



# PLANNING WALKABLE PLACES

v5.16.2017

## Program Purpose

To help meet the current and anticipated future need for walkable place-making in the WAMPO region with a focused program that will promote vibrancy, community, and economic vitality today and over the long term.

Planning Walkable Places is a grant program for non-construction planning projects.

## Objectives

- Create pilot projects that can be evaluated by all member jurisdictions and members of the public.
- Enhance community identity by helping to create core areas and Main Streets with distinctive characteristics.
- Promote pedestrian safety.
- Enhance or restore the character and charm of traditionally walkable areas.
- Support a “sense of community” in small and large cities.
- Provide a reasonable opportunity for participation for all WAMPO members.
- Enhance the quality of community of events and help keep up with rapidly increasing rates of attendance.
- Support efforts to enhance economic vitality and tourism that rely on foot traffic for attractions and retail.

## Contacts

Please submit any questions, comments or request for additional information to any of the following:

Chad Parasa  
Director, WAMPO

[chad.parasa@wampo.org](mailto:chad.parasa@wampo.org)

Kathryn Chambers  
Administrative Associate

[Kathryn.Chambers@wampo.org](mailto:Kathryn.Chambers@wampo.org)

## Table of Contents

Example Eligible Activities List .....	1
Ineligible Activities.....	2
Eligible Recipients.....	2
Public Participation.....	2
Considerations.....	3
Requirements .....	3
Policies .....	3
Review Committee .....	4
Deadlines .....	4
Funding .....	4
Supporting Documents .....	5

## Example Eligible Activities List

- Projects will likely include multiple activities and may involve different stages of the planning process. Any project may include one or several of the following elements. This list is not intended to be exhaustive.
- Development of design standards or design guidelines that promote walkable streets and land development.
- Development of zoning overlays that will encourage/work with walking as a primary mode of transportation (Historic District, Arts District, Downtown, etc.).
- Downtown or Main Street rehabilitation studies that aim at restoring walkability to an area or street where it was once prominent.
- Educational programs for enhancing pedestrian safety and awareness.
- Walkability audits or accessibility studies that assess existing conditions, identifying needs and barriers; any other types of inventories or surveys that emphasize walkability; identification of candidate areas for improving walkability.
- Development of Active Transportation plans that may also incorporate bicycling.
- Corridor studies or plans that emphasize walkability.
- Citizen/stakeholder participation activities such as surveys or facilitated events that will inform the planning of walkable places.
- Tourism or economic development studies or plans that emphasize walkability.

- Parking plans or studies that develop different parking scenarios for areas where walkability is important.
- Transit studies in which the walk portion of transit is prominent or which include a placemaking element, such as a Transit Oriented Development (TOD) plan.
- Development of Safe Routes to School-type plans or design guidelines to make walking to school practical and safe.
- Creation of pedestrian plans for activity centers such as event venues, schools, or employment centers.
- Studies or planning that will create/identify areas where walking/foot traffic will enhance the local economy.
- Traffic calming studies.
- Other planning components such as market assessment, exploring financing options, creating multi-year phasing plans with associated costs.
- Pedestrian plans for connecting activity centers.

### Ineligible Activities

- Preliminary Engineering
- Right of Way acquisition
- Utility Relocation
- Construction
- Any plans or studies that do not specify a connection with walking/walkability

### Eligible Recipients

All member jurisdictions are eligible to compete for projects. At this time, non-profit organizations and school districts are not eligible.

Please Note: Member jurisdictions may apply for and be awarded **multiple** projects.

### Public Participation

A public participation process is a required element of all federally funded projects.

## Considerations

Because rapidly rising attendance at special events has been identified as a regional pedestrian concern, projects aimed at improving pedestrian accommodations in and around community event areas will be receive first consideration.

Safety is a priority for the region, and proposals that incorporate pedestrian safety elements will receive added consideration.

Although the conceptual planning of individual facilities such as shared use paths and sidewalks may qualify for funding, the real intent of this program is placemaking. As such, proposals that consider the connection between the built environment and transportation to create walkable places will receive added consideration.

Proposed projects that enhance, support, or integrate with a larger community plan will receive added consideration.

Proposed projects should support and enhance local context such as historic character.

## Requirements

In order to receive funding, a proposed project must meet ALL of the following criteria:

- Proposed by an eligible project sponsor (a WAMPO member jurisdiction)
- The project sponsor clearly explains how the proposed project will enhance walkability, if it is not evident
- The proposed project includes a meaningful public involvement process
- The proposal does NOT include ineligible activities (listed above)
- Local matching funds for 20 percent of the project's total cost must be available

Project sponsors that do not meet all criteria will be given an opportunity to review and amend their proposals; those that cannot meet all criteria by the deadline will not be awarded funds.

## Policies

Funds may only be used for the project described in the application. Funds are awarded to the project, not the jurisdiction.

Significant changes to a project's scope of work after award will need formal approval by WAMPO. Any work done on a project that does not conform to the project description is not eligible for reimbursement. Minor changes may not require a formal process – please contact WAMPO with any questions.

No additional federal funds are promised for cost increases after the initial award is made.

All project sponsors will need to adhere to the Kansas Department of Transportation's consultant procurement process. This assures compliance with federal and state policies. WAMPO staff will assist in meeting these requirements.

Although WAMPO staff will assist project sponsors at certain stages of the process, WAMPO's policy will be to ensure that control and management of all projects remains with the project sponsor to the maximum extent practical.

If a federal award exceeds \$100,000, the awardee will need to pay a 1% TIP fee to WAMPO.

## Review Committee

The committee will meet 2-3 times during the summer months to provide feedback and helpful suggestions to project sponsors and to ensure that proposed projects meet requirements. The Committee will assist in prioritizing/recommending projects for funds if funding is not adequate for all proposed projects.

WAMPO staff will conduct communications with the project sponsors. Staff will also help to ensure that proposals meet all requirements.

## Deadlines

### May

Call for Projects Period Opens on 5/15

Project Review Committee begins work

### June 2017

June 15 – Call for Projects Period Ends

Project Review Committee concludes work

Project Selection Committee meetings start

### July 2017

TAC votes on projects recommended for funding by the Review Committee

### August 2017

TPB votes on TAC's recommendation of projects to fund

Awards announced

### Sept – Dec 2017

Successful applicants will be asked to develop a more detailed scope and project timeline

Consultant procurement process

## Funding

In accordance with federal policy, a project may receive a maximum of 80 percent of its funds from WAMPO programs. A 20 percent local match will need to be provided by the project

sponsor. Projects may be funded below the 80 percent maximum if the Review Committee recommends a different level of federal funding.

## Supporting Documents

- Visual Guide to Pedestrian Planning Walkable Places
- Application Packet