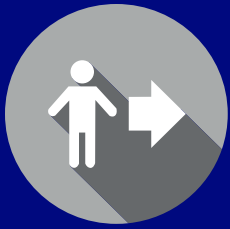
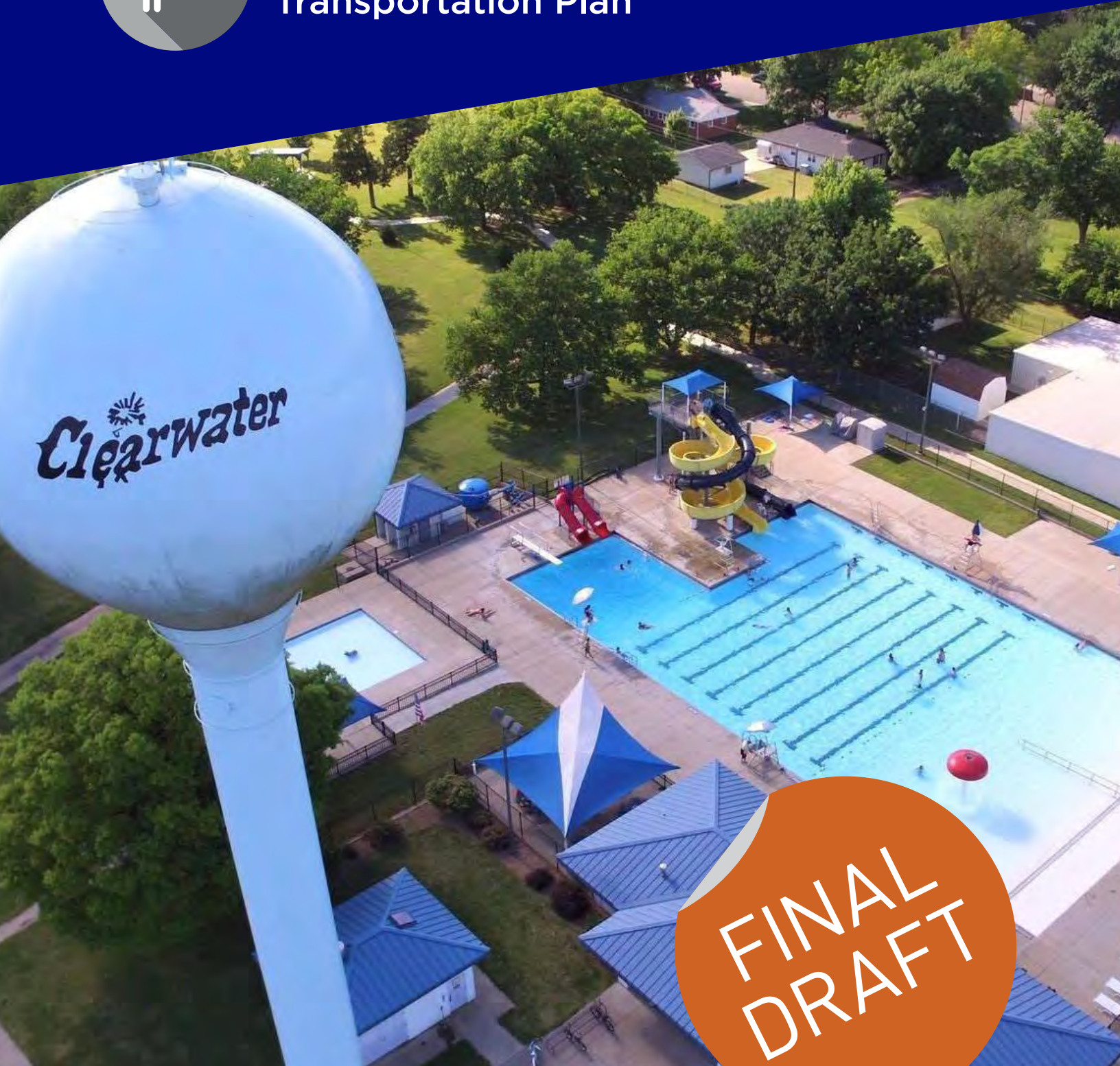


2018



# Clearwater Pedestrian Transportation Plan



**FINAL  
DRAFT**

## Planning Report



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The Clearwater Pedestrian Transportation Plan was prepared by Vireo Landscape Architecture & Planning and the City of Clearwater, in cooperation with the Wichita Area Metropolitan Planning Organization.

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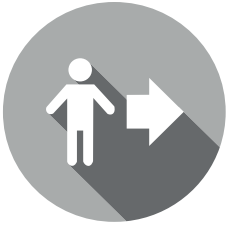
Courtney Meyer, City Clerk

Paul Becker, Superintendent, Clearwater Schools USD #264

Kristi Rey, Senior Center Director

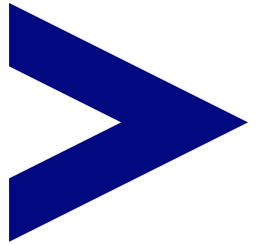
Shaun Weaver, Park Glen Estates, Clearwater Chamber of Commerce



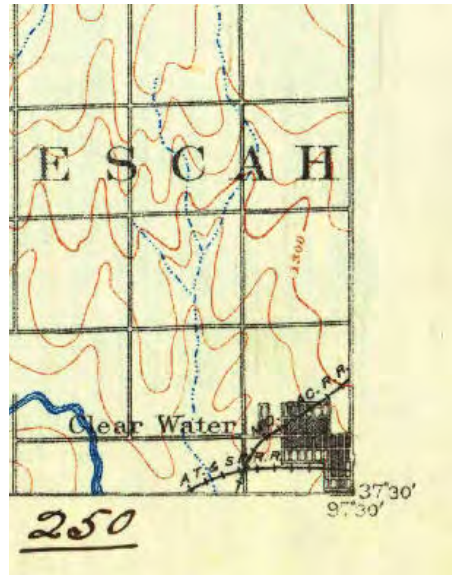


# Clearwater Pedestrian Transportation Plan

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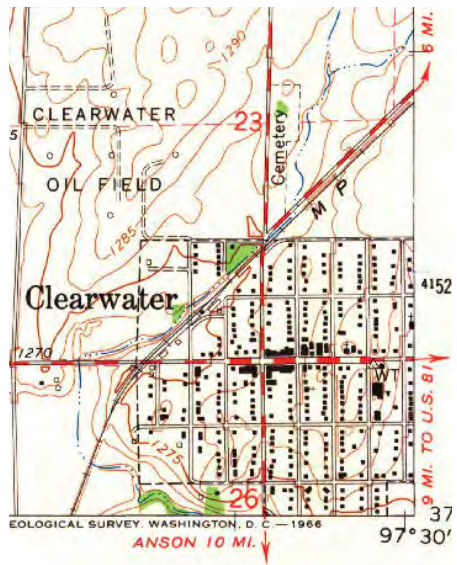
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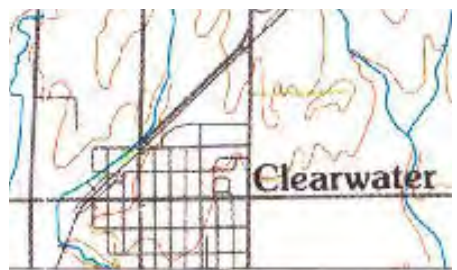
1891



1901



1965



1990

Clearwater as it appeared on a series of USGS topographic maps between 1891 and 1990.



# Clearwater Pedestrian Transportation Plan

## INTRODUCTION

Located in southern Sedgwick County, Kansas, Clearwater is situated roughly 1 mile north of the Ninnescah River and 10 miles southwest of Wichita. Clearwater was originally settled in 1870 and platted in 1872. The Chisholm Trail, used to drive cattle overland from Texas ranches to Kansas railheads, originally ran along the eastern edge of present-day Clearwater from 1867 to 1871. Through the 1990s, Clearwater developed primarily to the west of 4th Avenue. More recent developments, including Clearwater's middle school and high school, have expanded the city's boundaries to the east. Clearwater's population has grown steadily over the past half century, adding around 300 new residents every 10 years. Today, it is primarily a bedroom community to Wichita, with an estimated population of 2,519.

As a bedroom community, Clearwater attracts new families every year, many of them seeking a unique community with a strong public school system. At the same time, Clearwater's existing population continues to age. This widening of the age spectrum translates to a greater demand for pedestrian infrastructure; children need a safe way to walk to school, while Clearwater's elderly population may have no alternative means of transportation besides walking.







# Clearwater Pedestrian Transportation Plan

## EXISTING CONDITIONS

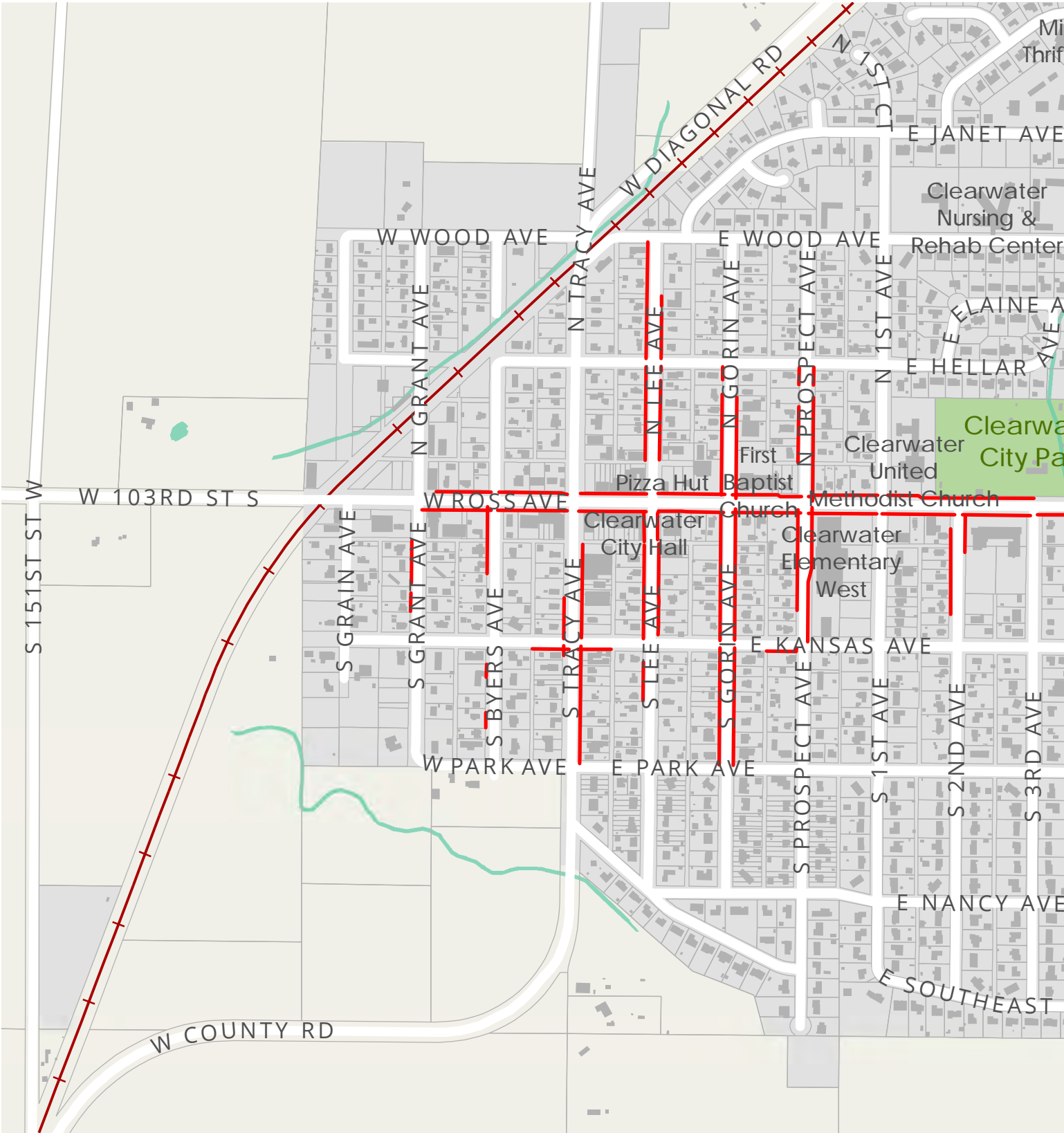
Generally speaking, the pedestrian facilities within the historic neighborhoods of Clearwater lack continuity. Within the core downtown area (roughly Tracy to Prospect and Hellar to Kansas), sidewalks are typically present on both sides of the street, but exist in varying states of disrepair. Outside of this core area, sidewalks are scattered and discontinuous. In many cases, sidewalk fragments may be present in front of one or two parcels on any given block, but rarely extend the full length of the block. Clearwater's newest neighborhoods east of 4th Ave follow a suburban development pattern and do not include sidewalks running parallel to the street. However, the Park Glen subdivision does include a walking path that parallels a drainage corridor and connects to the Chisholm Trail Sports Complex. Refer to the map of existing sidewalks and trails within Clearwater on Pages 4 & 5.

Despite the challenges associated with aging sidewalk infrastructure in some areas, there are signs of progress. For example, the City recently completed streetscape improvements along Ross Avenue between Tracy and Lee. These improvements have significantly improved the pedestrian experience in this area and have created a new identity for downtown Clearwater that may be replicated moving forward.

The City also recently constructed a multi-use trail through the Chisholm Trail Sports Complex, partly funded with a grant from the Sunflower Foundation, which has been extremely popular among residents.

The new Clearwater Intermediate-Middle School at the corner of 4th and Ross will improve the pedestrian experience as well, adding new sidewalks along 4th Street.

*Refer to the map and site photos on the following pages for documentation of some of these conditions.*



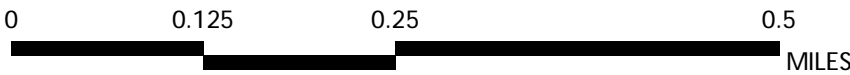
# Clearwater Pedestrian Transportation Plan

## EXISTING PEDESTRIAN FACILITIES



### LEGEND

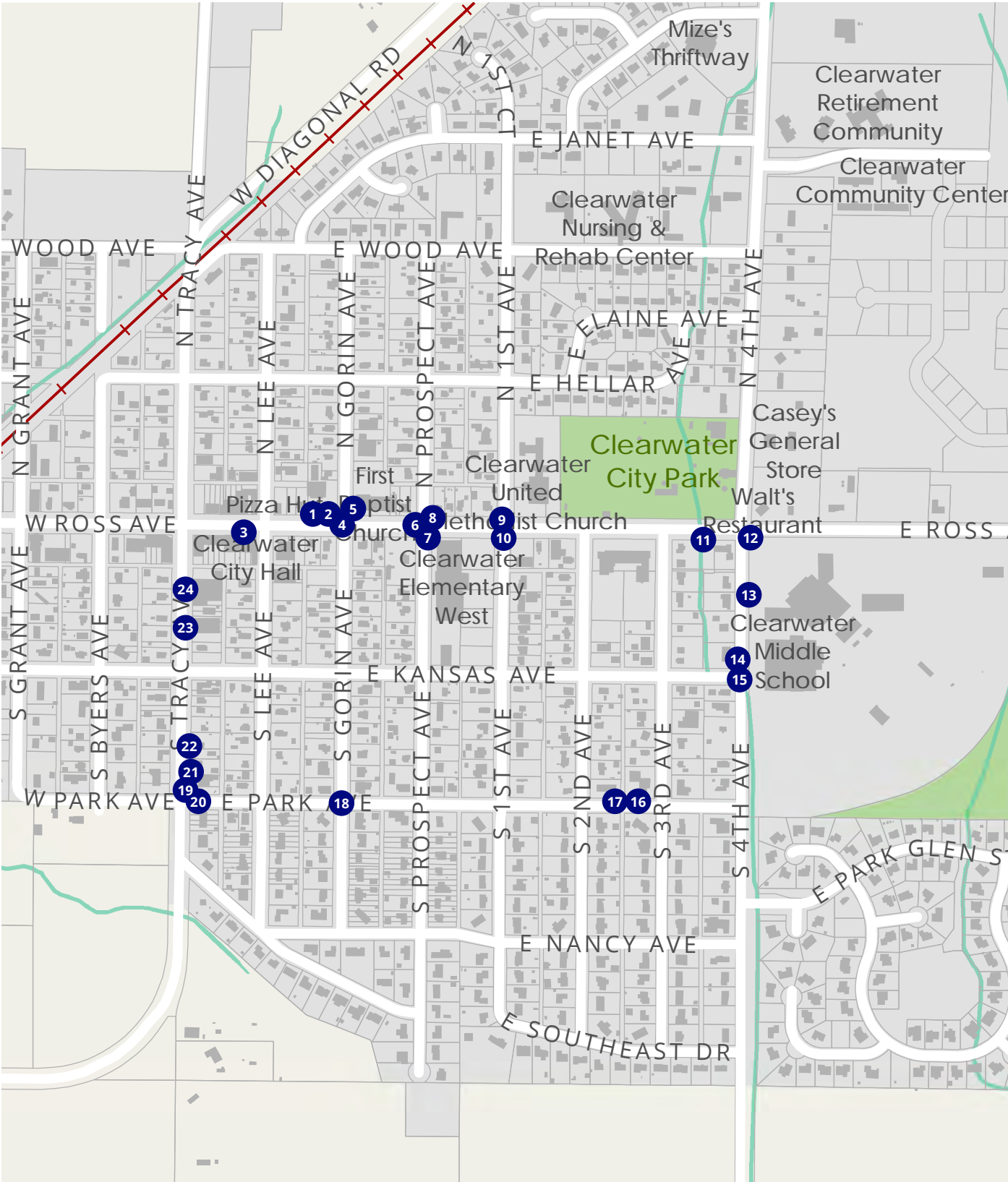
- Shared Use Trail
- Sidewalk
- Building
- Railroad
- Parcel
- Waterbody
- Park/Sports Complex
- Clearwater City Limits





# Clearwater Pedestrian Transportation Plan

## PHOTO LOCATIONS



1

*Bradford Pear trees line a portion of the north side of Ross Ave between Lee and Gorin. Susceptibility to limb breakage means these trees could present a hazard in the future.*



2

*The project advisory committee conducting a walking audit of Ross Ave.*



3

*Recently-completed streetscape improvements along Ross Ave in front of City Hall.*



# Clearwater Pedestrian Transportation Plan

## SITE PHOTOS



**4** / *Technically a two-lane road, Ross Avenue is unnecessarily wide in some areas.*



**5** / *A sidewalk along Gorin Ave spans a drainage ditch but terminates before reaching the edge of pavement.*



**6** / *Sidewalk upheaval and a lack of detectable warnings complicate the pedestrian experience at the corner of Ross and Prospect.*

7

*A unique solution to the need for an accessible curb ramp over the top of a curb inlet.*



8

*A well-marked crosswalk across Ross Ave with detectable warning panels at each end.*



9

*Ad hoc drainage solutions may complicate the need for pedestrian improvements at the intersection of Ross Ave and 1st Ave.*





# Clearwater Pedestrian Transportation Plan

## SITE PHOTOS



**10** / Looking north toward the intersection of 1st and Ross.



**11** / A pedestrian bridge spans a large, concrete drainage channel between 3rd and 4th along Ross Ave.



**12** / Looking northwest from the corner of 4th and Ross towards the Clearwater Aquatic Center.

13

*Unimproved roadways with open drainage ditches may complicate the implementation of pedestrian improvements.*



14

*A concrete culvert beneath the entry drive to the parking lot at Clearwater Intermediate School.*



15

*A sudden change in sidewalk elevation adjacent to the culvert presents a hazard to pedestrians.*



# Clearwater Pedestrian Transportation Plan

## SITE PHOTOS



**16** / Many of Clearwater's streets (like Park Ave shown here) are close to 40' wide.



**17** / The project advisory committee during a walking audit of Park Ave.



**18** / The shade from a large canopy tree just reaches the edge of Park Ave.

19

*An overgrown sidewalk terminates at the back of curb without a ramp to street grade.*



20

*Looking east from the corner of Park and Tracy.*



21

*Sidewalks along Tracy Ave are showing their age.*



# Clearwater Pedestrian Transportation Plan

## SITE PHOTOS



**22** / *Tracy Avenue's wide shoulder could be converted to an on-street pedestrian lane.*



**23** / *Overgrown shrubs may detract from pedestrians' feeling of safety along Tracy Ave.*



**24** / *A minimalistic approach to landscaping along Tracy near Ross Ave.*





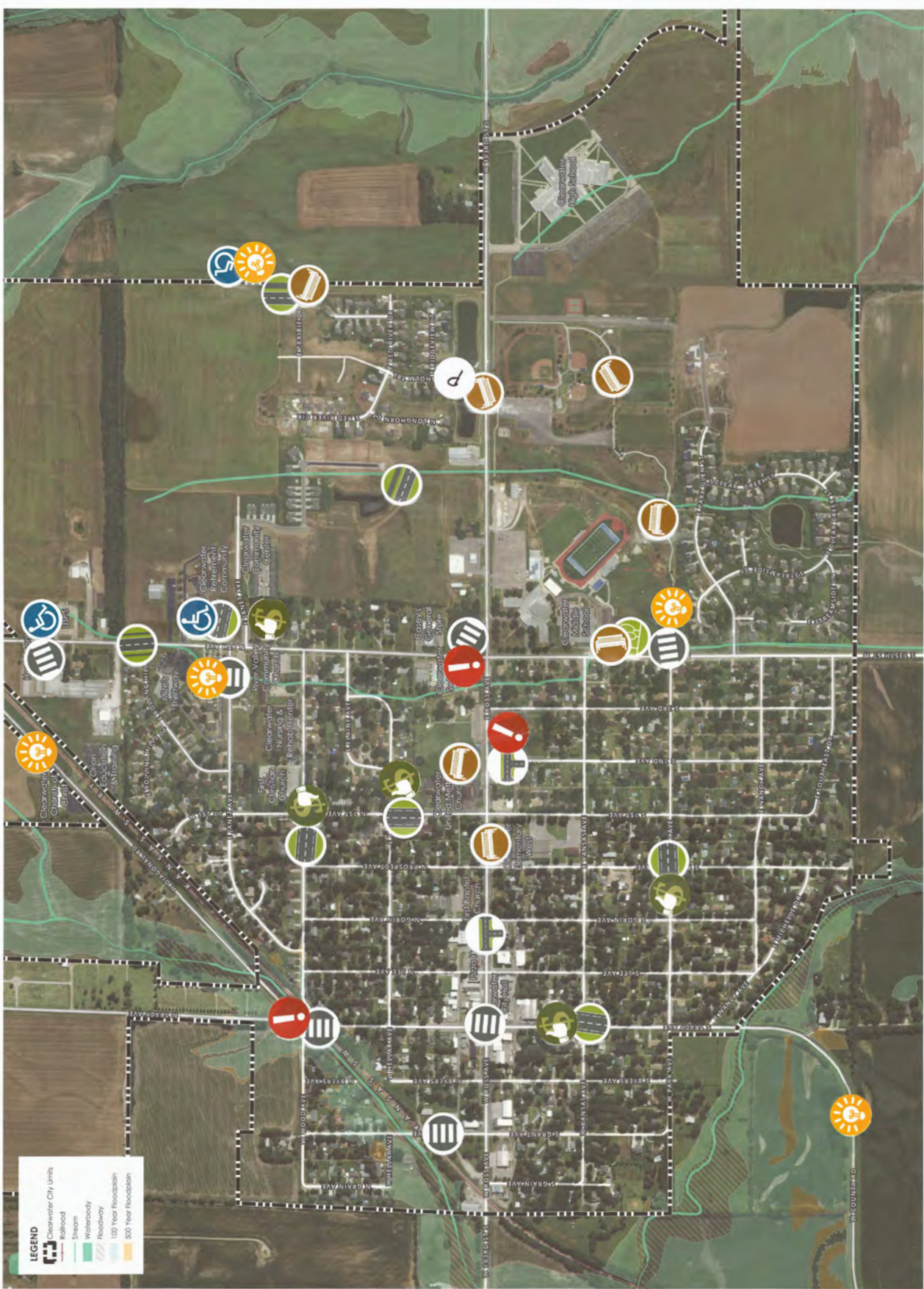
# Clearwater Pedestrian Transportation Plan

## WORKSHOP & OPEN HOUSE

Over the course of two days, Vireo staff worked with City of Clearwater staff and a project advisory committee comprised of key community members to identify key issues related to Clearwater's pedestrian infrastructure, map opportunities, and develop a draft Pedestrian Transportation Plan. The primary goals of the workshop were to (1) consider both short-term and long-term recommendations, (2) improve sidewalk connectivity, (3) improve ADA accessibility, and (4) improve the pedestrian experience and increase safety.

On Day 1 of the workshop, participants focused on identifying challenges and opportunities that would help shape the recommendations of the final plan. Participants also conducted a 1-1/2 mile walking audit, observing conditions of pedestrian facilities, taking measurements of street widths, noting challenges, and discussing proposed improvements. Day 1 culminated with the group participating in a "token" exercise during which participants placed tokens representing various improvements or challenges at key locations on a map. The results of this exercise were shared with the community during a public open house at the end of Day 1. See the map on Page 18. During the open house, the project team also presented a dot exercise to collect feedback from the community about key destinations. The results of this exercise are shown on Page 19.

During Day 2 of the workshop, Vireo staff focused on developing the draft plan, based on the outcome of the token exercise and feedback collected from the public during the first open house. A sketch that was developed to illustrate the overall concept of the plan is shown on Page 20. After reviewing the concept and draft plan with the project advisory committee, the project team collected feedback from the public during a second open house at the end of Day 2. The draft Pedestrian Transportation Plan is shown on Page 21.



**LEGEND**

- Clearwater City Limits
- Railroad
- Stream
- Waterbody
- Roadway
- 100 Year Floodplain
- 500 Year Floodplain

Clearwater Production  
Transportation Plan

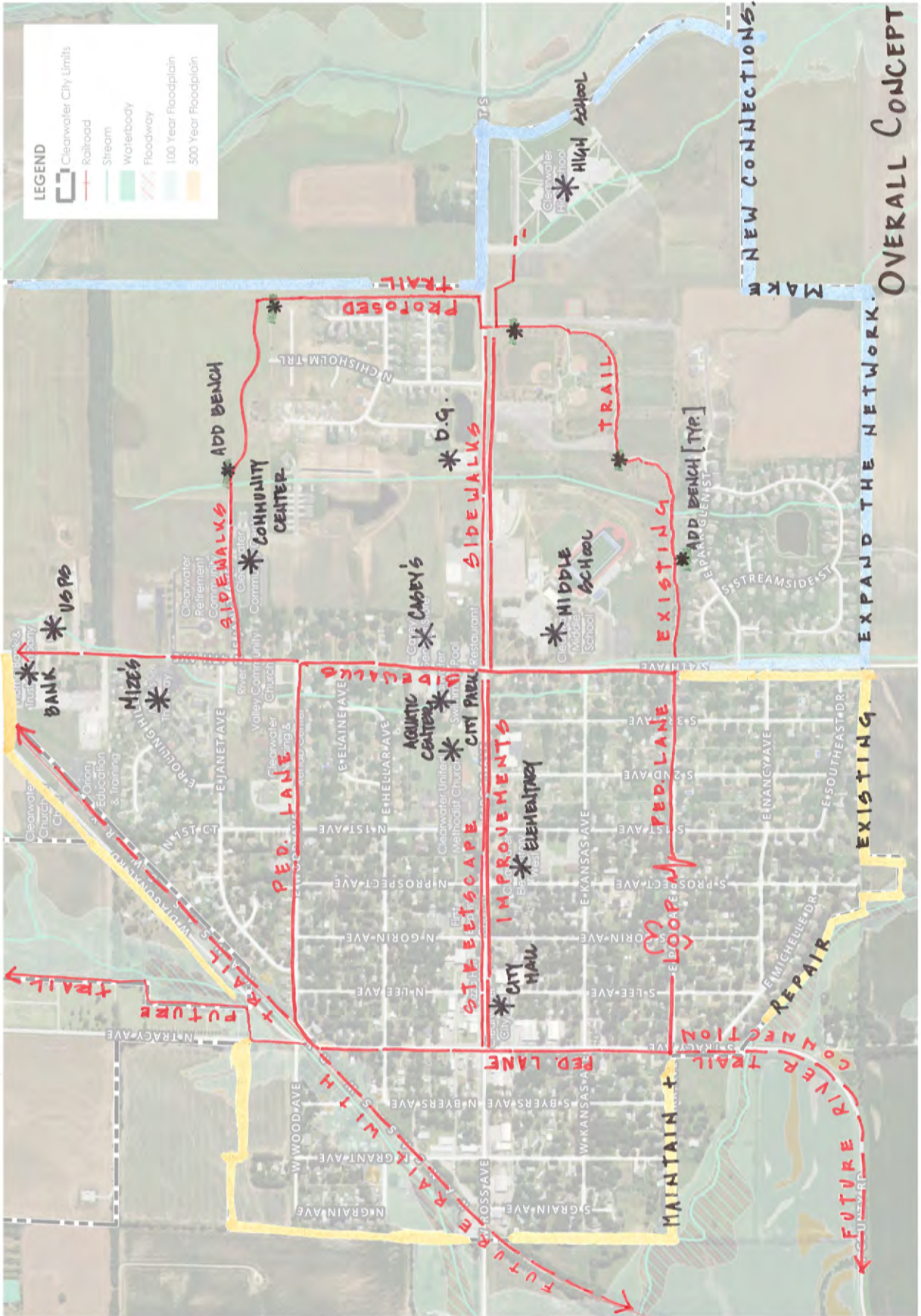




# Where would you like to walk?

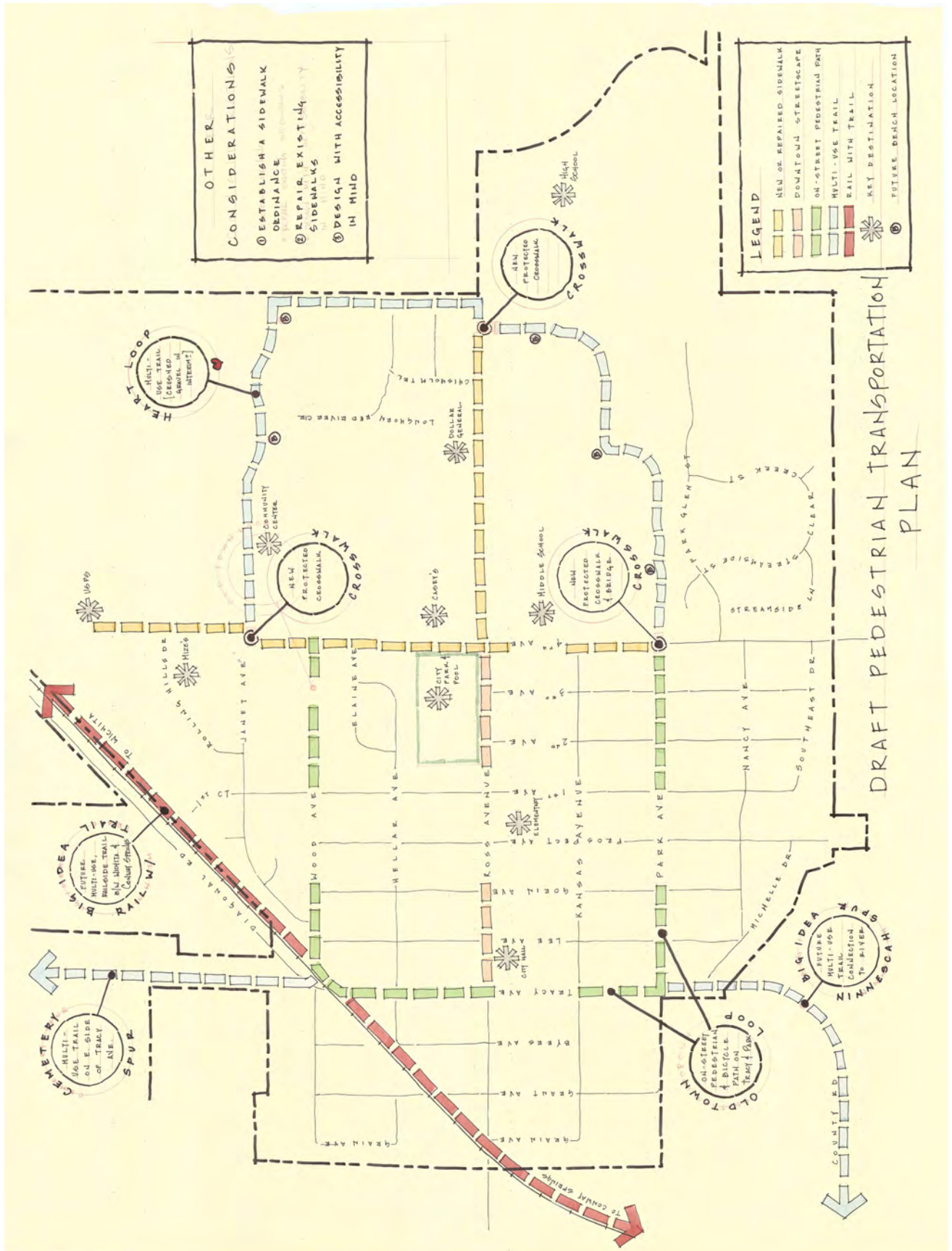
Please place your dots in the boxes below to indicate the places you and/or your children would most like to be able to walk.

	 Medical facilities and services	 Parks and community building	
	 Employment areas	 City Hall	
	 Shopping and restaurants	 Community events	
	 Entertainment destinations	 Places of worship	
	 Schools	 Other (please write in)	



# Clearwater Pedestrian Transportation Plan

## WORKSHOP & OPEN HOUSE



DRAFT PEDESTRIAN TRANSPORTATION PLAN

**OTHER CONSIDERATIONS**

- 1. ESTABLISH A SIDEWALK ORDINANCE
- 2. REPAIR EXISTING SIDEWALKS
- 3. DESIGN WITH ACCESSIBILITY IN MIND

**LEGEND**

- NEW OR REPAIRED SIDEWALK
- DOWNTOWN STREETSCAPE
- ON-STREET PEDESTRIAN PATH
- MULTI-USE TRAIL
- RAIL WITH TRAIL
- KEY DESTINATION
- FUTURE BEACH LOCATION





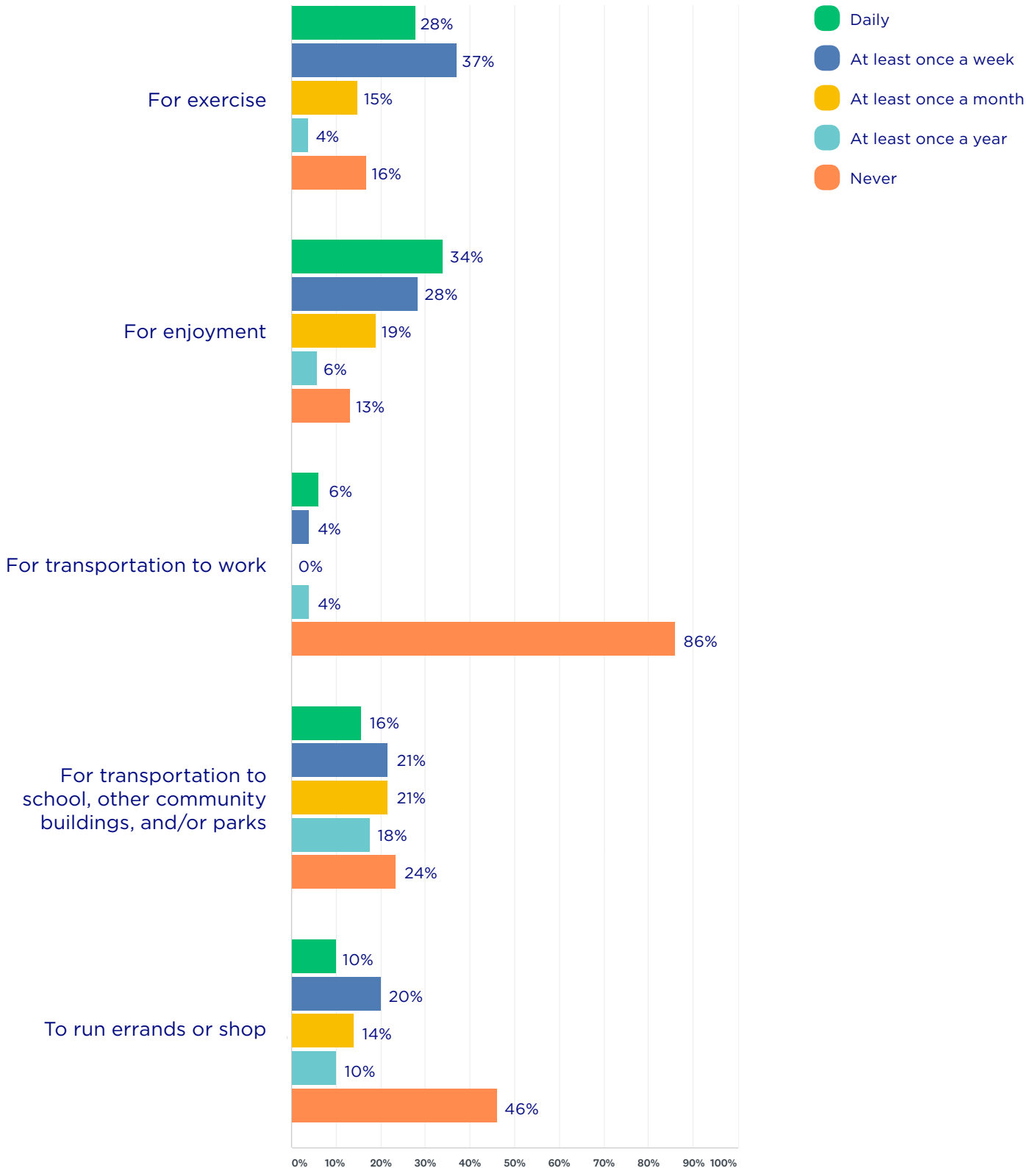
# Clearwater Pedestrian Transportation Plan

## PUBLIC OPINION SURVEY

Following the two-day workshop in Clearwater, the project team developed and administered an online survey that was available to the public for a period of 2 weeks. The public opinion survey collected 55 responses. Questions were intended to gauge the Clearwater community's current interest and commitment to walking, identify the best and worst places to walk in Clearwater, and prioritize potential improvements to pedestrian infrastructure.

A detailed summary of the results of the online survey is included in the following pages.

# Q1: How often do YOU walk outside for the following reasons?



Q1: How often do YOU walk outside for the following reasons? (cont.d)

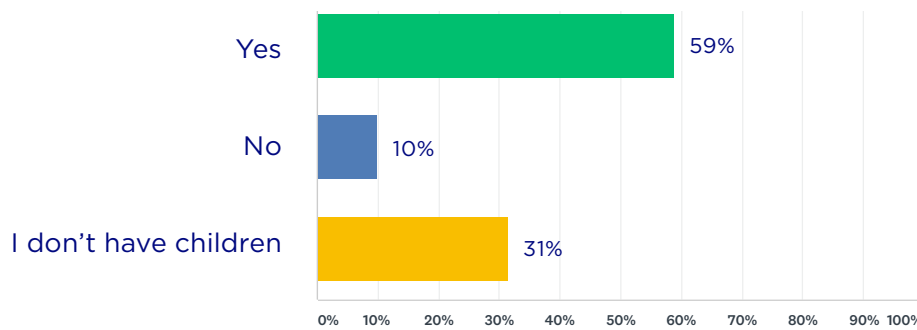
Other (please specify):

Walk to the downtown area, schools and park on a regular basis.

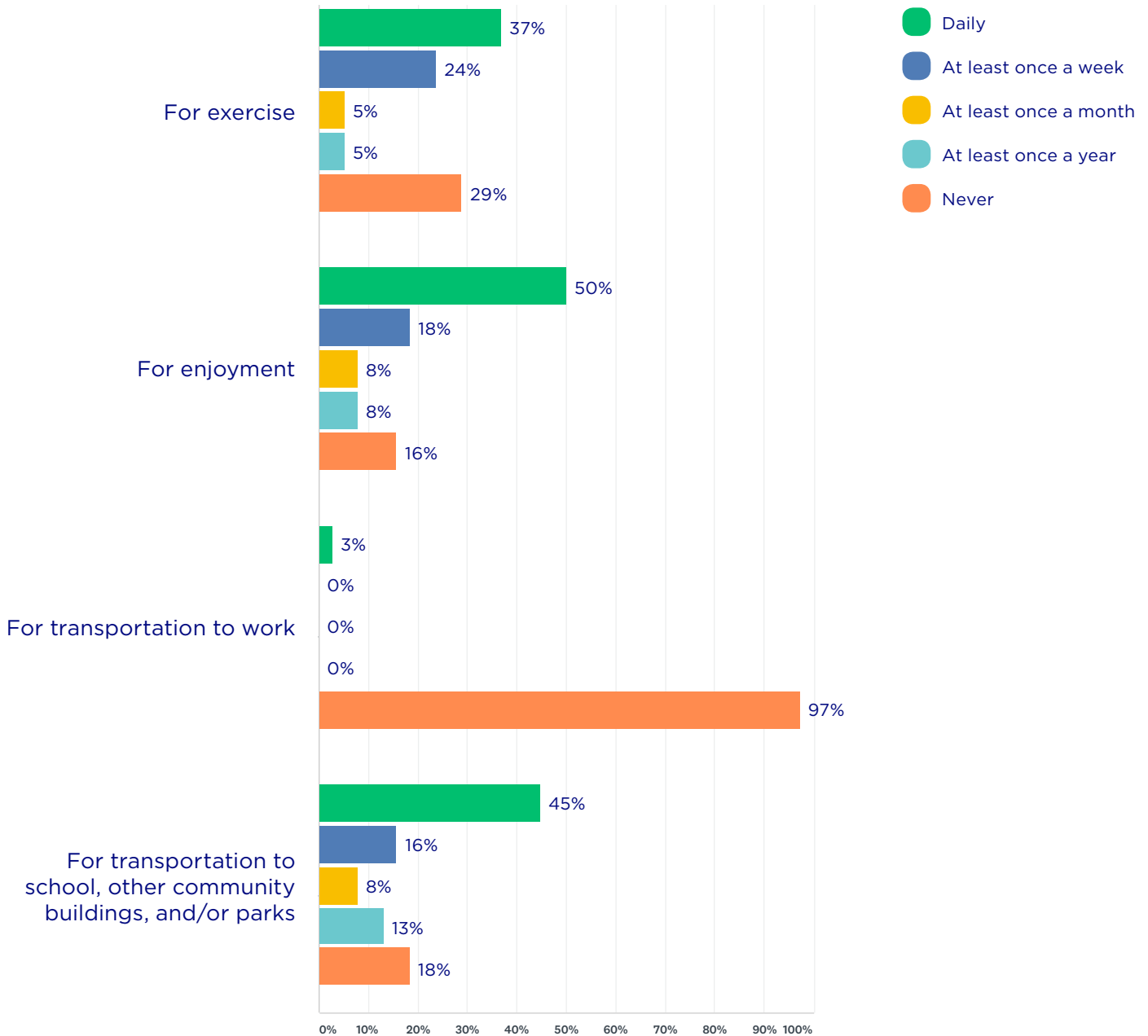
Ride my mobility scooter whenever possible.

We all have cars

Q2: Do YOUR CHILDREN walk outside?



### Q3: How often do YOUR CHILDREN walk outside for the following reasons?



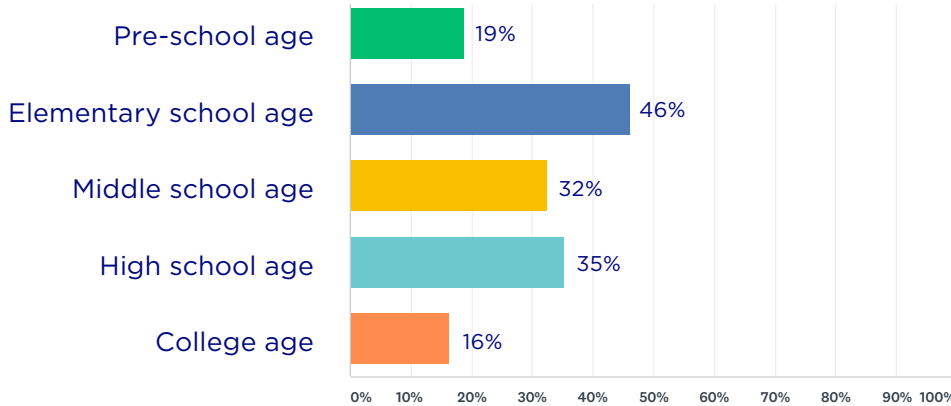
Other (please specify):

She's under a year old so she walks with me in a stroller.

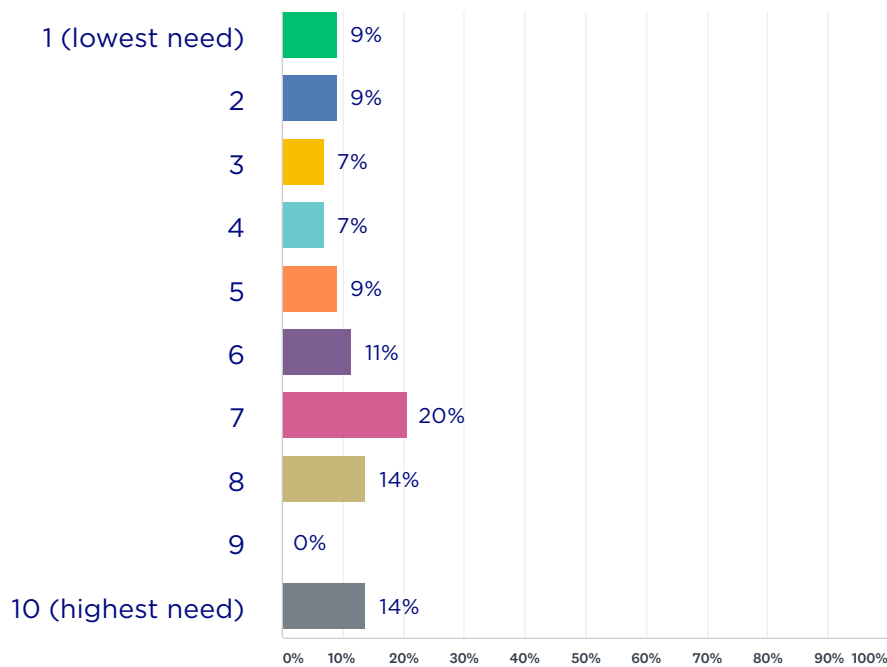
I don't have children



Q4: How old are your children? Select all that apply.



Q5: On a scale of 1 (lowest) to 10 (highest), how great is the need for pedestrian improvements in Clearwater?



Q6: Where is the BEST PLACE to walk in Clearwater? Please explain where, when, and why.

Chisholm Trail walk path.

Anywhere is good and fairly safe.

Park

By the high school. Well maintained and monitored.

The walking path for exercise and the downtown area for errands.

New sidewalk thru disc golf park. However it should have had water drainage, so water would go under walkway after big rains. After big rain water runs over sidewalk.

3 mile route through town on shaded streets for sun protection.

Sidewalks around town

The new walking path at the Sports Complex. Because of the wide, even sidewalks.

The walking paths around Park Glen/ball fields, etc.

Everywhere! The neighborhood streets are wide so walking isn't a concern with traffic. The walking trail around the sports complex is a wonderful addition!

By the park

Track, or new side walks towards Park Glen

New path around ball fields, soccer fields, and north edge of Park Glen because of the nice smooth, wide, and even path early morning or late evening because unfortunately it is fully exposed to the sun with no shade from trees.

Normally just walk the neighborhoods

Walking trail and down town. Not a lot of traffic and easy to walk your dog on the walking trail

Around the sidewalk path by the sports complex. Nice sidewalks , quiet, no traffic.

Park

Walking path around ball field

Park, downtown

Downtown. Nice sidewalks

Q6 (cont.d): Where is the BEST PLACE to walk in Clearwater? Please explain where, when, and why.

Ross Ave.

City park, Main Street, walking park between schools and Park Glenn. There are new, even sidewalks and some benches except the last place has no benches.

New walking path south of middle school

Park area and around CIC/CMS....sidewalks

in the street

Anyplace there are sidewalks

Around the park. The sidewalks are in great condjtion

The new walking path

The walking path that goes by the soccer fields in the evening

We live in Chisholm Ridge and love to walk down to the park but the sidewalk ends thru the bus barn lot and my kids can't ride through in their scooters or skateboards.

New concrete walking path because it is not monotonous or the track if one has heel or feet issues since it is better for that. Around town is my last pick due to uneven surfaces, potholes, and dogs that are not contained

Main Street to the trail by the CIC/high school in the mornings. Why? Because I haven't seen stray dogs as of yet in those areas.

park

Park

Q7: Where is the WORST PLACE to walk in Clearwater? Please explain where, when, and why.

Any of the main streets

North 4th st.

The fringes of Clearwater. Limited, damaged or no sidewalks.

Walking east and west on Ross is difficult because a person has to be in the road or grass for a good portion of it.

The sidewalks thru sports complex have same problem with mud and water over the low spots. Need covert uner side walk in these places. Also whenever the grass is mowed, most times sidewalks have grass all over time rather than blowing it off after being mowed.

Unshaded areas. They have sidewalks, but no shade.

High school track- boring

Trying to get to Mize's by foot or bike due to the lack of sidewalks.

To the post office or Mize's. Without a sidewalk to either, it is sometimes dangerous with traffic depending on the time of day. Also, out to the cemetery with the curve is hard to judge and the higher speed limit.

Along 4th street. What sidewalks are there are horrible.

Streets that have no sidewalks or narrow damaged sidewalks, and this is unfortunate because these go through nice shade established neighborhoods where there are nice shady trees and neighbors to visit with

4th st

Diagnol road. Because of the curve and the speed limit

Around the city lakes. The grass has taken over the paths in many places. And the west small lake needs the path finished in order to go all the way around. The lake paths are really in need of an update . The small lake could have a board walk or dock put in on the moth east corner. That would eliminate. Building a sidewalk through the edge of The Lowery's yard.

River

To the post office

Parking lots, sidewalks around older buildings

Past the intermediate center toward high school. No sidewalks.

Q7 (cont.d): Where is the WORST PLACE to walk in Clearwater? Please explain where, when, and why.

103rd

Residential streets. Roads are uneven. The north part of Fourth Street to Maize and post office. No sidewalks, no benches if you need to sit.

To Walt's

The older neighborhoods....bad or nonexistent sidewalks...kids have to walk in the streets to get to school

on the old sidewalk

Alleys, dark, dogs

Many of the sidewalks are in horrible condition and it makes it hard for little ones to ride on or walk without tripping. Even pushing a stroller they are dangerous.

Out by North 4th st or east Ross by dollar general

Getting to dollar general from Walt's there isn't a sidewalk there

Thru the bus barn lot and then from the four way stop to Casey's or on down to Mizes

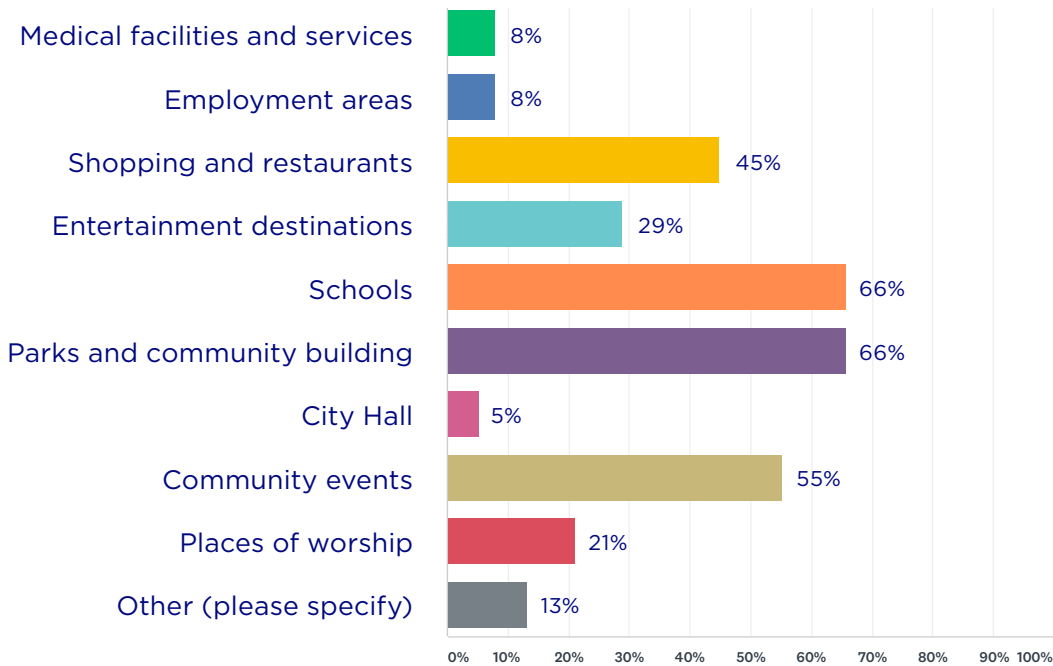
Busy streets without access to sidewalks - like 4th Street near Mizes, Liquor Store, and Post Office.

In residential areas, due to lots of problems with stray dogs running loose.

Along Ross east of 4th st because there's no sidewalk.

Side streets with bad sidewalks

## Q8: What places would you and/or your children like to be able to walk to most?



Other (please specify):

Everything is downtown so park there and walk on the new downtown project that we didnt need

Neighborhood areas

I personally like to walk everywhere. I'd like a good walking path to the grocery store and the post office and back. Also a round trip mile or two on the edge of town somewhere where you don't have to turn around and comeback the same way and worry about cars.

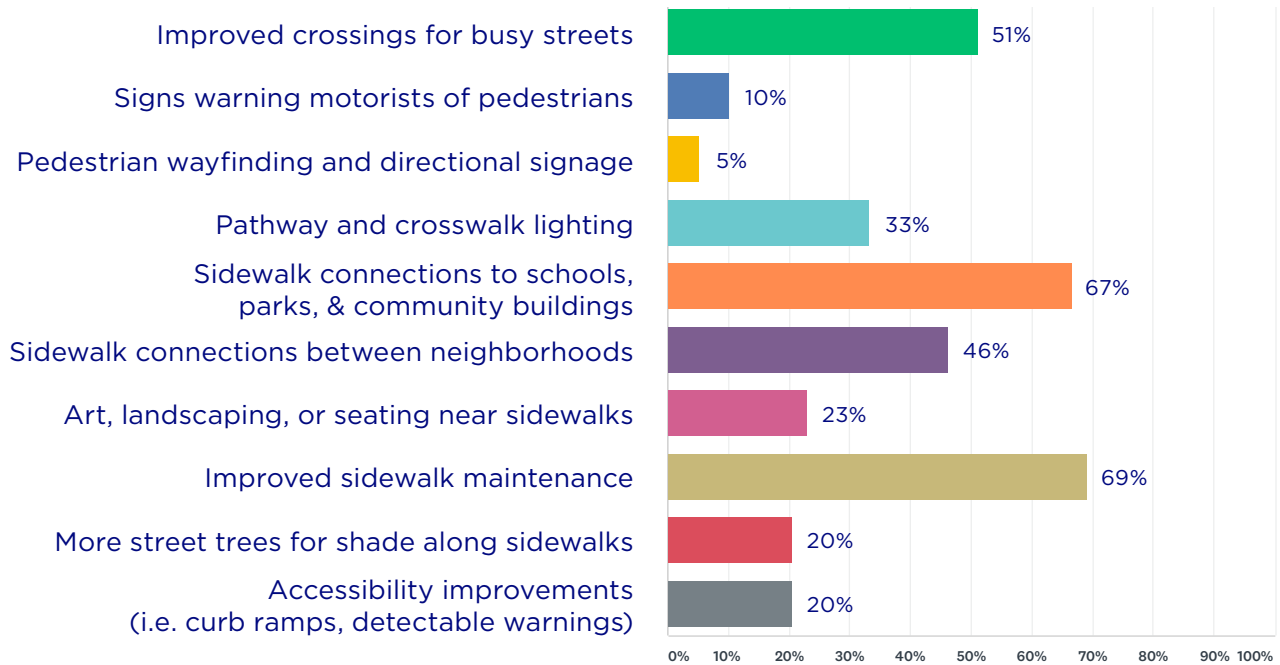
Mizes and Post Office

When parking is at a premium

# Clearwater Pedestrian Transportation Plan

## PUBLIC OPINION SURVEY

Q9: What would help improve the pedestrian experience in Clearwater? Select the FOUR MOST IMPORTANT improvements to you.



## Q10: Where are pedestrian improvements needed? Please explain where and why.

There are several areas of "older" neighborhoods that the sidewalks are broken and sometimes almost not existent

North 4th street. Sidewalks around ponds need better maintenance

At the fringes of Clearwater as well in neighborhoods.

Down Tracy on the west side and adding sod walk on the east.

All sidewalks where water flows over them. Need colvert under sidewalks.

South end of town on the paved East/West Rd.

Many neighborhood sidewalks are uneven due to tree roots. Many sidewalks are broken or missing throughout town. Adding a walkway to our grocery store would be the most helpful.

Residential sidewalks need maintainence.

Along 4th street.

Chisholm Ridge fishing pond, bad shape& walkway not finished.

Throughout older neighborhoods

Neighborhoods

Maybe some benches on the walking trail. The sidewalks in front of the schools could use some work.

All broken sidewalks

Stop light by high school

To schools and Casey's. There aren't any/many safe pedestrian walkways past the stop signs

Cracked streets and sidewalks in neighborhoods

No Opinion

between older neighborhoods to schools...to increase safety for kids

recognized walking lanes

I don't think improvements are needed.

Many side walks all around

There needs to be a stop light instead of the 4 way stop and a sidewalk put in from Walt's all the way to Dollar General

From the river church to janet street after school.

Through the bus barn lot and then headed north past Casey's and mizes.

Mizes, Tracy Street to cemetery

Residential areas (no sidewalks), some sidewalks can't be used due to lack of maintenance.



Q11: If the Clearwater Pedestrian Transportation Plan could accomplish one thing for walking in the city, what should it be?

Safety is the number one thing I think about when I let my kids walk somewhere.

Better maintenances of removing weeds and grass off of sidewalk and stop people of blowing grass out on streets or sidewalk when mowing their yards.

More maintained sidewalks.

Create a safer way for kids to get to and from the schools for homes to the north and west

Better taking care what we already have with mowing and trimming. Some times grass grows clear across sidewalks by ball fields. Also trees need trimmed back so you don't have to duck down, around ball fields.

Trees along sidewalks around the parking lots.

Access to the grocery store via a walking path.

Fixing existing residential sidewalks, especially along Ross.

Adding additional sidewalk to post office, Mize's and the cemetery.

Better sidewalks.

Sidewalk repairs, & keep the grass from growing over the sidewalks. Maintenance is the key to sidewalks.

Add more nice wide sidewalks throughout older neighborhoods with established trees

Would love sidewalks all around town

The school cross walks

Even sidewalks and crossings near schools. Particularly the northwest corner north of elementary west. I'm a grandma and fell there. When Main Street is repaved the edge of the street is not leveled. I fell in front of Emprise Bank years ago when the repaving is not leveled out.

Accessibility for all

Longer paths, better connected sidewalks, cracks

Improved sidewalks citywide

No Opinion

Safer walkway for kids walking from elementary west to middle school. Get them out of the street or at least put up a barrier separating traffic from children.

sidewalks to schools

good sidewalks and crosswalks

Q11: If the Clearwater Pedestrian Transportation Plan could accomplish one thing for walking in the city, what should it be? (cont.d)

Safety

New sidewalks

Stoplight instead of the 4 way stop

Safety

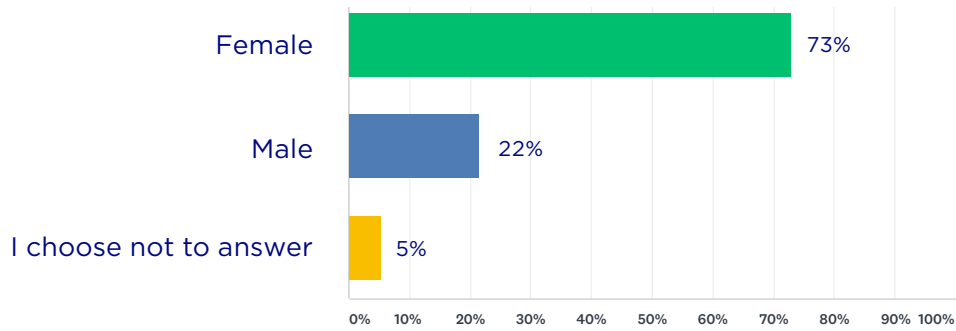
Continuous Paved sidewalks from Chisholm Ridge to the middle school

Safety

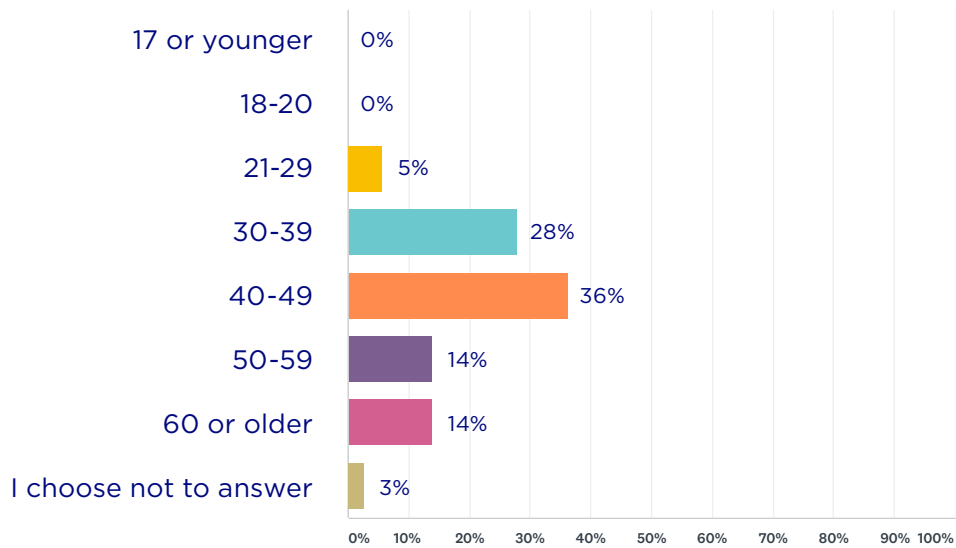
Making it easier to get around the town.

Sidewalks on streets that dont have any yet, especially along high traffic streets.

Q12: What is your gender?



Q13: What category below includes your age?





# Clearwater Pedestrian Transportation Plan

Originally settled in 1870, Clearwater was situated on the high ground between two tributaries leading to the Ninescah River, an Osage Indian term meaning "good spring-water." The Chisholm Trail, used to drive cattle overland from Texas to Kansas railheads, ran along the eastern edge of Clearwater from 1867 to 1871. Clearwater's population has grown steadily over the past half century, adding around 300 new residents every 10 years. These days, it is primarily a bedroom community to Wichita, with an estimated population of 2,519.

## HOW THIS PLAN CAME ABOUT

Clearwater's **Pedestrian Transportation Plan** is the product of a collaborative effort between the residents of Clearwater, the consultant team at Vireo, and a stakeholder group comprised of key community members. The recommendations in this plan are a direct result of feedback collected from the residents of Clearwater during open house events held during a two-day workshop in the community and from an online survey administered to the public. The project was funded in part through a grant provided by the Wichita Area Metropolitan Planning Organization.

## HOW THE PLAN WILL BE USED

Putting the community's priorities down on paper and formalizing a plan is the first step toward improving the pedestrian experience in Clearwater. This document will be a tool to assist local decision-makers as future pedestrian improvements are planned, prioritized, funded, and designed.

TO WICHITA  
(16.5 MILES)

## SUMMARY

A well-planned system of safe, connected pedestrian corridors is critical in any community, but this need is especially pronounced in Clearwater, where children frequently walk to and from schools or City Park (all situated along one of the busier vehicular thoroughfares through town), and individuals with limited mobility are forced into the street due to a lack of navigable sidewalks. The lack of basic facilities such as sidewalks in some areas of Clearwater led to the first goal of this plan: **Establish Basic Local Connections.** For the most part, community members indicated that sidewalk connections are needed to key destinations along 4th Avenue, including Mize's (9) and the Post Office (10), at the north end of town.

In addition to destination-oriented pedestrian activity, there is also a pronounced desire for pedestrian facilities that can accommodate recreational activity. For this reason, the Plan identifies a second goal: **Build On Success.** The recently-completed Chisholm Trail Sports Complex Trail was frequently cited by community members as one of the best places to walk in Clearwater. This plan aims to build on the success of that trail by proposing a **Heart Loop** that extends north of Ross Ave, wrapping around the new Chisholm Ridge subdivision and connecting to 4th Ave via Janet Ave. It would also connect to an Old Town Loop of on-street pedestrian lanes through the historic section of Clearwater.

In addition to thinking about basic connections within the community, it is also important to consider how Clearwater is situated regionally, including its relationship to Wichita to the northeast and the Ninescah River to the south. Therefore, the third goal of this plan is to **Dream Big.** This plan proposes two future spur trail connections: one extending south from Tracy Ave to the Ninescah and another extending north along Tracy to the cemetery. A future rail-with-trail connection along the Kansas Southwest rail line would firmly situate Clearwater as the midpoint between Wichita and Conway Springs, potentially creating a regionally-attractive recreational amenity, drawing new visitors to Clearwater.

## KEY DESTINATIONS

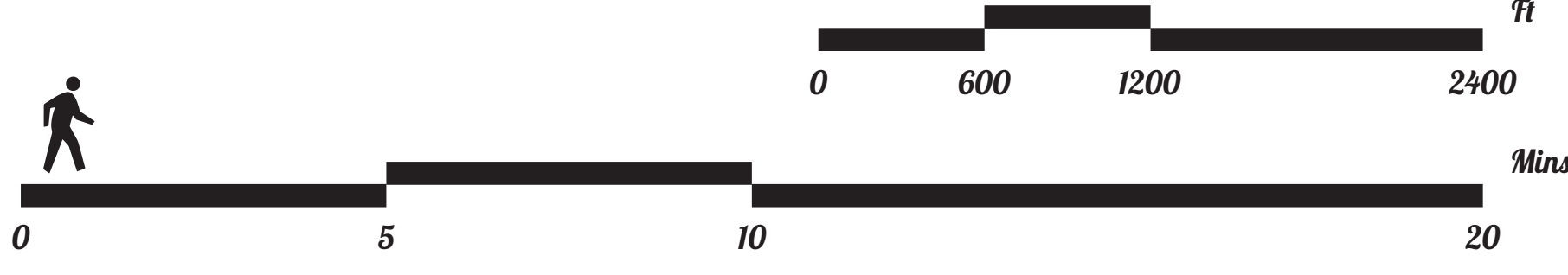
- 1 Clearwater City Hall & Public Library
- 2 Clearwater Elementary West
- 3 Clearwater Intermediate Center
- 4 Clearwater High School
- 5 Casey's General Store
- 6 Clearwater Community Center
- 7 Clearwater Retirement Community
- 8 Clearwater Nursing & Rehabilitation Center
- 9 Mize's Thriftway
- 10 United States Postal Service

## LEGEND

- New or Repaired Sidewalk
- Downtown Streetscape Improvements
- On-Street Pedestrian Path
- Multi-Use Trail
- Future Rail with Trail
- Protected Crosswalk



TO CONWAY SPRINGS  
(11.7 MILES)



ESTABLISH BASIC LOCAL CONNECTIONS.

BUILD ON SUCCESS.

DREAM BIG.

## 4th Street Sidewalks

*View: Looking North Along the East Side of 4th Ave*

Adding sidewalks along 4th Ave north of Ross Ave is a critical priority to provide pedestrians with a safe connection to basic destinations including the Post Office. 4th Avenue is one of the two busiest vehicular corridors in Clearwater. The addition of sidewalks will require improvement of the street section: adding curb & gutter to convert the existing drainage ditches to a below-grade storm drainage system with curb inlets and concrete pipes.



## Park Avenue Pedestrian Lane

*View: Looking East Toward 4th Ave*

On-street pedestrian lanes, sometimes called advisory lanes, are a relatively inexpensive way to delineate space for the pedestrian within the existing vehicular pavement section when adding sidewalks may be challenging or cost-prohibitive. Pedestrian lanes may or may not include flexible lane delineators to further reinforce the pedestrian right-of-way. The proposed pedestrian lane on Park Avenue would be an integral part of the Old Town Loop.



## Ninnescah Trail Spur

*View: Looking South from the Intersection of Park Ave and Tracy Ave*

A future multi-use trail spur would extend south along Tracy Ave from the on-street pedestrian lane at Tracy and Park. This trail would provide a safe connection to the Ninnescah River, which could eventually feature recreational amenities and serve as a regional attraction. The addition of street trees along Tracy will also improve the pedestrian experience, providing shade where it's needed.

