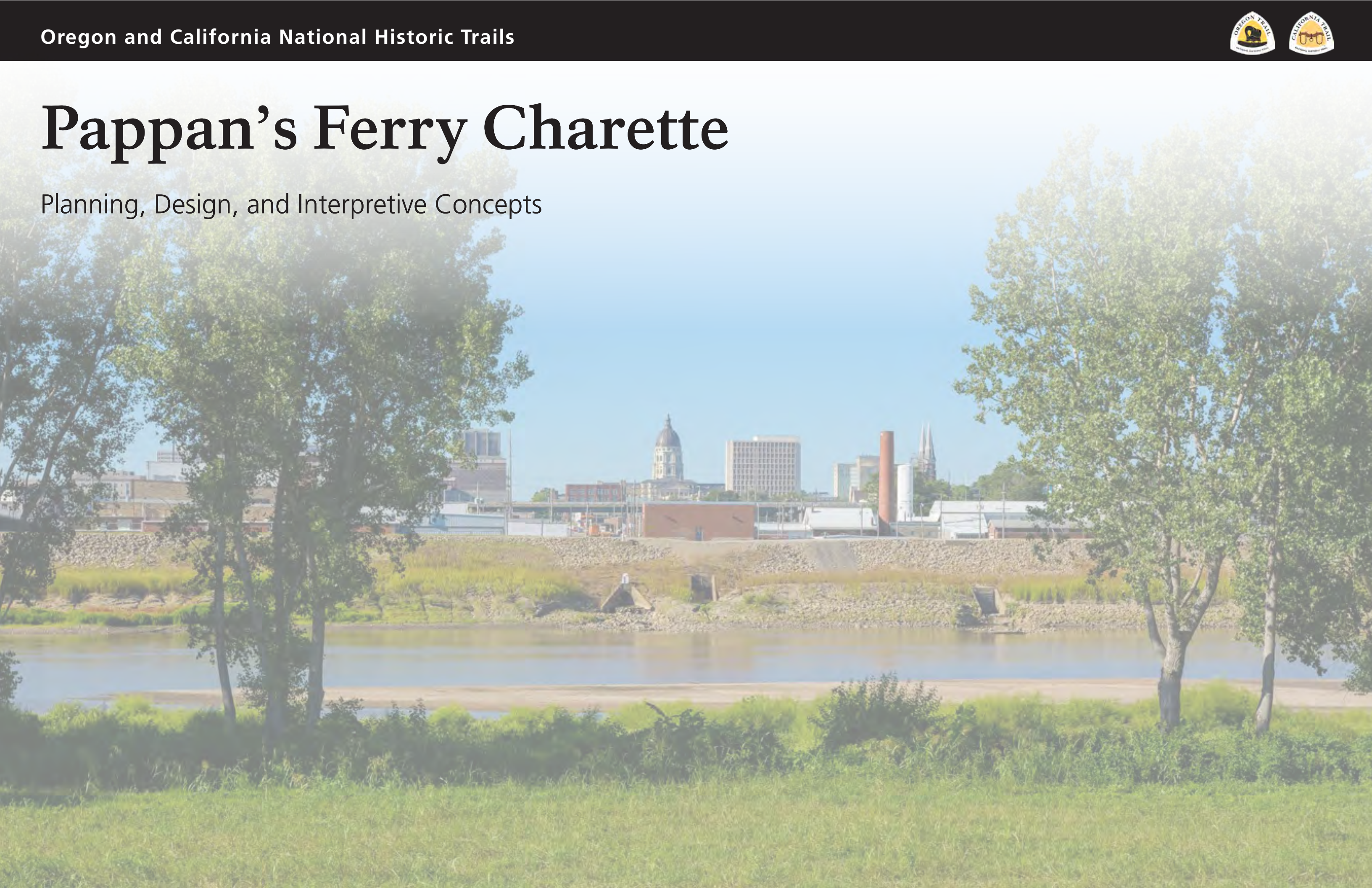


# Pappan's Ferry Charette

Planning, Design, and Interpretive Concepts







Cover image: From the levee along the south edge of the future Topeka Riverfront Park, looking across the Kansas River toward downtown Topeka (NPS)

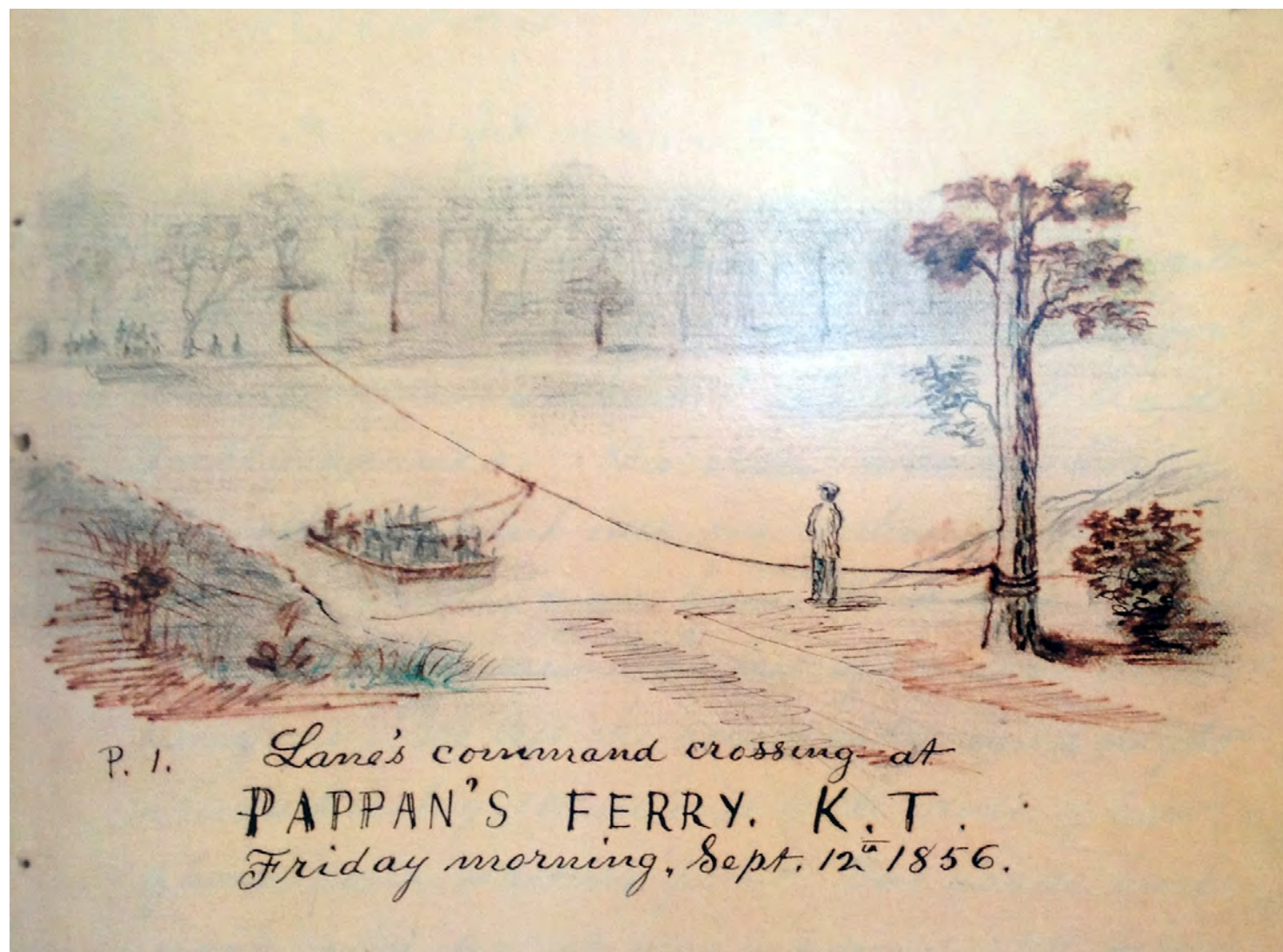
This page: View looking north from the levee (NPS)



# Pappan's Ferry Charette

## Planning, Design, and Interpretive Concepts

Great Overland Station  
Topeka, Kansas  
August 22-26, 2016



Historic rendering of Pappan's Ferry across the Kansas River

### Produced by:

National Park Service  
National Trails Intermountain Region

### In partnership with:

City of Topeka  
Shawnee County  
Topeka Riverfront Authority  
Heartland Visioning, Inc.  
Railroad Heritage, Inc.



This plan represents the ideas and visions that were articulated at the August 2016 project design charette in Topeka, Kansas. As a conceptual plan, it illustrates a number of design elements that could be incorporated into the final plan and construction documents for the site.





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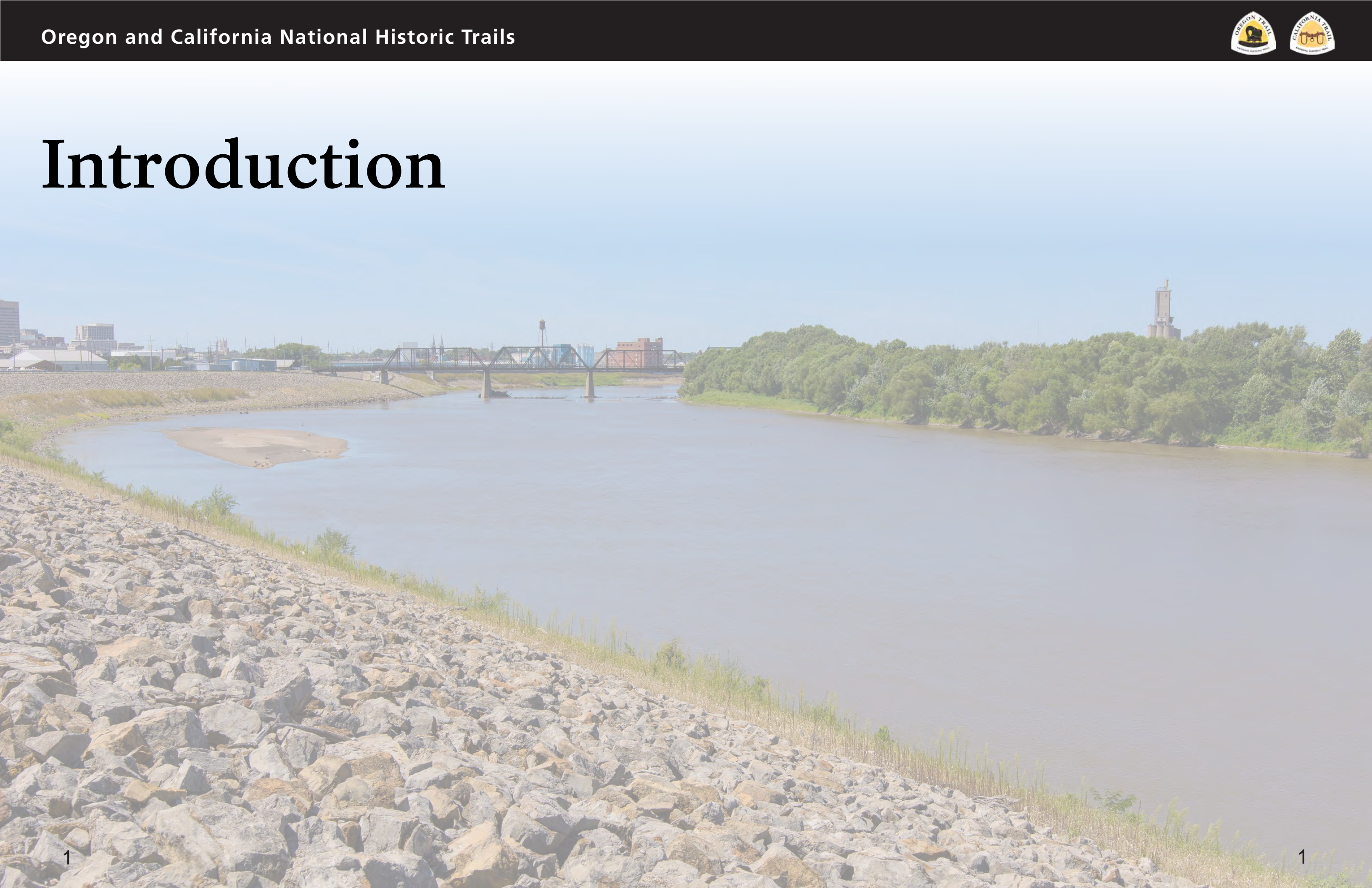
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# Introduction

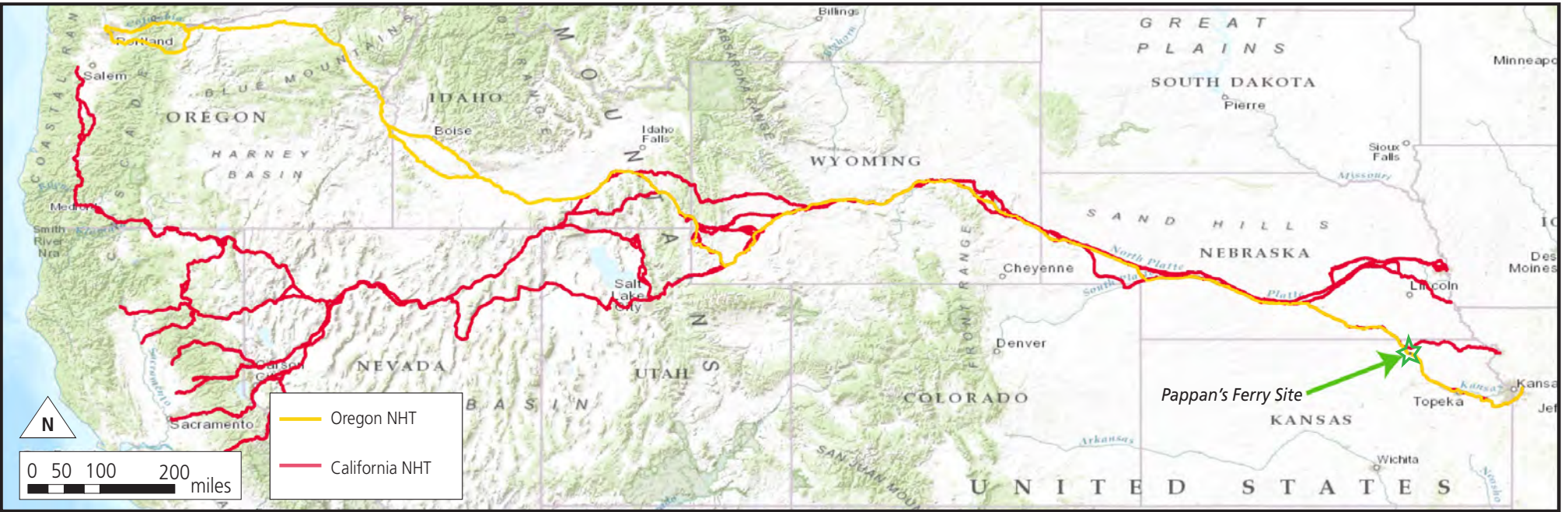




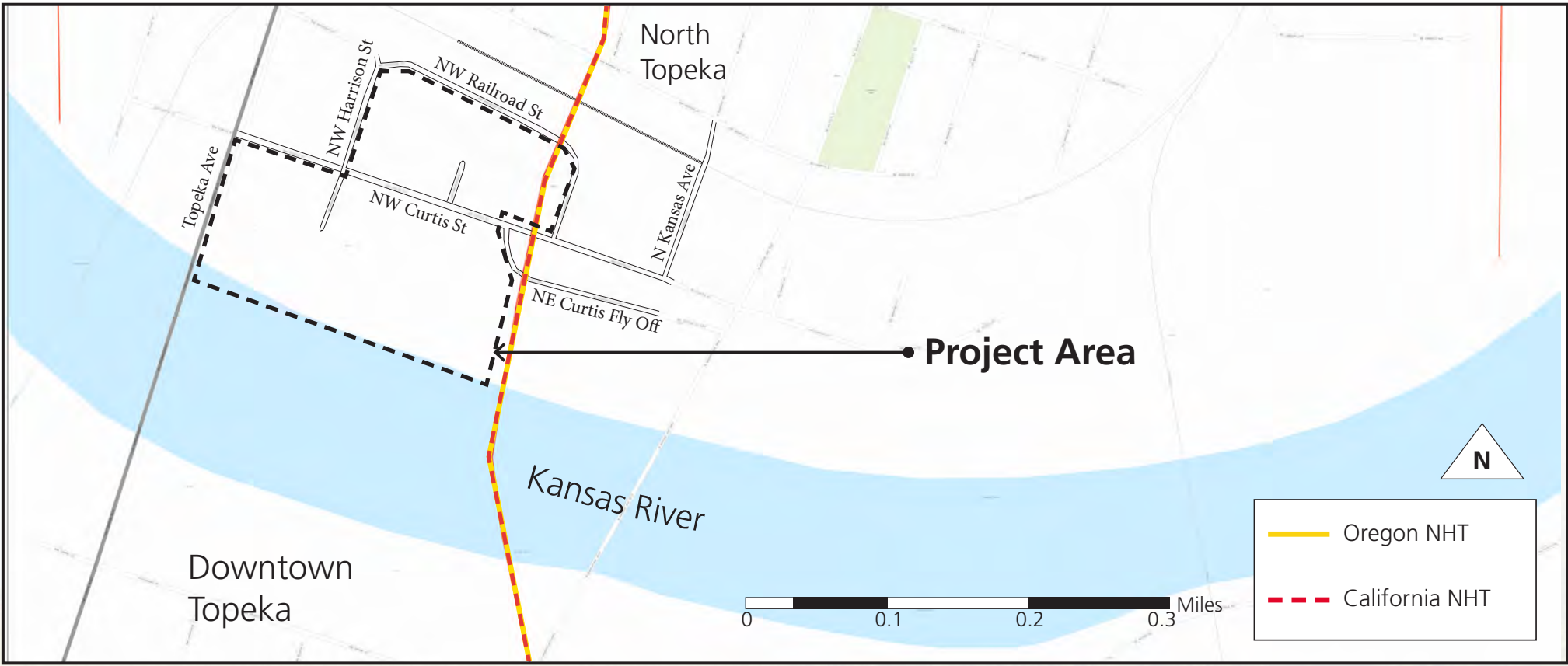


Site location

The project area considered at the charette includes City of Topeka, Shawnee County, and Railroad Heritage Inc. properties. Together these properties comprise an 80,000 square foot area, which is located directly across the river from the center of downtown Topeka. This site is one of the historic locations of Pappan’s Ferry. Between 1841 and 1863, Oregon and California trail travelers used this ferry to cross the wide, deep, and swift Kansas River. The current Oregon and California national historic trails run directly through the project site (shown on the maps below).



Map showing the designated routes of the Oregon and California national historic trails



The project area is located on the north bank of the Kansas River in North Topeka, Kansas



## Site history and project description

### Site history and significance

According to Louise Barry in *The Beginning of the West*, writing of the June 3, 1825 treaty between the Kanza (or Kansa) and the US Government: “In addition to the tribal reserve, 23 one mile square tracts were reserved for the Kanza half-breeds. These were to be located on the north side of the Kansas River ‘commencing at the [east] line of the Kansas reservation [not far west of present Topeka—North Topeka is on Tract No. 4] and extending down the Kansas river for quantity’ . . . The Kansas half-breeds included four children of trader Louis Gonville. . . .” (Barry, p. 121). Mary Josephine (Josette), Julia, Pelagia and Victorie were Gonville’s children with two daughters of White Plume (the chief of the Kanza at the time of the 1825 treaty), and were allotted tracts 3, 4, 5 and 6 respectively (Benbrook, p. 5). Josette had married French fur trader Joseph Pappan (or Papin) in 1837, and the couple moved to the ford in 1840 (Barry, pp. 335, 409). All four women appear to have been living on their allotments at various times during the 1840s with their husbands and families—Julia was married to Joseph’s brother Louis, Victorie to another Pappan brother, Etienne, and Pelagia to Anable Froncour DeAubrey, a French Canadian and blacksmith for the Kanza in the early 1840s (Benbrook, pp. 3, 5). With the assistance of his brothers, Joseph Pappan is believed to have been the primary ferry operator in this immediate area during the 1840s and early 1850s.

The crossing was in use long before it became part of the Oregon and California trails, with the first recorded European American crossing in 1838, when an American Fur Company train passed on their way to a Rocky Mountain Rendezvous (Barry, p. 345). The first emigrant wagon train to cross the plains used the crossing in 1841, with the assistance of local Kanza residents. In the first few years of the 1840s, groups used a wide variety of methods and craft to cross, with or without the assistance of the Kanza or the Pappan family, but by 1843 several diaries mention a Frenchman with a part-Kanza family as operating a ferry on-site, or in some cases identify a Pappan by name (Benbrook, pp. 6-9). There was a break in service on the site in 1844 following a major flood that washed away houses and fencing along the Kansas River, and significantly changed the course of the river. While most of the French-Kanza families temporarily moved to Westport, Missouri after the flood, Joseph Pappan was back, living on the south side of the river, by September 1844, although the ferry was not in operation for the remainder of that year (Benbrook, p. 9). Ferrying resumed in spring of 1845, and continued with declining Oregon Trail traffic as more emigrants started from St. Joseph and avoided the need to cross the Kansas River, until 1849. The California Gold Rush

that year, however, brought a renewal of trail traffic through this and other ferries in the area. Union Town Ferry was opened in 1849 sixteen miles away, leading to a choice between the upper (Union Town) and lower (Pappan’s) ferries as caravans approached the Kansas (Benbrook, pp. 10-11). Although most of the Mexican-American War traffic from Fort Leavenworth used Charles Fish’s ferry downstream, in 1850 the Fort Leavenworth branch of the Santa Fe Trail was laid out, and generated significant traffic through Pappan’s ferry in the early 1850s (Benbrook, pp. 11-12). Operations appear to have continued—though with less documentation as emigrant and military routes and crossing options multiplied—through the 1850s, with Louis Pappan’s son-in-law, Orren A. “Jack” Curtis, operating the ferry from 1859-1863 (Benbrook, p. 18).

The city of Topeka was laid out in 1854 and chartered in 1857. Later accounts of the ferry located it at the foot of Kansas Avenue (circa 1860), but in the 1840s and 50s under the Pappans’ management it may have been located farther west, in the vicinity of modern day Topeka, Tyler, and/or Western avenues, and it almost certainly shifted locations regularly based on river conditions from year to year (Root, pp. 364-365). After the Civil War, the rights of the descendants of the original Kanza reserve holders to the tracts were negated in favor of creating a right of way for the Kansas Pacific Railroad, and remaining residents of the reserves removed to Council Grove (Benbrook, p. 18).

### Period descriptions of the crossing (from Benbrook):

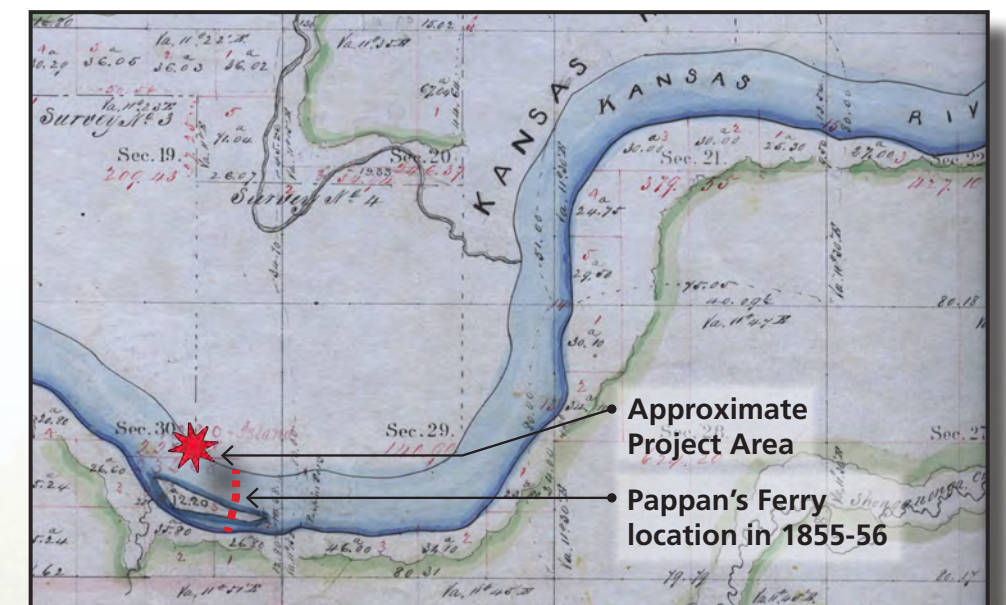
**1848, west-bound on the north side of the river:** “[W]e proceeded through a beautiful woodland of oak, ash, walnut, sycamore, quivering asp, hazle [sic], grape vines, and a variety of under-growth which skirts both sides of the Kansas river, about half a mile on either side. Passing there three miles and a half through a level and rich prairie, well covered with nutritious grass, we encamped for the night on the bank of a small creek, a tributary of the Kansas, having traveled eight miles during the day.” (Thornton pp. 31-32)

**1859, south-bound from Fort Leavenworth on the north side of the river:** “[W]e turned a sharp angle through the magnificently fertile and admirably timbered bottom of the Kaw or Kansas to the Topeka ferry, which we reached a little after sundown, but were delayed by a great contractor’s train which had been all day crossing, and was likely to be a good part of the morrow, so that we did not go across and into Topeka till nearly dark. . . . Along the north bank of the river a party of half-breeds have a reserve a mile wide by twenty miles long, and I give the good-for-nothing rascals credit for admirable judgment in selecting their land. There

is probably not an acre of their tract that could not be made to produce one hundred bushels of shelled corn by the application of less labor than would be required to produce thirty bushels on the average in New York or New England.” (Greeley)



1856 drawing of Pappan’s Ferry by Samuel J. Reader



Historic 1855-1856 GLO survey



## Site history and project description continued

### Project background

In order to explore appropriate national historic trail (NHT) visitor use and development of the area and site, the National Park Service (NPS), National Trails Intermountain Region (NTIR) staff partnered with the City of Topeka, Shawnee County, Topeka Riverfront Authority, Heartland Visioning, Inc., and Railroad Heritage, Inc. to hold a design charrette for the historic Pappan's Ferry site and future Topeka Riverfront Park the week of August 22-26, 2016. Participants included elected officials, representatives of local government, non-profit organizations, local business owners, historic trail association members, residents of the North Topeka neighborhood, a group of 4th grade students from Quincy Elementary School, and other interested partners and stakeholders. Areas of focus included the historic Pappan's Ferry site, existing levee, and future city park site. One of the major goals for the charrette was to highlight the diverse history and heritage of the Oregon and California NHTs and Pappan's Ferry by creating a visitor experience that will engage local residents and destination visitors alike.

Based on the feedback received from the pre-charrette feedback form and at the charrette, and with a focus on the period of significance of Pappan's Ferry and the Oregon and California NHTs, the project team, generated design and interpretive concepts for the future park site. The design concepts address visitor use, circulation, visitor experience, facility design, and site development. The interpretive concepts address trail wide themes, site specific themes, suggested media types, and proposed media locations. These design and interpretive concepts are outlined in the following pages and explore how to facilitate visitor access, understanding, and appreciation of the significance of this site.



Plan view of the future park site



View across the Kansas River to South Topeka



View from the top of the levee



View from the levee to the Great Overland Station

### Sources:

- Barry, Louise. *The Beginning of the West: Annals of the Kansas Gateway to the American West 1540-1854.* Topeka: Kansas State Historical Society, 1972.
- Benbrook, Jimmie G. "Pappan's Ferry and the Oregon-California Trail." *Overland Journal*, 19:1 (Spring 2001): 2-21.
- Greeley, Horace. "An Overland Journey from New York to San

- Francisco in the Summer of 1859.* Lincoln: Univ. of Nebraska Press, 1999, 50-53.
- Thornton, J. Quinn. "Oregon and California in 1848." 31-32.
- Root, George A. "Ferries in Kansas, Part II, Kansas River, Continued." *The Kansas Historical Quarterly*, 2:3 (November 1933): 343-376.





# Design charette

## What is a charette?

The term charette was first used in a design context in the late 1800s. Architecture students in Paris who needed to rush their drawings to the École des Beaux-Arts placed them on a cart, which was called a charette. As a result of this practice, the word eventually broadened in meaning to describe any intense, short-term student design project. A charette is an intensive, focused effort to develop conceptual plans within compressed, creative, high-energy sessions. In addition to a workshop for listening and collective envisioning, a charette involves the production of plans and concepts based on the input of all participating interests.



Charette Day 1: The project team visits the site

## Pappan’s Ferry charette

From August 22nd - August 26th 2016 at the invitation of the City of Topeka, Shawnee County, the Topeka Riverfront Authority, and other interested stakeholders, the staff of the NPS - NTIR, facilitated a design charette in Topeka, Kansas. The goal for these few days was to develop conceptual level design and interpretive concepts and drawings for historic Pappan’s Ferry, located on the Oregon and California NHTs.

On the day of the charette workshop, participants worked together to brainstorm, review issues, establish goals and objectives, and develop a vision for a future park which would highlight the history of the site, including the historic Pappan’s Ferry crossing and the Oregon and California NHTs.

## Participants

Nearly 100 stakeholders participated in the Tuesday workshop, including elected officials; representatives of local government, non-profit organizations, and businesses; historic trail association members; residents of the North Topeka neighborhood; interested area residents; and a group of 4th grade students from Quincy Elementary School. The workshop was primarily led by the NPS design team, and all events of the week were organized by Heartland Visioning, Inc. in collaboration with the City, County, and Riverfront Authority.

### NPS DESIGN TEAM:

- Carol Clark, Interpretive Specialist
- Coreen Donnelly, Landscape Architect
- Bryan Petrtyl, Interpretive Specialist
- Kristin Van Fleet, Landscape Architect

### TOPEKA PLANNING TEAM:

- Beth Fager, Railroad Heritage, Inc. and Topeka Riverfront Authority
- Dan Warner, City of Topeka Planning
- Bill Riphan, Shawnee County Parks and Recreation
- John Hunter & Kristen Brunkow, Heartland Visioning

## Charette week objectives included:

- Defining broad goals and objectives for design and development
- Prioritizing and refining a list of historic trail features to be included in the site plan
- Prioritizing and refining a list of visitor use and site development elements to be included in the site plan
- Defining appropriate visitor use and desired experience(s) and interpretive approaches (themes and media)
- The development of a conceptual level site plan for the national historic trails, Pappan’s Ferry, and Topeka Riverfront Park with alternatives (if necessary)
- The development of conceptual and schematic level perspective drawings and details for the national historic trails, Pappan’s Ferry, and Topeka Riverfront Park to guide future development of the site
- The development of interpretive themes and proposed/potential media types



Charette Day 2: Stakeholder meeting





Design charette, continued

Products: What is this document?

This charette document outlines the ideas and conceptual plans that were produced during the charette, August 22-26, 2016. While some of the content has since been adapted in response to feedback provided by participants after the final presentation or during NPS internal review, the main purpose of the document is to capture the charette content. For this reason, it is expected that plans shown here may still need to change, perhaps substantially, in response to information gained over time and as Shawnee County and local partners begin to implement ideas explored during the charette. This new information may include such things as: more detailed assessments of visitation and how it impacts the capacity needed for parking areas and other planned facilities; sensitive archeological or ecological resources identified through further study of the site; changed management practices or resources of Shawnee County or others involved in the maintenance and development of the site; or decisions made about adjacent properties by organizations such as Railroad Heritage, Inc., the Topeka Rescue Mission, or the Army Corps of Engineers. While this document will be used to guide development of the site in the long term, further actions, detailed design, and/or public input will also be needed to implement some of the more complex elements presented here.



Charette Days 3 & 4: Concepts are developed and illustrated

DATE	ACTIVITY	TIME	LOCATION	DESCRIPTION
Monday - 8/22/2016	<i>Field work/site investigation</i>	9:00 a.m. - 4:30 p.m.	Future site of the Topeka Riverfront Park	The NPS Team, Riverfront Authority, City, and County staff will spend the day looking at on-the-ground conditions and issues associated with the development of the park, and its relationship to the development of the national historic trail experience.
Monday - 8/22/2016	<i>Community Open House</i>	6:30 p.m. - 7:30 p.m.	Great Overland Station, 701 N Kansas Ave., Topeka, KS 66608	The NPS team will give a short presentation followed by Q&A and open time for discussions and community feedback.
Tuesday - 8/23/2016	<i>NPS Design Charette Stakeholder Workshop</i>	9:00 a.m. - 5:00 p.m. (lunch provided)	Great Overland Station, 701 N Kansas Ave., Topeka, KS 66608	The NPS and workshop participants will explore design and interpretive alternatives for the historic Pappan's Ferry landing site and future Topeka Riverfront Park in relation to the Oregon and California National Historic Trail routes and resources for public use and experience. Informal sessions will articulate and record visions, goals, objectives, design program, and issues related to the site, and brainstorm direction for moving from these ideas to a concept plan.
Wednesday - 8/24/2016	<i>All Day Design Session - Public Drop in Time</i>	5:00 p.m. - 6:00 p.m.	Great Overland Station, 701 N Kansas Ave., Topeka, KS 66608	NPS team continues at the Great Overland Station for synthesis and production of workshop results into conceptual plans and interpretive concepts. Everyone is encouraged to stop by during drop in periods for additional input or to just visit and observe.
Thursday - 8/25/2016	<i>All Day Design Session - Public Drop in Time</i>	12:00 p.m. - 1:00 p.m.	Great Overland Station, 701 N Kansas Ave., Topeka, KS 66608	NPS team continues at the Great Overland Station for synthesis and production of workshop results into conceptual plans and interpretive concepts. Everyone is encouraged to stop by during drop in periods for additional input or to just visit and observe.
Thursday - 8/25/2016	<i>NPS Centennial Celebration - Public Drop in Time</i>	12:00 p.m. - 1:00 p.m.	Great Overland Station, 701 N Kansas Ave., Topeka, KS 66608	Celebrate 100 years of the National Park Service with us with a special presentation and birthday treats!
Friday - 8/26/2016	<i>Presentation of Draft Conceptual Design and Interpretive Plan</i>	9:00 a.m. - 12:00 p.m.	Great Overland Station, 701 N Kansas Ave., Topeka, KS 66608	Design team finalizes concepts and presents them to charette participants and other interested persons. Participant review and comment on conceptual design. Design team goes over next steps: roles and responsibilities, general timeline, schedule of charette product deliverables.

Charette week schedule that was shared with participants during the charette



# Site analysis & project planning



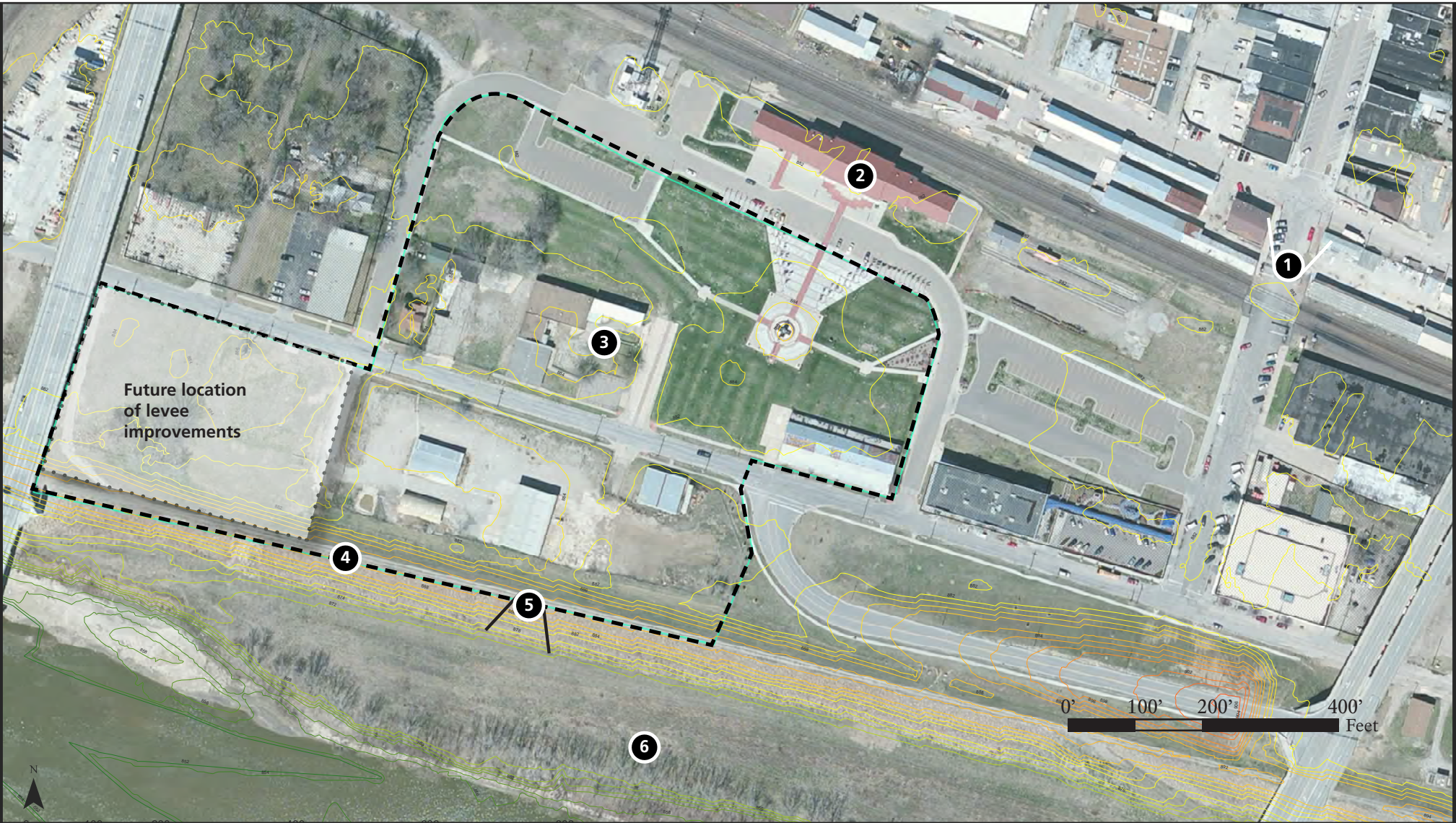


# Site analysis: opportunities

Analysis diagram: Site condition and circulation opportunities

This diagram was produced by the project team to summarize some of the opportunities that were identified on their site visit and in discussion with the stakeholder group. Images illustrating some of the highlighted site conditions are shown on the following page.

- 1 *Site is located in the North Topeka neighborhood and North Topeka Arts District (NOTO):* There is a desire in this area for public space and support for the development of this park.
- 2 *Site is located next to the Great Overland Station, which is currently open to the public for visitation:* Development of a park here would add further opportunities for the public to visit and experience the North Topeka area.
- 3 *Current city and county-owned property offers opportunities for the inclusion of desired park features, such as an amphitheater and children’s playground.*
- 4 *The existing levee offers recreation opportunities for the surrounding community.*
- 5 *The site is located on the river and at the approximate location of the historic Pappan’s Ferry landing.*
- 6 *A semi-natural landscape still exists south of the levee:* This landscape offers visitors the ability to visualize the historic landscape that would have existed at the site during the existence of the California and Oregon trails and Pappan’s Ferry.





# Site analysis: opportunities

Current conditions on the site present some important opportunities to be highlighted and potentially utilized in the plan



1 Site is located in the downtown NOTO neighborhood.



3 Current city and county-owned property offers opportunities for the inclusion of desired park features, such as an amphitheater and children’s playground.



5 The site is located on the river and at the approximate location of the historic Pappan’s Ferry landing.



2 Site is located next to the Great Overland Station, which is currently open to the public for visitation.



4 The existing levee offers recreation opportunities for the surrounding community.



6 A semi-natural landscape that still exists south of the levee.

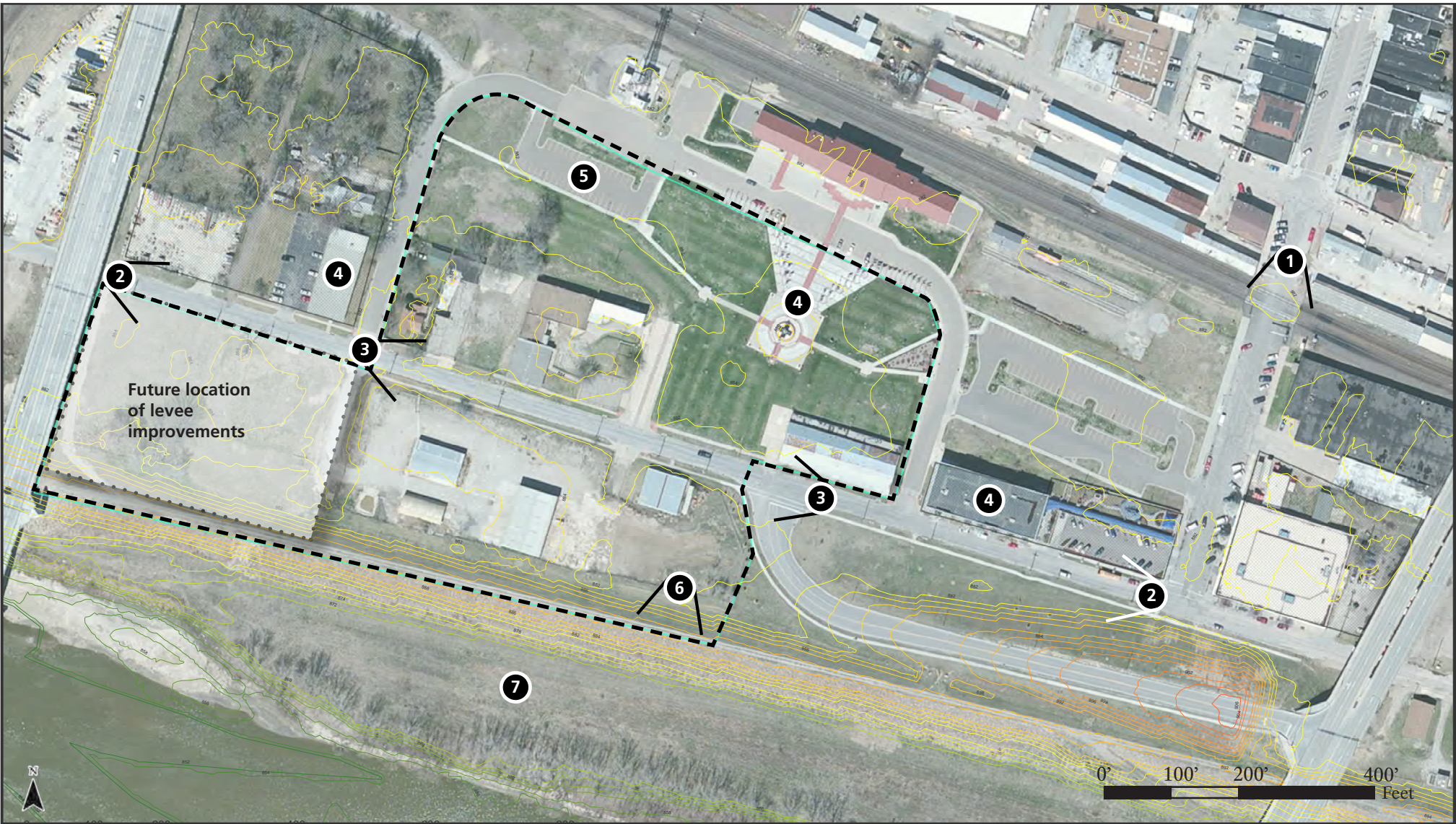


# Site analysis: issues and constraints

Analysis diagram: Major site condition and circulation issues

This diagram was produced by the project team to summarize some of the issues and constraints that were identified on their site visit and in discussion with the stakeholder group. It is the goal of the project team to address all relevant existing issues to the extent possible in the site design. Images illustrating some of the highlighted site conditions are shown on the following page.

- 1 *Limited pedestrian connections exist between the site and downtown NOTO and neighborhood:* Currently the train track crossing between downtown and the future park site poses a pedestrian safety hazard.
- 2 *Current main entrance into the park is not well defined:* two large buildings limit visual access into the site.
- 3 *Curtis Street divides the park in half, and poses a safety concern for future park visitors.*
- 4 *Dominant existing features and buildings create physical and visual intrusions to the park setting.*
- 5 *Current public parking areas on-site may not accommodate future park visitors.*
- 6 *Existing steep-sided levee creates a visual and physical barrier to the river.*
- 7 *Potential development is limited for land adjacent to the river, below the levee, due to frequent flooding.*





# Site analysis: issues and constraints

Current conditions on the site also present some important site issues that need to be addressed in the plan



1 Limited pedestrian connections exist between the site and downtown NOTO and neighborhood.



2 Current main entrance into the park is not well defined.



3 Curtis Street divides the park in half, and poses a safety concern for future park visitors.



4 Dominant existing features and buildings create physical and visual intrusions to the park setting.



5 Current public parking areas on-site may not accommodate future park visitors.



6 Existing steep-sided levee creates a visual and physical barrier to the river.



7 Potential development is limited for land adjacent to the river, below the levee, due to frequent flooding.





# Goals and objectives

Based on the findings of the site visit and input provided by local community members and stakeholders, the project team identified basic goals to be addressed in site proposal and design alternatives.

These include:

**GOAL: HIGHLIGHT THE DIVERSE HISTORY AND HERITAGE OF THE OREGON AND CALIFORNIA NHTs AND PAPPAN’S FERRY BY CREATING A VISITOR EXPERIENCE THAT WILL ENGAGE LOCAL RESIDENTS AND DESTINATION VISITORS ALIKE**

OBJECTIVES:

- 1. Interpret the site’s history through the use of interactive design elements
- 2. Use plantings, views, and other material and spatial elements to recall the historic ferry landscape
- 3. Create a strong connection to the river

**GOAL: DEVELOP THE PAPPAN’S FERRY / TOPEKA RIVERFRONT PARK AS A SAFE, WELCOMING, REFLECTIVE, ACTIVE, AND UNIQUE PLACE FOR PEOPLE TO VISIT AND LEARN ABOUT THE HISTORY THAT OCCURRED HERE AND IN OTHER PARTS OF TOPEKA**

OBJECTIVES:

- 1. Connect the park to adjacent areas and attractions such as the NOTO neighborhood, future riverfront trail, and downtown Topeka historic sites
- 2. Integrate the historical areas and elements of the park into existing or planned park spaces not directly related to the historic trails (such as the Topeka Rescue Mission facilities, Great Overland Station, and Veterans Memorial)
- 3. Address safety and logistical requirements such as restrooms, lighting, parking, and potential pedestrian/vehicular conflicts

**GOAL: DEVELOP THE SITE IN A WAY THAT WILL REVITALIZE THE AREA AND ALLOW PEOPLE OF ALL AGES, ABILITIES, INTERESTS, AND DEMOGRAPHICS TO CONNECT TO AND UNDERSTAND ITS DIVERSE HISTORY**

OBJECTIVES:

- 1. Connect story to thematically similar sites in the area
- 2. Develop interpretive elements that will educate and speak to all age levels
- 3. Introduce the site’s history to visitors using a variety of interpretive media types
- 4. Link Pappan’s Ferry site recreational use to other Topeka sites and activities
- 5. Promote stewardship of trail and park resources
- 6. Pursue maximum accessibility of the site for visitors to the extent feasible



Charette Day 2: Stakeholder meeting, interactive group exercise



Charette Day 2: Stakeholder meeting, group breakout session



Charette Day 5: Presentation day, presentation of concepts developed





# Visitor use and site development

During the charette workshop, several exercises attempted to capture stakeholder preferences on park elements and activities. One of these exercises had groups rank lists of potential elements and themes under the following headings:

- Levee and river connections
- National historic trail design and features
- Park programmatic elements
- Interpretive media options
- Interpretive topics

Results showing the highest ranked elements/themes in each category are listed below.

## LEVEE AND RIVER CONNECTIONS

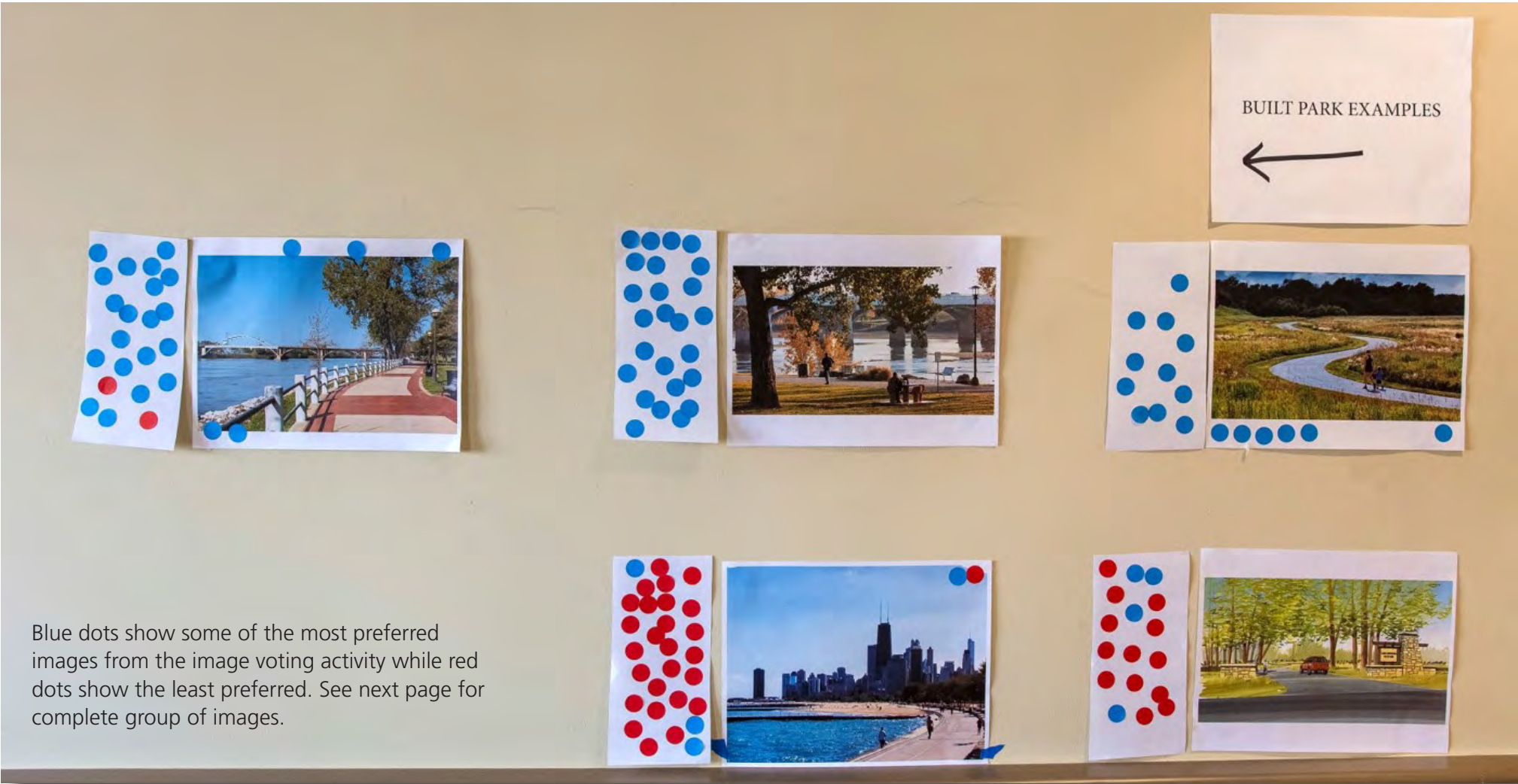
- Views of the river
- Working ferry
- Pedestrian bridge
- Dock/river put-in

## HISTORIC TRAIL ELEMENTS

- Native historic vegetation
- Development of a working ferry
- Life-sized sculptures

## PARK PROGRAMMATIC ELEMENTS

- Shade
- Graceful connections
- Trail system
- Lighting
- Restrooms
- Seating
- ADA accessibility
- Signing and wayfinding
- Authentic place
- Design for multi-use



## INTERPRETIVE TOPICS

- Transportation history
- Groups using the trails
- Establishment of Topeka
- Kaw Nation
- Effects of the trails on American Indians
- Individual stories, who was there?

## MEDIA TYPES

- Personal services
- Public art
- Interactive media
- Smartphone technologies

Another activity asked individuals to vote for their preferred and least preferred images under the following headings:

- Built park examples
- Levee modifications & river connections
- Park programmatic elements
- Historic trail site features
- Interpretive elements

The results of this voting activity informed various aspects of the conceptual design, and may also be a useful references for further stages of park design and interpretive development. See Appendix B, pp. 66-70 for full size versions of these images.

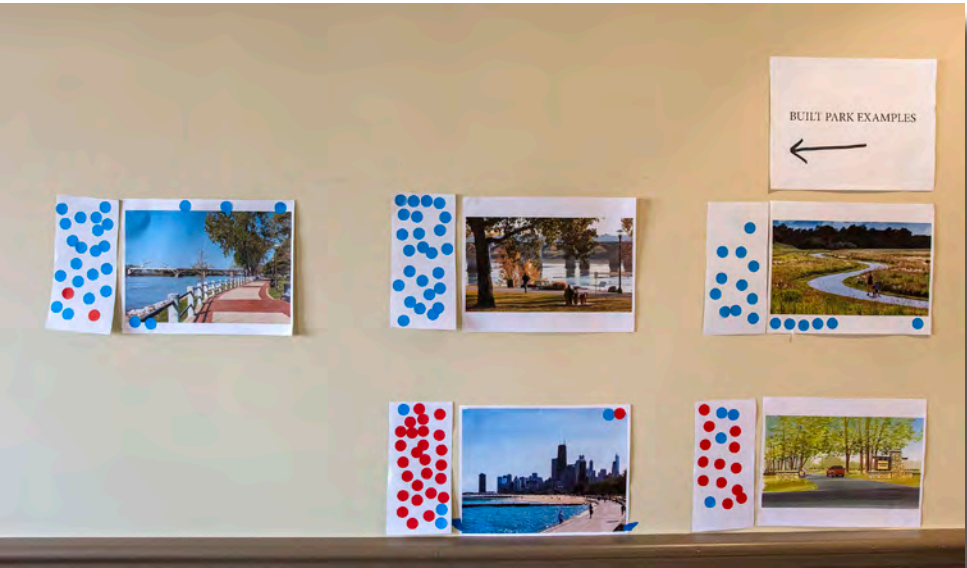


# Visitor use and site development, continued

Preferred programmatic elements for the park: Each group (detailed below) included a sample of images that encompassed possible design elements to be included at the park. During the day of the charrette participants voted on their preferred and least preferred elements during the interactive break out session. For full size versions of these images, see Appendix B, pgs 66 - 70.



LEVEE MODIFICATIONS & RIVER CONNECTIONS



BUILT PARK EXAMPLES



PARK PROGRAMMATIC ELEMENTS



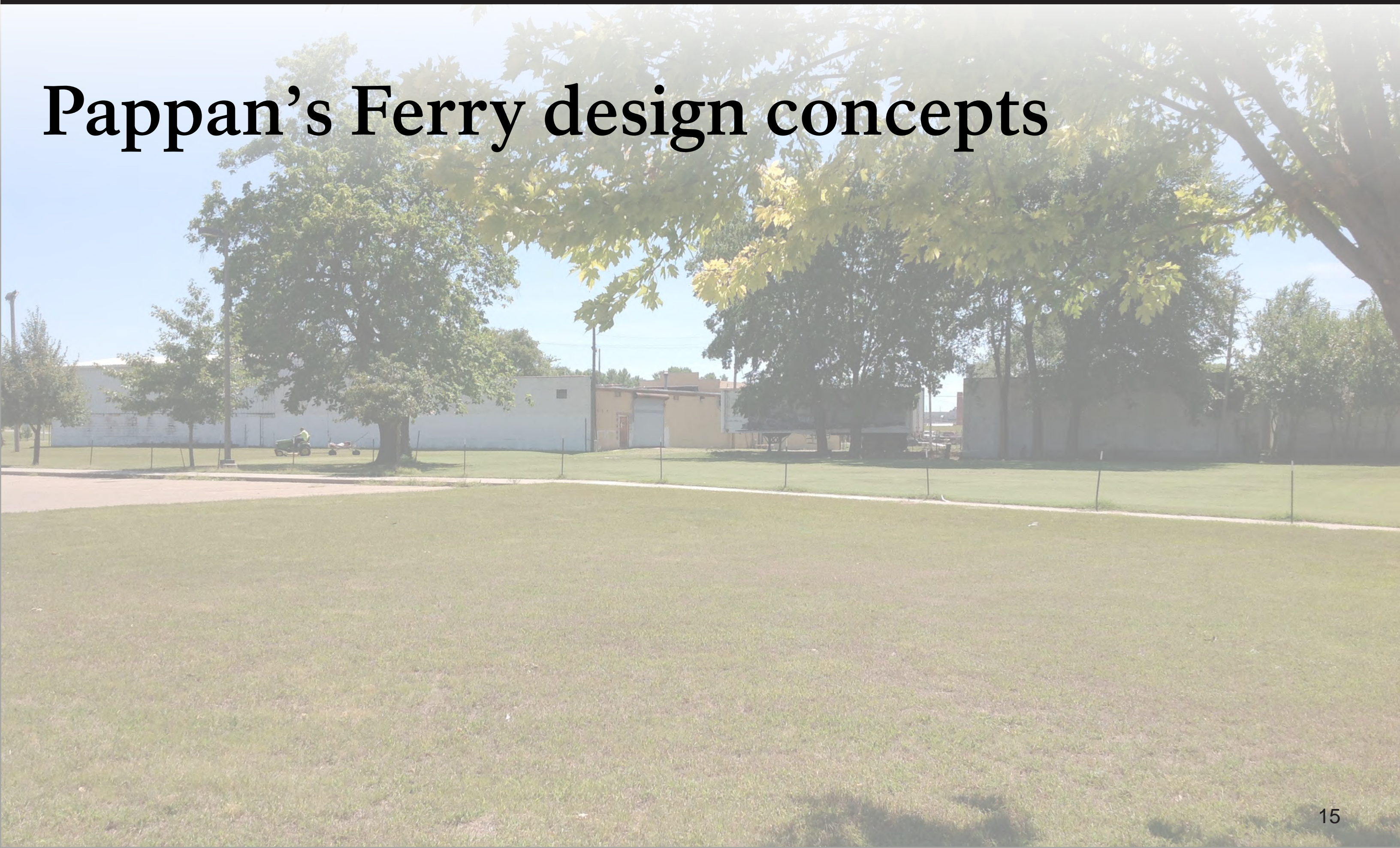
HISTORIC TRAIL SITE FEATURES



INTERPRETIVE ELEMENTS



# Pappan's Ferry design concepts







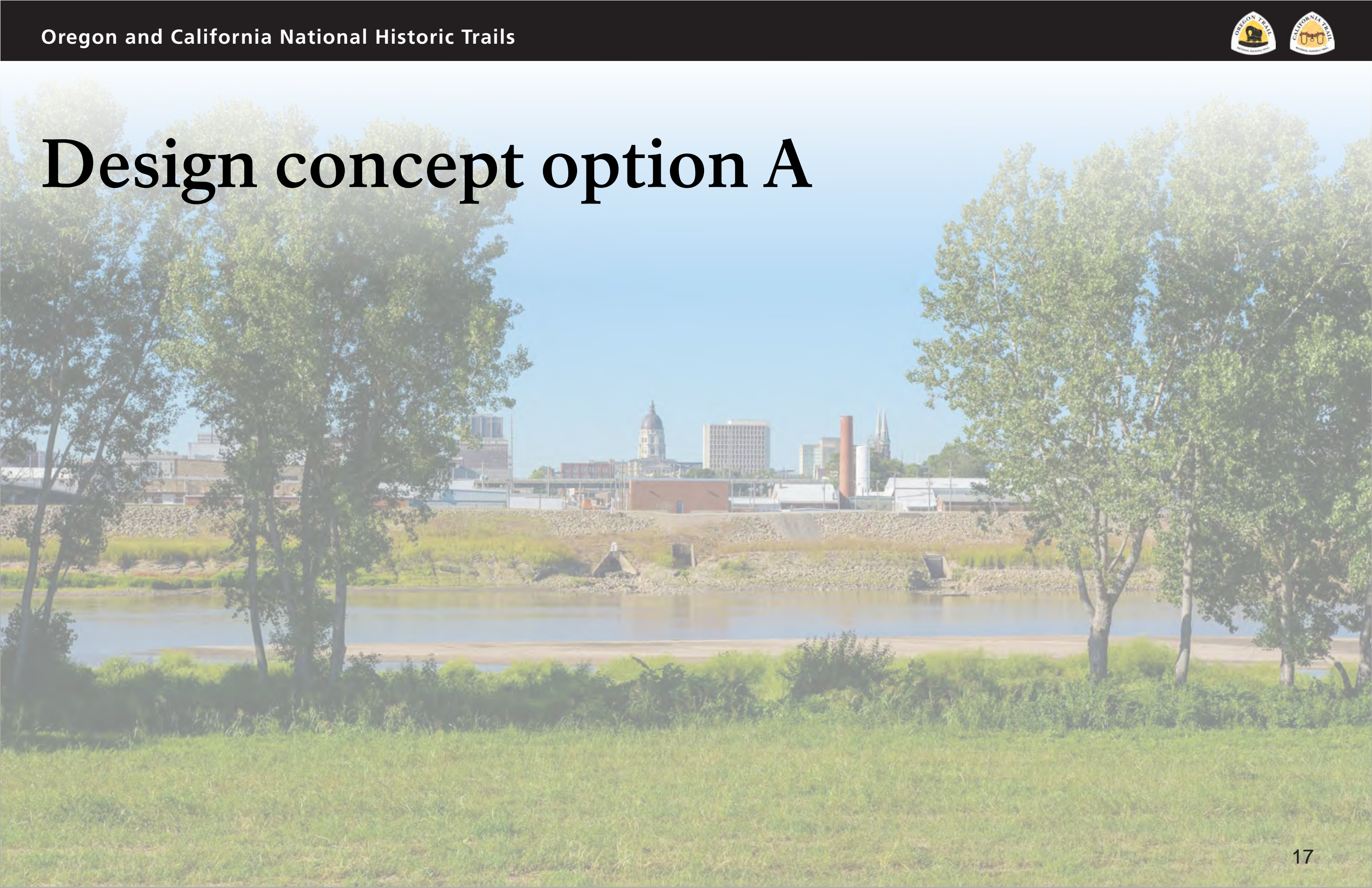
# Comparison Chart: concept options A & B

The design team developed two concept options based on on charrette participant feedback, site opportunities, and site constraints. This page outlines some of the major plan elements and how they vary between the two concepts. The following pages provide the all-site features and planned circulation of each concept individually.

PLAN ELEMENT	CONCEPT A	CONCEPT B
Expansion of existing parking and main northern entry sequence	Yes	No
New parking area and main western entry sequence	No	Yes
Curtis Street remains open and traffic calming techniques applied	No	Yes
Closure and removal of a portion of Curtis Street	Yes	No
Gradual grade change to levee slope	Yes: More gradual than concept B	Yes
Boat access	Yes: Drop off location	Yes: Main parking area for site
Pedestrian bridge	Yes: New bridge proposed	Yes: re-use of existing railroad bridge proposed



# Design concept option A







# Option A: site concept descriptions

The following bullet points give brief descriptions of the main components for this design concept, while the following pages provide a more detailed description for each of the design concept features.

- 1 New northern trailhead and parking**
  - Makes use of the existing Great Overland Station parking lot
  - Parking lot widened to accommodate bus/RV parking spaces
  - 3 bus/RV spaces, 57 regular spaces, and 2 ADA accessible spaces
- 2 Playground & restroom**
  - Directly accessible from parking
  - May include historic trail themed elements
  - New restroom nearby
- 3 Clear pedestrian connection to North Topeka neighborhood**
  - Walking trail through Great Overland Station Park
  - Clear pedestrian entry point to park
  - Upgrades to pedestrian safety measures at railroad crossing of North Kansas Ave.
- 4 Flexible event space**
  - Open area with manicured lawn provides space for sports and organized events
- 5 National historic trail retracement**
  - Approximates historic trail travel through site
  - Features life sized trail sculptures and interactive elements
  - Trail material is different and distinctive from other park system trails
  - Connects levee overlook and seating to Great Overland Station and Veterans Memorial area
- 6 Great Overland Station storage building**
  - Proposed new building and location to be used as storage for the Great Overland Station
- 7 Curtis Street modifications**
  - A section of Curtis Street has been removed between Harrison Street and the Curtis Street Flyoff
  - Removing a section of the street will create a larger and more continuous park experience and increase safety for park visitors
- 8 Amphitheater**
  - Event space for concerts, interpretive programs, and group gatherings
- 9 Western site boat access**
  - Limited parking (may be gravel or other permeable surface)
  - Turn around/drop-off point
  - Limited climb to top of levee due to slope modification

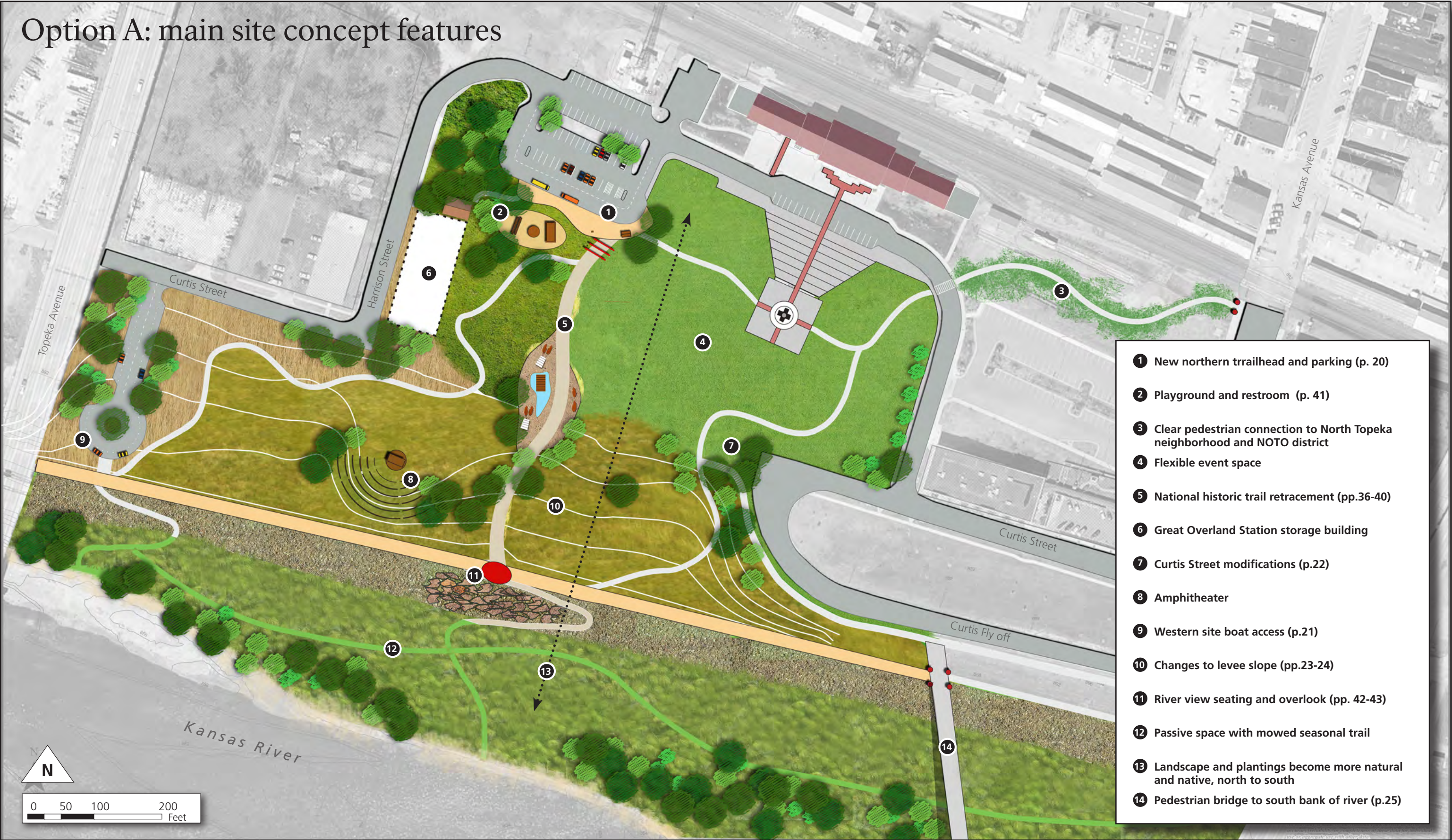


Above: Current site condition, aerial image

- 10 Changes to levee slope**
  - Additional fill creates more of a gradual slope from the main park area to the top of the levee; this new slope is also used to create the amphitheater
  - A more gentle slope is created with Option A over a larger area (as compared to Option B)
  - Approximate slope would be 4%
- 11 River view seating and overlook**
  - 12' walkway along top of levee constructed with unique paving materials and pattern
  - Pappan's Ferry overlook with exhibits or other interpretive features highlighting the history of the site
  - Passive seating space on interior levee face, constructed of natural boulders
  - Area replanted with native vegetation
- 12 Passive space with mowed seasonal trail**
  - Area re-planted with native vegetation
- 13 Landscape plantings become more native and natural north to south**
- 14 Pedestrian bridge to south bank of Kansas River**
  - Direct connection to levee trail and access trail onto Kansas Ave bridge (Curtis Flyoff)



Option A: main site concept features





Option A detail: new northern trailhead and parking



A designated trailhead and a small amount of additional parking provide a clear beginning point to the Pappan’s Ferry and Oregon and California NHT experience on-site. It also facilitates access to a new trail-themed playground, a small public restroom, and the park trail network.

Major elements

- 1 **Site Identification Sign:** A NHT site identification sign could be installed at the entrance to the parking lot to alert visitors of their arrival at the site. This sign is used trail-wide to indicate to visitors that the site is an official national historic trail site. (see p. 61)
- 2 **Expansion of existing parking for park use:** To accommodate increased visitation to the site, an existing Great Overland Station parking area is expanded to include 5-10 additional standard perpendicular parking spaces and a parallel parking lane appropriate for either buses/large vehicles or standard cars.
- 3 **Trailhead and park information:** A simple trailhead adjacent to the added parking provides direct access to the retracement trail, and provides basic information about the park, as well as the history of the Oregon and California NHTs, and sites that can be visited nearby.
- 4 **Entry feature:** A gateway, shade structure, sculpture, or other art piece over or adjacent to the national historic trail retracement marks it as unique and a focal point of the park. (see p. 37)
- 5 **Playground:** A playground offers a new location for active play for the neighborhood, and a child-friendly introduction to some elements of trail history for both locals and visitors.
- 6 **Restroom:** A new restroom is located near the trailhead, primary park parking, and playground. It could be also incorporated into the structure of a new Great Overland Station storage and office building if appropriate.
- 7 **Proposed location for Great Overland Station storage:** Relocating Great Overland Station’s storage into a new building along the west edge of the site, near the Rescue Mission Children’s Center, groups it with other existing buildings and creates new open space and visibility through the center of the park site.



Existing parking looking southeast



## Option A detail: western site boat access



A secondary access point, focusing on canoe and small boat ramp on the river, could be provided on the west edge of the park near the Topeka Avenue bridge. This site provides the closest access to the river within the current park boundaries. Planned improvements to the levee in this area by the Army Corps of Engineers do not appear to impact the location for this proposed development. If any conflicts do arise between the levee modification plans and this parking lot concept, the option does exist to relocate this boat access slightly east of its current location.

### Major elements

- ① **Limited parallel parking:** Some longer term parking may be included along both sides of the boat access road. Surface may be gravel or other permeable material.
- ② **Turn-around for vehicles with trailers:** A loop with sufficient turning radius for large vehicles or trailers will allow for drop-off and temporary parking just below the top of the levee. Surface may be gravel or other permeable material.
- ③ **Connection to levee-top trail and park trail network:** While not a focal point of the NHT related parts of the park, the boat access area will be linked to the overall trail network.
- ④ **Grade change to minimize levee as a barrier to the river:** Ideally, the access road would slope up to place the drop off point within a few feet of the elevation of the top of the levee. This is dependent on compatibility with the levee improvements planned by the Army Corps of Engineers.



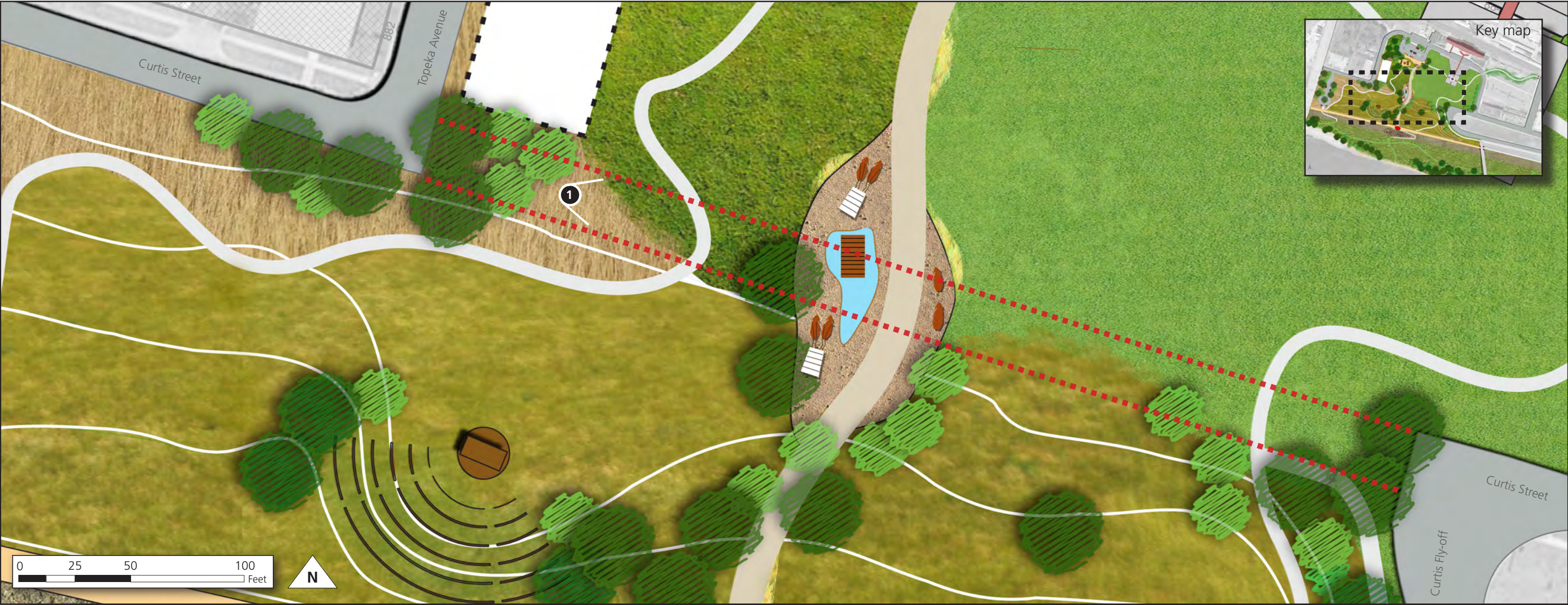
Looking southwest from corner of Curtis and Harrison Streets toward location of proposed boat access



# Option A detail: Curtis Street modifications

Curtis Street is currently a barrier between the two halves of the planned park. Option A proposes to eliminate a section of Curtis Street, between the Curtis Fly-off and Harrison Street, to make the park continuous and minimize possible pedestrian-vehicular conflicts.

The segment of Curtis Street shown in dashed red line on the image to the right would be removed, as well as roughly another 50 linear feet behind the photographer.





# Option A detail: changes to levee slope

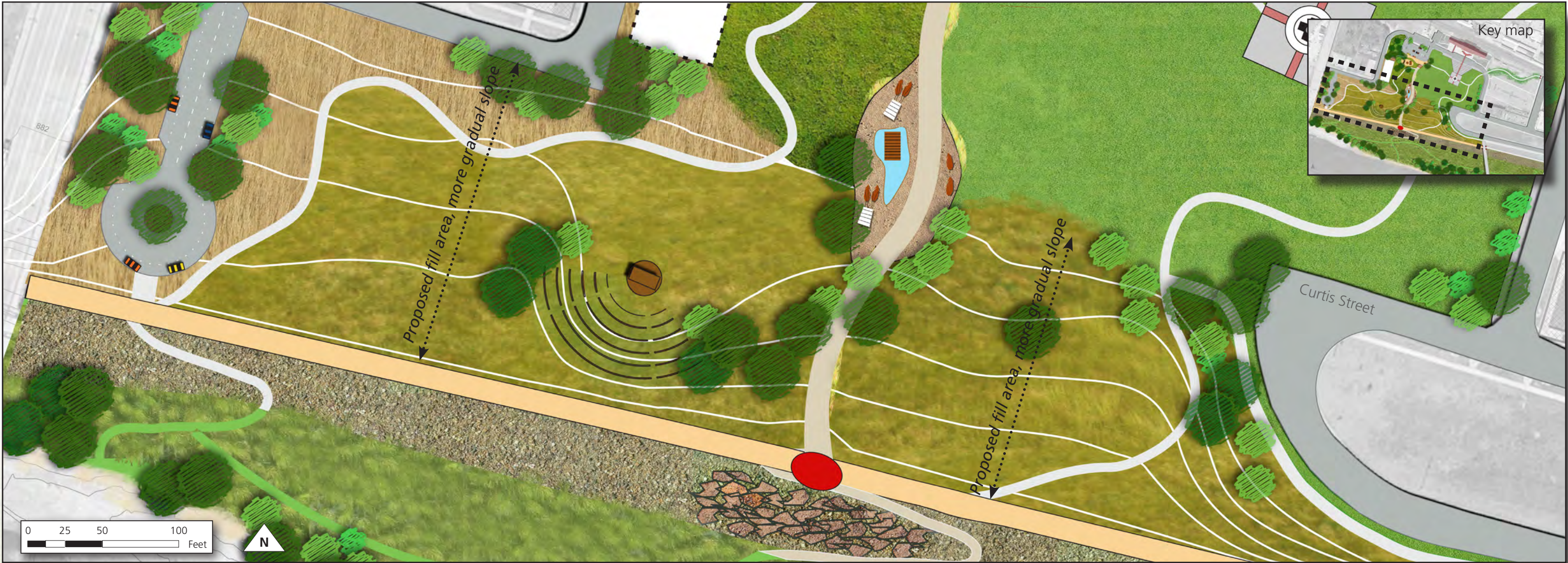
This option proposes to reduce the impact of the levee as a physical and visual barrier between the park and the river by adding fill to create a continuous and gradual slope between the top of the levee and Curtis Street (or the former location of Curtis Street). The existing grade is <2% from Curtis Street to the base of the levee, then >20% up the back face of the levee to the levee trail. With the proposed grade change, the area between the former location of Curtis Street and the top of the levee would slope up at an average grade of 4%. Re-grading of this area could also be used to create an amphitheater facing into the park.



Existing levee slope looking northwest from the top of the levee



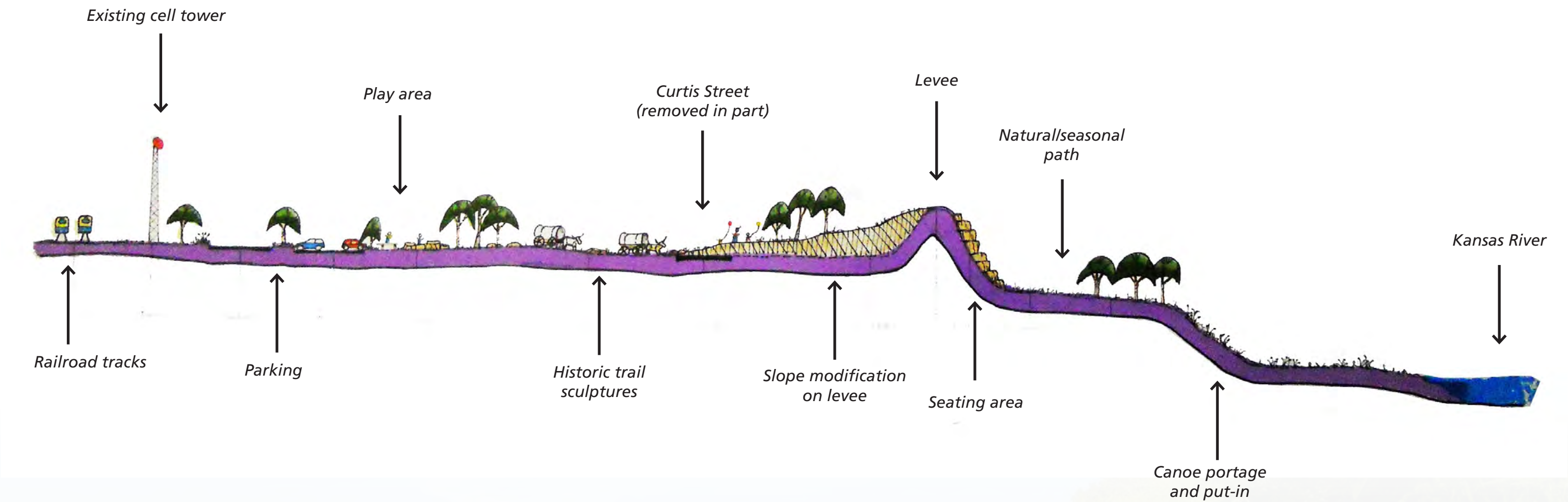
Plan view of existing levee topography





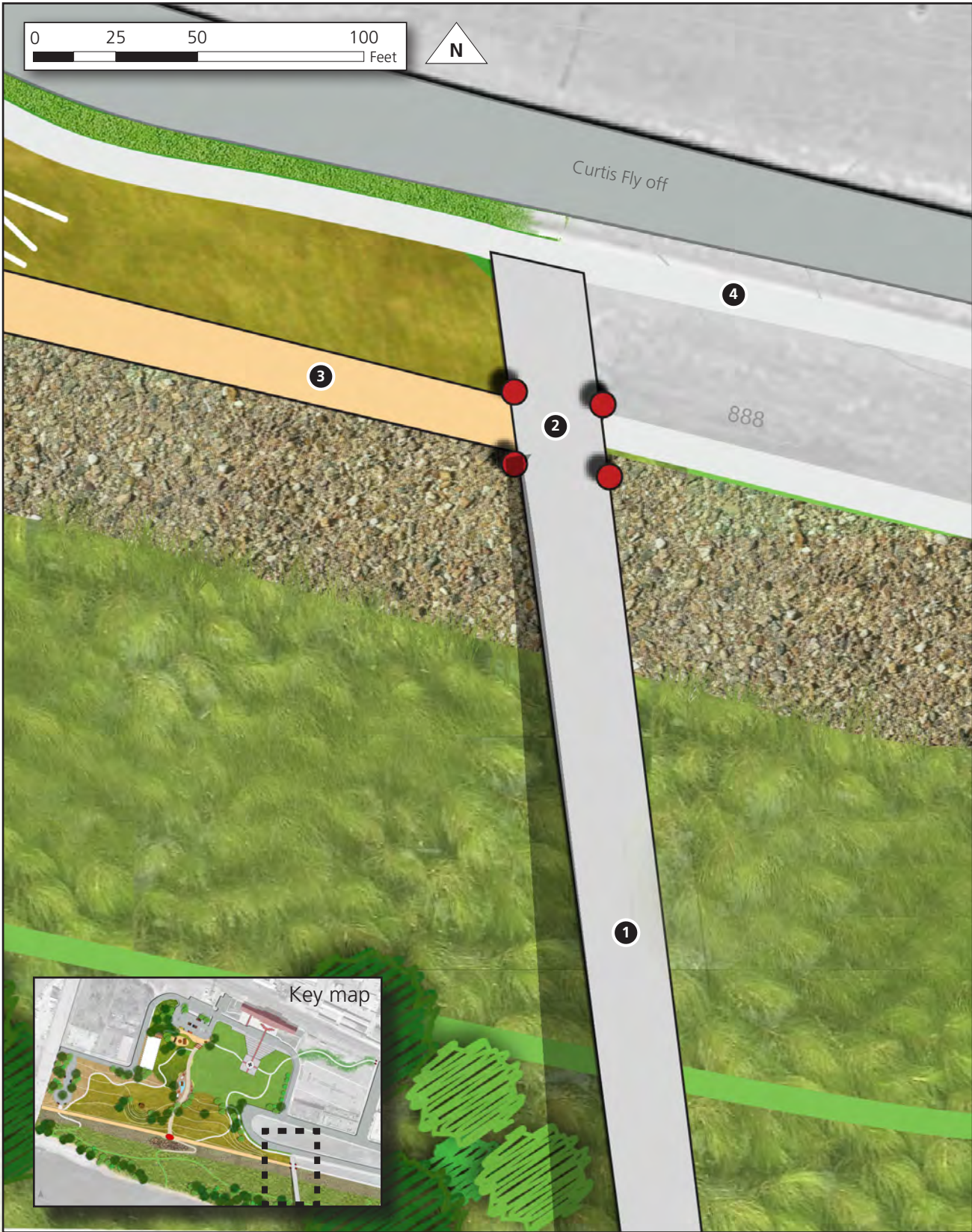
# Option A detail: changes to levee slope and overall site elevation

5x vertical scale exaggeration to show features





# Option A detail: new pedestrian bridge to south side of Kansas River



Option A proposes a new pedestrian bridge connecting the riverfront Pappan’s Ferry park directly to the south side of the Kansas River. Although many factors would go into the siting and design of such a bridge, the potential location shown here would take off from the levee trail at the point where it is essentially level with the sidewalk paralleling the Curtis Fly-off, which would provide easy access to the levee trail west into the park and east further down river, as well as onto Kansas Avenue via the Curtis Fly-off. The desired end point of the bridge on the south side of the river would depend on future development of that riverfront property.

### Major elements

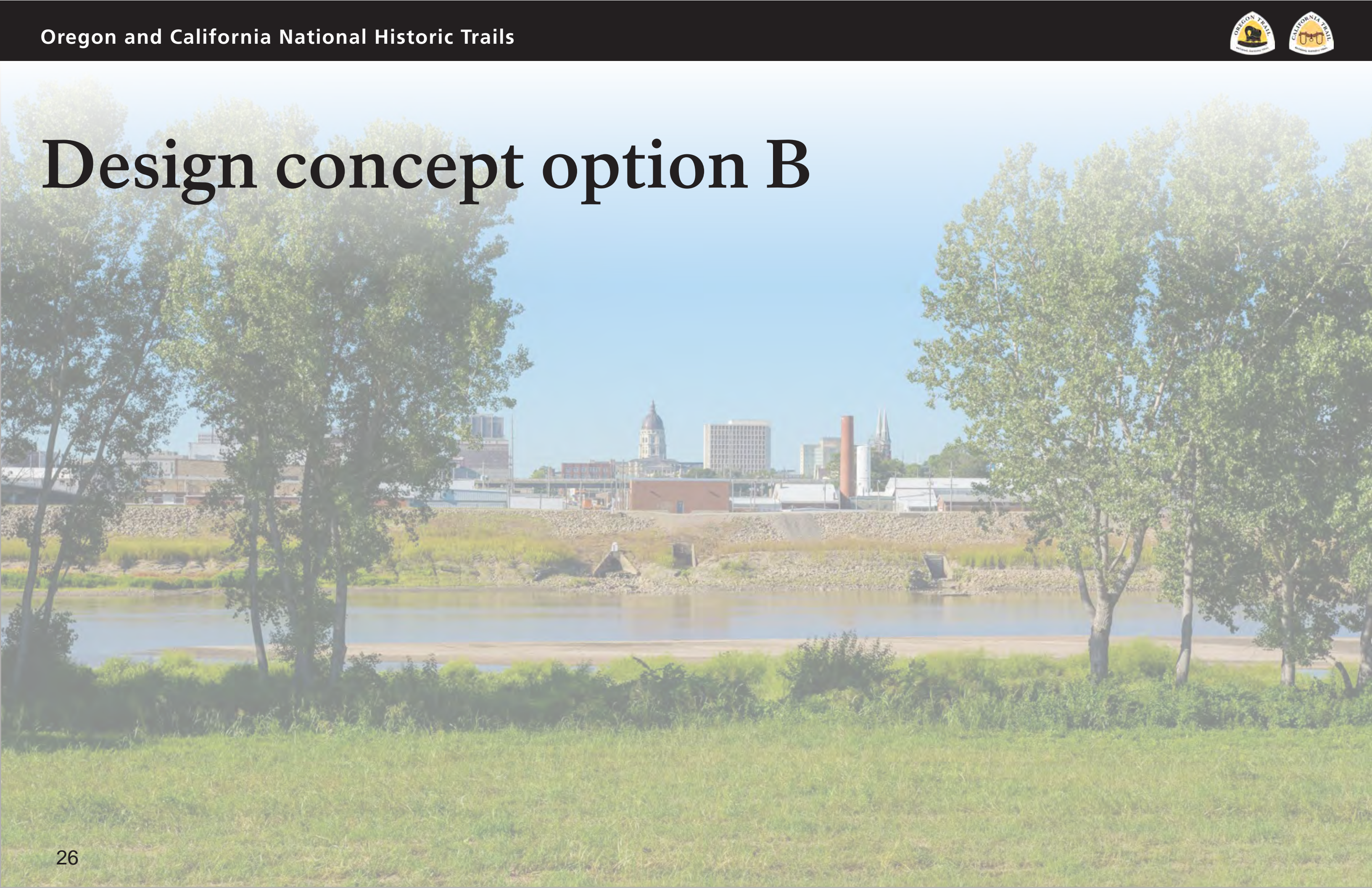
- 1 Connection for pedestrian and bicyclists across the Kansas River, approximating the route of the Oregon and California NHTs.
- 2 Artwork or branding element at bridge’s intersection with the levee trail, signalling entry into the park
- 3 Connection to levee trail through the Pappan’s Ferry park, as well as to the east
- 4 Connection to sidewalk along Curtis Fly-off linking to Kansas Avenue



Looking south across the river from the top of the levee



# Design concept option B







Option B: site concept descriptions

The following bullet points give brief descriptions of the main components for this design concept, while the following pages provide a more detailed description for each of the design concept features.

- 1

**Northern trailhead and parking**
  - New parking lot located at the western end of the park
  - Existing northern parking lot could be used for overflow parking
  - 3 bus/RV spaces, 10 regular spaces, and two ADA accessible spaces
- 2

**Playground & restroom**
  - Directly accessible from Great Overland Station secondary parking
  - May include historic trail themed elements
  - New restroom nearby
- 3

**Clear pedestrian connection to North Topeka neighborhood**
  - Walking trail through Great Overland Station Park
  - Clear pedestrian entry point to park
  - Upgrades to pedestrian safety measures at railroad crossing of North Kansas Ave.
- 4

**Flexible event space**
  - Open area with manicured lawn provided space for sports and organized events
- 5

**National historic trail retracement**
  - Approximates historic trail travel through site
  - Features life sized trail sculptures and interactive elements
  - Trail material different and distinctive from other park system trails
  - Connects levee overlook and seating to Great Overland Station and Veterans Memorial area
- 6

**Great Overland Station storage building**
  - Proposed new building and location to be used as storage for the Great Overland Station
- 7

**Curtis Street traffic calming**
  - Curtis Street retained through park, with visually distinctive paving (expose existing brick under asphalt) and other traffic calming measures
  - Low walls along road increase safety and constrain pedestrian traffic to crosswalk
- 8

**Amphitheater**
  - Event space for concerts, interpretive programs, and group gatherings
- 9

**Changes to levee slope**
  - Additional fill creates more of a gradual slope leading from historic trail water feature to top of levee. Slope also used to create amphitheater
  - Less fill is used in Option B, as compared to Option A
  - Approximate slope would be 15%



Above: Current site condition, aerial image

- 10

**New parking lot and trailheads**
  - Serves as the main parking lot for the park
  - Location is the closest and most direct route to the river
  - Limited climb to top of levee due to slope modification
- 11

**River view seating and overlook**
  - 12' walkway along top of levee constructed with unique paving materials and pattern
  - Pappan's Ferry overlook with exhibits or other interpretive features highlighting the history of the site
  - Passive seating space on interior levee face, constructed with natural boulders
  - Area replanted with native vegetation
- 12

**Passive space with mowed seasonal trail**
  - Area replanted with native vegetation
- 13

**Landscape and plantings become more natural and native, north to south**
- 14

**Pedestrian bridge to south bank of Kansas River**
  - Pedestrian bridge could be located across existing railroad bridge west of park, if abandoned by railroad at a future date



Option B: main site concept features





## Option B detail: northern trailhead and parking



A second designated trailhead at the northern end of the park would provide a clear beginning point to the Pappan's Ferry and Oregon and California NHT retrace trail experience on-site. It also facilitates access to a new trail-themed interactive playground, a small public restroom, and the park trail network.

### Major elements

- ❶ **Trailhead and park information:** A trailhead adjacent to the existing parking would provide direct access to the retrace trail, and would provide basic information about the park, as well as the history of the Oregon and California NHTs, and sites that can be visited nearby.
- ❷ **Entry feature:** A gateway art piece over or adjacent to the national historic trail retrace marks it as unique and a focal point of the park. (see p. 37)
- ❸ **Playground:** A trail-themed interactive playground offers a new location for active play for the neighborhood, and a kid-friendly introduction to some elements of trail history for both locals and visitors.
- ❹ **Restroom:** A new restroom is located near the trailhead, parking lot, and playground.



Existing parking looking southeast



# Option B detail: new parking lot and trailheads



In this option, a new parking lot was conceptualized at the western end of the site. During the charette the concern was raised that the existing parking lot might not offer enough space for intended future park visitation. This parking area would provide an additional 3 bus/RV spaces, 10 regular spaces, and two ADA accessible spaces. There would also be a turn-around that could be used by visitors wishing to pick up or drop off non-motorized boats. A bioswale placed in the center of the parking lot would capture runoff from the lot and could be planted with shade trees and native shrubs/grasses.

This parking lot would serve as one of two parking options on-site (see p. 29 for detail on existing parking on-site). This location provides the shortest and most direct access to the river and levee on-site, and offers the most gentle slope up the levee within the project boundaries. If desired, access to the top of the levee could be made ADA accessible at this location. Visitors would be able to access two areas of the park from this parking lot. Orientation panels could be developed and installed at each trailhead and would inform visitors of the opportunities that exist within the park, and how to navigate to the desired area.

Planned improvements to the levee in this area by the Army Corps of Engineers do not appear to impact the location for this proposed development. If any conflicts do arise between the levee modification plans and this parking lot concept, the option does exist to relocate this boat access slightly east of its current location.

## Major elements

- 1 **Site Identification Sign:** A national historic trails site identification sign could be installed at the entrance to the parking lot to alert visitors of their arrival at the site. This sign is used trail-wide to indicate to visitors that the site is an official national historic trail site. (see p. 61)
- 2 **Trailhead A:** The first and primary trailhead would lead to the main part of the park and the national historic trail retracement experience. Following this trail visitors would walk through a more natural landscape, with uncut native grasses and wildflowers. An alley of trees would provide shade and guide people along the path to the center of the park.
- 3 **Trailhead B:** This trailhead would lead directly to the river and provide non-motorized boat access to visitors. It is also the closest most direct path to the top of the levee, and could be utilized by visitors and community members wishing to recreate (e.g. run, walk, bike) along the levee.
- 4 **Entry feature:** A gateway, shade structure, sculpture, or other art piece over or adjacent to the trail would guide visitors to the national historic trail retracement experience and mark this entrance as special place, and create a sense of arrival for visitors to the park. (see p. 37)



# Option B detail: traffic calming on Curtis Street

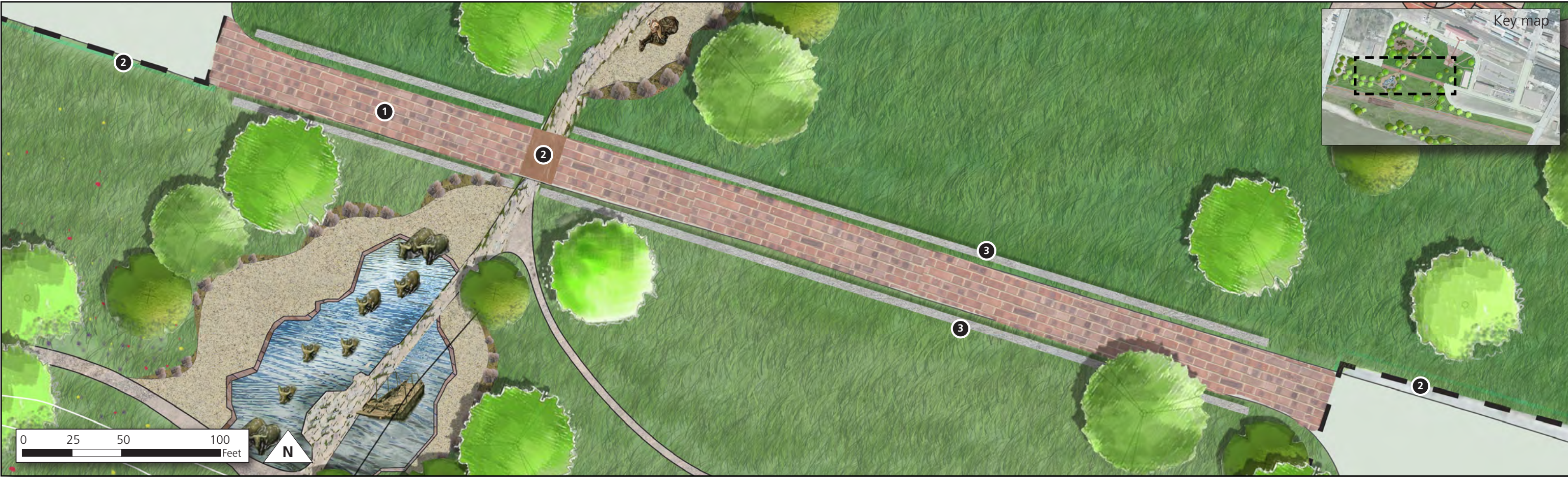
In this option Curtis Street would remain open to vehicular traffic. In order to create a safer environment for park visitors various traffic calming techniques would be introduced along the road, within or close to the park boundaries. Refer to p. 63 for further traffic calming techniques that could be applied along the road.

## Major elements

1 *New road surface:* During the site visit it was observed that there is existing brick under the current asphalt road. It is recommended that the asphalt be removed and the brick exposed. This change in road surface would serve to define the park boundaries, reduce vehicular speed, and create a more desirable visual space within the park. This option was created to offer an alternative to closing and removing the road entirely.

2 *Signage and dedicated pedestrian crossings:* These features would alert drivers that there are pedestrians ahead and to reduce their speed. Striping could be implemented across the road at pedestrian crossing points. Signage would be placed just before the entrance to the park.

3 *Low barrier wall:* This wall would stretch the length of the road within the park and increase safety for young children and park visitors. Gaps would be established along the wall at desired pedestrian crosswalks or at areas where maintenance access is required.





# Option B detail: changes to the levee slope

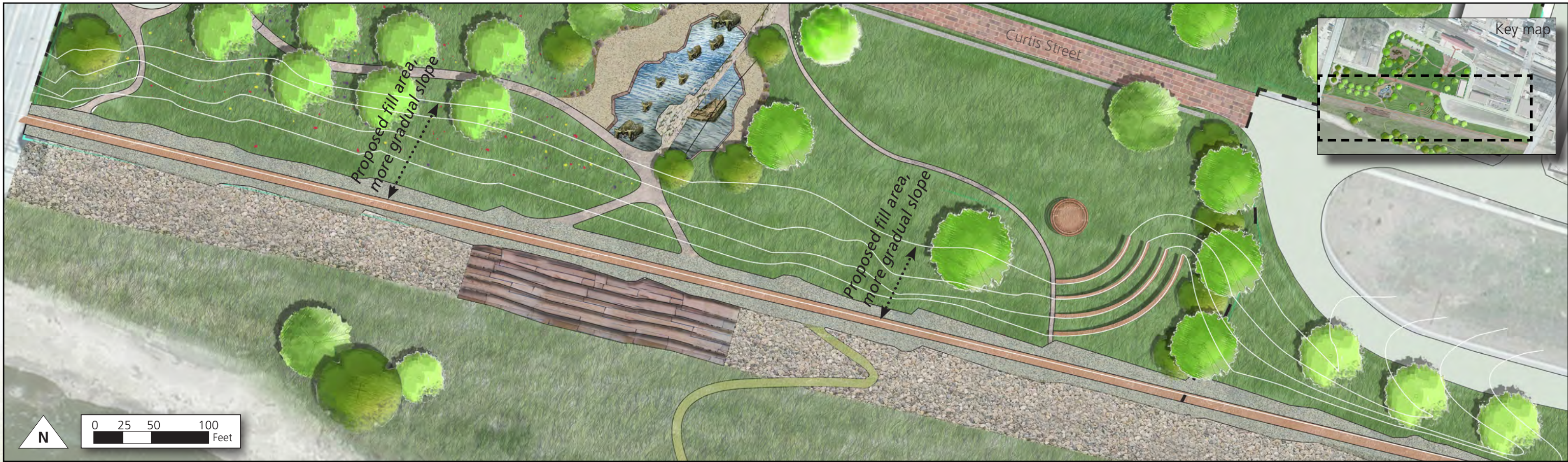
The existing levee grade is <2% from Curtis Street to the base of the levee, then >20% up the back face of the levee to the levee trail. In this option, fill would be added to the northern side of the levee, within the park boundaries, to create a more gradual slope for visitors wishing to access the levee. The fill would begin at the southern end of the water feature and lead up the levee, which would decrease the current slope by approximately 5%. This new 15% slope would help to create an easier transition for visitors walking from the center of the park up to the top of the levee. Compared with Option A, less fill is used in this option. Any trails leading up to the levee could be constructed at an angle in order to decrease the slope even further, accommodate any ADA requirements, and create a sustainable and low maintenance trail system. Re-grading of this area could also be used to create a natural amphitheater facing into the park.



Existing levee slope looking southeast from the top of the levee



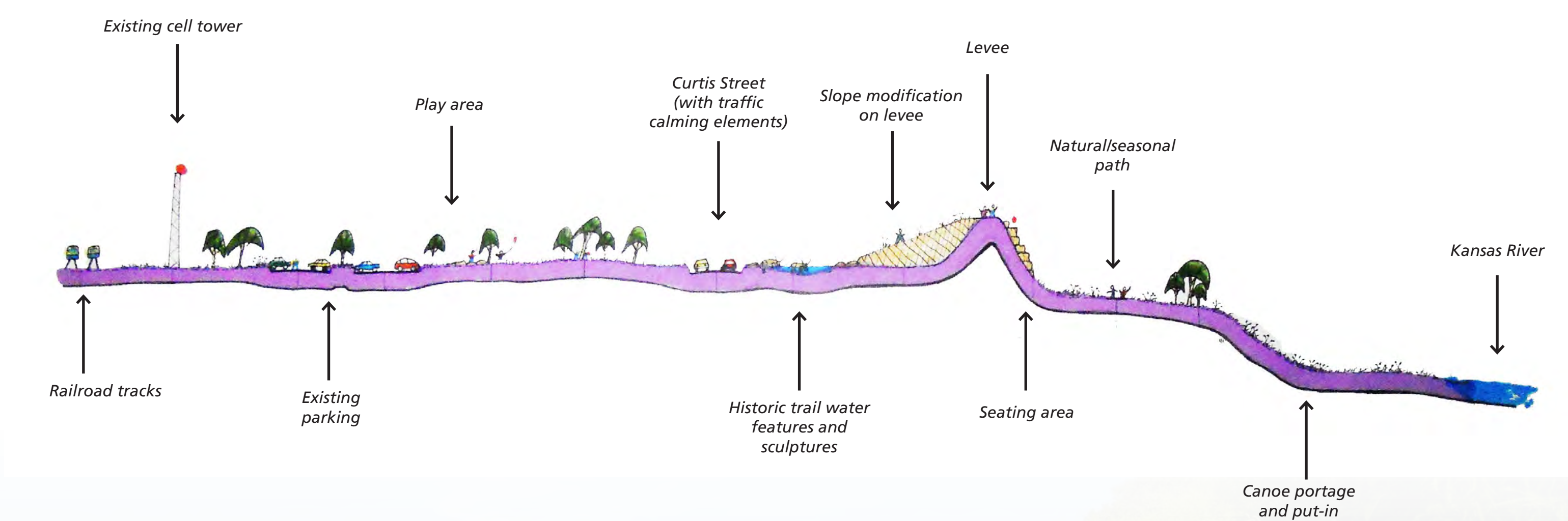
Plan view of existing levee topography





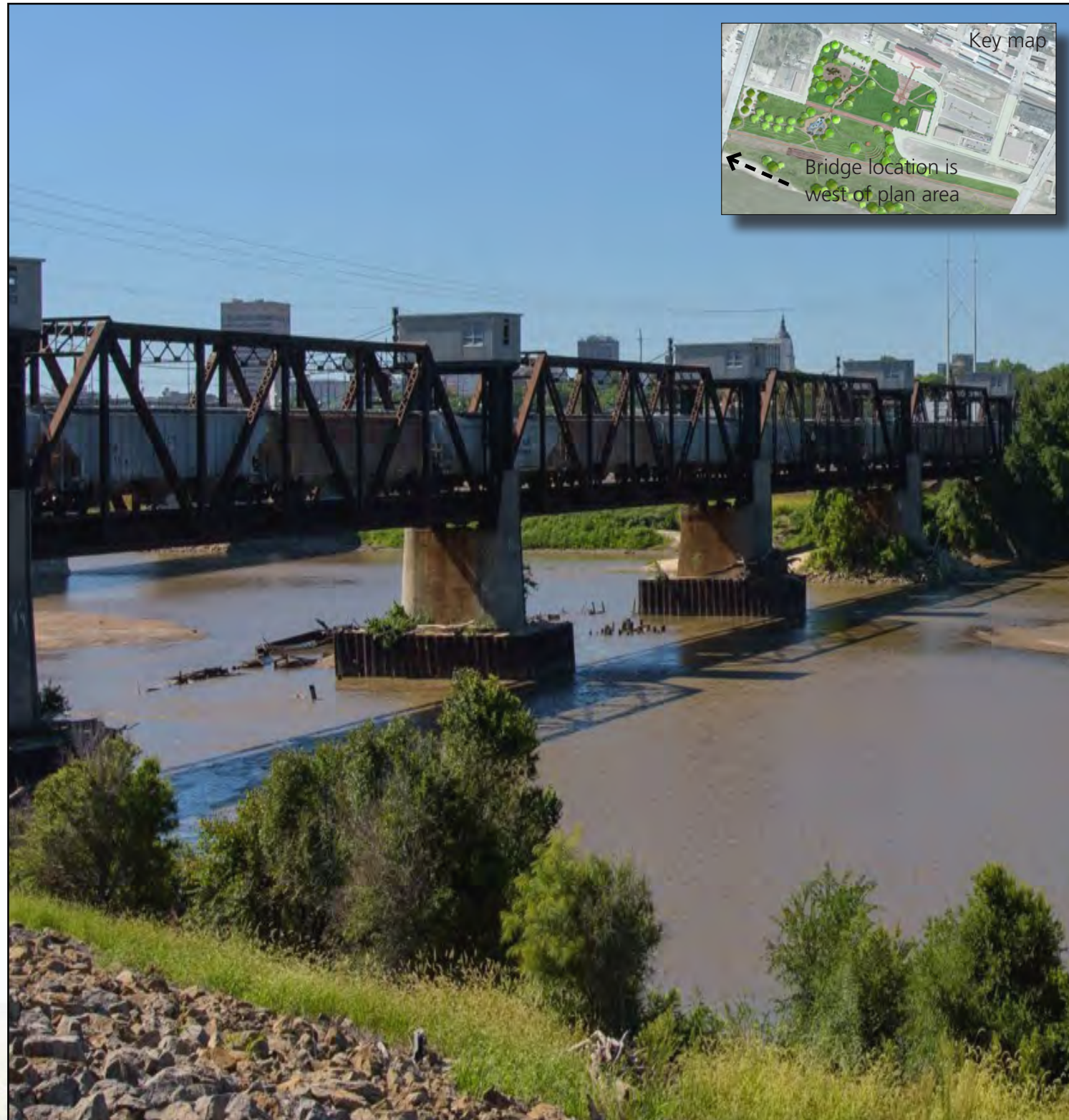
# Option B detail: changes to levee slope and overall site elevation

5x vertical scale exaggeration to show features





## Option B detail: pedestrian bridge



Option B proposes the re-purposing of an existing railroad bridge as a future pedestrian connection across the river. This bridge would connect the riverfront Pappan's Ferry park directly to the south side of the Kansas River. This concept is based on stakeholder feedback to re-purpose existing structures where appropriate. It is also a possibility that the railroad may decommission this bridge in the near future. If decommissioned by the railroad, this bridge offers a close and low cost option for a pedestrian connection across the river.

### Major elements

- *Connection for pedestrian and bicyclists across the Kansas River*
- *Reuse of an existing structure - a lower cost option than developing a new bridge*
- *Offers a direct connection to the future levee trail and close connection to Pappan's Ferry park*
- *Takes advantage of the beautiful architectural bridge design*

Existing railroad bridge is located about 400 feet west of the western edge of the park



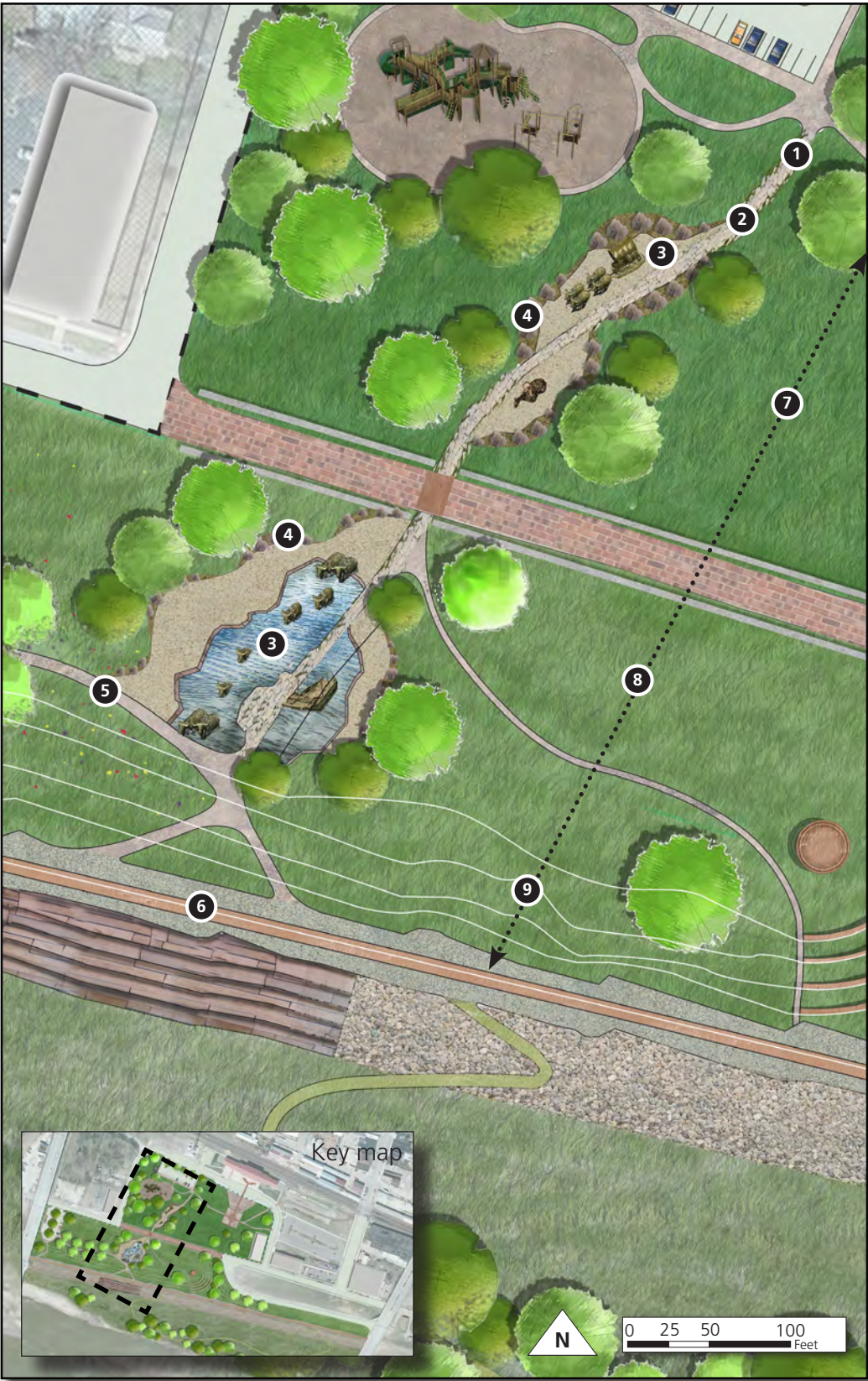
# Elements common to both options







Detail: NHT retracement trail



A “retracement trail” is a modern trail that approximates the route of a historic trail, and encourages a vicarious experience of trail history by allowing visitors to retrace the footsteps of historic trail travelers. This retracement trail would be the “heart” of the park, and would serve as the main connection to the park’s main site features. It would also connect directly to the levee and a new overlook area where visitors could stop, rest, and view the river. An orientation panel could be placed at the northern and eastern trailheads for wayfinding purposes, while wayside exhibits could be placed along the trail and at the levee overlook to further interpret the history of the river crossing. Planting on site is intended to become progressively more natural and wild as visitors move closer to the river. It is envisioned that the design and feel of this trail and its surroundings will help visitors connect emotionally to the experience of historic trail travellers.

Major elements

- 1 Entry feature (see p. 37)
- 2 Trail material different and distinctive from other park system trails
- 3 Life-sized trail sculptures and interactive water features (see pp. 38-39)
- 4 May include native plantings or other materials that recall the historic environment

Material examples



NHT trail surface - ADA flagstone or stamped stained concrete path 10'-12' W with natural/broken edge



Secondary trail surface - stamped stained concrete 8'-10' W



Levee trail surface - Crusher fines 10'-12' W



Landscape planting - manicured grass



Landscape planting - uncut grass



Landscape planting - native prairie grasses and flowers



## Conceptual perspective: entry feature

### Major elements

- Large trailhead area for visitors to gather and orient themselves
- A gateway art piece over or adjacent to the NHT retracement trail marks it as unique and a focal point of the park
- Gateway art piece illustrated in this conceptual perspective shows a series of corten steel half arches that alternate down both sides of the trail. When visitors look directly at the front of

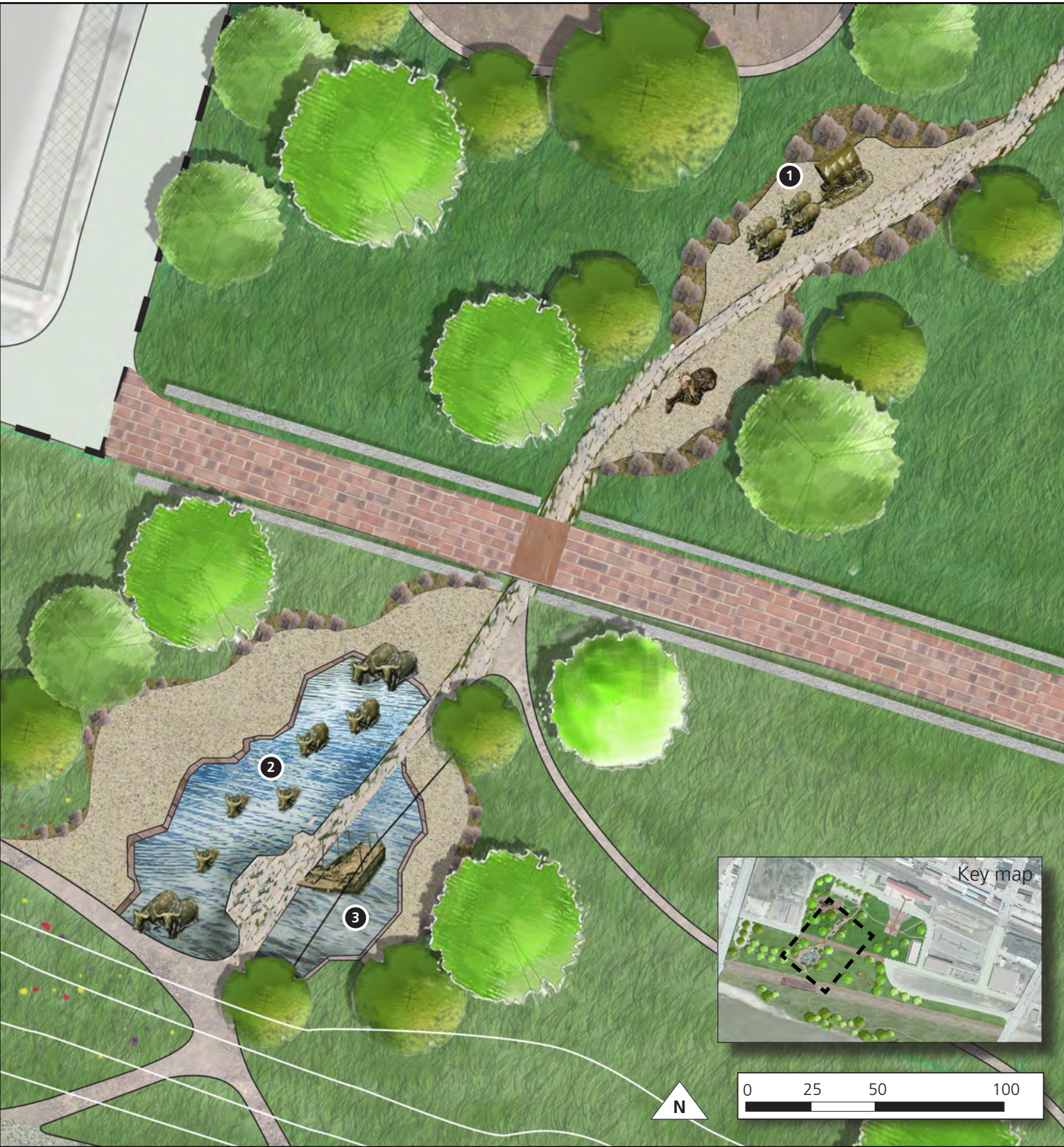
*this feature it creates the illusion of the back of a covered wagon.*

- The Oregon and California NHT names and quotes specific to the Pappan's Ferry experience could be cut out or etched into this feature and would provide further meaning and significance to the NHT retracement experience





Detail: interactive historic trail features



A visitor entering the park from the northern parking area would follow the NHT retrace trail a short distance and be greeted by a series of life-sized sculptures. Oxen, livestock, covered wagons, and historic trail figures would line both sides of the trail and guide visitors towards the river. Right before the levee, two child-friendly interactive elements depicting the Oregon and California trail river crossing would offer a fun and informative space for visitors to explore the history that happened here. The first feature would double as a children’s summertime water play space and interpretive feature showcasing how oxen would have crossed the Kansas River. In the winter it could be drained and would serve as a stand alone sculptural/interpretive feature. Sculpture materials would have to be researched to ensure safety standards are met. The second feature would represent Pappan’s Ferry. Visitors would be able to walk on and fully explore the ferry replica, gaining a sense of the size and construction of this important historic mode of transportation that carried so many across the river and on to the west. A tension cable could be installed to allow visitors to experience for themselves the process of pulling a ferry of this size across the river.

Major elements

- 1 Life sized trail sculptures depicting historic trail characters, livestock, and wagons
- 2 “Crossing the river” sculptural feature and children’s summertime exploratory water feature (see p. 39)
- 3 “Pappan’s Ferry” replica model and exploratory water feature (see p. 40)

Material Examples



Trail sculptures - bronze cast



Interactive water feature sculptures - life-like, child friendly, and safe



Landscape planting around sculptures - native grass clusters



Seating - natural cut stone



## Conceptual perspective: “Crossing the river” sculptural feature



### Major elements

- *Sculptures depict oxen crossing the Kansas River*
- *Summertime water play area for children – water feature and oxen sculptures should be designed with children in mind and constructed with safe and child-friendly materials*
- *Feature doubles as a water-less sculptural element in winter*
- *Planting beds and seating area around sculptural elements provide visitors space for socializing, observation, and rest*



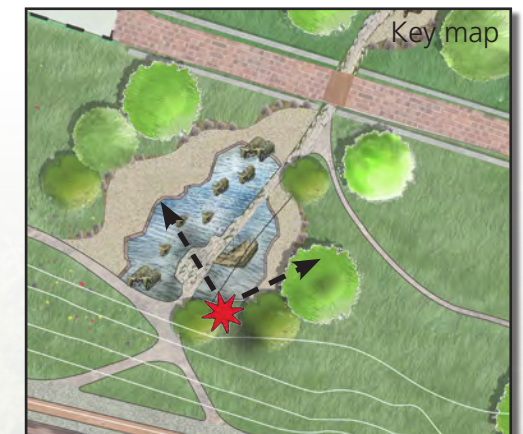


## Conceptual perspective: “Pappan’s Ferry” - exploratory water feature



### Major elements

- *Life-sized ferry for the public to explore*
- *Pulley system shows how historic ferry may have worked*
- *Could be constructed out of a variety of materials*
- *Planting beds and seating area around sculptural elements provide visitors space for rest and contemplation*





Detail: playground



- ① *Directly accessible from northern parking lot*
- ② *May include historic trail-themed elements*
- ③ *New public restroom*



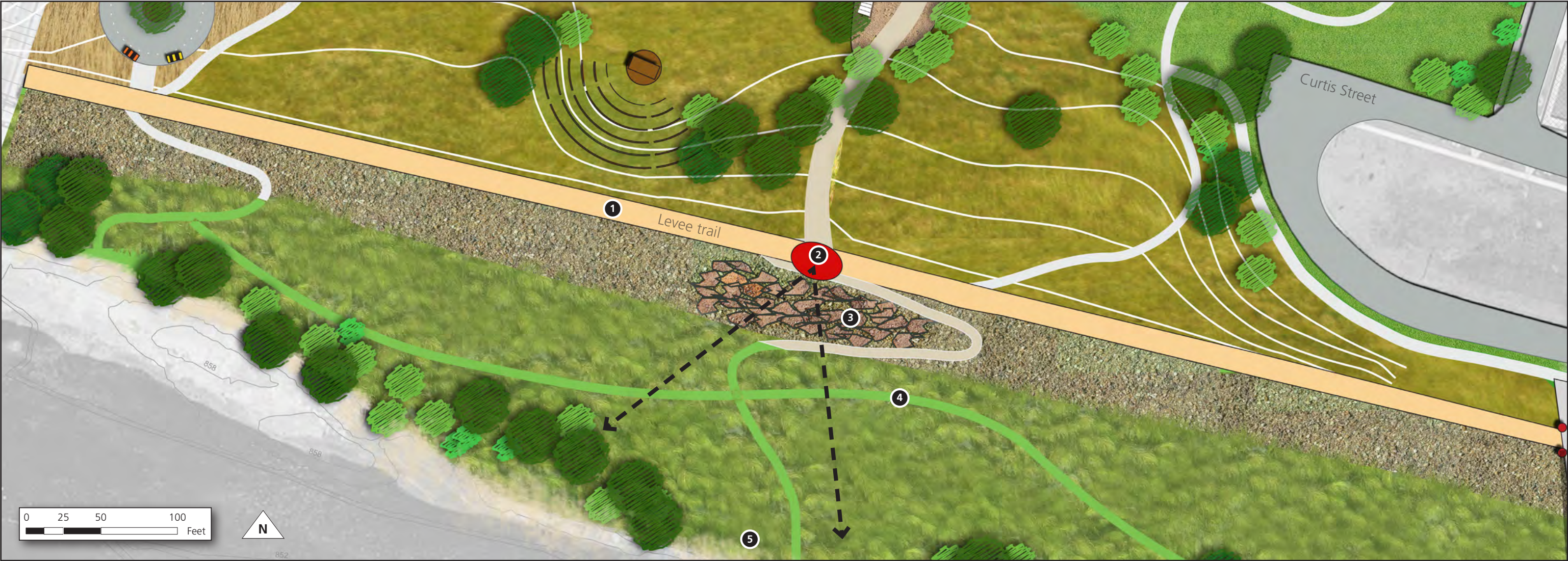
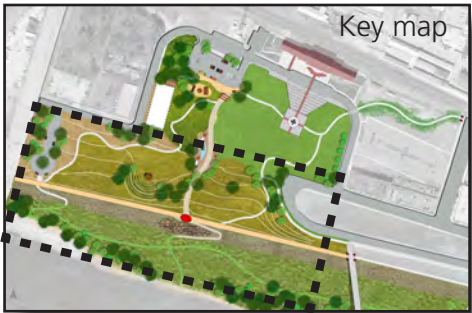
Playground equipment examples (above)





# Detail: river view seating and levee recreational trail

- 1 10'-12' trail along top of levee
- 2 Pappan's Ferry overlook, including interpretive elements
- 3 Seating on interior levee face, constructed of boulders
- 4 Seasonally mowed nature trail inside levee
- 5 Selective clearing of trees to maintain views to downtown Topeka and State Capitol Building





## Conceptual perspective: river view seating and levee recreational trail

- 10'-12' trail along top of levee constructed with crusher fines or similar material
- Pappan's Ferry overlook with exhibits or other interpretive features highlighting the history of the site. Overlook area could be paved with a unique material to distinguish it as important and different from the levee trail
- Passive seating space on interior levee face, constructed of natural boulders
- Area replanted with native vegetation





# Interpretation







# Interpretation overview

## What is interpretation?

Interpretation is an activity that facilitates an intellectual and emotional connection between the interests of the visitor and the meanings of the resource. Interpretive planners and designers use a process that identifies tangible resources, intangible meanings in that resource, and universal concepts. Together this creates a meaningful, possibly life-changing, experience that opens the door to stewardship values when visitors find relevance in the stories told at trail sites.

Interpretive media is used to convey stories and significance to the public. These can be ideas, feelings, relationships, values, or beliefs. Visitors are choosing to spend their leisure time at a trail site. It is essential to understand your audience and its needs as well as your site’s significance when planning. The goal is to craft an experience that is relevant to the visitor and connected to the power of place.

## Successful interpretive media

Media products connect the interests of the visitor with the importance of the site through print, video, and interactive materials. Text, graphics, design, and other elements work together to create opportunities for the audience to make connections.

There are many considerations taken into account when planning interpretive media. Refer to this overview when planning interpretive media.

### Choose the Right Place

- Welcoming
- Safe
- Accessible
- Iconic

### Choose the Right Type

- What kind of media can best express your message? There could be more than one.
- Does a certain media type best engage current and/or future audiences?
- Do you have the resources you need to begin developing interpretive media?

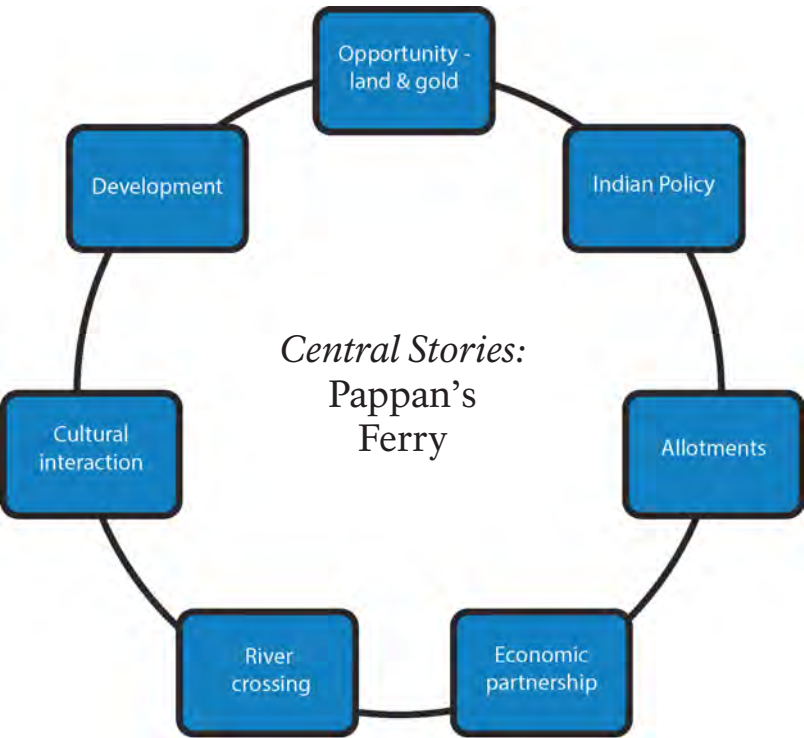
### Considerations

- What is the interpretive need?
- What are the desired outcomes?
- Does media creation support organizational goals?
- How and where will you share stories?
- Are there any expectations amongst partner or public groups?

### Preparations

- What concepts do you want to share?
- Are there multiple perspectives on the site’s story?
- Do you have knowledge of the resource(s)?
- Do you have knowledge of the audience(s)?
- What are the meanings the site may hold?
- Have you written a theme? It connects your resource and meanings.

## Central stories for Pappan’s Ferry



Stories for the site were determined through trail planning documents, resource knowledge, stakeholder feedback, and subject matter experts. This content informed the goals, objectives, major points, and theme development for the site.







Goals and resources

Goal of interpretation at Pappan’s Ferry

- Using the Topeka Waterfront Park/Pappan’s Ferry site to connect visitors with the Oregon and California trails heritage of Topeka, Kansas, and its role in shaping the history of the American West.

Objectives of interpretation

- Articulate uniqueness of water crossing through a visitor experience.
- Reveal layers of trail history in an urban site.
- Explain how government policies led to Indian removal to reservations as well as allotments nearby.
- Relate a sense of hardship, drive, and triumph of pioneers.
- Relate a sense of ingenuity, success, and occasional failure of ferry operators.
- Relate a sense of perceptiveness, survival, and strength of American Indians.
- Express these stories using multiple perspectives.

Major points of interpretation

- Pappan’s Ferry is a place where multiple cultures met and interacted.
- The Oregon and California trails prompted the development of the river crossing as well as the early development of Kansas in the Topeka area.
- Today the site is quiet and beautiful, but it was an active scene during the trail era with hundreds of wagons and thousands of animals preparing to cross the river.
- The American Indian experience here, including removal to reservations and distribution of allotments, portrays the variety of experiences American Indians faced during US westward expansion.
- The site offers both recreation and heritage activities for local and destination visitors.

Pappan’s Ferry tangible resources

- Landscape
  - River
  - Crossing
- Trail
  - Ferry
  - Bridges
- Levee
  - Transportation examples

Pappan’s Ferry intangible resources

- Sacrifice
  - Endurance
  - Shame
  - Protected
  - Intact
- National significance
  - Unique
  - The unknown
  - Sadness
- Power struggle
  - Powerless
  - Perseverance
  - Devastation
  - Injustice
- Prejudice
  - Loss
  - Success
  - Triumph

Connecting Pappan’s Ferry topics to the experience of the Oregon and California NHTs

The major points and central stories listed in the table below were developed during stakeholder meetings and guided by the interpretive plan for the Oregon and California NHTs. Each central story has underlying topics to consider when developing interpretive media.

Opportunity	Indian Policy	Economic Partnership	River Crossing	Cultural Interaction	Development	Trail
Emigrants	Removal	Marriage	Danger	Many	Eastern Kansas	Scale
Pappan	Reservations	Ferry	Skill	Relationships	Vision for Topeka	Early in journey
Gold seekers	Allotments	Family connections	Design	Individual stories	Trails to rails	Daily life
Migration	Kanza	Kanza	Necessity	It’s a small world	Commerce hub	Feasibility
Dreams		Fur trade	It happened here		Nature	Pioneer spirit
Failures			Connections to today			Popular culture





Themes

Trail-wide interpretive plan

The NPS developed an interpretive plan for the Oregon, California, Mormon Pioneer, and Pony Express NHTs in cooperation with the Oregon and California Trail Association and other trail partners during 2007-2008. This document provides guidance regarding trail-wide interpretive themes, goals and actions. These form the framework for interpretive planning.

Themes drive powerful messages by connecting stories to human experience. Creating compelling themes requires knowledge of the place, story, and audience.



Trail-wide themes

Impact on American Indians

The influx of close to 500,000 emigrants and communications corridors across and into the traditional homelands of the American Indians undermined the latter groups’ political and economic independence in the trans-Mississippi West, resulting in resource losses, disease, violence, increased intertribal conflicts, and loss of lifestyle.

National heritage

All 19th century overland travelers shared similar experiences while traveling west: the drudgery of walking or riding hundreds of miles, suffocating dust, violent thunderstorms, mud, temperature extremes, bad weather, poor forage, fear of Indians, accidents, sickness, and death. These experiences — frequently recorded in journals, diaries, and letters — became a part of our national heritage and inspired a romantic movement in art, literature, and cinema that has had an enormous effect on American popular culture.

Past, present and future corridors

Though overland traffic declined dramatically after the completion of the transcontinental railroad in 1869, the trail corridors laid the basis for communication and transportation systems that are still in use today. Railroads, modern highways, pipelines, and powerlines still follow the general routes of the old emigrant trails.

Strength and survival

The impact to the indigenous tribes was devastating. After suffering through the introduction of alien diseases and loss of homeland, the tribes were placed on reservations. The story of survival of the American Indian is a story that covers all aspects of human strengths. The dreams of the emigrant may have been attained, but the dreams of American Indians were altered as well.

Intercultural contact

There was a broad range of intercultural contact ranging from mutually beneficial to violent conflict that led to open warfare.

Nature’s influence

Landforms, landmarks, forage, wood, and water dictated the paths of migration. Numerous factors, such as weather, flooding rivers, adequate pasture for draft animals, and water for animals and humans affected the organization and outfitting of wagon trains and the Pony Express.

Superhighways

These corridors were the “superhighways” of westward expansion during the mid-19th century, a period of “manifest destiny” when the nation realized its dream of stretching from ocean to ocean.

Suffering and hardship

After surviving the journey, and reaching their destinations, emigrants still faced hardship, hard work, and deprivation to realize their dreams.





Themes continued

Trail-wide themes (cont.)

Natural Roads

The geographically central corridor of these four historic trails (up the Platte, the North Platte, and the Sweetwater Rivers to South Pass) is sometimes referred to as “the best natural road in the world.” Segments of this corridor were used for thousands of years by American Indians and in the mid-19th

century became the transportation route for successive waves of European trappers, missionaries, soldiers, teamsters, stagecoach drivers, Pony Express riders, and overland emigrants bound for opportunity in the Oregon territory, the Great Basin, and the California goldfields.

Oregon National Historic Trail sub themes

Family	Better life	Mass migration	Transportation advancement	U.S. expansion
Farming families, with their oxen and wagons, traveled the Oregon Trail to reach the promise of rich, fertile land in the Oregon Territory.	Between 1841 and 1869, more than 250,000 Americans traversed the Oregon Trail to escape economic adversity, or to obtain better farmlands.	The Oregon Trail was the harbinger of America’s westward expansion and the core of one of the largest and longest mass migrations in U.S. history.	In 1836 when Presbyterian missionaries Marcus Whitman and Henry Spalding took their wives over the Oregon Trail to establish Indian missions in the Oregon country, they proved the feasibility of moving families and wheeled vehicles across an area previously perceived as impassable.	The waves of migration to Oregon strengthened US claims to the Pacific Northwest. By 1846, when the treaty with Great Britain established the northern boundary of the United States at the 49th parallel, more than 5,000 emigrants had settled in the fertile Willamette Valley.

California National Historic Trail sub themes

Emigrant diversity	Economic hopes	National and international influence	Transient young men
The California Trail emigrants represented various cultures, ethnic groups, religious denominations, educational backgrounds, and economic interests.	Between 1841 and 1869, more than 200,000 Americans traversed the California Trail to escape economic adversity, obtain better farmlands, or seek fortunes in the gold rush.	The rapid influx of Americans along the California Trail influenced national politics, international relations and boundaries, and US policy toward American Indians. Settlement was so rapid that California became a state in 1850 without having been a territory.	Although most of the overland emigrants to Oregon and California through 1848 sought to establish farms and permanent homes, a majority of the forty-niners were single young men, hoping to make their fortunes in the goldfields of the Sierra Nevada and return home to the East.





Themes continued



Pappan’s Ferry Themes

Primary Theme

*Pappan’s Ferry is a site of American migration and transportation, where multiple cultures mingled, undergoing a range of human experiences from joy and triumph to pain and loss.*

Secondary Themes to Support the Primary Theme, Topics, and Major Points

Theme 1	Theme 2	Theme 3	Theme 4	Theme 5
This serene landscape bustled during the peak migration of the Oregon Trail. Imagine people preparing for departure, animals bellowing, dusty wagons, cook fires, children playing, and the slow movement of a wagon train across the ferry.	Pappan’s Ferry represents the mixing of cultures on the frontier and the ways in which cultures formed unions that were also economic partnerships, taking advantage of the US intention to “civilize” American Indians while taking their land.	Here at Pappan’s Ferry, emigrants were still in the early stages of their journey west and faced one of the first of many obstacles they would encounter on the Oregon Trail.	Despite the decline of Pappan’s Ferry in the 1860s, this area remained an important transportation corridor for thousands of people heading west who rode the railroad rather than traveling by covered wagon.	More than a river crossing, Pappan’s Ferry was a place where American Indians, emigrants, soldiers, and other cultures met and interacted, forming relationships as they waited to cross the river.



## Interpretive media types

### *Know your interpretive media*

Interpretive media selection is as much art as science. There is rarely only one way to achieve a goal. Involving an interpretive media specialist is highly recommended. Each situation has its own particular mix of factors to consider. Some of the most important elements in a media decision are: message, audience, and resources.

Digital media endures longer than other forms and can reach broad audiences by addressing diverse learning styles and engagement preferences.

### **Pappan's Ferry concept plan**

The National Park Service recommends a theme-driven approach that includes orientation and logistical planning for visitors. Safety must be a priority. Interpretive media has to balance safety and enjoyment with difficult historical topics and modern landscapes.

- Understanding the differing needs of current and future audiences plus the complexity of retracement experiences for the Oregon and California NHTs suggests a need to use both traditional and digital interpretive media.
- The driving and hiking experiences can be accessible at any time - plan for visitors' after hours access with orientation exhibits and portable options such as digital media.

Learn more about interpretive media at:  
<https://www.nps.gov/hfc/products/>

### *Traditional media examples*

#### *Orientation exhibits*

These exhibits help visitors know where to start and what to expect.

#### *Wayside exhibits*

This type of exhibit captions the landscape. It is used at the location of the resource to which it refers.

#### *Publications*

Examples include: brochures, self-guiding walking/driving tours, rack cards, trail or partner newsletters, and more.

#### *Audiovisual*

Film, podcasts, audio driving tours, and pedestrian tours are illustrative of this type of media.

#### *Museum exhibits*

Indoor media displays that use historical content, including in depth local stories and trail wide contextual information.

#### *Personal services*

Greeters, docents, tours, and programs are typical examples.



### *Digital media examples*

#### *Web media*

The foundation for digital media is the web. It is the place to start the conversation with the public about planning a visit, exploring a topic, or learning about history. In depth content that is not appropriate to other types of interpretive media may be offered on a website or mini-website.

#### *Mobile applications (apps) and mobile websites*

Locating yourself on a map, making your own tour, finding ranger programs, or discovering what's around you by just looking through your smartphone is possible with this media. Apps for smartphones, tablets, and e-readers are an important part of the digital visitor experience. Apps can stand alone (native) or be web-based (mobile website or web application). Both offer expanded content and meet the needs of a variety of user preferences.

#### *Virtual experiences*

Use technology to your advantage by offering virtual or augmented experiences for private land or inaccessible sites. Visit with the landowners to find a way to enhance the visitor experience without intruding on private or sensitive property.

#### *Social media*

Visitors and the public are discovering and connecting to parks through their friends and family on social media. Social media is a tool to encourage interpretive connections to a place or experience. It allows for immediate feedback and sharing of the experience, which is particularly important to younger audiences.

#### *Education technology*

Every new application of education technology is designed to intensify formal and informal educational experiences, and to expand the audience for park educational programs. Digital media resources can support and expand education programs both on site and through distance or virtual learning.





# Factors for interpretive media development

## Audiences and learning needs

There are preferences for how people best learn. Since visitors are choosing to spend their leisure time learning about or experiencing the Pappan’s Ferry site, planning should focus on making that experience the best it can be for as many visitors as possible.

One way to accomplish this is by comparing multiple factors to find which interpretive media types meet resource, audience, and learning needs.

Learning Type	Learning Preferences	Media Type
Visual-Spatial	Graphics, virtual reality, standing in the resource, features, landscape	Traditional or digital media
Bodily-Kinesthetic	Physically being at the resource, moving through the landscape	Traditional or digital media
Musical	Mobile tour audio, sensory immersion	Digital media
Interpersonal	Sharing through media that promotes conversation	Digital media
Intrapersonal	Relevance to self, immersion in place of reflection	Traditional or digital media
Linguistic	Audio or video, use of words, languages, and stories	Digital media
Logical-Mathematical	Features, places, movement, structure	Traditional or digital media
Naturalistic	At the place, environments, surroundings	Traditional or digital media

*Traditional media meets the needs or expectations of visitors who prefer looking at exhibits or brochures to interact with the landscape. Digital media meets the needs of visitors who use a smartphone to access content or to share experiences.*

## Interpretive media types, impacts, and accessibility needs

Use this chart as a guide for choosing appropriate interpretive media that effectively communicates the resource meaning or message for a site. The rating is for the resource or site’s investment, not the cost to visitors.

• = low      •• = medium      ••• = high

Types	Outdoor Signs	Outdoor Signs	Audiovisual	Audiovisual	Audiovisual	Interactive	Interactive	Mobile	Mobile	Publications
	Interpretive exhibits	Wayfinding signs	Personal device	Integrated at site	Video	Physical	Digital	Website	App	Paper
Cost	••	•	••	•••	•••	••	•••	••	••	•
Staffing	•	•	•	••	•••	•	•	•	•	•
Design time	•••	••	•••	•••	•••	•••	•••	•••	•••	•••
Maintenance	•	•	•	••	••	••	••	••	••	•
Lifespan	••	••	•	•	••	••	••	••	••	•
Learning styles	•	•	••	••	•••	••	••	••	••	••
Landscape effect	•••	•••	•	•	•	•	•	•	•	•
Ease of group participation	••	••	•	•	••	•	••	•••	•••	•
Audience Preferences	Retirees/ Baby Boomers	All Audiences	Youth/ Millennials	All Audiences	All Audiences	All Audiences	Youth/ Millennials	All Audiences	Youth/ Millennials	Retirees/ Baby Boomers
Meets accessibility needs	••	•••	•••	•••	•••	••	•••	•••	•••	•



# Project interpretive media recommendations







Interpretive media recommendations for Pappan’s Ferry

Multiple types for multiple purposes

Utilizing multiple types and layers of interpretative media and stories provides something for everyone.

Media recommendations include:

- Interactive Wayside Exhibit
- Education Curriculum Materials
- Interpretive Wayside Exhibits
- Amphitheater Programs
- Rack Card Publication
- Scavenger Hunt or Junior Ranger Activity Handout
- Website
- Mobile Application Tour
- Virtual Reality Application Tour



See the chart on p. 59

Topics for Pappan’s Ferry media

- Difficulties and Challenges with traveling the California and Oregon Trails
- Groups using the California and Oregon Trails
- Effects of the California and Oregon Trails
- on American Indians and the local Kanza Indian tribe
- Individual stories of the people who traveled on the NHTs in the Pappan’s Ferry/Topeka area
- Transportation history
- Establishment of Topeka

Traditional media



Wayside exhibits

- Provide on site interpretation of specific sites and stories
- Interprets tangible resources in their own setting
- Aids visualization
- Are relatively inexpensive
- Able to be replaced relatively quickly with low cost
- Can be designed to blend with site environment

Sculptures/figures

- Made out of durable materials
- Incorporates safety
- Full size, life-like, tactile elements
- Create features in a landscape
- Engaging to multiple senses
- Designed such that visitors become part of the story when they interact with the sculpture
- Can be supported by other interpretive media

Interactive stations

- Appeal to a variety of learning types and ages
- Are experiential and memorable
- Increase relevance of processes and stories
- Requires maintenance

Education

- Use both informal and formal education
- Informal: children’s activities, junior ranger programs
- Formal: curriculum materials for teachers and school groups

Amphitheater programs

- Brings people together in a safe and welcoming place
- Extends the experience provided by the permanent, on-site installations
- Hosts events and community gatherings

Rack card

- Inexpensive, paper publication
- Markets the site with minimal investment
- Distributed off-site
- Standard media tool

Digital media

Website

- Provides information and orientation
- Allows virtual visitors to experience the site
- Connects to local area attractions’ websites
- Provides more interpretive content and media than what is available at the site
- Hosts different types of interpretive media including story maps and videos



Mobile application (app) tour

- Provides an interpretive, multi-stop tour
- Self guided, interactive tour
- Tour may link to additional interpretive information
- Content includes sounds, video, text, and pictures
- Available to be downloaded from the site’s website
- Cell phone signal on site is preferred but not necessary



Virtual Reality (VR) app tour

- Near the cutting edge of digital media
- Engages the youngest generations
- Requires visitors to have both a smartphone and a VR headset/goggles
- Immersive experience that allows visitors to step back in time



Proposed media locations map - Option A

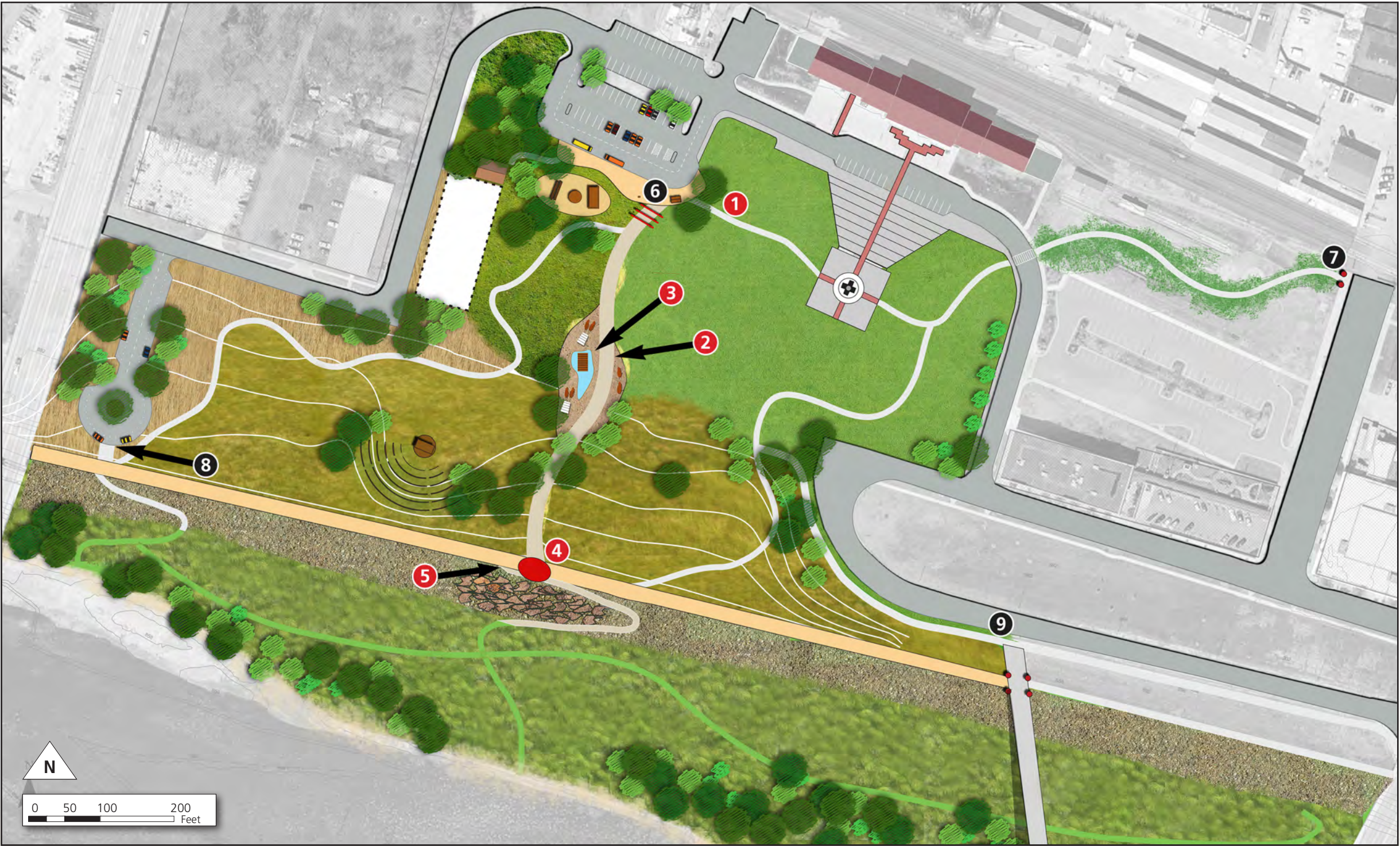
Legend

*Interpretive Exhibits*

- 1. Great Overland Station
- 2. Historic Trail Sculpture
- 3. Interactive Ferry Exhibit
- 4. End of Retracement Trail
- 5. Levee River Overlook

*Access Points (Orientation Exhibits)*

- 6. Parking Area #1
- 7. North Topeka Entrance
- 8. Parking Area #2
- 9. East Levee Entrance





Proposed media locations map - Option B

Legend

Interpretive Exhibits

- 1. Great Overland Station
- 2. Historic Trail Sculpture
- 3. Interactive Ferry Exhibit
- 4. End of Retracement Trail
- 5. Levee River Overlook

Access Points (Orientation Exhibits)

- 6. Parking Area #1
- 7. North Topeka Entrance
- 8. Parking Area #2
- 9. East Levee Entrance





# Proposed media locations map - sign details

## Orientation and information exhibits

- Location 6 7 8 9
- At the four access points- North Topeka Entrance, Parking Area #1, Parking Area #2, and East Levee Entrance

- Categories of signs at access points
- Directional signs
  - Entrance sign(s)
  - Orientation/information sign(s)

- Orientation/information signs
- One or two upright, vertical signs at each location

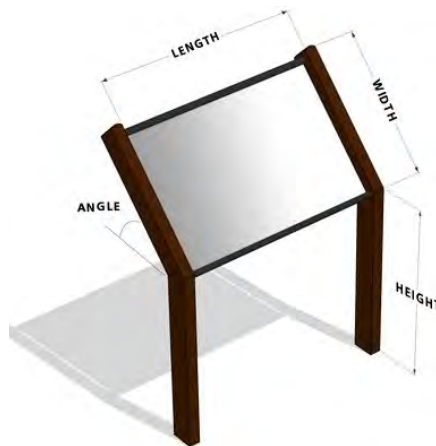


Upright base - used for site orientation.

- Orientation/information signs (cont.)
- Can be available 24 hours a day
  - Meets basic visitor needs upon arrival at a site or within one
  - Contains a map of the site and the retracement trail
  - Provides orientation of tangible resources
  - Introduces the mobile app and VR app tours
  - Lists the most important rules and regulations including safety and resource management messages
  - Shows nearby Oregon and California NHT related attractions

## Interpretive exhibits

- Great Overland Station**
  - One low profile, wayside exhibit sign
  - Mobile app tour stop number sign attached to the base
  - Located with clear view of the Great Overland Station
  - Interpretive topic of transportation history at Pappan's Ferry
- National Historic Trail sculpture**
  - One low profile wayside exhibit sign
  - Mobile app tour stop number sign attached to the base
  - Located at the ox sculpture representing the NHTs
  - Sculpture should be designed to show a NHT scene and to allow visitors to sit in the wagon
  - Interpretive topic of the Oregon and California NHTs that relates to and supports the scene revealed in the sculpture



Low profile base - refers to and is oriented to a specific resource.







Proposed media types - both design concept options

Interpretive exhibits (cont.)

- 3

Interactive ferry exhibit

  - One low profile, wayside exhibit sign
  - Mobile app tour stop number sign attached to the base
  - Located next to the interactive ferry exhibit
  - Provides instructions and materials needed for visitors to participate in an activity
  - Topic examples include: physics of ferrying, building a ferry, and packing a ferry
- 3

Interactive ferry stations

  - Two small, exhibit signs
  - Located in the ferry exhibit area

- Potential topics include: ferry design; staying the course; balancing the loads; and people, animals, and goods crossing the river without the ferry
- 4

End of retracement trail

  - One low profile, wayside exhibit sign
  - Mobile app tour stop number sign attached to the base
  - Located on top of the levee where the retracement trail ends
  - Interpretive topic of allotments and the Kanza Indians (potential subjects include: reservations, economic opportunities, self-agency, unions, and half-breeds)

- 5

Levee river overlook

  - One low profile, wayside exhibit sign
  - Mobile app tour stop number sign attached to the base
  - Located on top of the levee with a view of the river
  - Interpretive topic of Pappan’s Ferry during the Oregon and California emigration era time period
  - Ferry wayside with original art (working scene)



Interpretive media preferences with alternatives developed during the charette

Digital and Interactive	Events and Programs	Statues/ Sculptures	Tactile and Interactive Elements	Educational Materials
Media tours	Docents	Ferry crossing	Water feature	Curriculum
Website in responsive design	Trail reenactments or history programs	Approaching on the trails	Model or outlined ferry crossing landscape to touch	Tools for teachers
GPS tour	Publication – rack card	Camp life	Climbable sculptures	Kids programs
Virtual Reality (basic)	KSU Extension Office or Washburn University grad program	Natural features such as re-creation of scene at river	Interactive activity stations to simulate the working ferry	Junior Ranger
Local tour within radius	Local gardeners program		Themed play equipment	Virtual tour
Virtual tour	Community meetings		Native plants related activities: resin forms to trace, planting projects, master gardener/plant talks	
Youth-oriented	Heritage programming			
Publications	Social programming			





# Proposed media types - for both Options A & B

## Website

- Purpose*
- To provide information and orientation for site visitors, as well as to provide interpretive content and media for audiences that visit sites virtually using the internet

- Description and components*
- Comprised of multiple webpages that provide information, orientation, and interpretation about Pappan’s Ferry and its history
  - Website content should meet Web Accessibility Initiative standards ([www.w3.org/WAI/](http://www.w3.org/WAI/)) for people with disabilities to use and enjoy the website
  - Use a responsive web design for use on mobile devices
  - Include maps of the site and the local area
  - Provide the content of the interpretive exhibits and orientation signs in either webpage or digital file format (i.e. pdf)
  - May contain a calendar for amphitheater event and program reservations
  - Interpret the following topics: Oregon and California NHTs in Topeka, the ecosystem that existed at the time of Pappan’s Ferry, Kaw Indians, and half-breeds
  - Include a multimedia gallery of site photos and videos



## Virtual reality app tour

- Purpose*
- To attract and engage the youngest generations of the site’s audience
  - To allow visitors to virtually step back in time and immersively experience Pappan’s Ferry as it was when emigrants traveled the Oregon and California NHTs
- Description and components*
- Uses the same stops, themes, and text as the mobile app tour in order to reduce costs and maintenance.
  - GPS trigger based stops (auto plays when one passes GPS coordinates) are strongly recommended for this app
  - Downloadable and available on the site’s website
  - Differs from the mobile app tour in that it uses immersive, 360 degree graphics and historic images depicting the California and Oregon NHTs time period
  - Gives visitors an opportunity to experience the mobile app tour in VR form

## Mobile app tour

- Purpose*
- To provide an interpretive, self-guided tour of the site that allows visitors to interact with the place
  - To help visitors experience Pappan’s Ferry as it was when emigrants traveled the Oregon and California NHTs

- Description and components*
- Multiple stop app tour with numbered signs that are attached to other signs and structures in order to reduce visual clutter
  - Suggested route is for the tour to follow the retracement trail and part of the levee trail
  - GPS trigger based stops (auto plays when one passes GPS coordinates) are strongly recommended
  - Google Maps geolocation preferred for the app tour
  - Downloadable and available on the site’s website
  - Comprised of a variety of media types including interpretive text, historic photos, illustrations representing 1800s Topeka and emigrant trail travel and life, and videos
  - May connect visitors to nearby (within Topeka area) historical sites by having additional app tour stops at these places
  - May connect visitors to the river and planned hiking path on the levee by having additional app tour stops along the route





Proposed media types chart - for both Options A & B

This chart includes multiple types of interpretive media. While wayside exhibits are often expected, other media types may more successfully meet audience preferences or accessibility needs, promote resource protection, and share depth of story.

Type	Detailed Type	Recommended	Audience Preferences	Where to Access
Publications - advertising	Rack Card	<ul style="list-style-type: none"><li>• Pappan’s Ferry site rack card</li><li>• Marketing at visitor or tourism centers</li></ul>	Information seekers, wayfinding assistance	Visitor centers, travel hubs, partner sites
Publications - children	Scavenger Hunt or Junior Ranger Activity Handout	<ul style="list-style-type: none"><li>• Family, school, or community friendly activities about the NHTs and the history of Pappan’s Ferry site</li></ul>	Age-appropriate for children, paper and digital versions, activity-oriented, interactive	On site, visitor centers or staffed sites, web
Publications - education	Curriculum Materials	<ul style="list-style-type: none"><li>• Online lesson plans or digital learning activities that focus on trail history and facilitate Topeka-area education district goals, state standards, and common core standards</li><li>• Activities that promote multi-sensory engagement through a combination of educational tools and interpretive media</li></ul>	Age- and curriculum-appropriate activities that utilize multiple learning styles	Web
Exhibits - orientation	Upright exhibit	<ul style="list-style-type: none"><li>• Inform Visitors that they have arrived at a resource</li><li>• Provide information and orientation</li></ul>	Traditional park users, learn by quickly reading or viewing, experience-oriented	Access points with parking and orientation
Exhibits - interpretation	Low profile exhibit	<ul style="list-style-type: none"><li>• Individual sites where resources are present, such as the Great Overland Station, the ferry replica sculpture, and the Kansas River</li></ul>	Traditional park users, learn by quickly reading or viewing, experience-oriented	Tangible, iconic, on site locations
Exhibits - interactive	Low profile exhibit	<ul style="list-style-type: none"><li>• Individual sites where resources are present and an activity can be performed, such as the interactive ferry exhibit</li></ul>	Traditional park users, learn through kinesthetic means through touch and interaction	Tangible, iconic, on site locations
Digital - app	Mobile App Tour	<ul style="list-style-type: none"><li>• One master tour of the Pappan’s Ferry site with several tracks or itineraries to tour depending on time, proximity, or interest</li><li>• Audio, video, maps, text, photographs, augmented reality</li><li>• Connecting with social media</li></ul>	Technology oriented, self-directed, interactive, in depth options for learning	Web or download
Digital - virtual	VR App Tour	<ul style="list-style-type: none"><li>• One master tour using the stops of the mobile app tour</li><li>• Include this feature to attract the youngest generations, provide an immersive experience, and to allow virtual visits of Pappan’s Ferry during the time of the NHTs by using graphics and historic photos</li></ul>	Technology oriented, self-directed, interactive, in depth options for learning	Web or download
Digital - web	Website	<ul style="list-style-type: none"><li>• Dedicated site for local experience</li><li>• How to plan a visit</li><li>• Integrated into site interpretive media</li><li>• Specific content per page connected to a place or story</li></ul>	Limited technology experience, comfortable with web, interactive	Web
Personal services	Informal, interactive, or formal programs	<ul style="list-style-type: none"><li>• Community gatherings</li><li>• Special event or heritage activities</li><li>• Specific audience activities</li></ul>	Face-to-face interaction, access to all of the above	Amphitheater



# Signage & traffic calming techniques

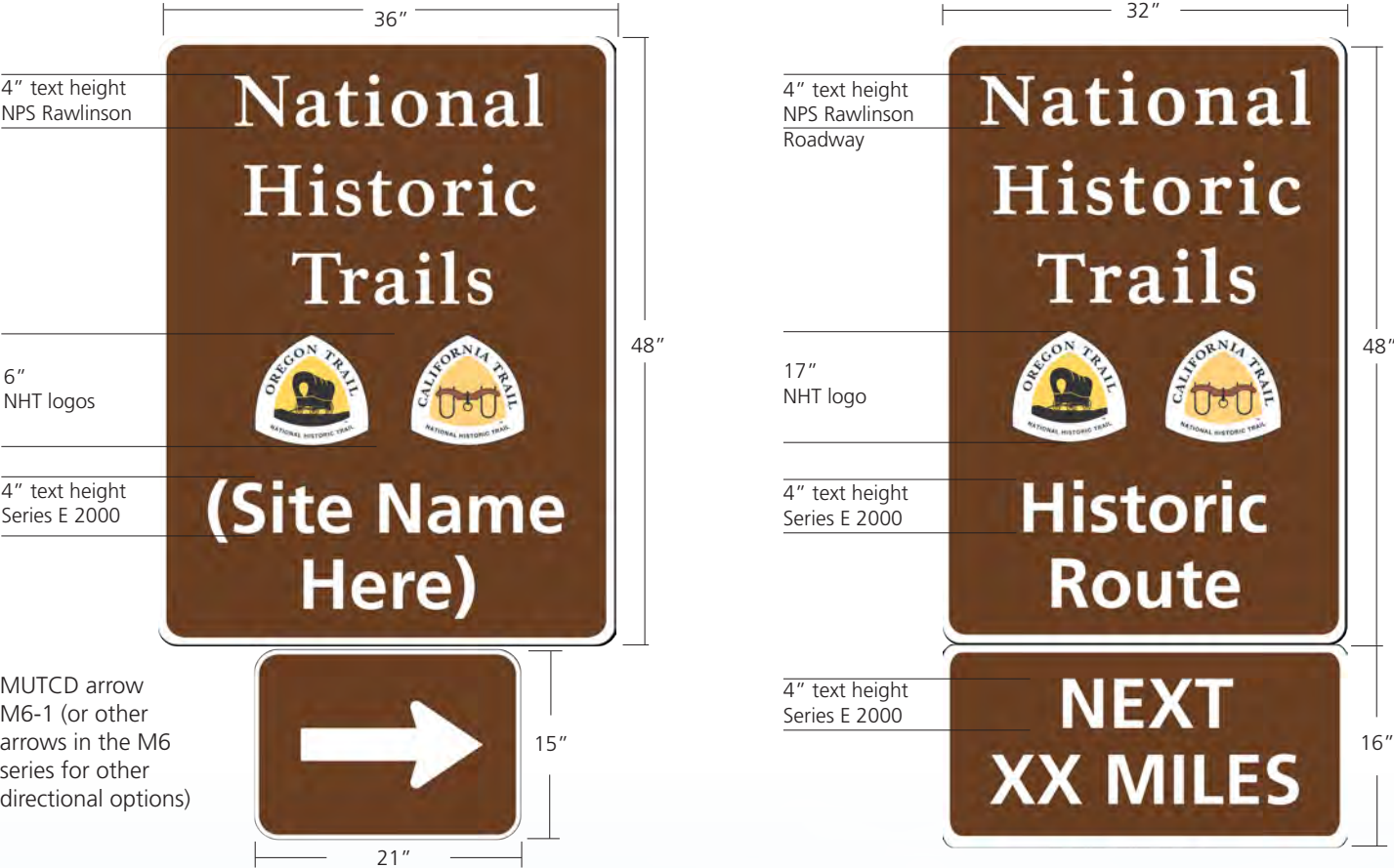






National historic trail road signage

Once the park is developed, one suggested physical means of increasing site recognition is the implementation of a road and pedestrian sign plan guiding visitors to the site and along the historic route of the trails. For this purpose, the NHT family of road and pedestrian signs is recommended, to clearly identify the park as a part of the Oregon and California NHTs and the National Trails System. A sign plan can be created separately from this document that would outline proposed locations for all directional, historic site, and identification signs. Road signs most likely to be used are outlined on this page. Pedestrian signs are shown on the following page.



Site Name Here standard directional signs

- 36" width x 48" height main panel
- 21" width"x 15" height MUTCD arrows
- 36" width and 12" height distance panels
- 4" text height
- 6" NHT logos
- Site name may include 1, 2 or 3 lines of text

Crossing and Route identification signs

- 32" width x 48" height main panel
- 32"width lower panels, 12" height or 16" height depending on content
- 4" text height
- 17" NHT logo

General sign specifications

- Anodized aluminum backing, with reflective sheeting per road jurisdiction standards
- White text and border on a brown background
- Minimum 4" text height on all signs, fonts NPS Rawlinson (serif) and Series E 2000 (sans-serif)
- Holes pre-drilled per installer instructions or drilled on site by installer



Site Identification/Entrance signs

- Not for roadway use
- 72" width x 24" height site name panel
- 20" height lower National Historic Trail panel
- 8" National Historic Trail logos
- Can be produced in smaller dimensions
- Upper site name panel can be customized with graphics
- Font sizes on upper panel may vary based on content





National historic trail pedestrian signage

Sign types

The standard set of national historic trail pedestrian signs includes two basic types of signs that would be appropriate at this site: 12” x 12” aluminum signs on posts or 16” x 24” aluminum signs on posts.

The 16” x 24” signs have a larger presence in the landscape, and would be recommended at major trailheads to guide visitors to the NHT experience. The 12” x 12” signs could be used intermittently along the trail and at major trail intersections to mark the historic route, and provide direction to major trail elements, such as the levee river overlook.

**Historic Route sign 12” x 12”:**  
*Marks the historic route of the national historic trail*



**National Historic Trail sign 12” x 12”:**  
*Marks trail that is in close proximity and/or connects to the NHT, but is not on the actual historic route*



**(Site Name Here) 12” x 12”:**  
*Directs people to historic sites associated with the national historic trail*



**Crossing sign 12” x 12”:**  
*Marks where the historic route of the national historic trail crosses a trail*



PEDESTRIAN SIGN SIZE COMPARISON



**Historic Route with distances sign 16” x 40”:**  
*Shows distance to the beginning and end of the trails from the location the sign is placed*

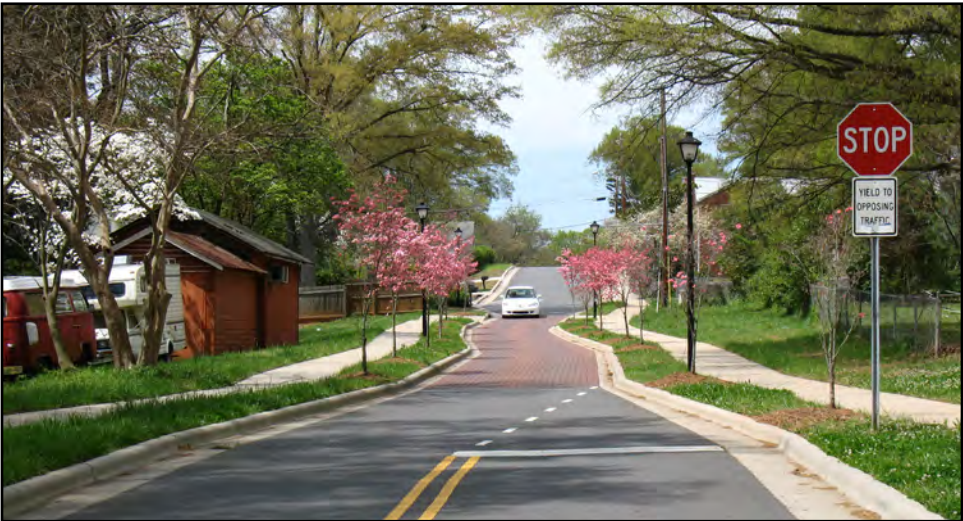




# Traffic calming examples

Traffic calming uses physical design and other measures to improve safety for motorists, pedestrians, and cyclists.

One lane road reduction



Narrowed street lane to slow speed of vehicular traffic and create more room for non-auto users.

Change of road surface material



Changes in pavement color and texture can work to create awareness of a pedestrian area, and make the street appear narrower.

Curb extension



Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians.

Speed tables



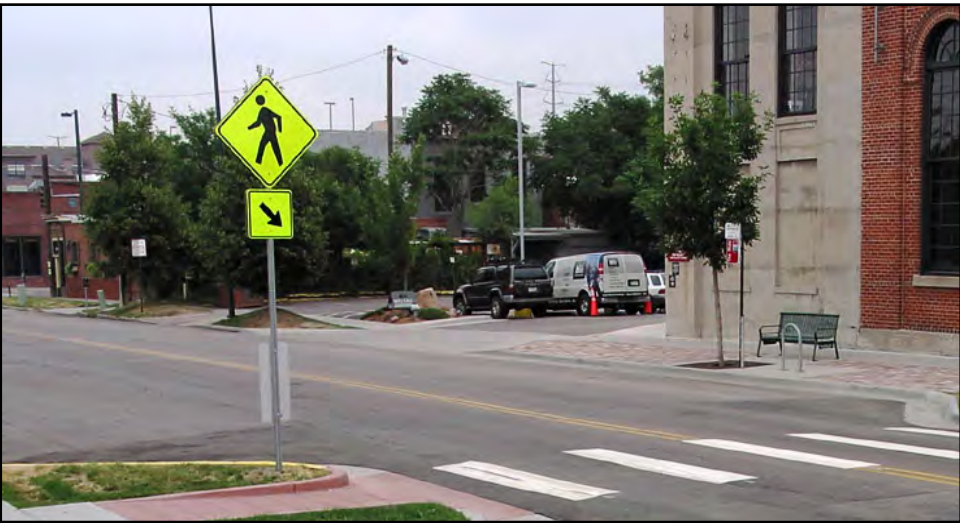
Speed tables and/or road humps can help to create a safer road crossing location, as well as decrease vehicular traffic.

Crosswalk striping



Marking a crosswalk directs pedestrians to safe and appropriate road crossing locations.

Signage



Signage placed along the road helps to reinforce the traffic calming techniques applied and alerts drivers to the presence of pedestrians and the need to reduce speed.





# Appendix





## Appendix A: historic preservation and resource protection

### *National Environmental Policy Act and National Historic Preservation Act:*

The NPS encourages the application of all federal, state, and local historic preservation laws in the implementation of this project to ensure our prehistoric and historic resources can exist in productive harmony and fulfill the social, economic, and other requirements of present and future generations.

The National Environmental Policy Act (NEPA) requires environmental review for all “Federal actions,” including projects, plans, policies, and programs financed, assisted, conducted, regulated, or approved by federal agencies. Similarly, Section 106 of the National Historic Preservation Act requires review of all “federal undertakings,” defined as “a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal Agency, including those carried out by or on behalf of a Federal agency; those carried out with Federal financial assistance; and those requiring a Federal permit, license, or approval.” Under Section 106, if the undertaking is a kind of activity that does not have the potential to cause effects on historic properties, should any be found to exist in the project area, then there is no further Section 106 responsibility. However, if some proposed physical action or plan is proposed that could affect historic properties, more extensive review is required.

Historic properties are places, buildings, structures, and objects (e.g., monuments) that are listed on the National Register of Historic Places or that are determined eligible for listing. For more information on the Section 106 process, see [www.achp.gov/106summary.html](http://www.achp.gov/106summary.html). For more information on the NEPA process, see [www.npi.org/NEPA/process](http://www.npi.org/NEPA/process).

### *Recommendations on preservation best practices*

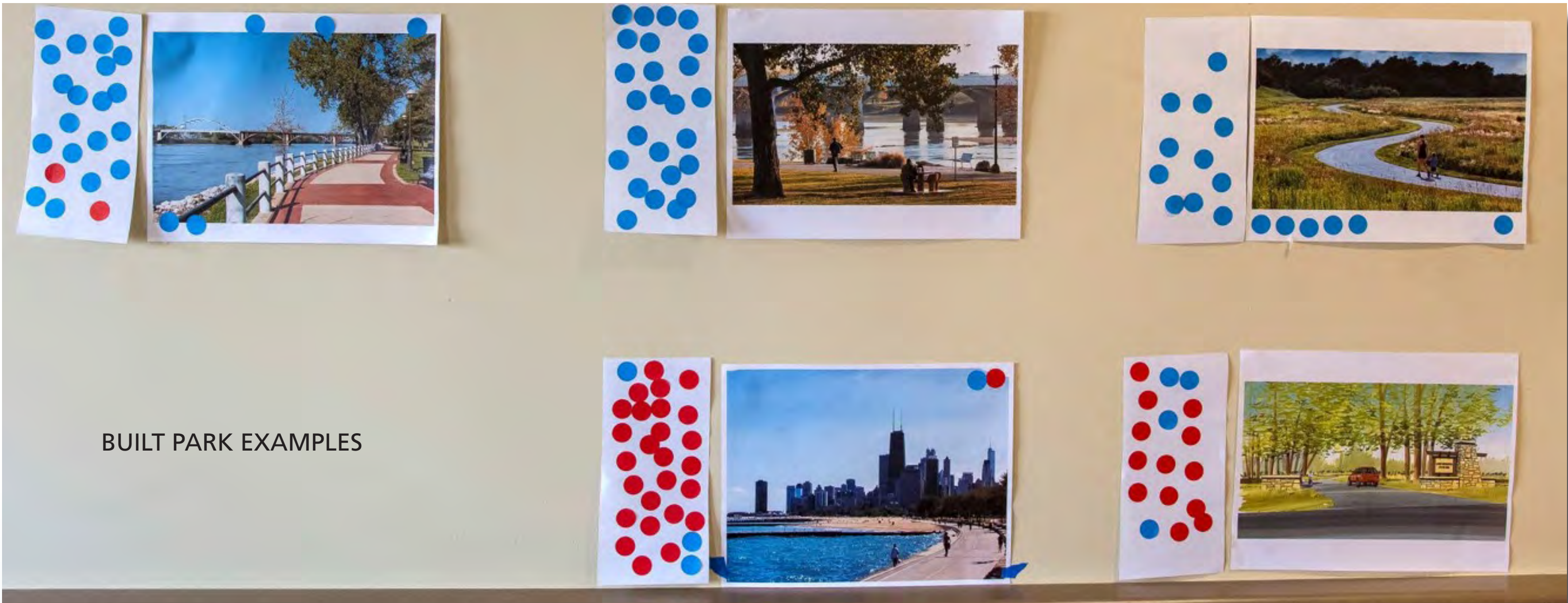
Production of these development concepts does not trigger a legal requirement to comply with NEPA or Section 106 of the National Historic Preservation Act. However, the NPS encourages the application of the NEPA and Section 106 processes (in addition to all applicable state and local historic preservation laws) prior to project implementation to ensure our prehistoric and historic resources can exist in productive harmony and fulfill the social, economic, and other requirements of present and future generations. NTIR staff will, as time and resources allow, be available to provide technical assistance or consultation on resource protection to project partners should they choose to implement any of these design concepts.





# Appendix B: Preferred programmatic elements

Blue dots show some of the most preferred images from the image voting activity while red dots show the least preferred.





Appendix B: Preferred programmatic elements







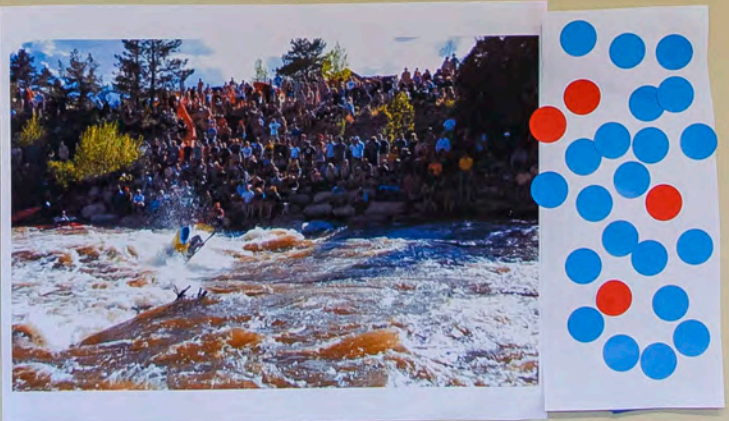
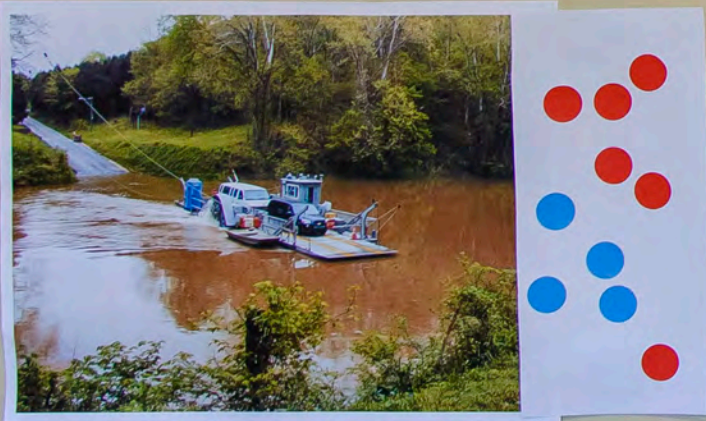
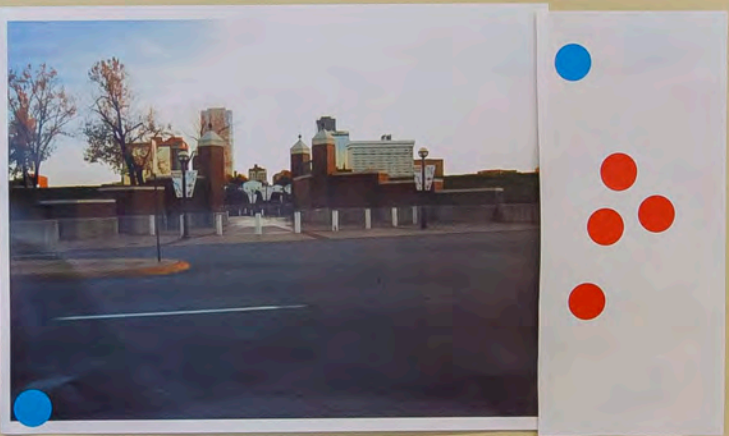
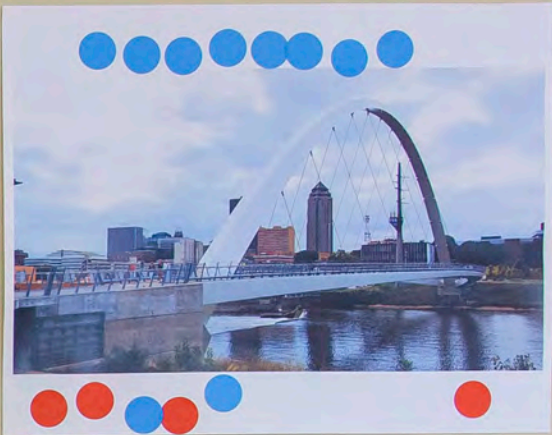
Appendix B: Preferred programmatic elements





Appendix B: Preferred programmatic elements

LEVEE MODIFICATIONS  
& RIVER CONNECTIONS





## Appendix B: Preferred programmatic elements







Appendix D: notations & citations

Notations  
Text, Drawings, Digital Images, and Photographs

National Park Service, National Trails Intermountain Region Staff:

- Coreen Donnelly - Landscape Architect
- Kristin Van Fleet - Landscape Architect
- Bryan Petrtyl - Interpretive Specialist
- Carol Clark - Interpretive Specialist

Shawnee County Parks and Recreation:

- Bill Riphahn - Park Planner

Citations

National Park Service - Denver Service Center, *Comprehensive Management and Use Plan/Final Environmental Impact Statement - California National Historic Trail*, 1999

National Park Service - Denver Service Center, *Management and Use Plan Update/Final Environmental Impact Statement - Oregon National Historic Trail*, 1999

National Register Criteria for Evaluation, [http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15\\_2.htm](http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm)

Example image sources

- Downtown Topeka p. 11, photo by Dan Warner, [DWarner@topeka.org](mailto:DWarner@topeka.org)
- Flagstone path p. 36, photo by Lisa, [burritowest.blogspot.com](http://burritowest.blogspot.com), via Flickr <https://www.flickr.com/photos/lisabrideau/3804465747>
- Stamped concrete p. 36, photo by Decorative Concrete Kingdom, via Flickr <https://www.flickr.com/photos/decorativeconcrete/27171459622>
- The Mawddach Trail p. 36, photo by Jeff Buck, via Wikipedia <http://www.geograph.org.uk/photo/5089247>
- Bronze sculptures p. 38, photo by shannonpatrick17, via Flickr [http://farm4.staticflickr.com/3368/3313757932\\_7388ed588f\\_z.jpg](http://farm4.staticflickr.com/3368/3313757932_7388ed588f_z.jpg)
- Stone bench p. 38, photo by Rosser1954, Roger Griffith, via Wikipedia [https://commons.wikimedia.org/wiki/File:Stone\\_Mason's\\_Bench\\_-\\_Eglinton.JPG](https://commons.wikimedia.org/wiki/File:Stone_Mason's_Bench_-_Eglinton.JPG)
- Playground images p. 41, Folsom Park, <https://www.playlsi.com/en/commercial-playground-equipment/playgrounds/folsom-park/>
- One lane road reduction p. 63, [http://www.pedbikesafe.org/PEDSAFE/pedsafe\\_curb1.cfm?CM\\_NUM=32](http://www.pedbikesafe.org/PEDSAFE/pedsafe_curb1.cfm?CM_NUM=32)
- Change of road surface material p. 63, Berkeley Avenue, Saint Paul (via Google Earth)
- Curb Extension p. 63, <https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/>
- Speed tables along Woodland Hills Way at Chase Hills Dr, Russett, MD, by Thisisbossi p. 63, [https://commons.wikimedia.org/wiki/File:2008\\_03\\_20\\_-\\_Woodland\\_Hills\\_Way@\\_Chase\\_Hills\\_Dr\\_-\\_Speed\\_tables\\_5.JPG](https://commons.wikimedia.org/wiki/File:2008_03_20_-_Woodland_Hills_Way@_Chase_Hills_Dr_-_Speed_tables_5.JPG)
- Crosswalk striping p. 63, By Stephen Siegel <http://fallschurchtimes.com/44150/south-west-street-gets-three-crosswalks/comment-page-1/>
- Signage p. 63, via Wikipedia [https://en.wikipedia.org/wiki/Traffic\\_calming](https://en.wikipedia.org/wiki/Traffic_calming)