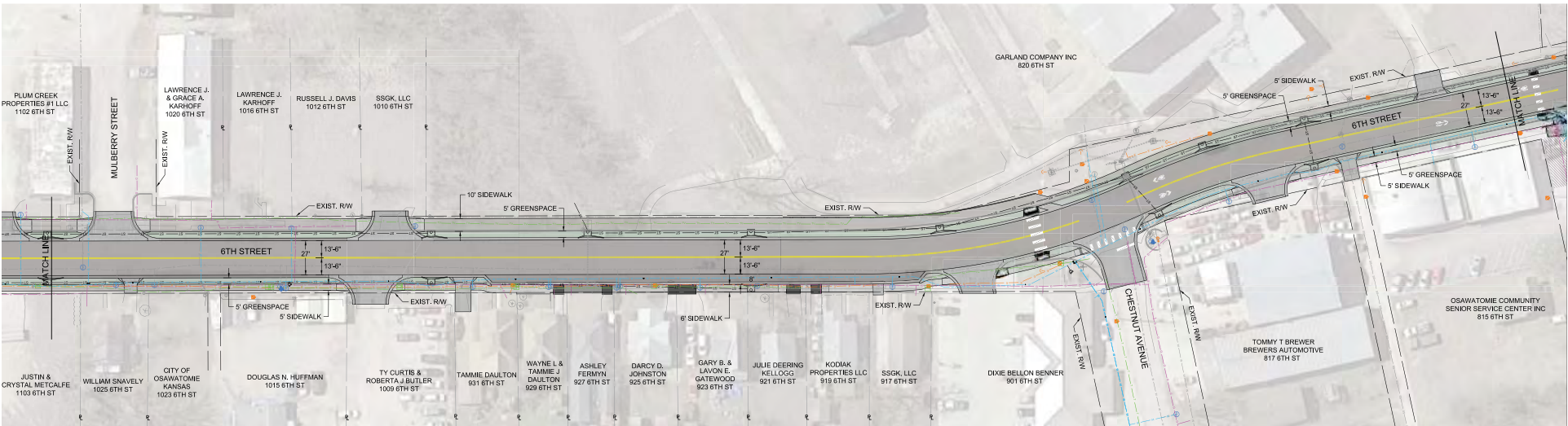


# Results and Data

## Activity No. 2: Sixth Street Improvements

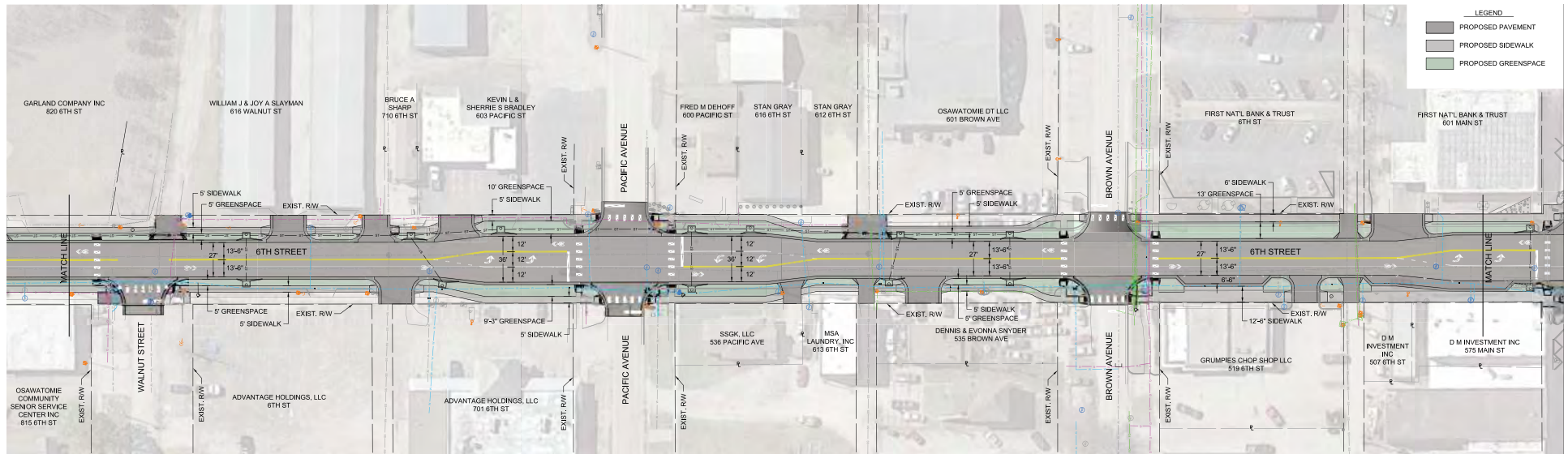


These graphics prepared by others highlights a corridor improving safety, clarity, and condition.

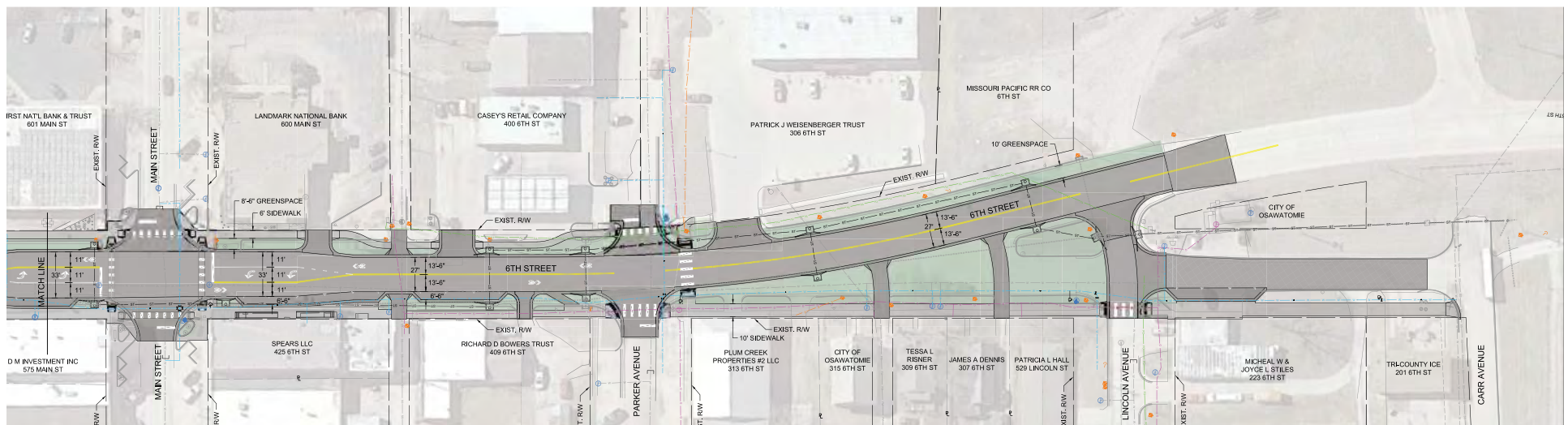


# Results and Data

## Activity No. 2: Sixth Street Improvements



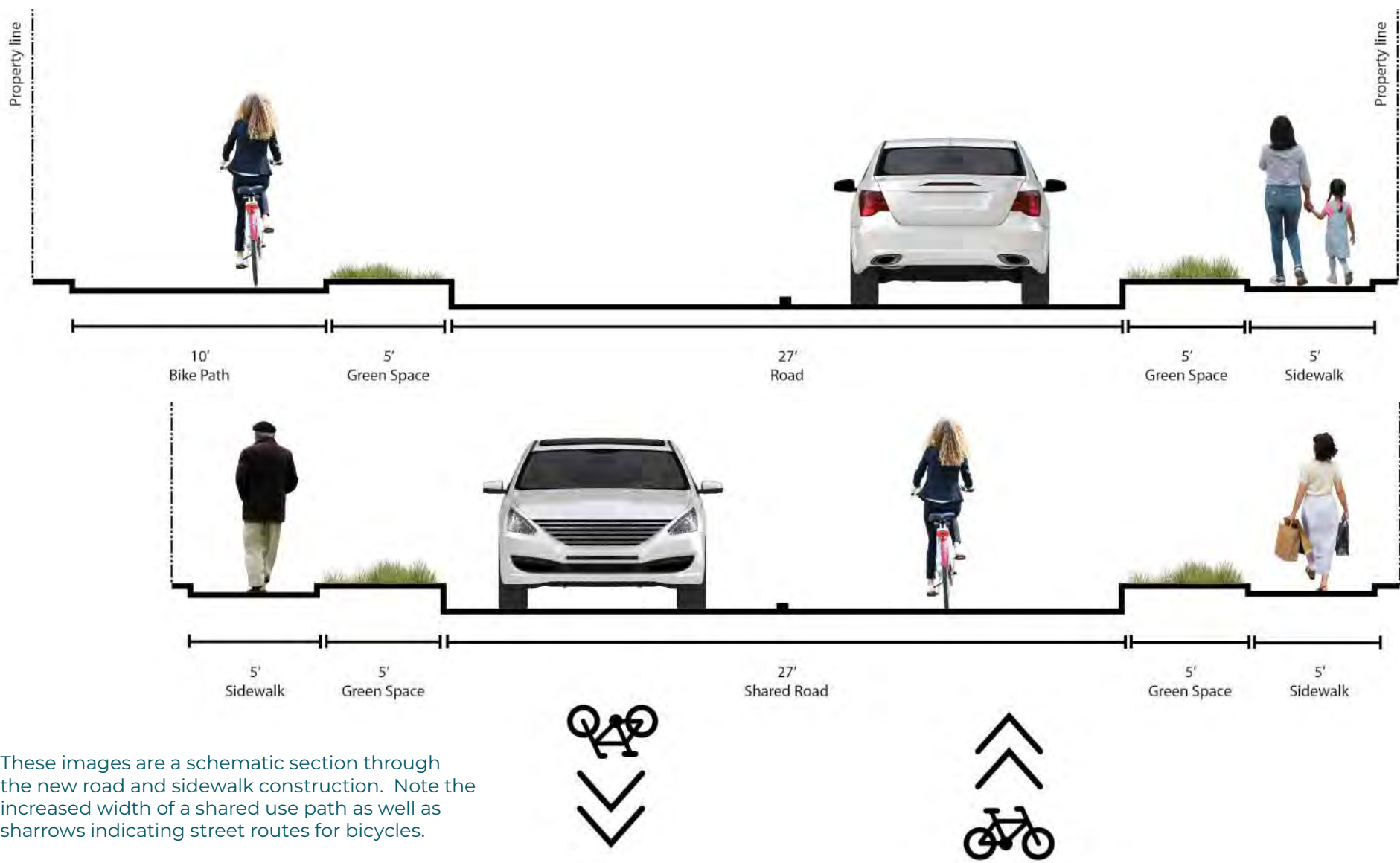
As the route continues to the north terminus (below and to the right), the street is reorganized to reduce the current, unsafe ambiguous split in the vehicular traffic pattern. An ample greenspace is created at the bend leading towards Derrick Jensen Drive for a possible landscape project and focal-point/gateway for traffic coming in from the north.





# Results and Data

## Activity No. 2: Sixth Street Improvements

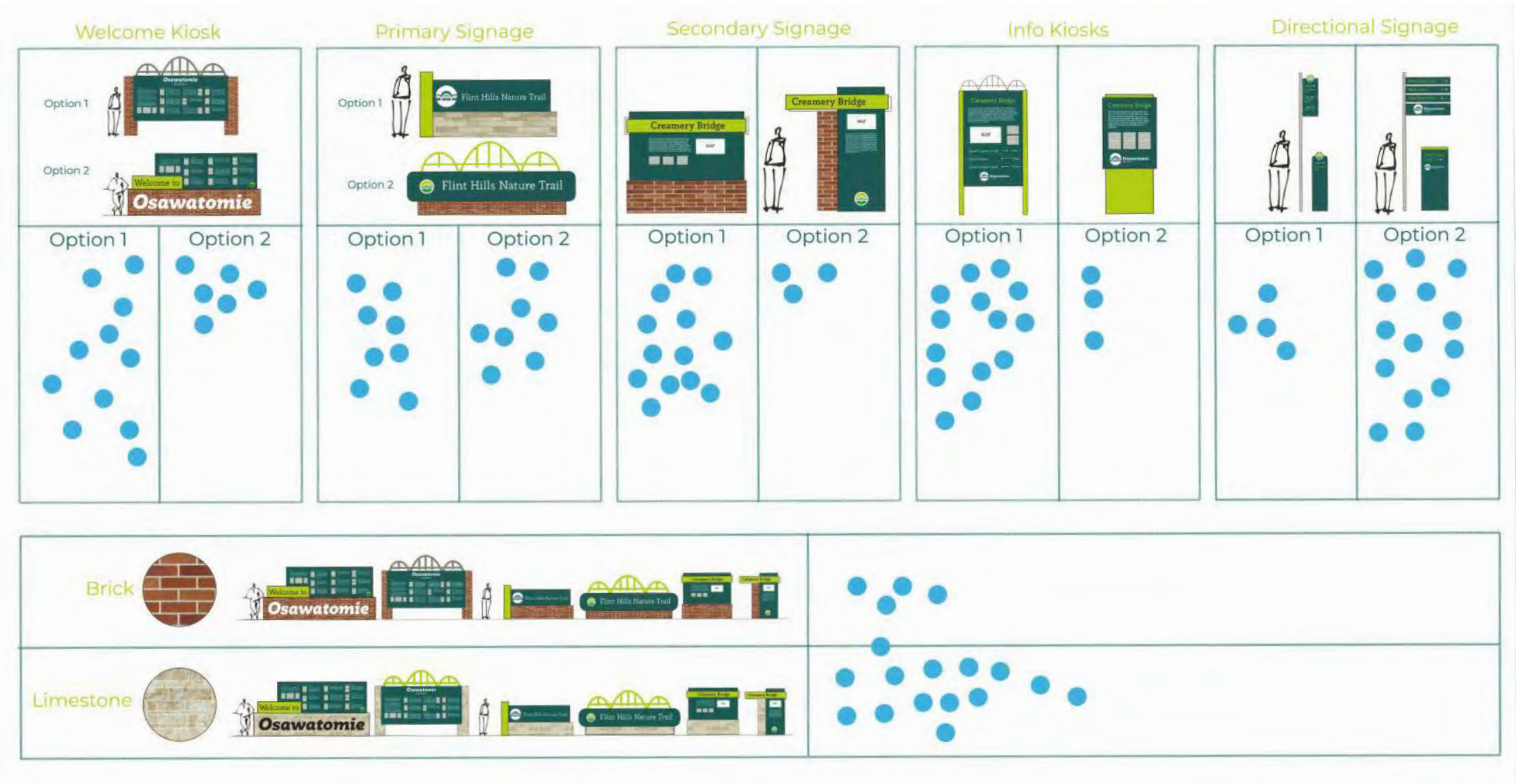


These images are a schematic section through the new road and sidewalk construction. Note the increased width of a shared use path as well as sharrows indicating street routes for bicycles.

# Results and Data

## Activity No. 4: Signage & Navigation

The dots as placed by participants indicated their preference between the two options. This page represents one engagement meeting, and the next page is the second meeting. The totals between the two are summarized at the bottom of the next page.

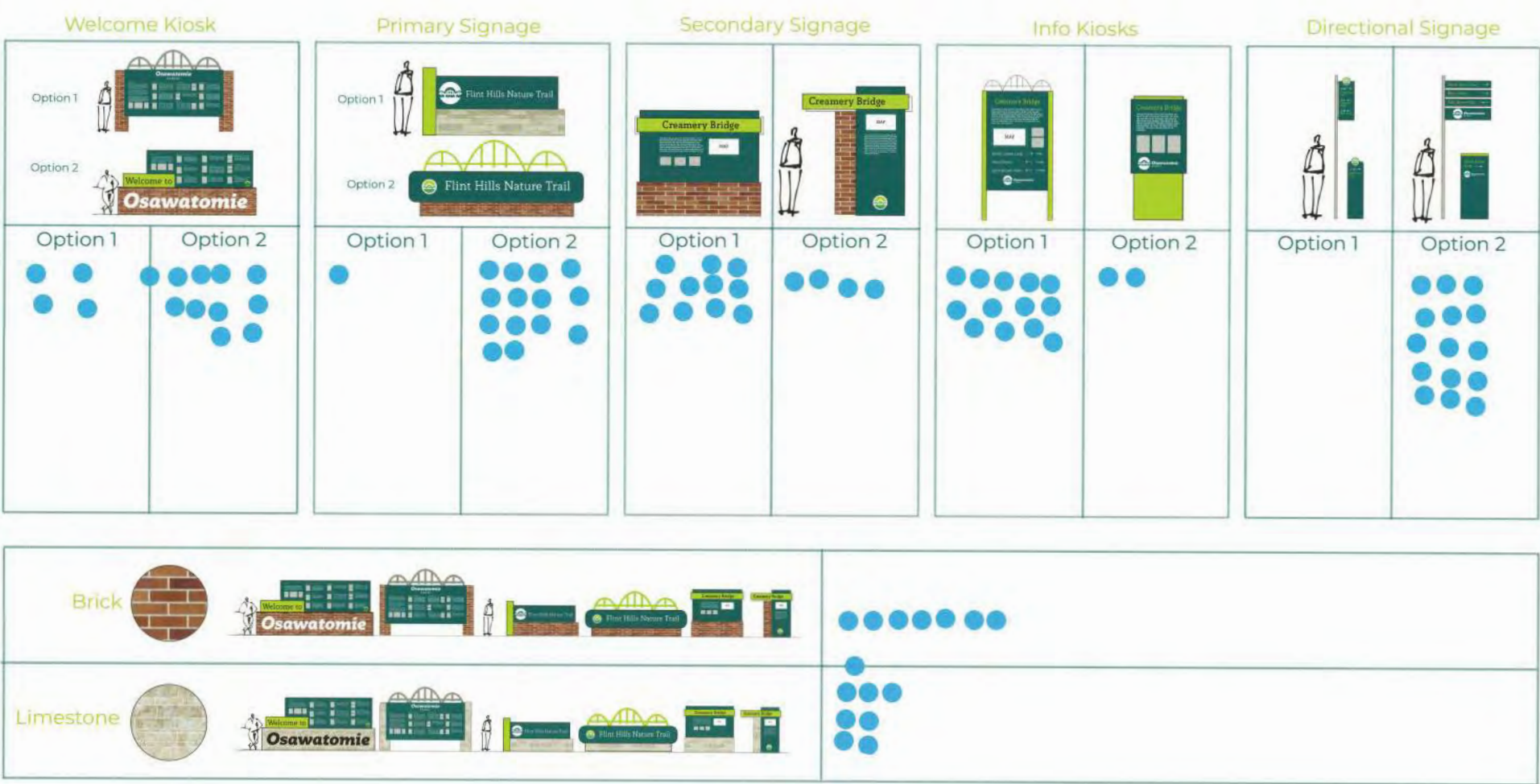




# Results and Data

## Activity No. 4: Signage & Navigation

In terms of voting, there was a strong preference for signage integrating limestone as opposed to brick. Many participants favored the inclusion of a Creamery and Pottawatomie Bridge abstraction. Room for increased size and quantity of text appeared a key factor for choosing directional signage.



**Welcome Kiosk**  
Option 1: 15  
Option 2: 16

**Primary Signage**  
Option 1: 9  
Option 2: 22

**Secondary Signage**  
Option 1: 24  
Option 2: 7

**Directional Signage**  
Option 1: 4  
Option 2: 29

**Material**  
Brick: 11  
Limestone: 20

# Results and Data

## Activity No. 5: Asylum Bridge Information & Redevelopment

The strong community preference is to repair or reuse parts of the existing bridge to whatever extents are feasible. An overwhelming preference is to not rename the bridge. Finally, use is fairly split between potential frequency of potential use, but it clearly indicates future use.

**But How? VOTE! Three Questions...**

PLACE BLUE DOT NEXT TO YOUR FAVORITE REDEVELOPMENT PREFERENCE, AND A RED DOT NEXT TO YOUR SECOND FAVORITE.

REPAIR EVERY COMPONENT SO IT LOOKS LIKE IT DID 100 YEARS AGO	10 Blue dots, 5 Red dots
SALVAGE AND REUSE EXISTING COMPONENTS PLACED UPON A NEW BRIDGE	8 Blue dots, 12 Red dots
BUILD A NEW BRIDGE NEXT TO THE EXISTING BRIDGE	3 Blue dots, 1 Red dot
SET THE EXISTING BRIDGE ON THE GROUND AS A GATEWAY FEATURE TO A NEW BRIDGE	1 Red dot, 1 Blue dot
DEMOLISH AND REPLACE WITH ALL NEW CONSTRUCTION	0 Blue dots, 0 Red dots

IN WHATEVER FORM THE CROSSING TAKES...

THE BRIDGE SHOULD BE RENAMED	2 Green dots
THE BRIDGE SHOULD NOT BE RENAMED	18 Green dots

HOW OFTEN WOULD YOU USE IT FOR RECREATION OR TO WALK/BIKE TO WORK AT THE HOSPITAL?

SEVERAL TIMES A MONTH OR MORE	15 Green dots
ONCE A MONTH OR LESS	15 Green dots

## Asylum Bridge



### Bridge Information

- Built in 1905 by the Kansas City Bridge Company, Asylum Bridge is a pin-connected reverse Parker truss bridge; thought to be the only version of its kind ever built in the United States.
- It became listed in the National Register of Historic Places in 1990 and thus, is eligible for a plaque.
- Historicbridges.org rates the national importance of the Asylum Bridge a 9/10; a 10 is reserved for bridges such as the Brooklyn Bridge, San Francisco's Golden Gate Bridge, and other smaller bridges for their engineering rarity. The bridge is rated a 10/10 at the local level stating "only bridges that are the absolute best in a local or regional area (such as a county or state) can achieve a 10 rating."

### Bridge Status

- The bridge is currently owned by the City of Osawatomie and its national registration status influences preservation options and methodology.
- An inspection in 1998 closed it to pedestrian traffic. Vehicular traffic was closed in the late 1970s.
- There is currently no pedestrian friendly route across the Marais de Cynges River.

### Bridge Surroundings & Development

- Osawatomie has received a Kansas Department of Parks and Wildlife (KDWP) 2023 Recreation and Trails Program grant to build The Marais des Cynges Pump Track on the south side of the bridge. A pump track is a series of small "rollers" (hills) and "berms" (corners/turns) to create and maintain momentum with minimal pedaling and are used by both kids and adults.
- Osawatomie has also received a KDWP 2023 Recreation and Trails Program grant to build a Mountain Bike Course on the Osawatomie State Hospital grounds just north of the Asylum Bridge.
- The north levee is a planned improvement project (no timeline) to connect to the newly developed trail and pathway loops.





# Results and Data

## Activity No. 6: The Hub

### DESIGN ACTIVITY

#### 1

This exercise is for you to design! The site plan is divided into a 5' x 5' grid with light grey lines. Each colored shape is also in 5' increments.

#### 2

Use any combination of shapes to form your ideal layout. Place the shapes within the gridlines to help keep everything neat and organized.

#### 3

You are not required to use every category from the legend...or you can use the same category multiple times. Set a timer for yourself to try and complete the task in

#### 4

under 10 minutes. When finished, have one of the consultants photograph your design. Designs are anonymous and will be reviewed for trends and preferences.

#### THE HUB

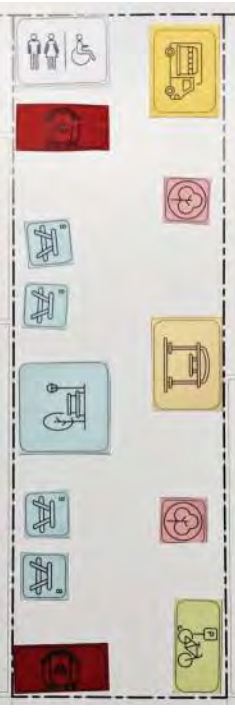
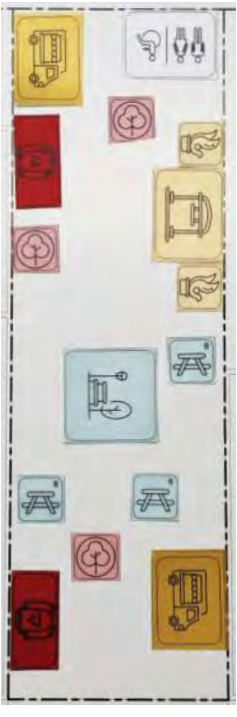
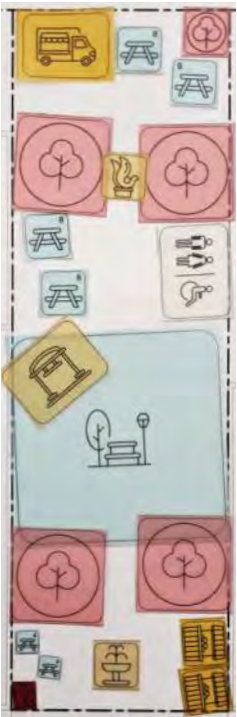
#### INSTRUCTIONS

#### LEGEND

 COMMUNITY ROOM #(NUMBER OF OCCUPANTS)	 RESTROOMS	 DROP OFF RECYCLING BOTTLES-PAPER-TRASH	 STAGE WEDDINGS/ LIVE MUSIC
 BIKE PARKING 10 BIKES	 BIKE SHARE 10 BIKES	 EV CHARGING STATION	 SCULPTURE
 TABLES & CHAIRS #(NUMBER OF OCCUPANTS)	 OPEN SEATING/PLAZA	 INFORMATION KIOSK	 WATER FEATURE
 TREES SMALL & MEDIUM	 FOOD TRUCK	 FARMER'S MARKET FOOD-ARTS-CRAFTS	



Below are just a few of the site plan activities completed by the community. Some were very organic in nature, and others were more formal/symmetrical.



## Section Two | 33

LOCATION IN LOT			TOTAL	TREND
BACK	MIDDLE	FRONT	ITEMS	RESULT
88%	6%	6%	34	BACK
31%	29%	40%	72	FRONT
45%	45%	10%	20	BACK/MIDDLE
17%	11%	72%	18	FRONT
32%	32%	37%	19	FRONT
33%	47%	21%	58	MIDDLE
24%	46%	30%	50	MIDDLE
15%	45%	40%	20	MIDDLE
10%	57%	33%	21	MIDDLE
0%	0%	100%	14	FRONT
35%	38%	26%	34	MIDDLE
23%	40%	38%	48	MIDDLE
33%	25%	42%	12	FRONT
0%	56%	44%	9	MIDDLE
0%	38%	63%	8	FRONT
78%	0%	22%	9	BACK
0%	0%	100%	8	FRONT
50%	50%	0%	1	BACK
100%	0%	0%	2	BACK
50%	50%	0%	2	BACK/MIDDLE

Data from all 24 site plans was compiled to determine items like category usage and preferred position of that category within the site (back/middle/front). The table to the left sorts the final results to show the most commonly used categories on each site plan. In terms of physical construction there was a very strong desire for restrooms, bike parking, food truck, and public stage space. Implementation of a recycling area or community room space found little favor.



# Design: Signage & Wayfinding

## Section Three

Introduction

Existing Signage Assessment

Branding

Type and Color Standards

Signage Types and Usage

Signage Locations



## Introduction

This guide is intended to be used for the signage and wayfinding elements for Osawatomie, Kansas' most significant historical sites and visitor attractions, and the directional network it takes to get there. This guide was created in reference to the current city branding and visual identity guidelines, as well as during the planning and creation of "The Hub" in downtown Osawatomie in 2023.

Throughout this document, current wayfinding elements throughout the city will be evaluated and suggestions to improve and implement these elements will be explored. These suggestions and guidelines help create a cohesive navigational network and identity for the city of Osawatomie. When implemented effectively, visitors and citizens have a seamless and efficient wayfinding experience without confusion.

## What is Wayfinding?

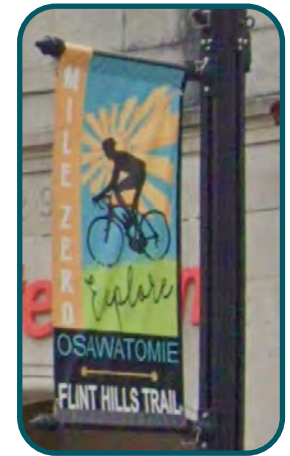
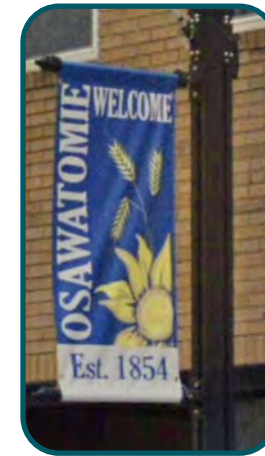
Wayfinding is the navigation experience to an intended destination, and the resources used along the way. This navigation process involves various sensory cues, such as signage, color, landmarks, street networks, and more. The more complex an area is, the more wayfinding elements are necessary to reach the intended destination. Wayfinding is important because it provides safety and efficiency in routes to the intended destination. For more information, visit the Kansas City Regional Wayfinding Guidebook (June 2020).





## Existing Signage Assessment

Currently, signage is inconsistent and does not have a cohesive vision. There is no prominent wayfinding elements that help navigate the city network for a visitor. Signs vary in size, color, location, and material. These signs create a confusing wayfinding experience with few navigational elements.



## Branding

### Establishment of Standards

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 is a viable means to get around town
- 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 a proud identity

The previous plan recommended the city take further steps to build on the high-level recommendations to develop a wayfinding system and identity for recreation and active transportation. It also suggested the city work with a designer to establish a style-guide to set fonts, sizes, colors, and the general arrangement of items. The city did just that and with the help of a consulting designer, three logos were created using new font styles and colors; they are shown to the right.

The city requested this study take those graphic standards and apply its design language to these endeavors. As this study progressed, it was clear that the area termed The Hub would benefit from having its own identity. After several design iterations, a concept emerged that utilized the round form with a unique word-mark conjuring the routes and interconnectedness that The Hub is trying to unify. Shown below, this logo can be used in marketing materials, event promotions, and even physical signage.





# Osawatomie Color and Typeface Standards

## Primary Typeface

**Rogliano**

Extra bold

**ABCDEFGHIJKLMNOPQRSTUVWXYZ  
abcdefghijklmnopqrstuvwxyz 1234567890**

Regular

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
abcdefghijklmnopqrstuvwxyz 1234567890

## Secondary Typeface

**Montserrat**

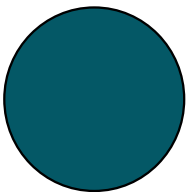
Regular

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
abcdefghijklmnopqrstuvwxyz 1234567890

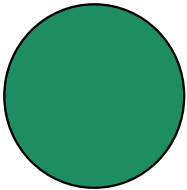
## Primary Logo



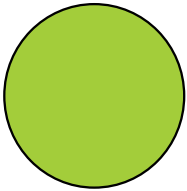
## Color Palette



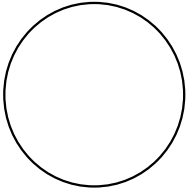
Pantone 308 U  
CMYK / 93, 53, 47, 25  
#025866



Pantone 3278 U  
CMYK / 83, 22, 77, 7  
#228C61



Pantone 374 U  
CMYK / 41, 0, 100, 0  
#A4CE3A



#FFFFFF

For more graphic design standards,  
refer to the Osawatomie Visual  
Identity Guide

# Signage Types and Uses

## Primary Signage

Primary signage welcomes a visitor to a specific site and informs them that they have arrived to their intended destination. These signs are meant to be easily read from far away, specifically while driving or riding a bike. For best results, place this sign near the entry of a location near the side of the road.



## Information Kiosk

An information kiosk informs a person at a pedestrian scale about the site. This could include but is not limited to history, amenities, rules and regulations, and potential donors. Maps and directions to other nearby sites and amenities could also be apart of this kiosk. These signs could be used for informing a visitor about a trail or designated pedestrian path.



## Secondary Signage

This type of sign is a hybrid between the information kiosks and primary signage. The title at the top of the sign informs a visitor that they have arrived at their intended destination, while also providing extra information to the visitor via text and maps below. Place this sign near the entry of the destination.



## Directional Signage

Directional signage helps guide a person to their intended destination. It is helpful to inform the person the distance and direction to the destination. These signs are for pedestrians and bicyclists. Place these at major decision points and places that need additional clarification. Make sure that no vegetation will grow in front of the sign, blocking the letters.





## Suggested Signage Locations

### Primary:

- Mile Zero Trailhead
- John Brown Site

### Secondary:

- Asylum Bridge
- Creamery Bridge
- Pottawatomie Bridge

### Information Kiosk:

- Downtown at The Hub
- Mile Zero Trailhead
- At major city entrypoints
- Mile Zero Trailhead
- John Brown Site
- Old Stone Church
- Mills House
- Each new trail/pathway connections

### Directional Signage:

Where indicated on map



Conceptual rendering of an information kiosk adjacent to the Mills House.

Directional Signage Locations





# Design: OZ Commons Development

## Section Four

### OZ Commons Development

1. The Hub
2. Asylum Bridge
3. Pedestrian Bridge at Derrick Jensen Drive
4. Flint Hills Trail Crossing at John Brown Highway





## OZ Commons Development

This map highlights a few potential development concepts from Phase I focused in and around the downtown area. A consensus was achieved that the community desired a place in which to gather for year round events and occasions. A formalized means to get to these locations via the Flint Hills Trail is under both organization and implementation.





# OZ Commons Development

## 1. The Hub

As previously mentioned, The Hub was born from the idea to create a space for the community to both gather and depart. After several design options with the OZ COMP group, as well as implementing on-line and in person feedback, the image below shows a possible implementation concept at 530 Main Street. The entry is framed by two landscaped elements with the newly created branding opportunity. An informational kiosk and bike share/ bike parking is available to the west (left) while the east is left more open for the recently commissioned mural. Overhead catenary lights keep the space free from light poles. Rented chairs for formal events are possible, or the public can bring lawn chairs for live music, productions, etc.





# OZ Commons Development

## 1. The Hub

A closer look reveals a covered, raised stage (less than 30") with a secondary canopy over a seated area. An accessible ramp to the stage would be along the back. The lower covered roof allows for additional farmer's market/popup retail outlets. Site furniture such as swings (that mirror the mural) for photo opportunities could be integrated.





# OZ Commons Development

## 1. The Hub

For the northern third of the lot, room for food trucks has been provided. It is anticipated much of the brick walk paving can be provided by city owned stock from previous public works projects. Portable restrooms are provided and screened off. Behind the stage, a small storage area for permanent equipment and the stage's backdrop.



# OZ Commons Development

## 1. The Hub

This final view shows the area in an overall format. While just an initial concept, the scheme has listened and responded to the community's input. From this, the city can fund-raise and apply for additional grants and other outlets to implement this scheme (or variations of) for the benefit of the city and its visitors.

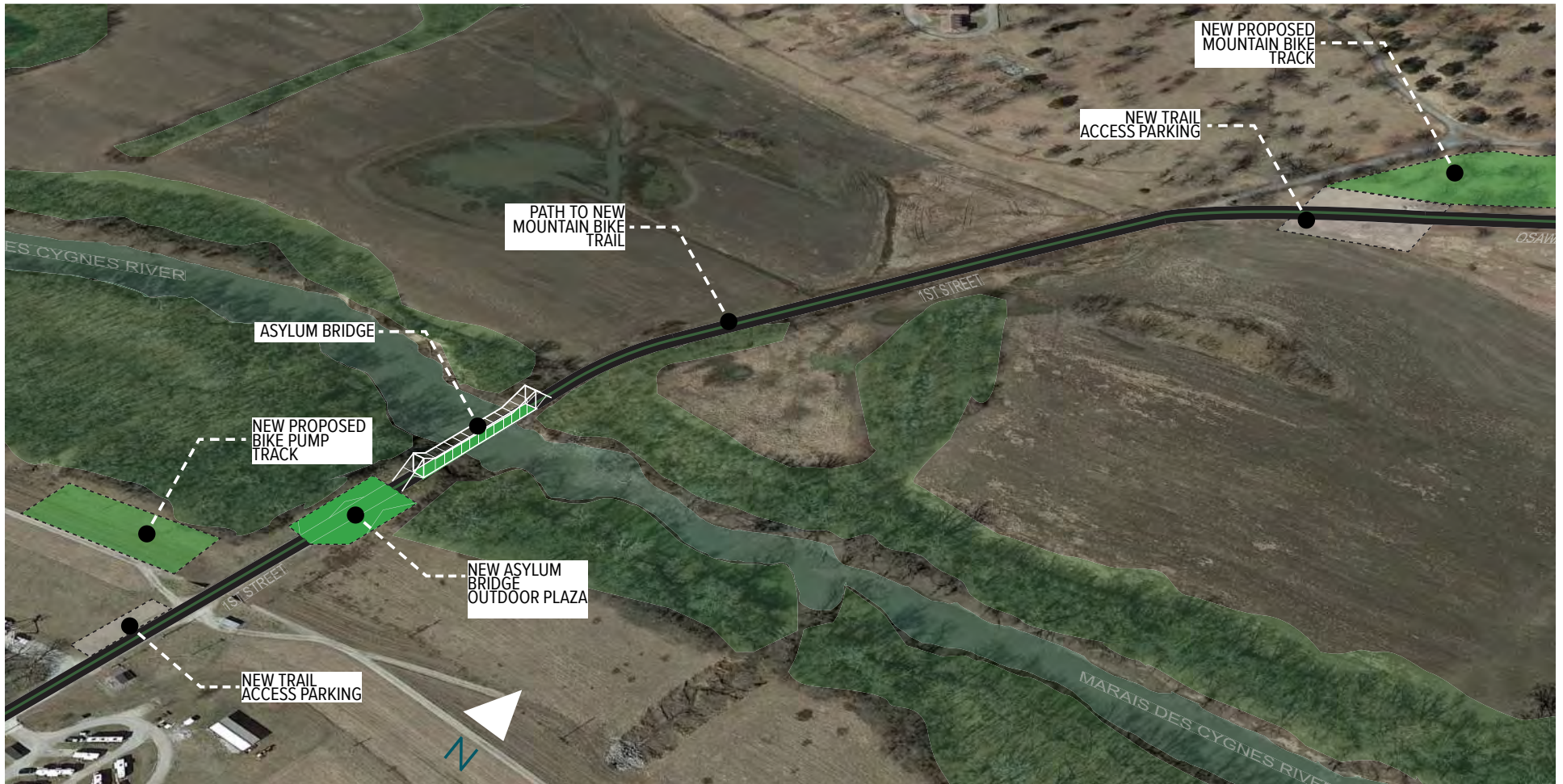




# OZ Commons Development

## 2. Asylum Bridge

As part of the bicycle and trail initiatives, the city has planned for and received grants to implement both a pump track south of the Marais Des Cygnes, and a mount bike track on the south end of the hospital grounds. Connecting the two is the defunct Asylum Bridge. As covered in previous sections, once reopened as a pedestrian thoroughfare, an entire new corridor is created, as well as forming a focus near the future north levee trail. The image below shows a new outdoor plaza as a terminus to 1st Street just south of the bridge. The following page is a conceptual aerial rendering looking to the northeast.





# OZ Commons Development

## 2. Asylum Bridge





# OZ Commons Development

## 2. Asylum Bridge

The amenities could include portable restrooms, bike parking, covered park canopies, picnic benches, and landscape. Images such as these can be used to secure future funding for rehabilitating the bridge and setting it upon a new, modern base and foundation. Conceptual recommended bridge rehabilitation work includes:

- Perform a current survey by a qualified engineer with experience on historic bridges. Survey may include a 3D drone scan in which member sizes and connections can be digitally scanned and then analyzed by the engineer.
- By use of crane(s), lift the existing bridge from its piers and set aside for structural repairs, member replacement as required, safety guardrails, and painting. Painting will help preserve steel from future deterioration.
- Repair or demolish the existing piers and build a new pier system for a new  $\pm 200$  foot long pedestrian bridge platform/substructure.
- Set the repaired “crown” of Asylum Bridge on the new base, add new decking/walk surface to preserve the historical aspects of the bridge.





# OZ Commons Development

## 2. Asylum Bridge





# OZ Commons Development

## 2. Asylum Bridge

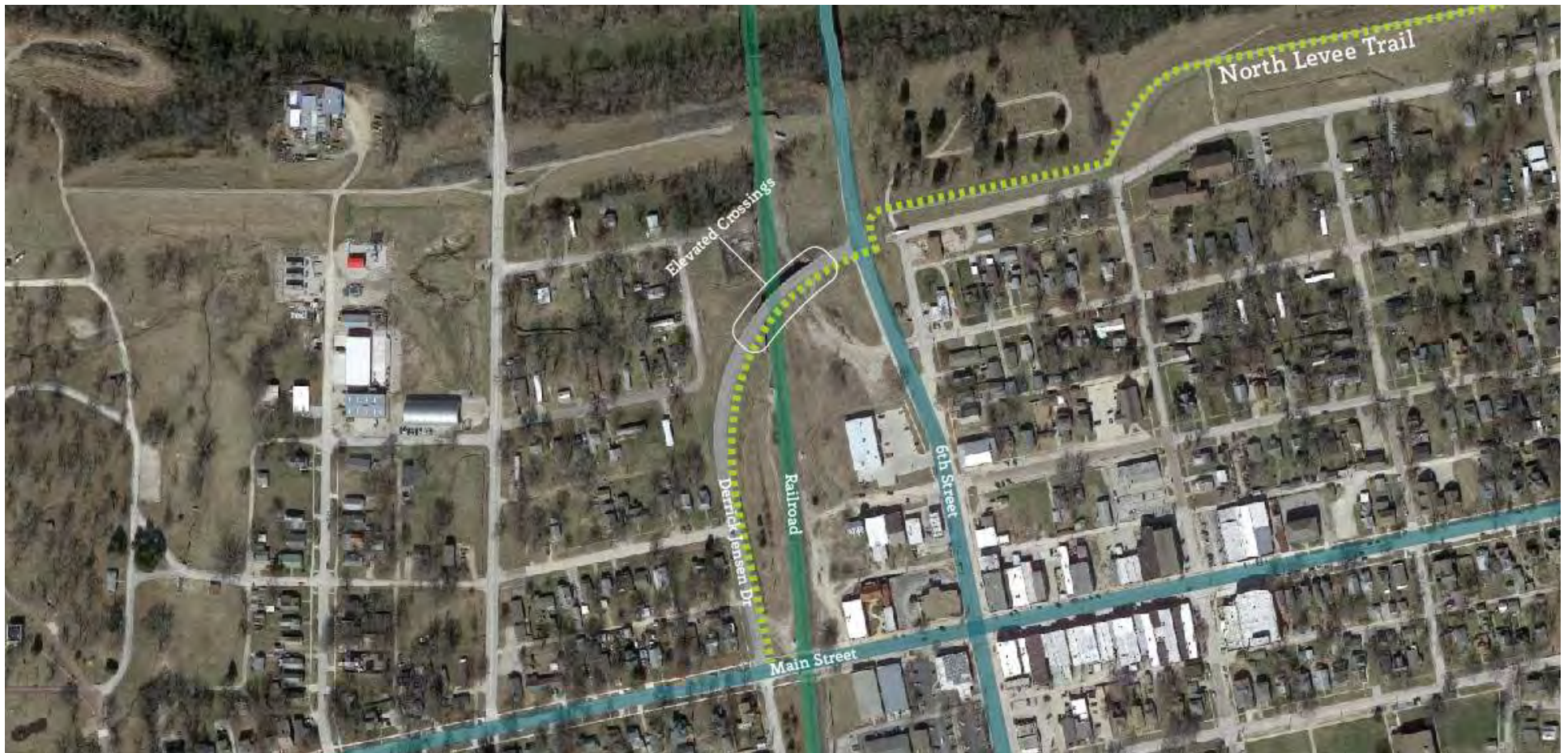




## OZ Commons Development

### 3. Pedestrian Bridge at Derrick Jensen Drive

To cross the railroad to get to the other side of Osawatomie, bicyclists and pedestrians need to cross at-grade on Main Street. If the North Levee Trail is developed there would need to be a way to connect the users down to Main Street. One way to create a safer and more complete pedestrian network would be to create a separate elevated pedestrian bridge at Derrick Jensen Drive (7th Street). This could accommodate pedestrians and bicyclists getting over the mainline railroad track without having to directly cross any railroad tracks. The span of the bridge would range from 190 to 210 feet in length depending upon which side of the drive is used. If the south side is preferred it would need to be longer due to the curvature of the bridge and may need to include a middle abutment for two smaller sections of the pedestrian bridge.





# OZ Commons Development

## 3. Pedestrian Bridge at Derick Jensen Drive

The north side alignment might be able to accommodate one pedestrian structure depending upon the recommendations of the manufacturer of the bridge. If the north side also requires an abutment, there is sufficient clearance from the mainline track and enough room between the sidetrack to accommodate the abutment. Coordination with the railway owner will confirm this. In either scenario, pedestrians and bicyclists will have a safer crossing point over the railroad helping to avoid future accidents.

The pedestrian bicycle crossing at Derrick Jensen Drive could be a prefabricated bridge like a Contech or another prefabricated bridge and would need to have a higher-than-normal guard rail and fence to protect the trains from falling objects, like the existing roadway fences. The pedestrian bridge may be an opportunity to install art on the railings and fences, but it must be secured in a manner that the railway would approve. This proposed pedestrian bicycle crossing makes for an ideal transportation enhancement project for the city.



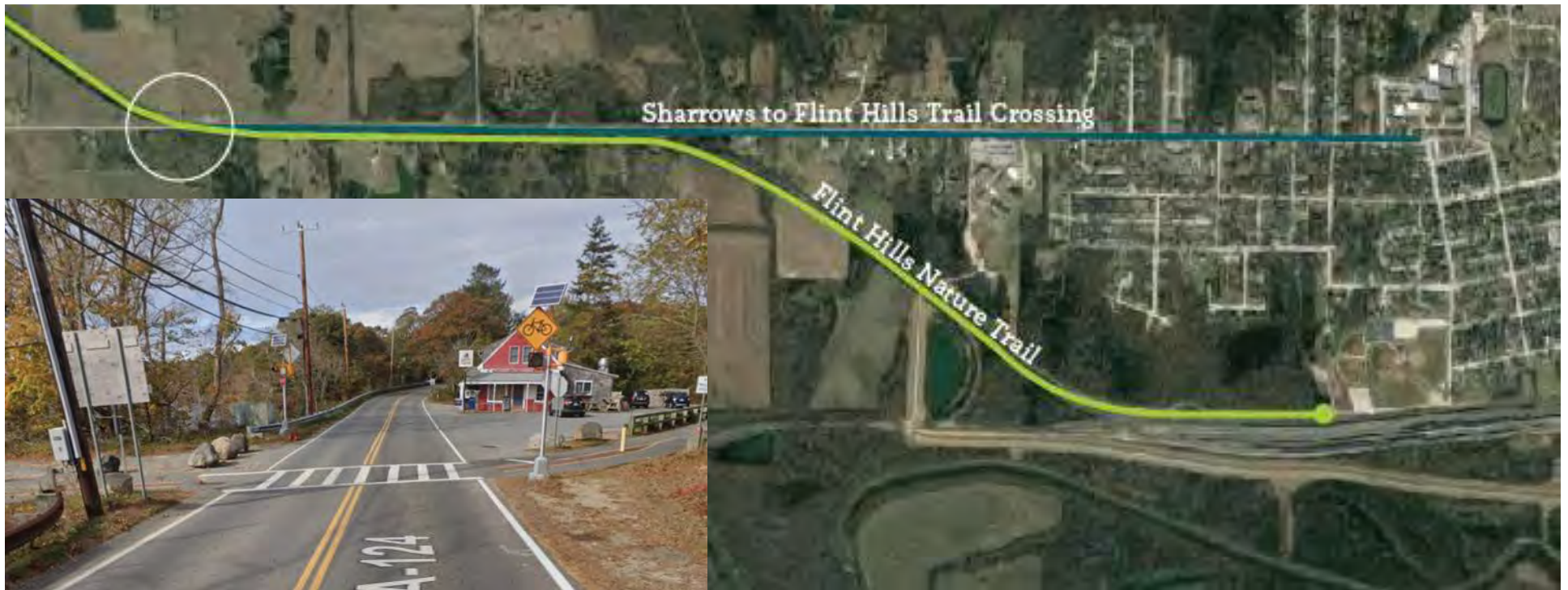
# OZ Commons Development

## 4. Flint Hills Trail Crossing at John Brown Highway

The Flint Hills Nature Trail becomes disconnected at John Brown Highway from the Mile Zero Trailhead located in the City at Karl E Cole Sports Complex. This disconnection makes this portion of the trail not safe for trail users or motorists and creates confusion for new trail users.

To create a safe crossing, use a High-Intensity Activated Crosswalk (HAWK) signal and pavement markings on the roadway. A HAWK signal safely assists people crossing busy roadways or streets. They work like other button-activated traffic signals, either by pushing a button or an automatic sensor, which directs the person walking or biking to wait for the signal to change and traffic to stop, allowing them to cross safely. For motorists, the HAWK signal will remain off until activated by a bicyclist or pedestrian. When activated, a series of yellow and red sequences requiring the motorist to slow down and stop. After the trail users have crossed it will go dark again allowing motorists to continue. Utilizing this approach would make a good Recreational Trails Grant Program project or even a Transportation Enhancement project.

This crossing project at John Brown Highway could include creating a few designated parking spaces. This could benefit Flint Hills Nature Trail by providing an additional starting and stopping point but could be a conflict of interest due to the main trailhead being roughly two miles away in town at the Flint Hills Nature Trail Mile Zero.





# OZ Commons Development

## 4. Flint Hills Trail Crossing at John Brown Highway

The image below shows an example of the HAWK system implemented similar to the photo on the previous page. These systems can be solar powered with battery backup for easier implementation. The bottom photo shows the current diagonal crossing required.





# Cost Estimates & Funding

## Section Five

### Regional Cost Data Funding Sources for Active Transportation





# Regional Cost Data

## 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 2024 commercial construction dollars with related equipment and infrastructure. Inflation should be included in future improvements. Construction costs will vary based on the ultimate project scope (i.e., combination with other projects) and economic conditions at the time of construction.

Project	The Hub	Asylum Bridge	Pedestrian Bridge at Derrick Jensen Dr.	Flint Hills Trail Crossing at John Brown Highway
Description	Downtown parklet infill with a focus on open programmable areas to support community gathering	Lift the existing bridge, separate the bridge top from the existing deck, and reset on new bridge foundations and deck/walk surface	Separated, detached pedestrian bridge crossing the railway adjacent to Derrick Jensen Dr.	A formalized, perpendicular crossing of John Brown Highway
Estimated Cost	\$1,750,000 to 2,000,000	\$2,750,000 to 3,000,000	\$950,000 to 1,200,000	\$130,000 to 160,000
Craft Categories	Site-cast concrete Wood/steel framing Metal railings Wood/composite decking Roofing Siding Exterior doors Painting/coatings Signage and outdoor furniture Bicycle racks, litter receptacles A/V equipment Drinking fountain/water cooler Exterior lighting and power Rigid and unit paving Decorative gates and signage Grading and landscaping	Site-cast or precast concrete Structural steel repair Fabricated pedestrian bridge Wood decking Outdoor furniture Exterior lighting and power Rigid paving (walks and parking) Grading and landscaping Waterway/marine construction  <a href="https://www.nps.gov/orgs/1739/index.htm">https://www.nps.gov/orgs/1739/index.htm</a> <a href="https://historicbridgefoundation.com/save-a-bridge/">https://historicbridgefoundation.com/save-a-bridge/</a> <a href="https://historicbridgefoundation.com/wp-content/uploads/2014/01/edelhirehab.pdf">https://historicbridgefoundation.com/wp-content/uploads/2014/01/edelhirehab.pdf</a> <a href="https://historicbridges.org/bridges/browser/?bridgebrowser=truss/bostick/">https://historicbridges.org/bridges/browser/?bridgebrowser=truss/bostick/</a>	Site-cast or precast concrete Fabricated pedestrian bridge Wood decking Exterior lighting and power Rigid paving (walks) Grading and landscaping	Painted pavement markings Signage Manufactured traffic-calming devices Grading and landscaping

# 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. 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 Six

Performance Measurements

Action Plan

Multimodal Programs & Practices Recommendations



# 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.





# 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 and health services
- 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: THE HUB

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
What needs to be done?	Who will take actions?	By what date will the action be done?	Resources Available	Resources Needed (financial, human, political, and other)	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 _____						



# Multimodal Programs & Practices Recommendations

## 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.

# Oz Commons Community Survey

## Appendix One

### Online Survey

The following pages report the online survey results. The responses were considered when choosing programming elements, physical materials, and other criteria during design concepts. For example, in Question 2, a heavy, durable style of picnic seating was preferred over a traditional wood built picnic table. Thus, for preliminary concepts, this was shown at the Asylum Bridge park south of the bridge.





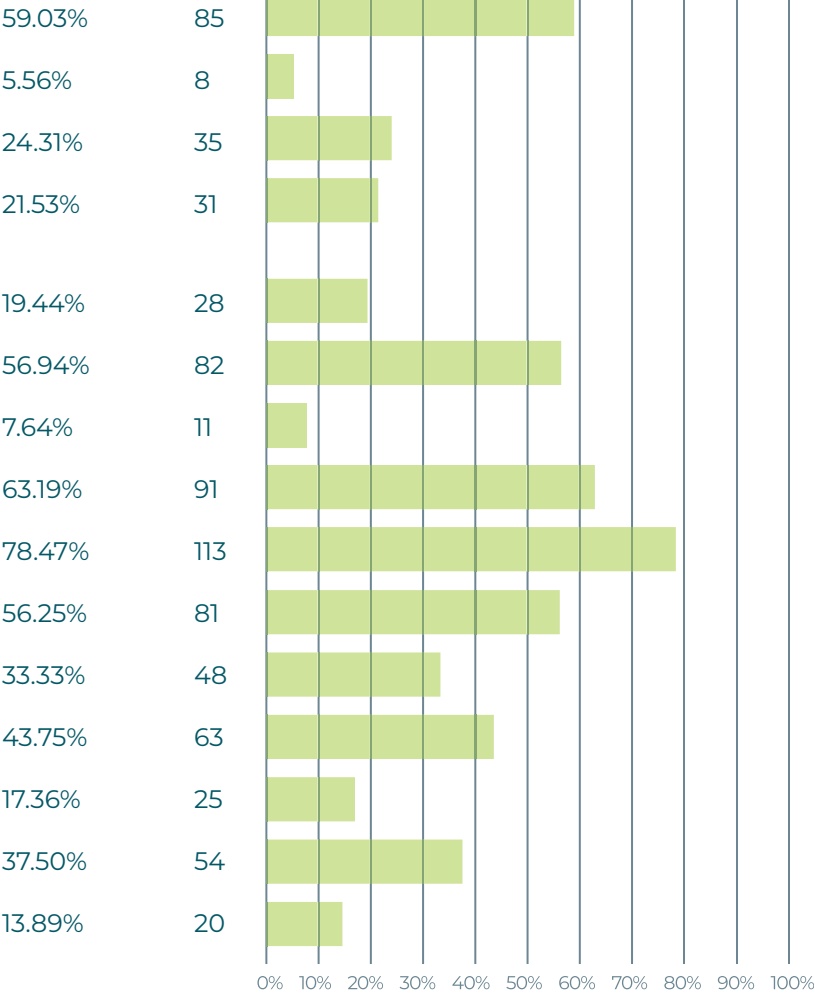
Question No. 1: Would you like to have the following amenities at The Hub? (Check all that apply)

Answered: 144      Skipped: 0

Answer Choices:

- Drinking fountains/bottle filling stations (City maintained)
- Free or rentable lockers for the day (City maintained)
- Public bike storage/bike racks (City maintained)
- Public bike checkout program (free or rentable bikes for public use and return) (City maintained)
- Electric bicycle charging stations
- Permanent public restrooms (City maintained)
- Permanent public showers (City maintained)
- Food truck space with permanent power hookups
- Farmer's market or other areas designated for pop-up market stations
- Area/stage for small concerts, performances, speeches, etc
- Permanent outdoor public games (table tennis, bean-bag toss, etc)
- Public Art (sculptures, wall murals, etc)
- EV charging stations nearby on Main Street
- Outdoor gas/electric heaters to extend the seasons
- Something else (please explain)

Responses:



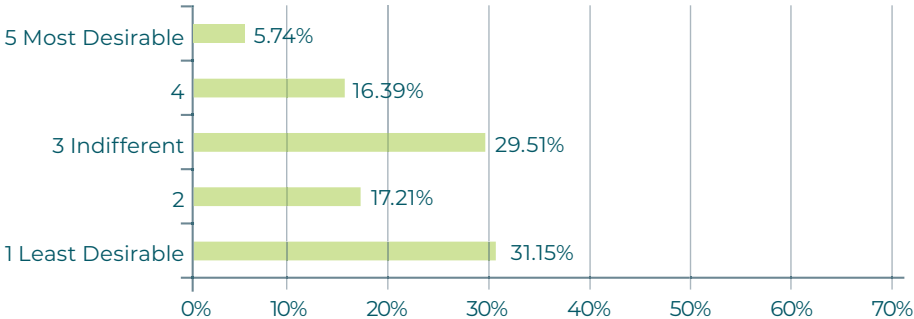
### Something else (please explain) Responses:

- 1 Splash pad
- 2 All or anything is an improvement. Thank you for the work and consideration. It is noticed and appreciated.
- 3 pergola or gazebo areas and stadium cement/concert style seating areas
- 4 Teen activity center...ie arcade
- 5 Move food trucks closer to street so they can be seen
- 6 Stores
- 7 Children's playground
- 8 Tired of damn ever raising taxes, and constant projects we can't afford.
- 9 Permanent covered roof / shade
- 10 Play area small children.
- 11 Would love murals that depict life in Osawatomie. With trains, State Hospital, maybe some storefronts or hotels that are no longer here.
- 12 Bike rental yes but city prob not best administrator
- 13 Splash pads
- 14 Bowling, skating rink
- 15 Electric scooter rental
- 16 Splash pad park somewhere downtown
- 17 Consider splash pad
- 18 Pet amenities
- 19 Putting showers downtown is a bad idea!
- 20 Children's playground?

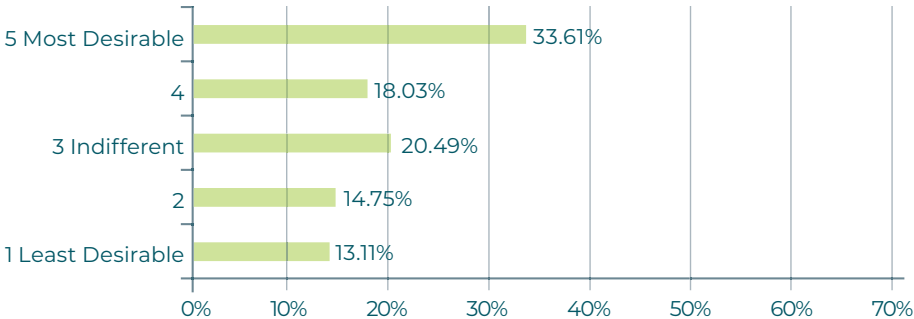


Question No. 2: Fixed seating and table  
Answered: 124      Skipped: 20

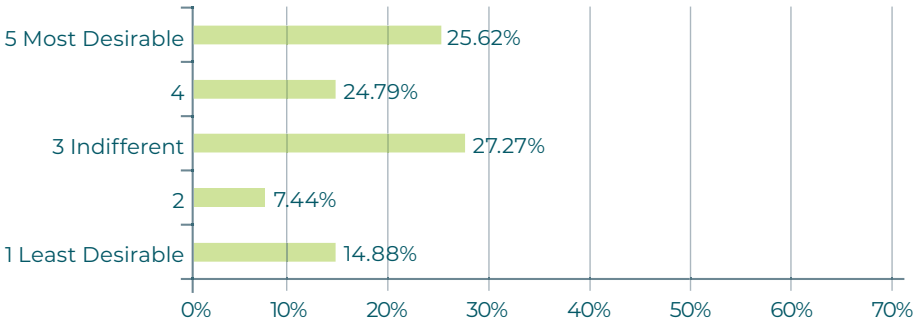
Familiar, traditional



Durable, industrial, heavy

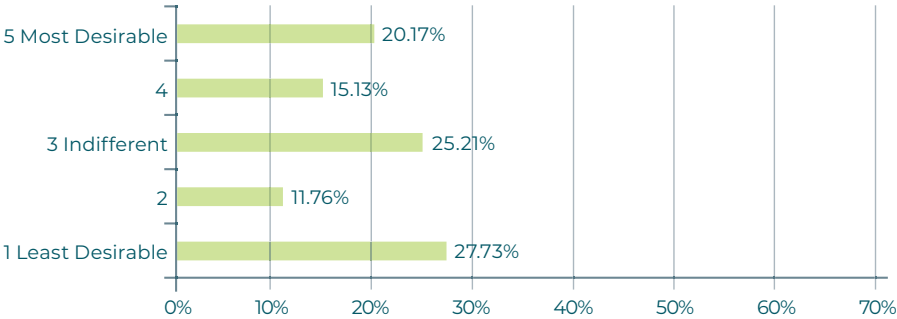


Contemporary, unique

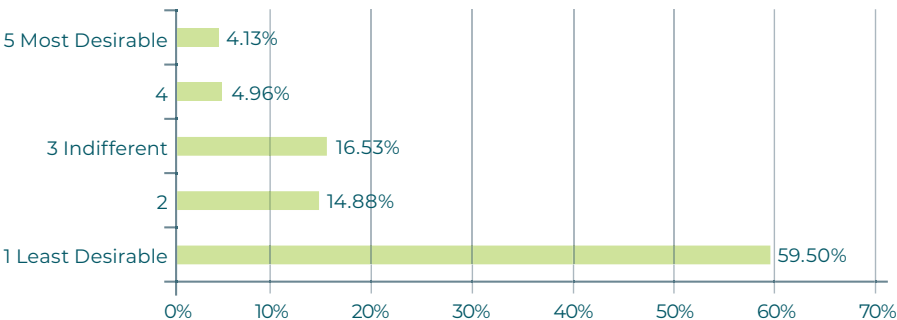


Question No. 3: Loose seating and table  
Answered: 122      Skipped: 22

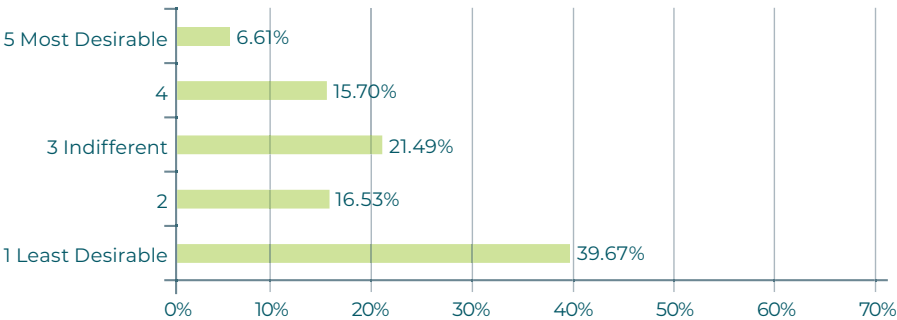
Contemporary, clean



Lightweight, bistro style



Wrought-iron

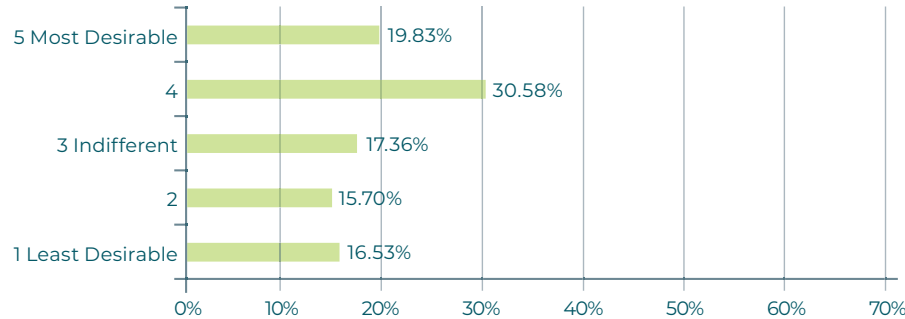
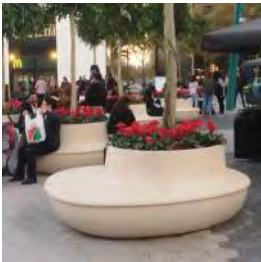




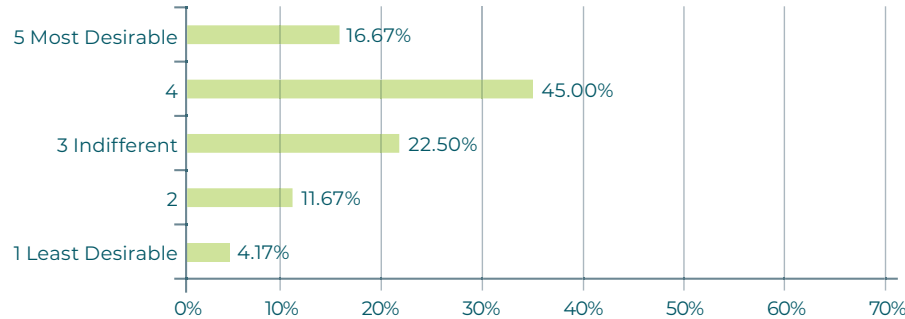
Question No. 4: Fixed seating without table

Answered: 124      Skipped: 20

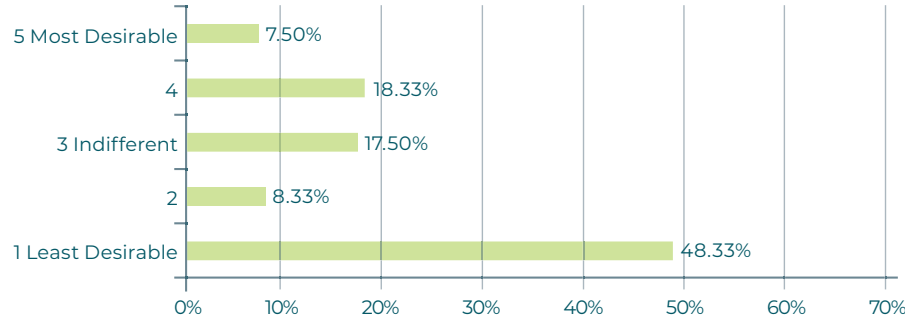
Organic, unique,  
semi-private



Traditional, familiar,  
private

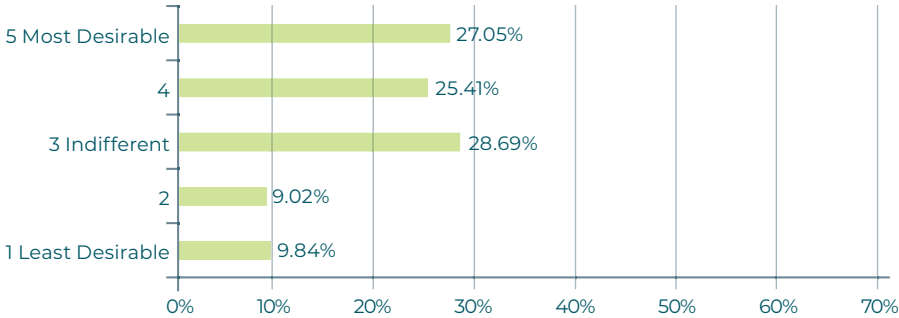


Organic, communal

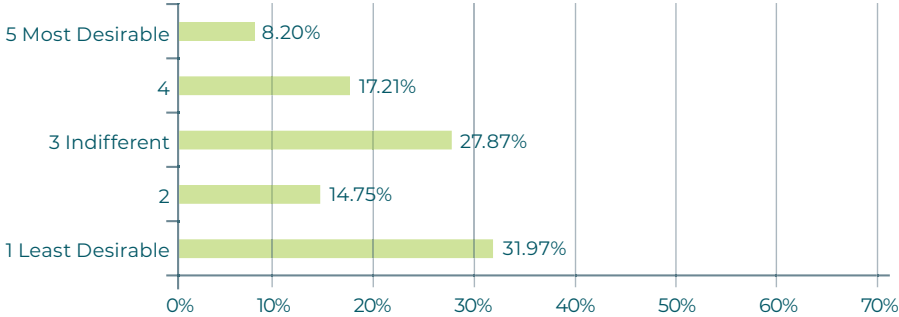


Question No. 5: Entertainment or Performance space  
Answered: 128      Skipped: 16

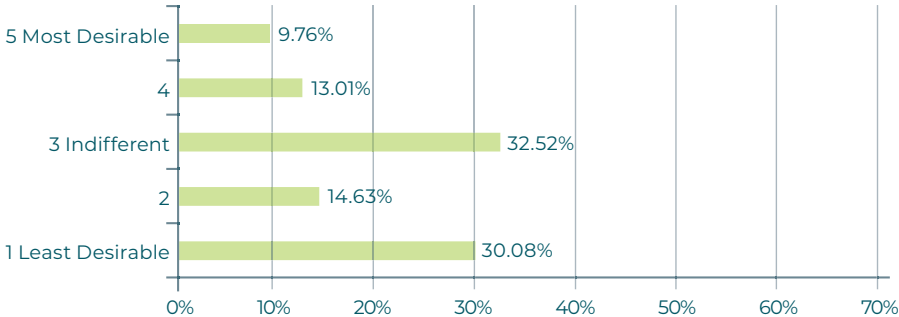
Small, low, pergola



Wood framed deck

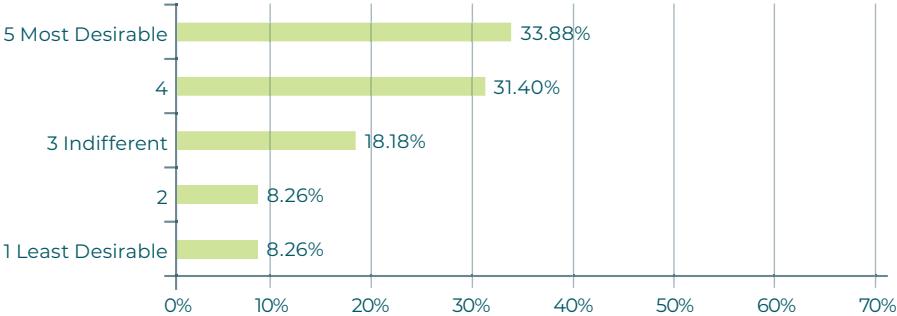


Temporary, space saving



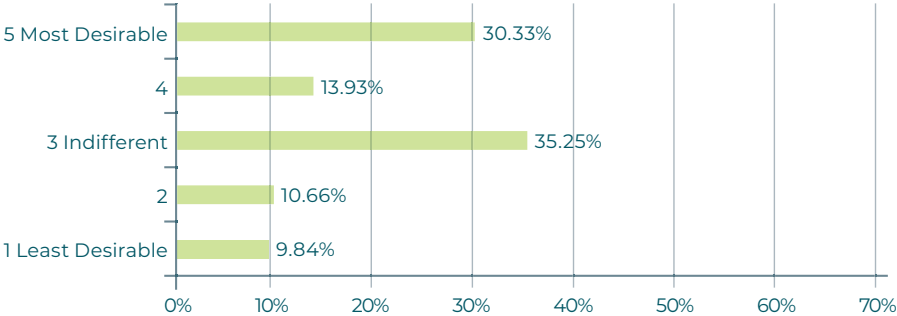


Formal, higher platform

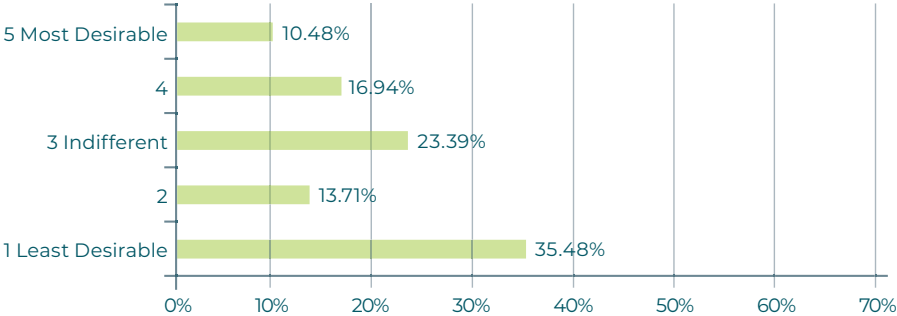


Question No. 6: Walk Surface:  
Answered: 127      Skipped: 17

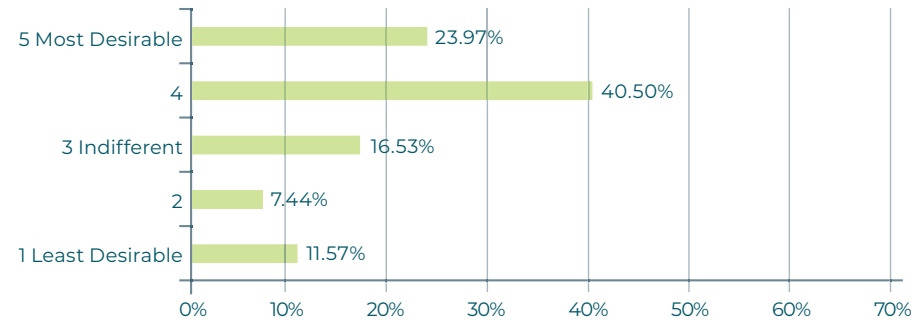
Uniform, opaque,  
familiar



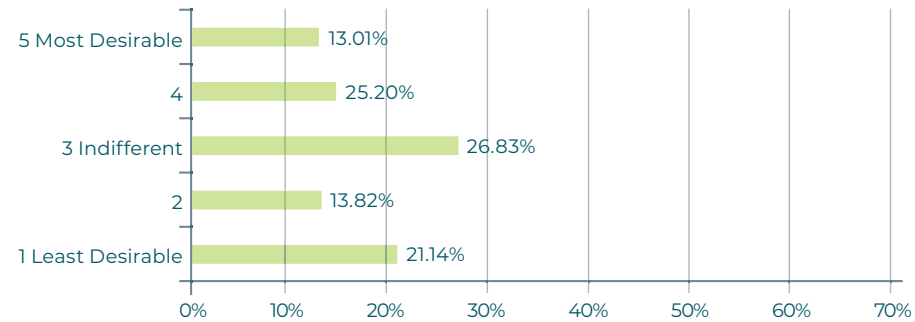
Rustic, uneven,  
imperfect



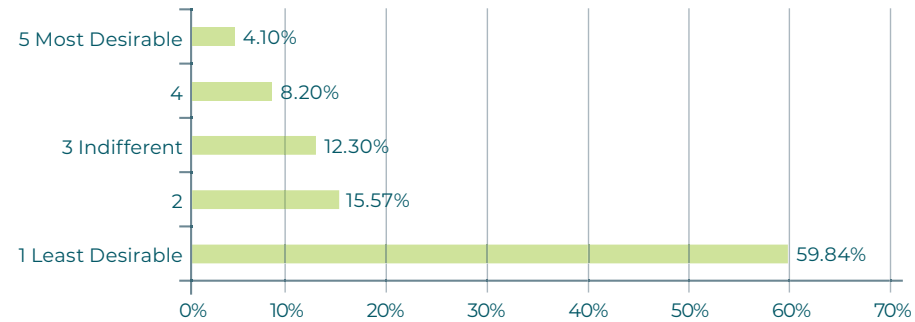
Rain permeable,  
uniform



Organic, uneven,  
imperfect



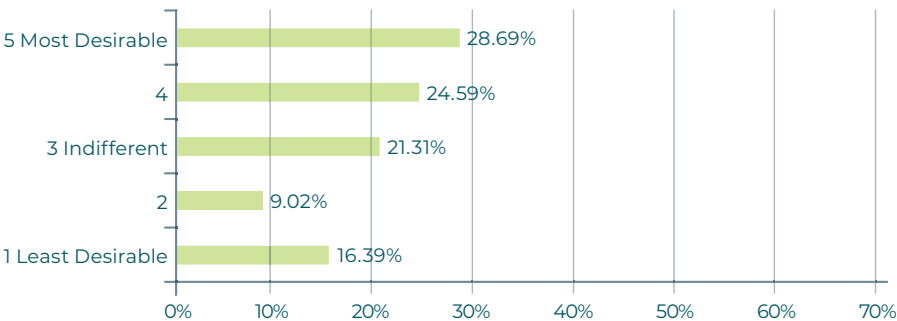
Organic, rain permeable,  
granular



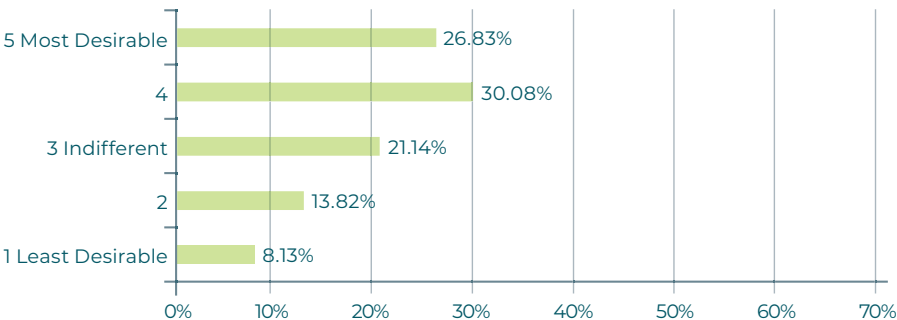
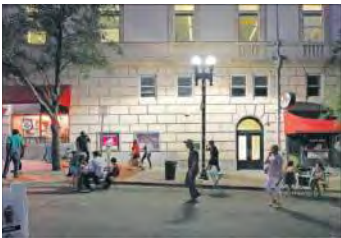


Question No. 7: Overhead lighting  
Answered: 127      Skipped: 17

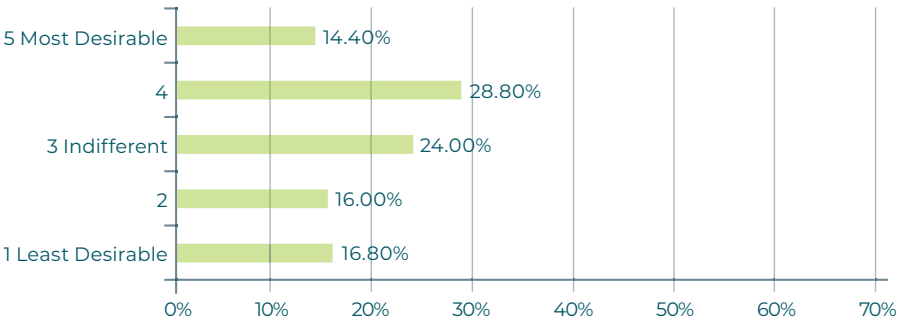
Floating, directional,  
focused



Post, traditional,  
omnidirectional

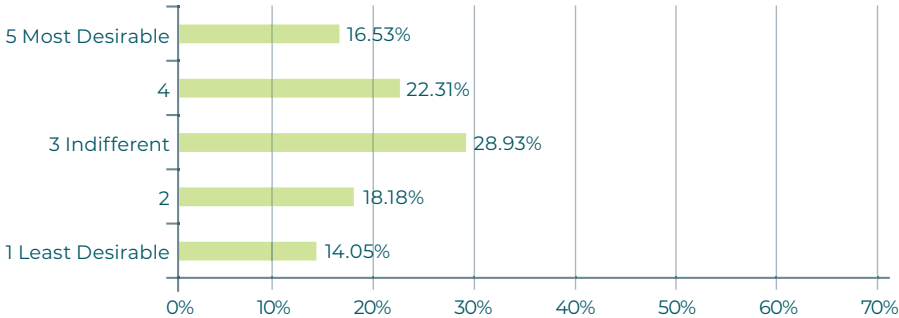


Organic, contemporary,  
unique

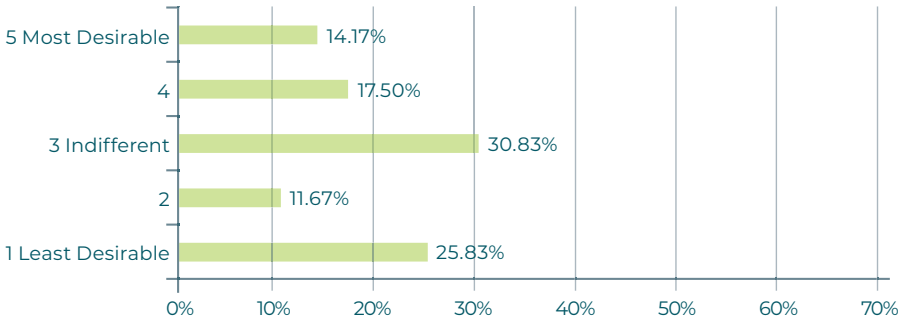


Question No. 8: Walk surface lighting:  
Answered: 124      Skipped: 20

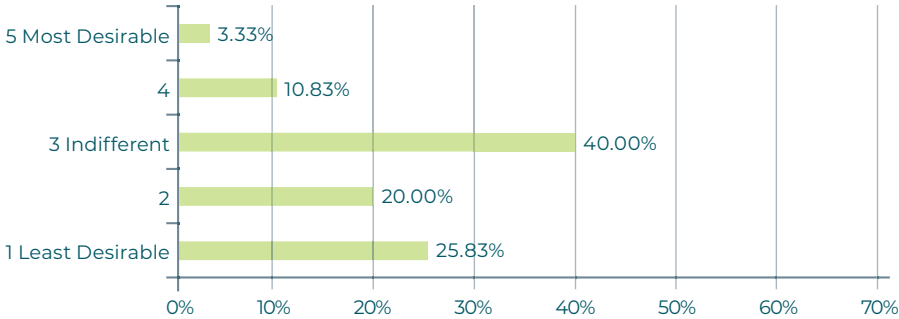
Residential, low, discreet



Contemporary, sleek, organic

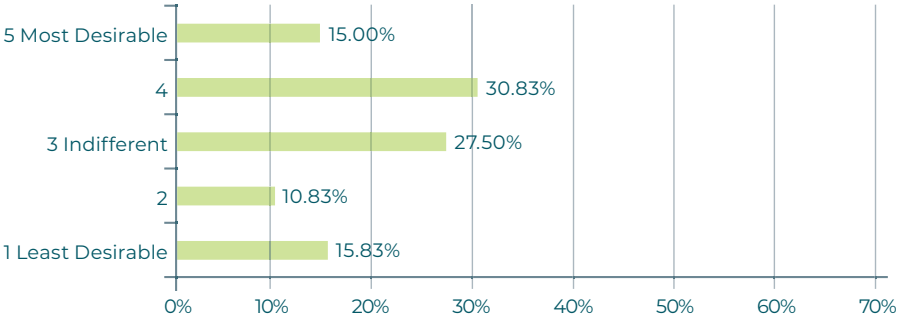


Transitional, faceted



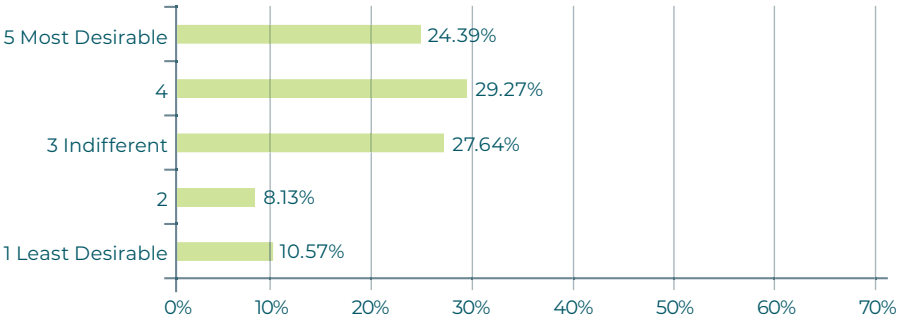


Concrete, scalloped, organic

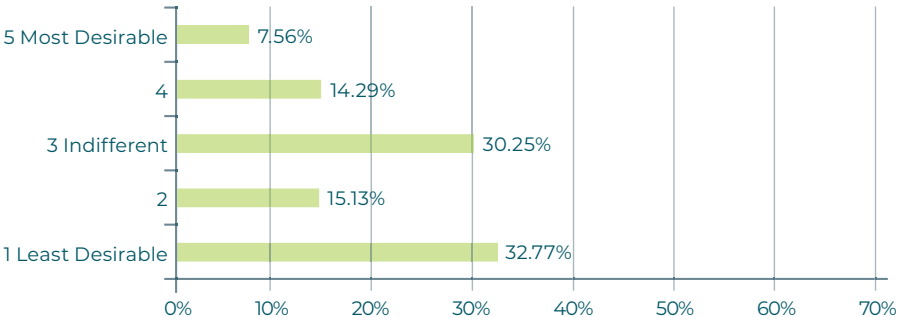


Question No. 9: Walk mounted lighting:  
Answered: 124      Skipped: 20

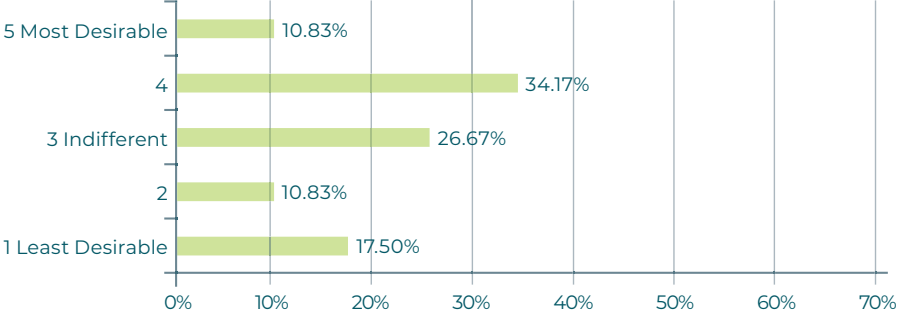
Traditional



Organic

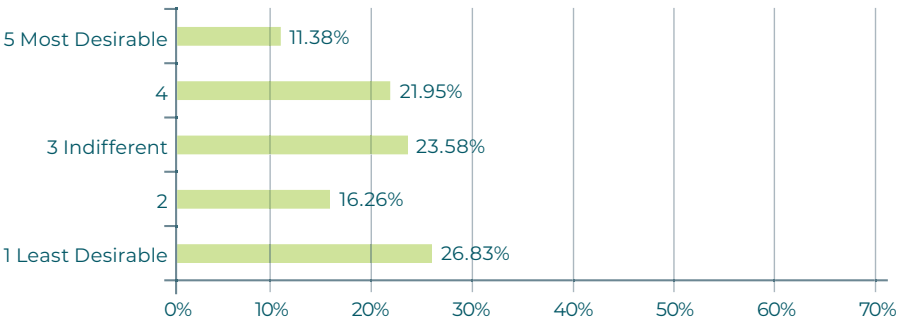


Transitional

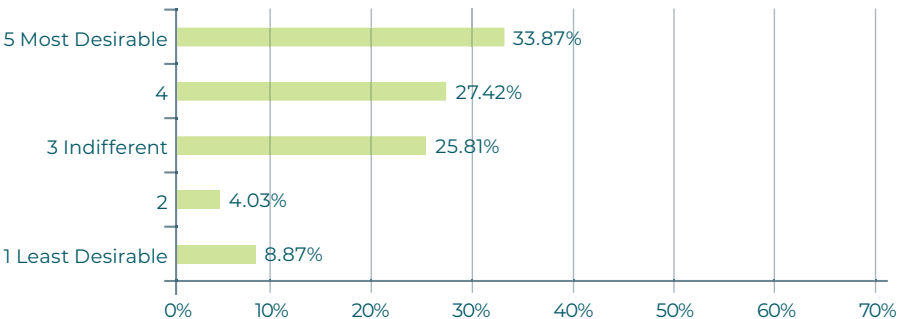


Question No. 10: Signage lighting:  
Answered: 127      Skipped: 27

Bright, noticeable

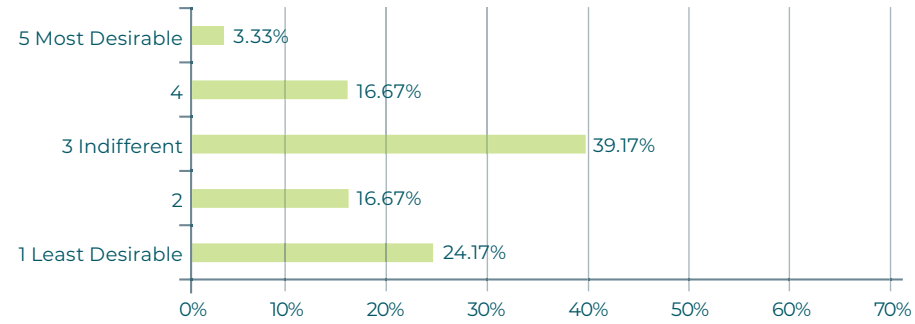


Subtle

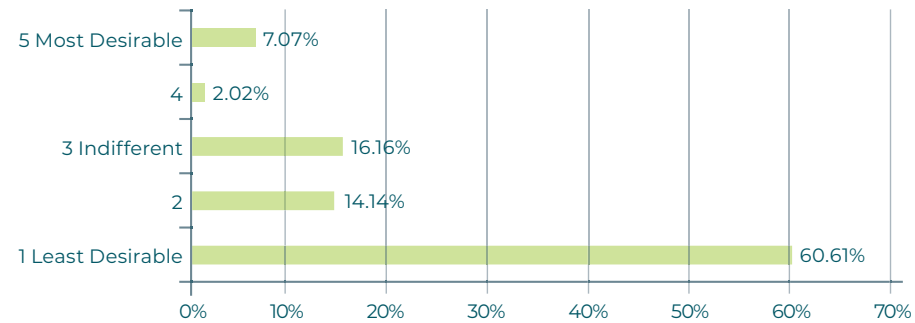




## Broad

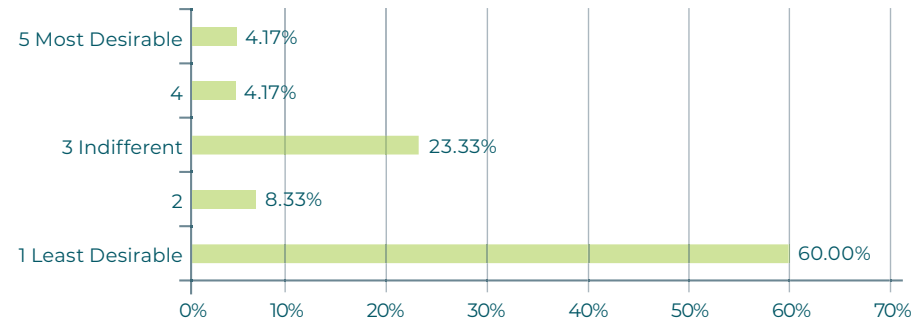


## No lighting



Question No. 11: Bike Storage:  
 Answered: 123      Skipped: 21

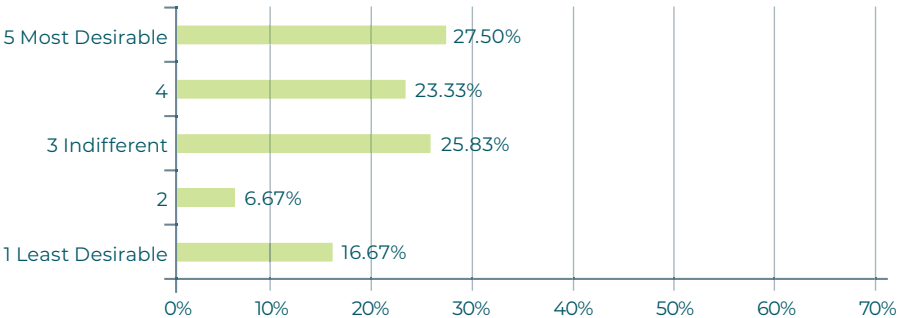
## Opaque, private



Transparent, private

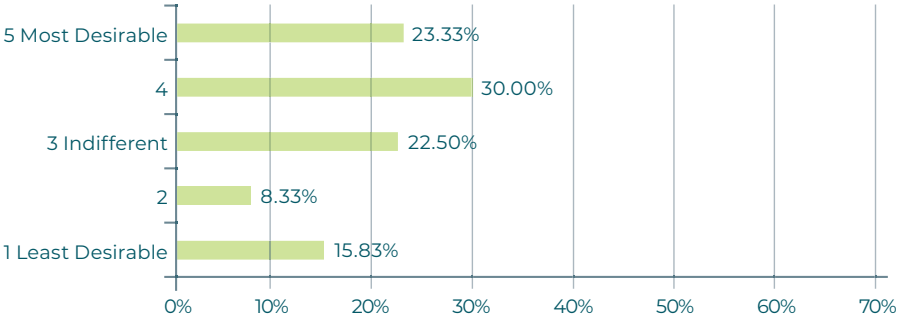


Familiar, public



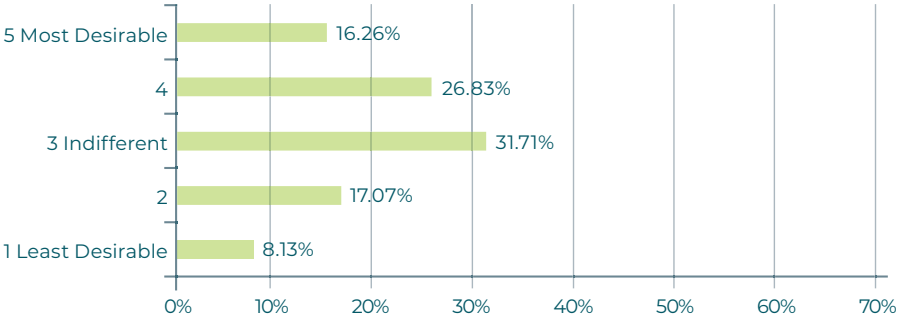
Question No. 12: Shading:  
Answered: 126      Skipped: 18

Translucent, energy

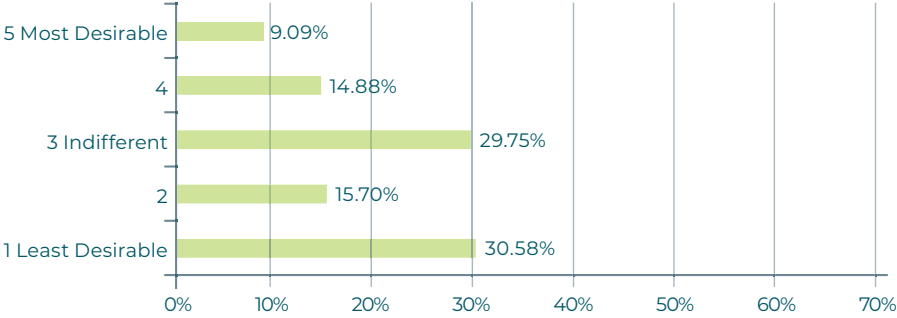




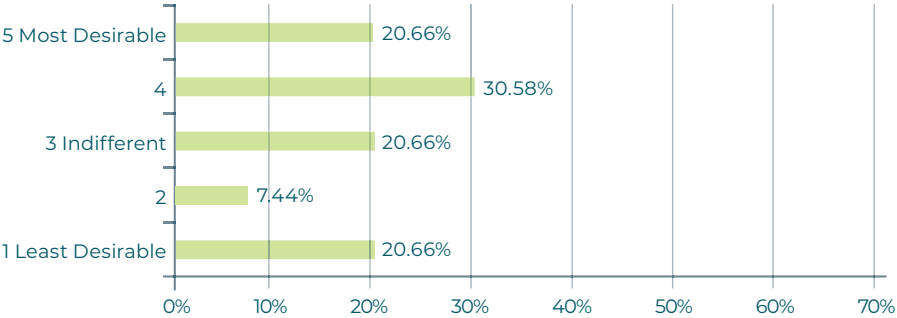
Slatted



Translucent

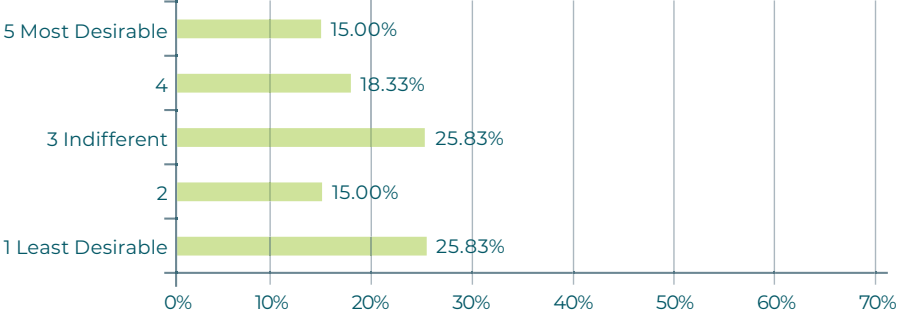


Solid

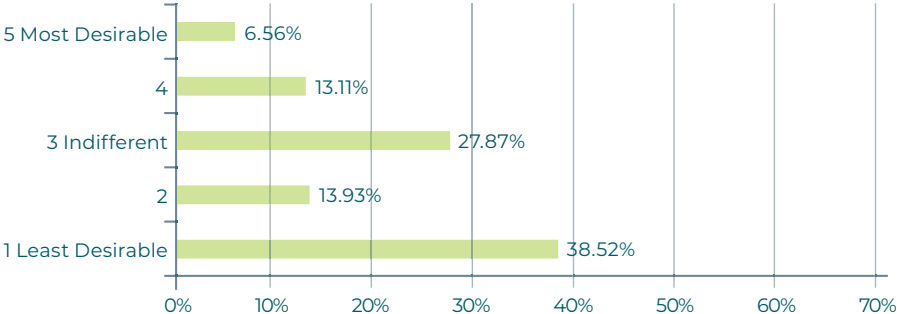


Question No. 13: Wall siding:  
Answered: 125      Skipped: 19

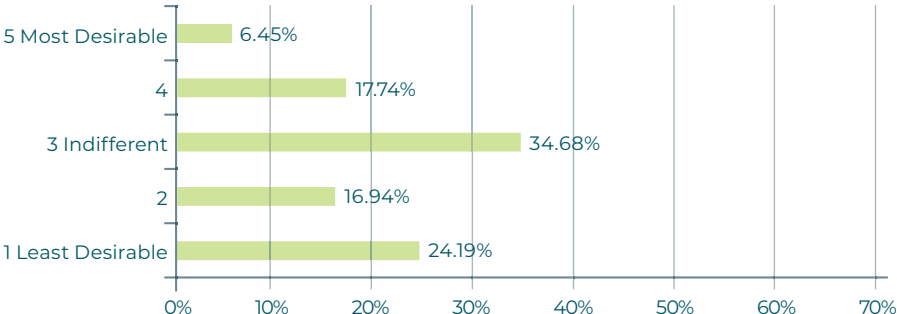
Industrial, corrugated



Natural, textured

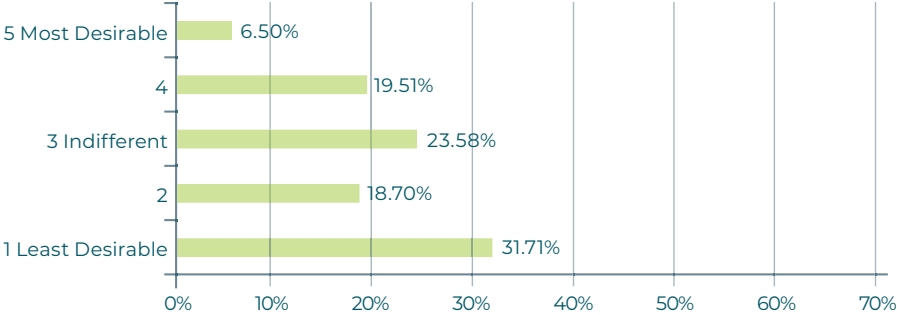


Wood look

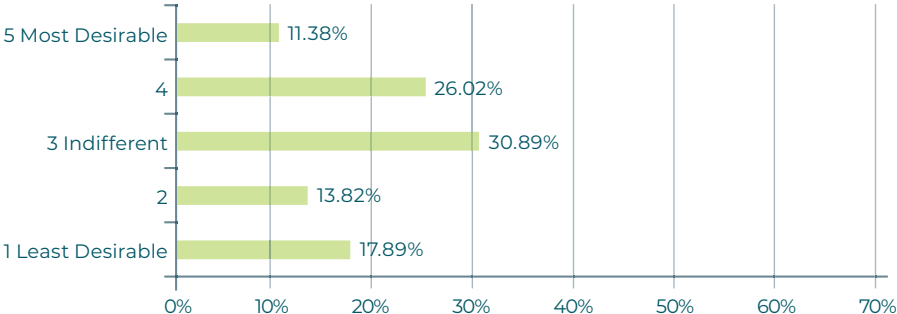




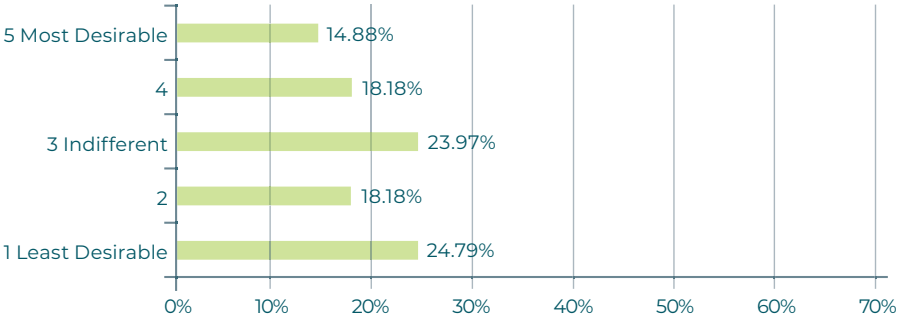
Colorful panels



Natural

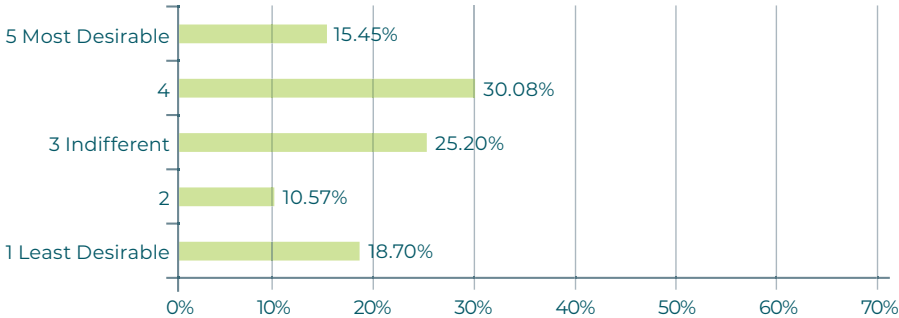


Metal

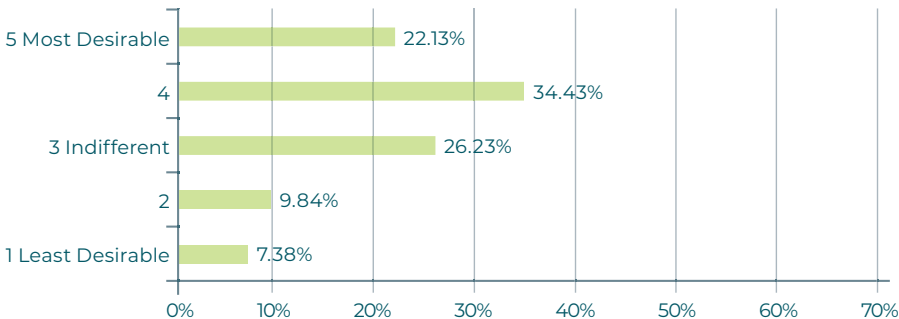


Question No. 14: Masonry siding:  
Answered: 124      Skipped: 20

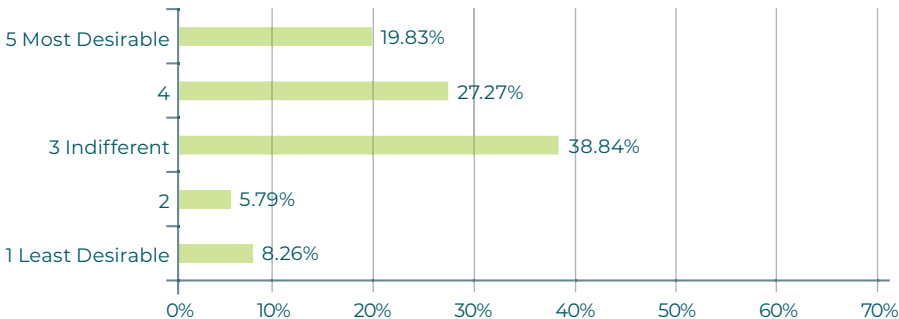
Brick



Stone or Limestone

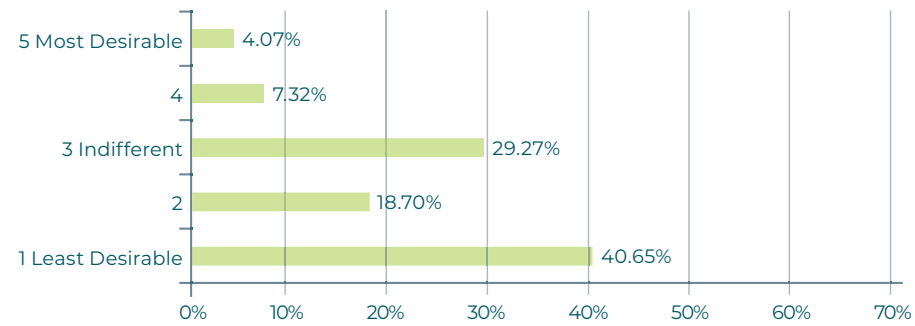


Masonry



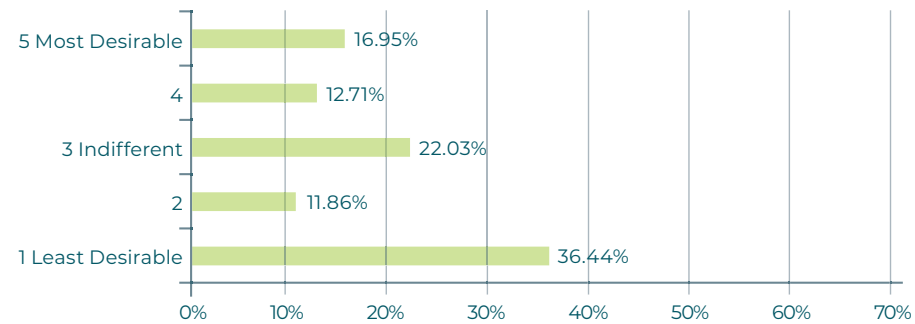


## Glazed Brick

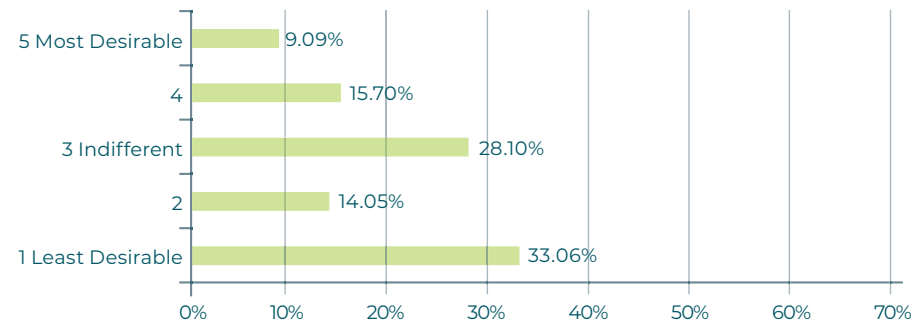


Question No. 15: Trash receptacles:  
 Answered: 124      Skipped: 20

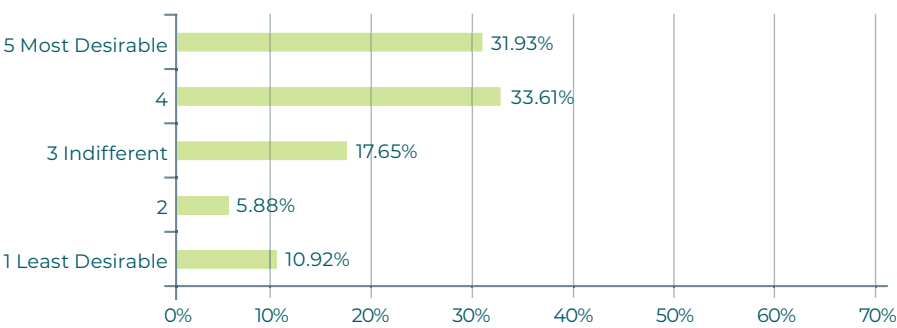
## Contemporary



## Heavy Plastic

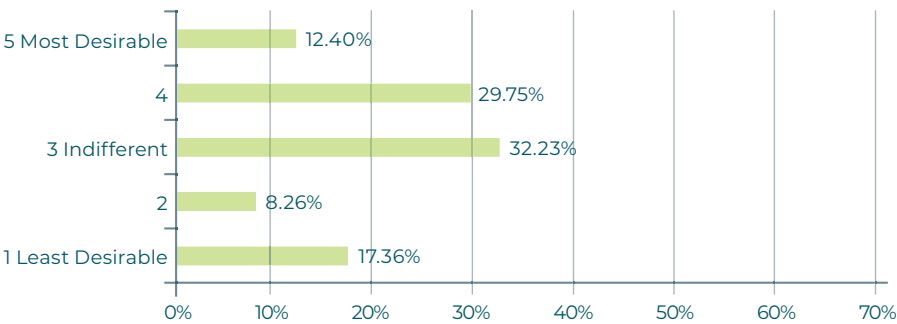


Wood look, Familiar

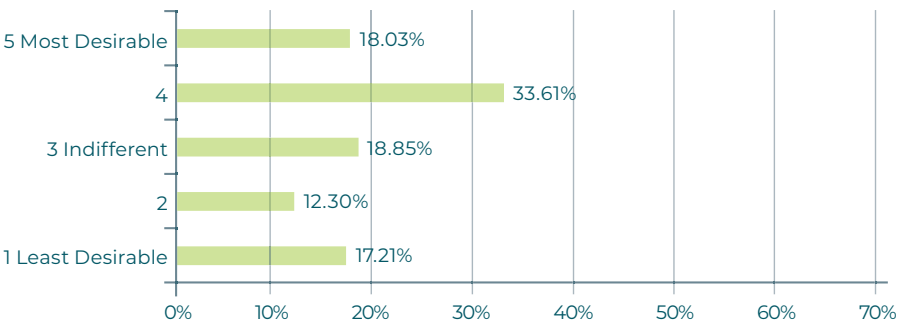


Question No. 16: Kiosks:  
Answered: 124      Skipped: 20

Contemporary

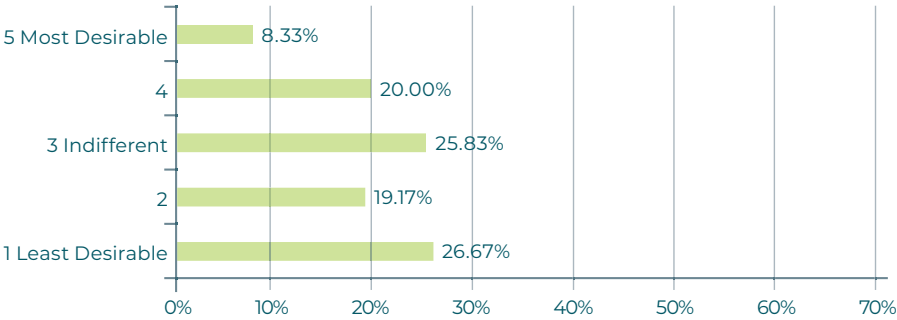


Contemporary, solid

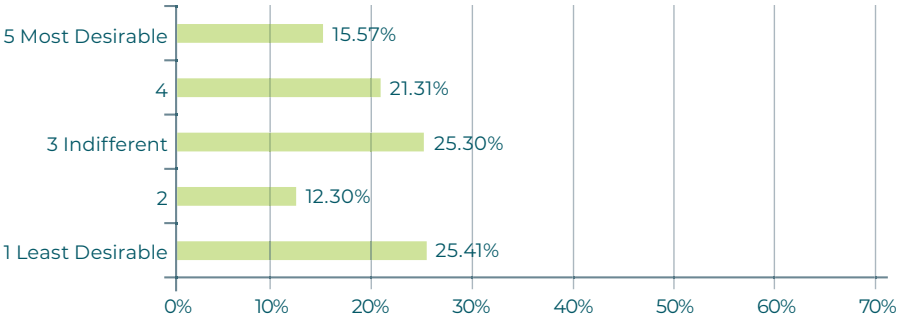




Residential, wood framed



Artistic, image based



Question No. 17: In a few words, what is the most important thing for this space to have?

Answered: 75

Skipped: 69

- 1 Seating/shade Bikes & lockers should primarily be at trailhead parking lot not downtown
- 2 Don't crowd the area make space.
- 3 Self care facilities bathrooms wash stations
- 4 Usable, functionable and the ability to engage the community. Good food options are a good start.
- 5 Places to sit and food choices, restrooms. And trash cans
- 6 Functionality
- 7 It needs to have a fun yet relaxing feel
- 8 Using the OLD BRICK from the street in town to bring the history to the areas. Cement stadium seating for concert, bands, performers, etc. LIGHT Signage for food trucks and bringing the trucks closer to the sidewalk areas. Stage areas interactive murals
- 9 People
- 10 We need more signage closer to the road. Changeable if possible so we can see better what food truck is there and when. Thanks!
- 11 Plenty of shade and shelter from rain for patrons. Structures need to require minimal maintenance and Long lasting.
- 12 Bring the old Oz style to the hub. Bricks from the state hospital would be great to use (repurpose history) into our town. Calm inviting but fun lighting with seating. But an area to entertain.
- 13 High paying jobs
- 14 Safety, beautification of the neighborhood. Least amount of maintenance needed.
- 15 Storefronts
- 16 Most important is for the place to be fun, secured (cctv or something to be able to catch if someone were to vandalize) and CLEAN!
- 17 Space used by all not just for cyclists
- 18 Safety
- 19 Open space with a modern welcoming feel. Public access and affordable rental fees for public and private events. Restrooms! Speakers..... Bluetooth music piped down Main. Christmas music could play during holidays and parades could have emcee heard down the entire street.
- 20 Restrooms
- 21 Shade, seating, somewhat historic feeling. We need to combine modern with historic.
- 22 The ability to be afforded by our small town that thinks it's rich.
- 23 Community involvement

- 24 Sturdy Community gathering space
- 25 A place to gather, relax and enjoy the day/night. We'll lit and safe.
- 26 Not to become a space for the homeless to gather and monopolies. Should be family oriented and families are not going to go where they don't feel their children are safe.
- 27 Seating Public gathering area Social area
- 28 Cameras that way the police can catch anybody tearing up or misusing the space provided by taxpayers.
- 29 Attracting actual businesses
- 30 Shade / solid roof, nice looking tables and chairs, lots of lighting, benches, pretty flowers, easily accessible nice looking trash receptacles, nice looking stage area.
- 31 Home town , welcoming.
- 32 Easy accessibility for all ages/ability.
- 33 Attractive, functional but part of an overall cohesive design plan.
- 34 Permanent string lighting and seating area
- 35 Tables and chairs, Benches Play area
- 36 We are a historic town first. I tried to choose finishes that would hold up. Vandalism should be considered. Some things, while pretty could be easily torn up.
- 37 Space for family to gather.
- 38 A place for community to get together.
- 39 Comfortable seating
- 40 Clean, inviting,family friendly
- 41 Open concept, multi use area for everyone to find some use.
- 42 Gathering space
- 43 To be smoothly integrated with the Historical Buildings that are on Main Street. Keep it cohesive.
- 44 Functionality that ties in with the historical nature of the town
- 45 Seating, shade, water, restrooms, color, "fun" gathering space. Local flavor and information
- 46 lighting and plug ins
- 47 A place to socialize
- 48 Community



- 49 This needs to be a fun and functional space where people can be comfortable. It should fit with the downtown and embrace the historical foundations of our community.
- 50 seating
- 51 Durable seating, plants
- 52 Splash pad or activities for children but that adults can totally enjoy as well and bring out that child like Behavior
- 53 Full/Partially covered seating
- 54 Easy access, as vandal proof as possible, prefer recycled materials.
- 55 Family area too rent for birthday parties
- 56 Welcoming.
- 57 Curb appeal flowers etc.
- 58 Shade
- 59 Bike storage or places to lock up bikes.
- 60 Security so it doesn't get vandalized. Don't get to contemporary in a historic area
- 61 Seating, with shade
- 62 Picnic space, shade, food truck access
- 63 Budget friendly but inviting
- 64 Attractive, cohesive design with reasonable durability
- 65 comfortable open space
- 66 Shaded seating
- 67 Some times with sound (music) and some times no sound.
- 68 Easy maintenance and resistance to property destruction.
- 69 Materials and things that are easy to maintain and keep clean and neat. Tables that won't blow over in a storm or strong winds.
- 70 Seating and lighting and public restrooms.
- 71 Shade, restrooms, comfortable seating, water and lighting
- 72 Permanent bathrooms well maintained, fun seating, openness. Reflection of our town without John Brown plastered all over it.
- 73 Safe space to lock your bicycle.
- 74 Good shade and all-weather functionality
- 75 Flexibility to be used for multiple purposes

Question No. 18: Is there anything else you would like to tell us about your hopes or concerns for The Hub?

Answered: 48

Skipped: 96

- 1 Nope
- 2 As a lifelong resident of Osawatomie...57 yrs. I remember the downtown district when it was a busy place. I definitely think for the first time in many years we are moving in the right direction. I'm excited, hopeful and supportive for I see any change after so many years of decline a positive.
- 3 Make it a safe and relaxing area
- 4 It needs to be enticing to out of towners as well as comfortable and fun for townies
- 5 I can not get to the food trucks easy. I do not go to the food trucks anymore because it is a hassle to get to them. Food trucks need to be at 5th and main on the side where they were. They are more noticeable and easier to access. Use the hub for entertainment and gathering. Food truck sales have gone down since the move and OZ is at risk of losing them to other towns.
- 6 Internet accessibility
- 7 Power outlets for charging phones or gps for bike riders. Make them solar powered so people don't hang out there at night. Possible vending machine with drinks Gatorade bottled water.
- 8 Food trucks need seen. They need moved up closer to the sidewalk for access.
- 9 If you want to be a growing city you need to bring good jobs here. It seems you are turning it into a residential/retirement city
- 10 Worries are that the security will not be sufficient and what is put in place will be destroyed or damaged by people of the community as we have seen at the parks already.
- 11 If you build it and there are no stores it is a waste
- 12 Can we incentivize retail stores with some sort of tax rebate or help potential business owners with grant writing. Something to help attract business back to 500 block of main for people to use the hub and be able to shop at a variety of places in one centralized locale.
- 13 Why is there such a focus on this space but not the empty and deteriorating buildings around it. Spread the money out and make the entire downtown block appealing
- 14 While I have a heart for the homeless my concern is that The Hub may become the hangout at night. Will there be cameras? How will vandalism be handled?
- 15 Nothing
- 16 We need public restrooms. We have very limited access in town.
- 17 "Oh my gosh, look at what Osawatomie has! Quaint, inviting, comfortable! Let's stop there!!"
- 18 Paid for, and maintained by something other than taxpayer dollars.

19 Not everyone can, or wants, to ride a bike. Maybe don't focus on just the few who do, they are in the minority. You are going to alienate a lot of our elderly community members .

20 Make it durable to time and wear&tear

21 Attracting homeless in the downtown district

22 I hope it will be attractive looking, cozy, and inviting, a place families will want to use for birthdays / gatherings. And a nice place that can be used for city events.

23 There needs to be more businesses that draw people downtown. Restaurants, bar, etc

24 Good luck in your efforts. Thank you.

25 The hope that it continues to be taken care of in the years to come.

26 Keep the costs down as much as possible. Yes, we want it to look nice, but don't break the bank trying to get it there.

27 Concerns would be about Public Showers and Restrooms attracting activities that are not legal and/or dangerous.

28 Routine upkeep of amenities once here

29 cost

30 I hope it will brighten our downtown

31 Nothing more than this is very exciting!

32 NA

33 The down town buildings need to have a theme old town and specialty shops. I don't think the focus on riding bikes is not the only thing the town needs to focus on. You need something fun and exciting to experience every day. There is not excitement.

34 Friendly for all ages

35 I'd love to be able to host a small birthday party here

36 My mother has a hard time with walking distances but loves to go to food trucks and other events. Parking far away and not being able to participate for our older and disable is a concern for me.

37 Stay within a budget taxes are too high

38 "Hopefully it will be well maintained and kept clean" Paper Copy from 7/18 meeting. on 19July2023

39 I believe a city park type space will be a great addition to the town.

40 We still need business downtown for people to patronize.

41 Nope



- 42 That it would be a flexible space, able to accommodate different activities: sitting and eating, farmers market, small band venue
- 43 Include elements that will be most used, will accommodate guests, and are not available elsewhere.
- 44 That it's not to cluttered looking but still have enough seating for families to enjoy.
- 45 My only concern is it being well taken care of and not demolished by one's that have no care
- 46 Concerned we need businesses to fill our Main Street.
- 47 Safer ways for bicycles to get there.
- 48 Better visibility from Main Street. Closing parking spaces so that what is happening there can be easily seen.

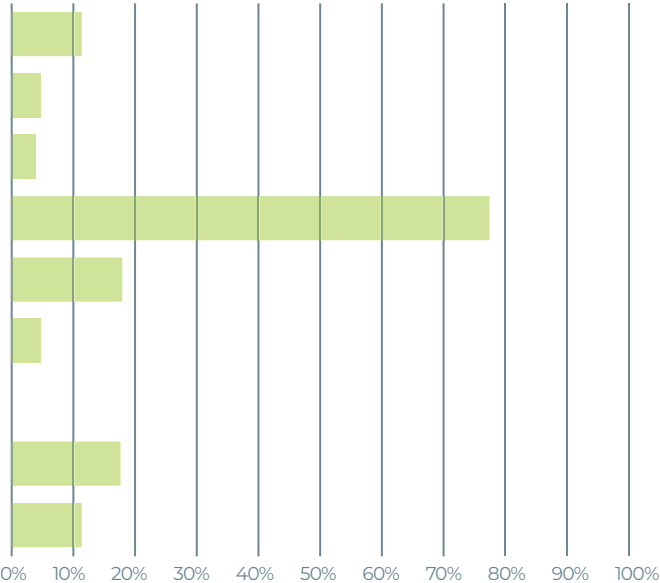
Question No. 19: What is your role in Osawatomie? Select all that apply:  
 Answered: 117      Skipped: 27

Answer Choices:

- I work downtown
- I own a business downtown
- I own property downtown
- I am a resident of Osawatomie
- I live outside of Osawatomie city limits
- I am a city employee or elected official
- I am a student
- I am retired
- Other (please explain)

Responses:

11.11%	13
4.27%	5
3.42%	4
77.78%	91
17.95%	21
4.27%	5
0.00%	0
17.09%	20
11.11%	13



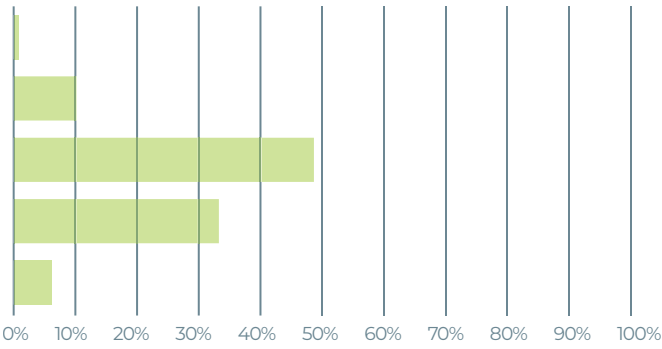
Question No. 20: What is your age?  
Answered: 117      Skipped: 27

Answer Choices:

- 19 or younger
- 20-34
- 35-54
- 55-74
- 74 years and older

Responses:

0.85%	1
10.26%	12
48.72%	57
33.33%	39
6.84%	8



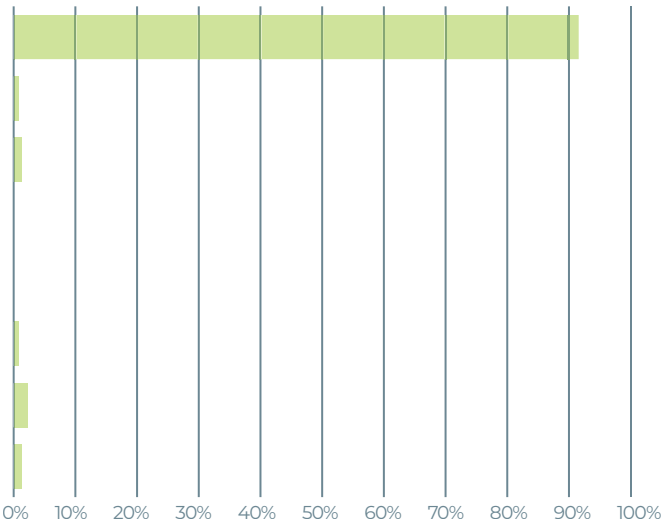
Question No. 21: Which racial or ethnic category best describes you?  
Answered: 114      Skipped: 30

Answer Choices:

- White
- Black or African American
- American Indian and Alaskan Native
- Asian
- Native Hawaiian and Alaskan Native
- Hispanic or Latinx
- Two or more races
- Other

Responses:

92.11%	105
0.88%	1
1.75%	2
0.00%	0
0.00%	0
0.88%	1
2.63%	3
1.75%	2



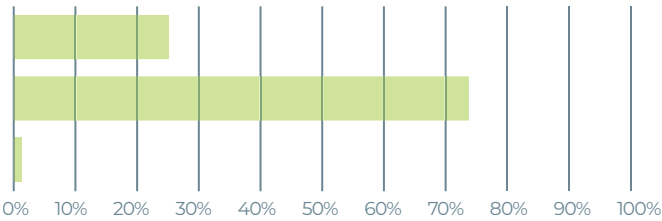
Question No. 22: How do you describe yourself?  
Answered: 113      Skipped: 31

Answer Choices:

- Male
- Female
- Prefer to self-describe as

Responses:

24.78%	28
73.45%	83
1.77%	2



Prefer to self-describe as Responses:

- Male offended by the question
- Husband and wife

Question No. 23: Based on the map, which ward do you live in?  
Answered: 114      Skipped: 30

Answer Choices:

- Ward 1
- Ward 2
- Ward 3
- Ward 4
- I do not live in Osawatomie

Responses:

16.67%	19
25.44%	29
27.19%	31
14.04%	16
16.67%	19

