



# goDotte

WYANDOTTE COUNTY  
**Strategic Mobility Plan**

● ● ● ● ● Moving forward together

# Foreword

*“The best streets create and leave strong, lasting, positive impressions; they catch the eyes and the imagination. They are joyful places to be, and given a chance, one wants to return to them.” - Allan B. Jacobs*

**goDotte** is a first-ever Wyandotte Countywide Mobility Strategy that assembles every transportation related planning policy from Kansas City, Bonner Springs, Edwardsville and Lake Quivira into a single location for ease of use, coordination, and project delivery. It includes our two newest corridor studies by reference: the Northeast KCK Heritage Trail Plan and Merriam Connected Corridor Plan. And for Kansas City, Kansas, it will serve as the transportation element for the nascent Citywide Master Plan update.

This interjurisdictional collaboration is exactly the type of effort that the new federal infrastructure bill prioritizes. All of Wyandotte County and beyond must come together to address our many and varied transportation issues to realize new mobility solutions that spur community investment and improve our community’s access to opportunity.

Our public rights-of-way are our most abundant and important open spaces. We need to treat them as such, and not simply as a means to move as many cars as possible as we have for generations. This requires a sea change in our collective perspective. To that end, in the Fall of 2020, the Unified Government of Wyandotte County and Kansas City, Kansas (the “UG”) Board of Commissioners, which also represents all the incorporated cities in the County, therein adopted its Complete Streets policy (Bonner Springs adopted its own Complete Streets policy in 2017). This policy directs the UG to plan, design, construct, operate and maintain our transportation system for all users, all modes and all abilities. This Countywide Mobility Strategy, goDotte, is the vision, strategy, and the 10-year action plan for the implementation of that Complete Streets policy.

## Some key considerations include:

- › We have difficulty keeping up with the maintenance needs of our existing roads.
- › Many of our existing roads are overbuilt and do not have congestion, yet the vast majority of our federal transportation dollars are currently allocated to freeway expansion projects in the County.
- › We average 4,000 car crashes per year, including over 50 involving bicycles and pedestrians.
- › We consistently rank at or near the bottom of Counties in Kansas for various public health metrics.
- › We need our transportation system to work for all people, including the over 5,500 County residents without access to a car.
- › Our transportation system can and should support community goals.
- › Now is the time to align County growth, transportation, and land use initiatives.

**goDotte** is the direct outcome of a co-creation process with the communities of Wyandotte County and its citizens. The result is a transportation plan that represents our shared values and documents an agreed-upon strategy for transportation investments. Our sincere thanks to community leadership, public participants, and staff that contributed to the process. The cooperation observed during the creation of the plan is a model that will serve our community well as we endeavor to take on the existing and emerging challenges of the future.

Sincerely,

**Gunnar Hand, AICP**

*Director of Planning + Urban Design*

Unified Government of Wyandotte County and Kansas City, Kansas



# Acknowledgements

This effort was guided by the Unified Government of Wyandotte County and Kansas City, Kansas (UG) in partnership with the Mid-America Regional Council (MARC), and in collaboration with the cities of Bonner Springs, Edwardsville, and Lake Quivira. Resources for the process have in part been provided by a Planning Sustainable Places (PSP) grant. Additionally, further support and guidance for the process is being provided by the people of Wyandotte County, as well as a variety of local and regional stakeholders.



In partnership with the Unified Government of Wyandotte County and Kansas City, Kansas, the **goDotte** Strategic Mobility Plan and ongoing project efforts have been supported by the project consultant team:



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# CHAPTER 1

## Introduction and Purpose

### Transportation is a key ingredient to community building.

No longer can transportation decisions be exclusively focused on the movement of people and goods within and through the County. If we want improved safety, economic vibrancy, and quality places for existing and future residents to thrive, we'll need a modern transportation strategy. **GoDotte** is Wyandotte County's first strategic mobility plan designed to build on what we have and maneuver towards what we need.

The last 60 years have focused on the movement of cars and trucks. While this era may have served us well, we're left with a series of large roadways, disconnected populations, and a transportation system that is expensive to maintain.

### The goDotte strategy

This plan modernizes our approach to transportation by emphasizing:

- › Health, safety, and affordability
- › The movement of people over vehicles
- › Connecting communities with opportunities
- › Greater mobility options
- › Aligning transportation investments with community goals

One of the primary purposes of **goDotte** is to establish a framework to align transportation policy and investments with the nascent UG Citywide Master Plan Update, the UG's recently-codified Complete Streets Ordinance, and MARC's recently completed Climate Action Plan. It also seeks a unification of unique and contextual needs of all the incorporated cities in Wyandotte County. This requires:

✔ **A unified approach.** Our past modal plans and corridor plans offered an unconstrained vision advocating for the independent advancement of each travel mode and corridor. Since this time, the County, as well as the City of Bonner Springs, have adopted a Complete Streets ordinance that will be advanced through a unified and integrated transportation system.

✔ **A path to upward mobility.** Our County will continue to attract new jobs, but we want to ensure that these jobs are conveniently located and easily accessed by Wyandotte County residents.

✔ **An emphasis on place-making.** We're surrounded and inspired by our County's past, including the ability to create quality places with lasting value. Moving forward, we'll want to operationalize "being brilliant at the basics" by creating walkable and safe streets where neighborhoods and businesses mutually support each other.

✔ **Alignment of initiatives.** To create more affordable and reliable options, we'll need to align our future growth with strategic transportation investments. This includes:

- › Directing growth along new greenways and transitways
- › Designing and retrofitting streets to become more "complete" through the addition of generous sidewalks, bike facilities, and transit
- › Promoting a mixture of uses that reduce trips lengths
- › Encouraging transit supportive densities

Generally, **goDotte** modernizes our County's approach to planning, designing, and implementing our planned transportation system by unifying our modal plans into an integrated system-wide strategy. The result is a framework for navigating funding and design tradeoffs in ways that have the greatest impact on community goals and desired outcomes for all people in Wyandotte County.

### What are our expectations of goDotte?

- 1 Provide a single location to find transportation policy and transportation system plans.
- 2 Communicate a coordinated strategy where our land use, transportation, and economic development are considered simultaneously.
- 3 Align community centered decisions with desired outcomes.
- 4 Co-create a mutually supportive transportation approach for all the incorporated and unincorporated areas of Wyandotte County.



**GoDotte** was funded by the Unified Government of Wyandotte County and KCK, with a Planning Sustainable Places (PSP) grant awarded from the Mid-American Region Council. It is organized through the following report sections:

- CHAPTER 1** INTRODUCTION AND PURPOSE
- CHAPTER 2** FOUNDATIONS
- CHAPTER 3** OUR STRATEGY
- CHAPTER 4** RECOMMENDATIONS
- CHAPTER 5** IMPLEMENTATION

## Building Upon a Foundation

The **goDotte** Strategic Mobility Plan seeks to align a number of recent and ongoing initiatives to help improve the effectiveness of transportation investments.

The County’s **Complete Streets Ordinance**, adopted in 2020 (Bonner Springs adopted their own Complete Streets Policy in 2017), provides a framework to consistently plan, design, construct, operate, and maintain streets to accommodate all road users. The **goDotte** strategy builds on the framework outlined in that policy to develop an implementation strategy that advances the idea of streets as a building block for our community.

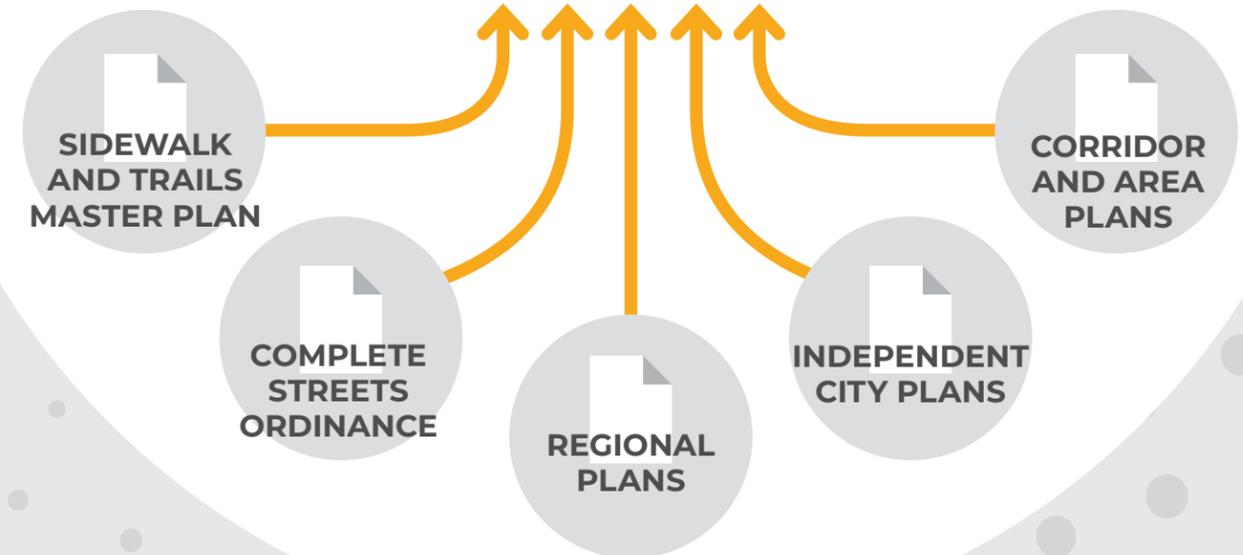
This plan also refreshes the priority projects in the 2012 **Sidewalk and Trails Master Plan** and incorporates the principles of the **SmartMoves RideKC Regional Transit Plan** and the **KC Regional Climate Action Plan**. A long list of area-specific plans, completed over the previous decade, have informed the **goDotte** strategy. These include, most recently, the **Armourdale Area Master Plan**, **Central Area Master Plan**, **Merriam Connected Corridor Plan** and **Northeast KCK Heritage Trail Plan** in Kansas City, along with planning efforts in Bonner Springs, Edwardsville, and regional plans managed by KDOT, MARC, and the Kansas City Area Transportation Authority (KCATA, working across the region under the RideKC moniker). Coordinating with those agencies and the County’s independent cities have allowed this plan to reframe the conversation throughout the County to focus on collaboration, creating a strategy that truly reflects the needs of everyone.

Notably, the **goDotte** strategy will help inform the **UG’s Citywide Master Plan Update**, due to be completed in 2023. The Master Plan will continue in the spirit of regional collaboration and intra-Wyandotte County coordination with the independent cities that addresses a wide variety of topics, including land use, economic development, and community facilities, all of which are influenced by transportation. Key items and strategies in this plan will be included in the Citywide Master Plan to ensure a clear vision for the future is articulated through both of the County’s major planning documents.

The **goDotte** strategy incorporates two separate and parallel plans by reference. All three planning efforts—**goDotte**, Merriam Connected Corridor, and Northeast KCK Heritage Trail—are funded through MARC’s Planning Sustainable Places (PSP) grants and have been ongoing since 2021.

**Merriam Connected Corridor Plan** aims to improve transportation connectivity and overall functionality along the Merriam Drive/Merriam Lane corridor in Wyandotte and Johnson Counties through smart land use and well-integrated transportation infrastructure that will complement and support the health of the surrounding environment.

**NE KCK Heritage Trail** will run from Kaw Point to Quindaro Townsite and will make use of as many existing paths, historical sites, and green spaces as possible. The envisioned trail will identify new heritage sites, encourage infill development, and support stormwater management efforts while connecting destinations. Ultimately, this plan will put decision-making power back in the hands of Northeast residents.



Please refer to **Appendix A: Summary of Previous Plans** for a detailed tabulation of previous planning documents and initiatives that **goDotte** incorporates.



## Our Vision

The Unified Government’s Board of Commissioners, which represents all of Wyandotte County, operates with an established vision in mind:

# “Uniquely Wyandotte”

“[Wyandotte County is a] vibrant intersection of diversity, opportunity, and distinctive neighborhoods. An engaged community: healthy, fulfilled, and inspired.”

Improved mobility is one of the critical ingredients to achieving this vision. Connecting our residents with opportunity via safe and equitable transportation options creates a more vibrant economy where we all can share in its prosperity. Furthermore, it is critical that our mobility strategy is supportive of and supported by a regenerative Plan for land use, infill development, and open space conservation.

In addition to this established vision, the **goDotte** Strategic Mobility Plan process derives its priorities from the Unified Government’s Strategic Plan, a series of the most recent community surveys, and the priorities of the County’s four independent cities. The following priorities defined by the Board of Commissioners were identified to guide the **goDotte** planning process:

1 EQUITY

2 SAFETY

3 ECONOMIC VIBRANCY

4 CONNECTIVITY

5 PUBLIC HEALTH

# CHAPTER 2 Foundations

## Regional Context

Wyandotte County, Kansas, is a key player within the greater Kansas City region. The County is home to nearly 170,000 residents, or 7.5 percent of the metropolitan area population, as well as several major regional employers, education and cultural centers, and shopping and entertainment destinations. Much of the County consists of the City of Kansas City, Kansas (KCK), as well as the smaller independent cities of Bonner Springs, Edwardsville, and Lake Quivira. Wyandotte County is more diverse than the region as a whole, with more than 60 percent of the population identifying as something other than Non-Hispanic White, and it has much lower median household incomes than the greater region.

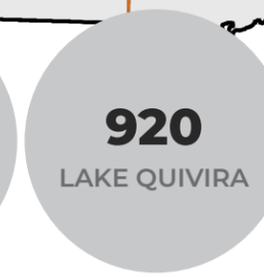
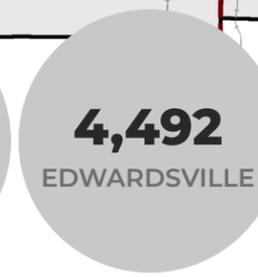
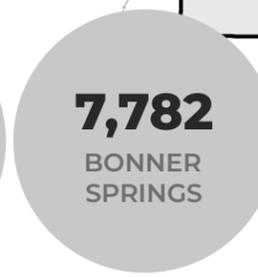
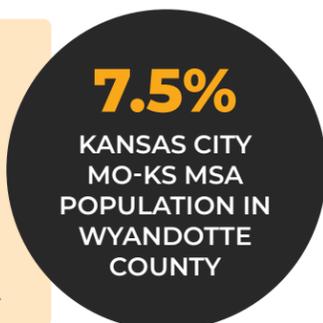
The County is uniquely defined by barriers - both natural and man-made. Most of the County's geographic area sits between the wide Kansas and Missouri Rivers, with hilly terrain and steep bluffs approaching the rivers' wide floodplains and tributaries. Both Wyandotte County and the greater Kansas City region have an expansive network of freeways and railways, helping to solidify the County and region as a hub for freight and logistics. However, these freeways and railways also form man-made barriers across the region, notably within Wyandotte County, isolating neighborhoods and geographies from each other, especially for those not traveling by car.

## The Unified Government and Independent Cities

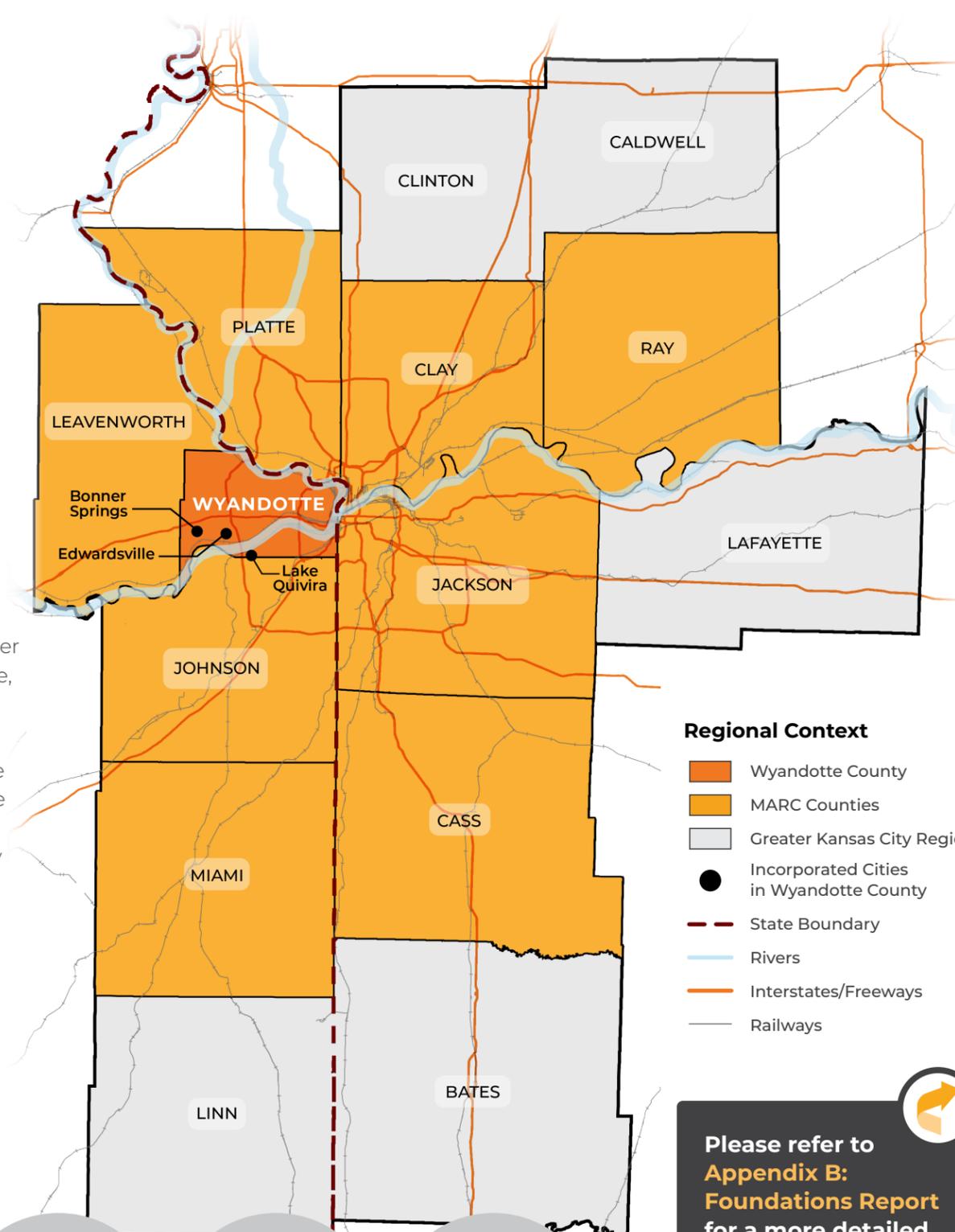
Since 1997, the Wyandotte County and KCK governments have been consolidated into one jurisdiction with a unified government (the "UG"). However, within Wyandotte County, the cities of Bonner Springs (partly in Leavenworth and Johnson Counties), Edwardsville, and Lake Quivira (mainly in Johnson County) are separate, incorporated city governments. The UG does not control land use or transportation decision-making for these independent cities; however, the UG's Board of Commissioners is elected by residents of the entire County, including the independent cities, and represents the entire County.

The goDotte Plan is designed to cover the entire County and is not limited to just the UG and KCK. The independent cities were critical partners in the development of the plan process and in its final recommendations.

Compared to the larger region, Wyandotte County is younger, more diverse, and has lower income levels. This means that improved access to transportation choice in all areas of Wyandotte County is critical to achieving economic vibrancy for our community, as these demographics are most likely to not have access to a personal vehicle.



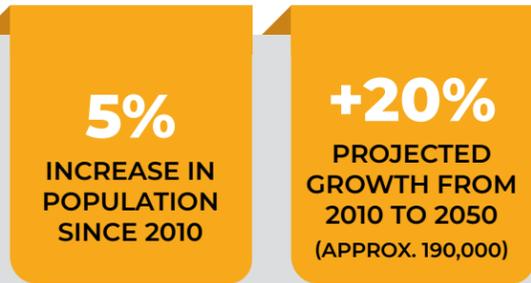
2019 POPULATIONS



Please refer to **Appendix B: Foundations Report** for a more detailed review of the materials provided in this chapter and a summary of the current state of mobility in Wyandotte County.

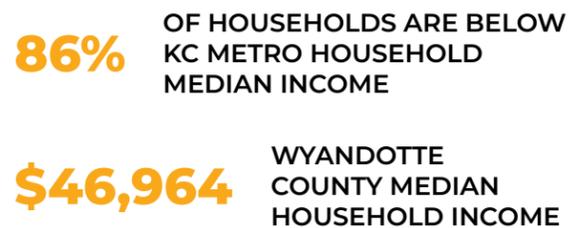
# Our People

Wyandotte County is growing at a slower rate than the Kansas City metro region but still has seen a 5% increase in population since 2010. The County is notably less wealthy and more diverse than the region as well. Its proximity to the core of the metro area and its location along key transportation corridors (highway, rail, and river) make it an attractive location for residents and businesses alike. The County has served as hub for freight and logistics and is also home to many jobs in healthcare, manufacturing, education, and retail.



## Income

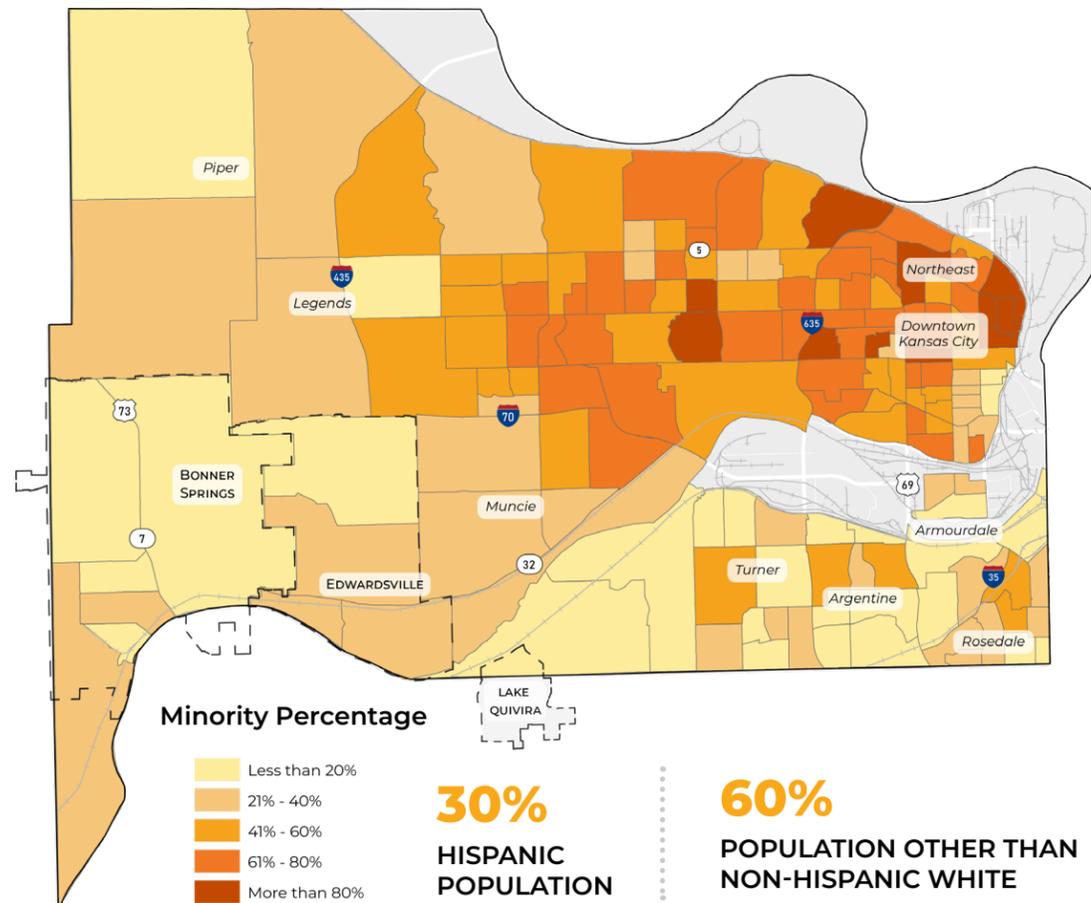
Income varies widely across the County and follows a clear geographic pattern. In general, households in the western portion of the County have a higher household income than those in the eastern portion of the County. The vast majority of households in Wyandotte County fall below the regional median income.



## Diversity

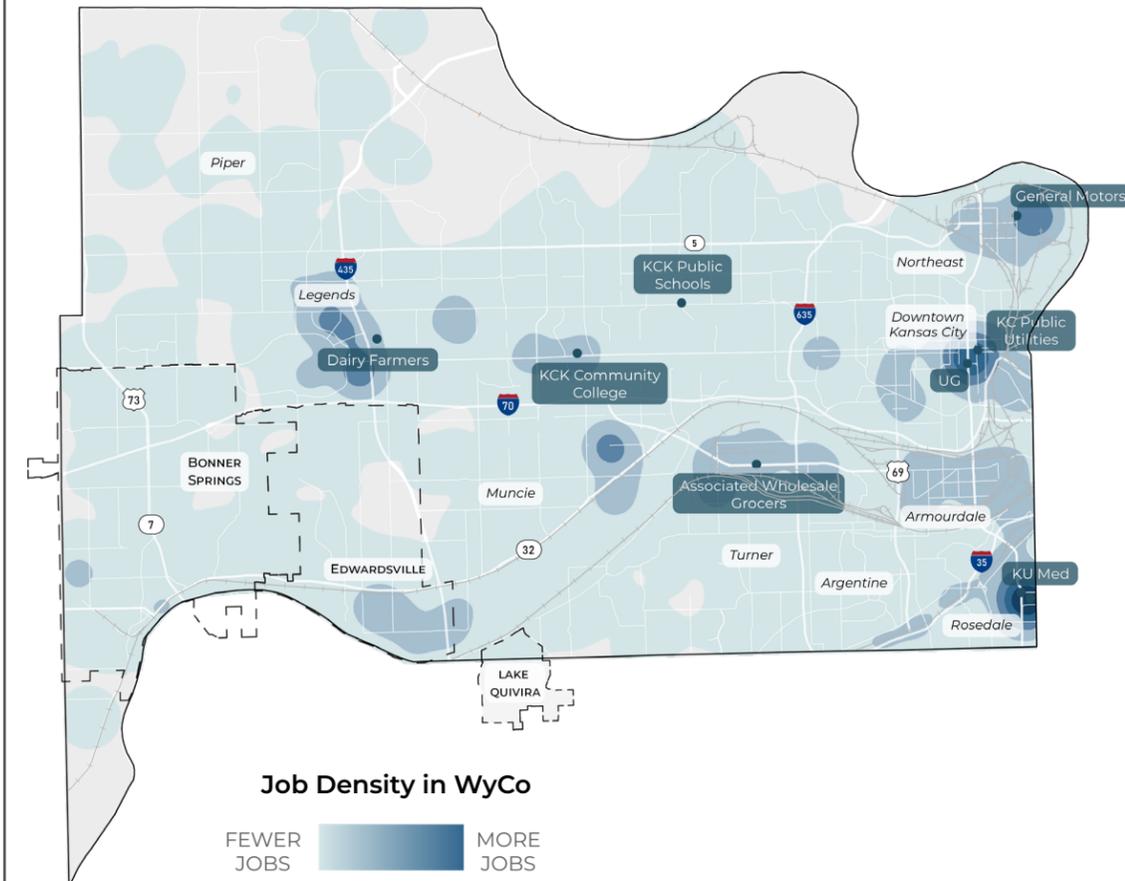
Wyandotte County is more diverse than the larger metropolitan region, with 40% of County residents identifying as Non-Hispanic White (as compared to 72% for the Kansas City metro area). In addition, approximately 30% of County residents identify as Hispanic, regardless of race (as compared to 9% for the metro area).

In general, the areas surrounding Downtown KCK and in the corridor between Highway 5 and I-70 are more racially diverse than other parts of the County. These are also the areas that have seen the highest rate of population growth over the past several years.



## Job Density

Major job centers within the County are geographically dispersed. Jobs within the County are concentrated in the east around the KU Medical Center and along the Kansas and Missouri Rivers, specifically the industrial areas along the rivers. Other significant job centers include Downtown KCK, the Village West area near the Kansas Speedway, and KCK Community College.



# Our Mobility

Based on 2019 data (pre-pandemic), over 80% of all Wyandotte County residents drive alone every day to their place of employment. This is four (4) percentage points higher than the national average (76%). This paints a picture of Wyandotte County as a highly car-dependent community.

And yet, **over 5,500 households within the County do not have access to a vehicle**, or roughly 10% of households. Most of these households are located in the eastern portion of the County, concentrated around Downtown KCK and along the rivers. These residents typically rely on biking, walking, carpooling, and using transit to accommodate their transportation needs. Access to these forms of transportation is limited and fraught with challenges.

## Safety

Since 2016, Wyandotte County has averaged 4,280 crashes per year, with a peak of 4,807 crashes in 2018. This includes nearly **50 pedestrian or bicycle-involved crashes yearly, including 14 pedestrian deaths**. Since the start of 2020, bicycle and pedestrian crashes have diminished, although this is most likely due to the COVID-19 pandemic. The majority of these crashes occur in and around Downtown KCK and the eastern half of the County.

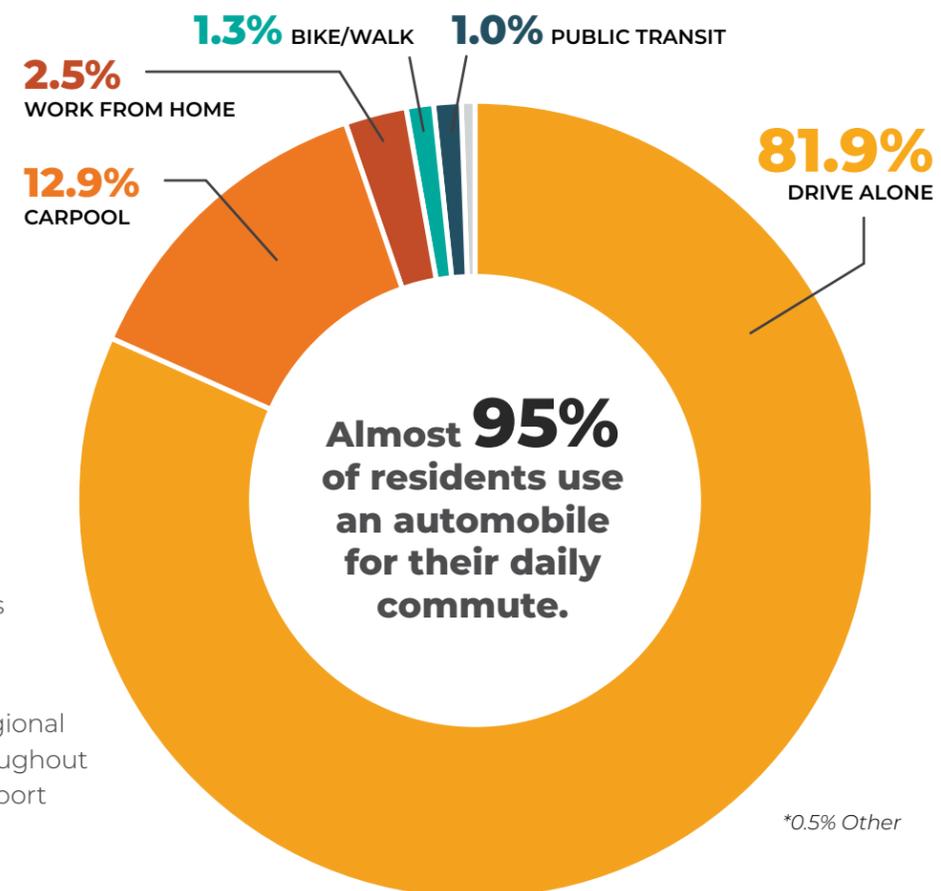
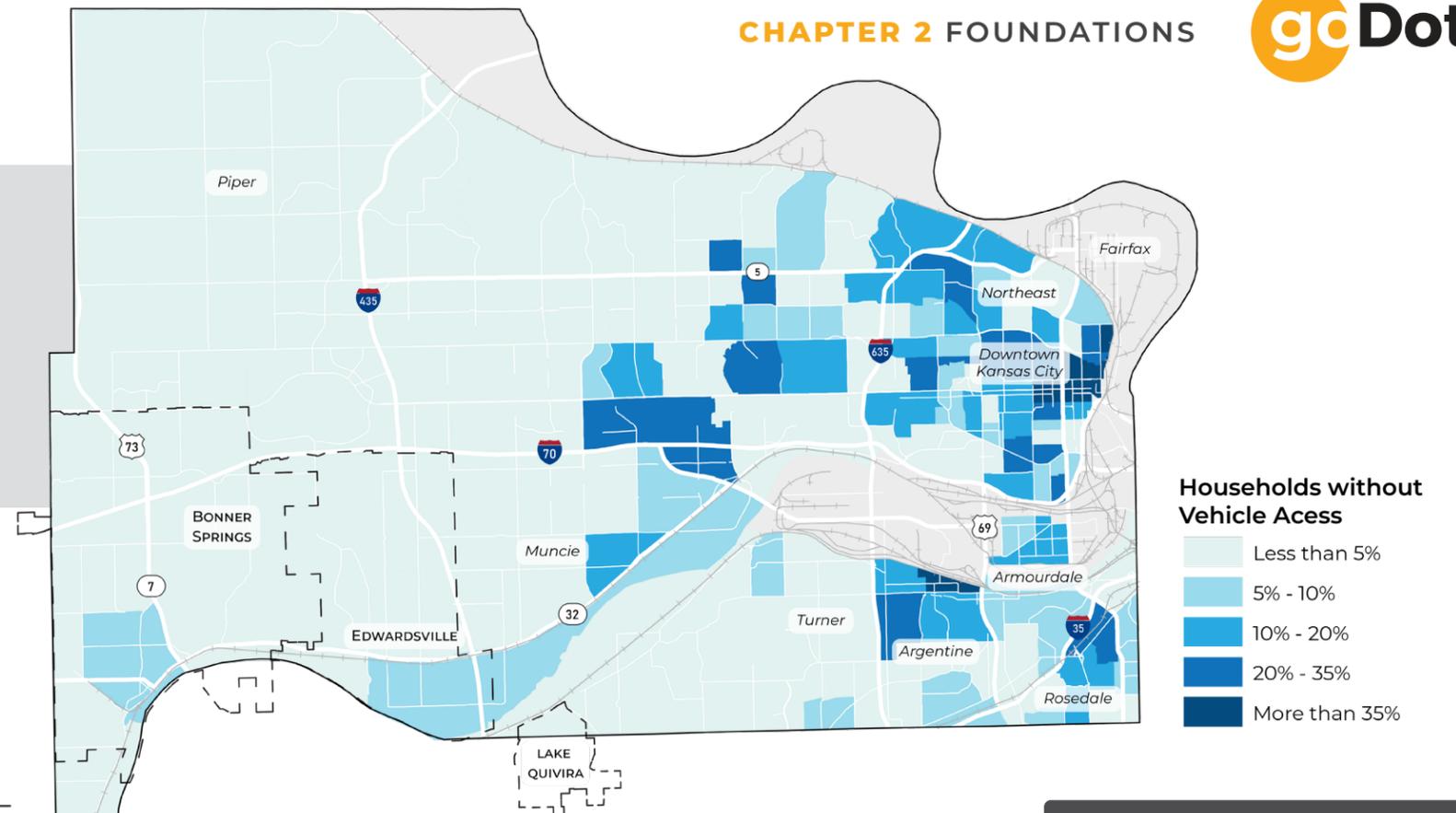
## Transit

Bus transit service in the County is provided by the UG and KCATA (both under the "RideKC" moniker), as well as Tiblow Transit (operated by the City of Bonner Springs, with service to KCK, Edwardsville, and Johnson County). The RideKC network in Wyandotte County is generally characterized by coverage rather than frequency. A few select routes currently run on 30-minute headways during weekday operations, while **most local bus routes run on 60-minute headways or greater**. In addition, Tiblow Transit in Bonner Springs and Edwardsville offers call-ahead, on-demand transit services plus a few selected fixed shuttle routes. The UG also offers paratransit service, micro transit to areas along the Kansas River that is planned to Expand to Edwardsville, and has been awarded funding to provide non-emergency health care paratransit County-wide..

## Active Transportation

Providing safe and accessible options to bike and walk is critical to connecting residents to opportunities. **Currently, many areas of the County lack sidewalks, and many existing sidewalks are in poor condition.** Where sidewalks currently exist, there is a limited network with significant gaps between important destinations such as schools, parks, and transit lines. Currently, the most substantial sidewalk infrastructure is in and around Downtown KCK, as well as the downtown areas of Bonner Springs and Edwardsville.

**There are very few greenway, trail, and bicycle facility options**, and none of these could be considered regional in scale. The County's Sidewalk and Trails Master Plan (2012) calls for a network of nearly 350 miles of trails throughout the County with an additional supporting network of on-street bikeways. The Complete Streets first annual report found that over 80% of the planned bike/ped infrastructure is unbuilt.



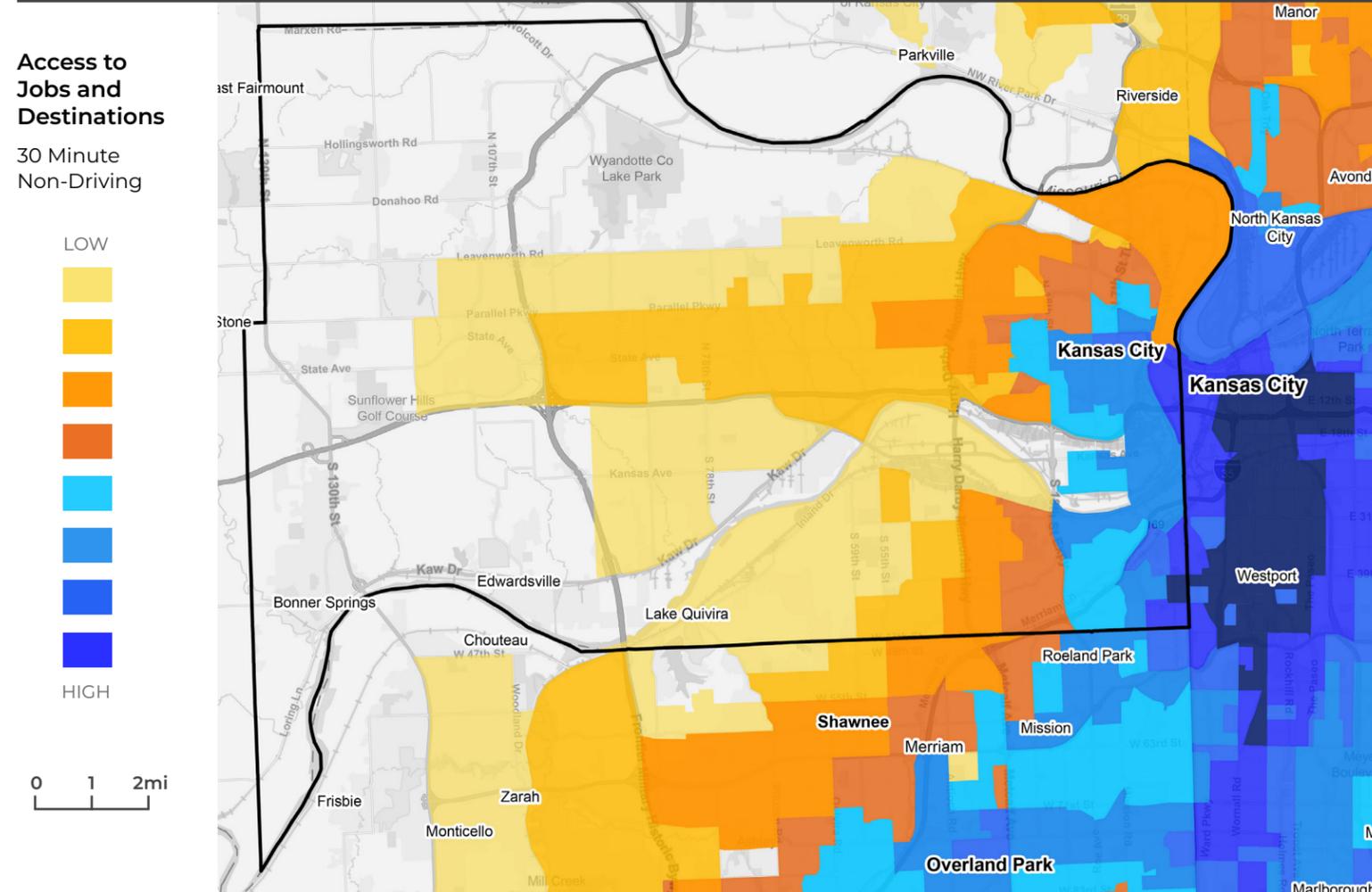
The existing transportation network in Wyandotte County has historically been focused on automobile travel, with an extensive freeway network supported by wide arterials connecting to these freeways. As this network has evolved, however, this has come at the expense of other modes, resulting in a network in which there are few options for walking and biking safely or for accessing high-quality transit. The result is a transportation network that provides excellent access and service to car owners and poor access to opportunity for those without a car – in a part of the KC region where a large population needs this non-auto access the most.

## Access to Opportunity

While transportation and land use must ultimately be examined together, our transportation investments should be evaluated on the **access to opportunity** that those investments create. Our transportation network should be focused on facilitating access to jobs—especially those with family-sustaining wages—and vital community destinations, such as schools, parks, healthcare, and grocery stores. Access to opportunity is a quantifiable metric, and, in the course of developing this plan, was quantified for the entire Kansas City metro area. In Wyandotte County, the number of jobs and destinations a person can reach in 30 minutes with a car is quite high given the proximity to downtown Kansas City, Missouri (KCMO) and other regional destinations. However, **for those without a car, access to jobs and destinations is limited due to low-frequency transit service, missing or incomplete sidewalks, and minimal trail network connectivity in the County.**

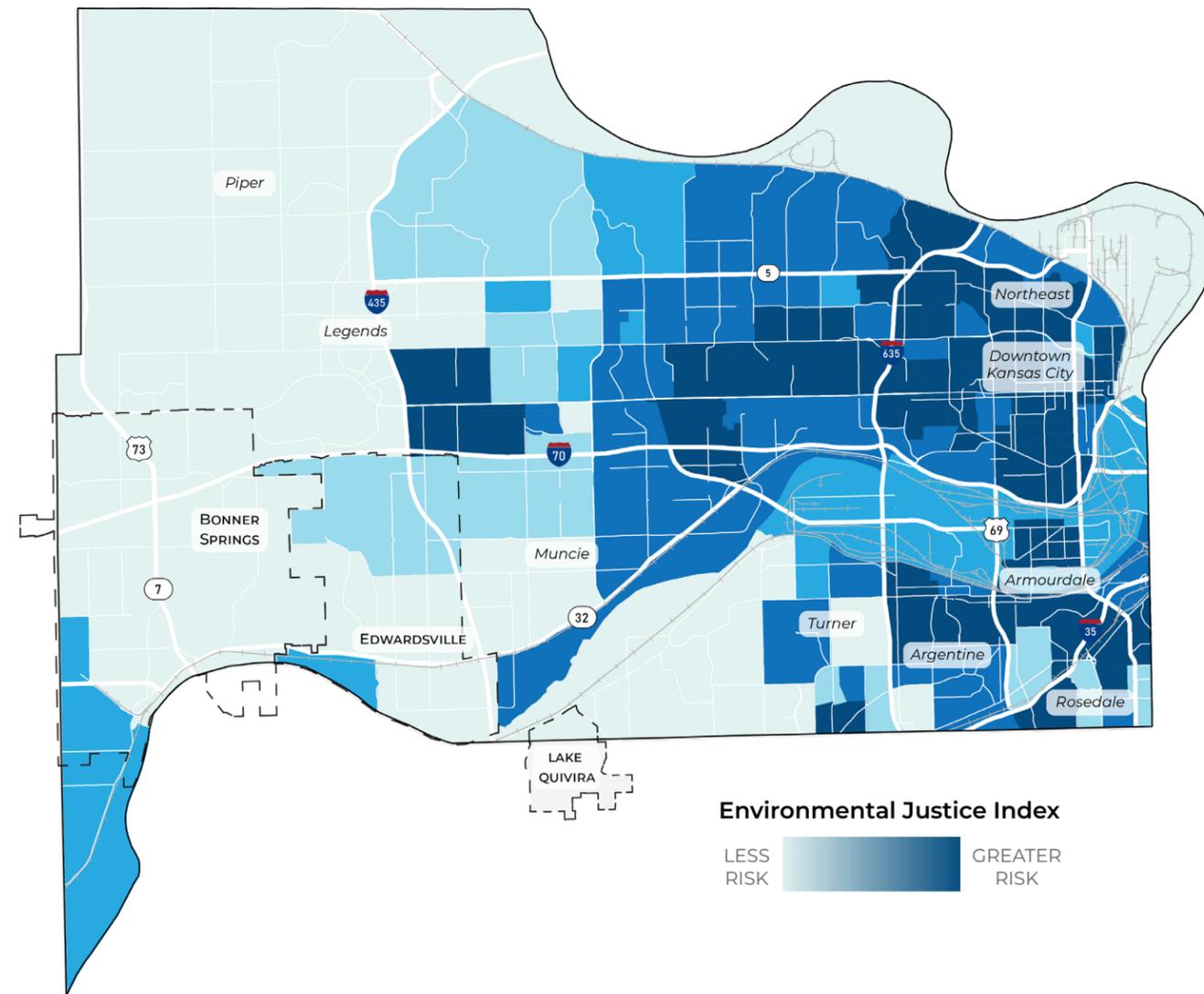
The relatively low degree of “access to opportunity” has been noted as a significant equity issue from community stakeholders – the County has a high concentration of vulnerable populations, including those without a car (or multiple cars), but the County’s transportation network is lacking in accommodating travel beyond the personal car.

Results of the “**access to opportunity**” analysis showing that, in most areas of the County, there are few jobs and destinations accessible in 30 minutes without a car, in contrast to some of our neighboring jurisdictions. Note that this is a function of both available transportation options and the density of available jobs and destinations.



## Environmental Justice Index

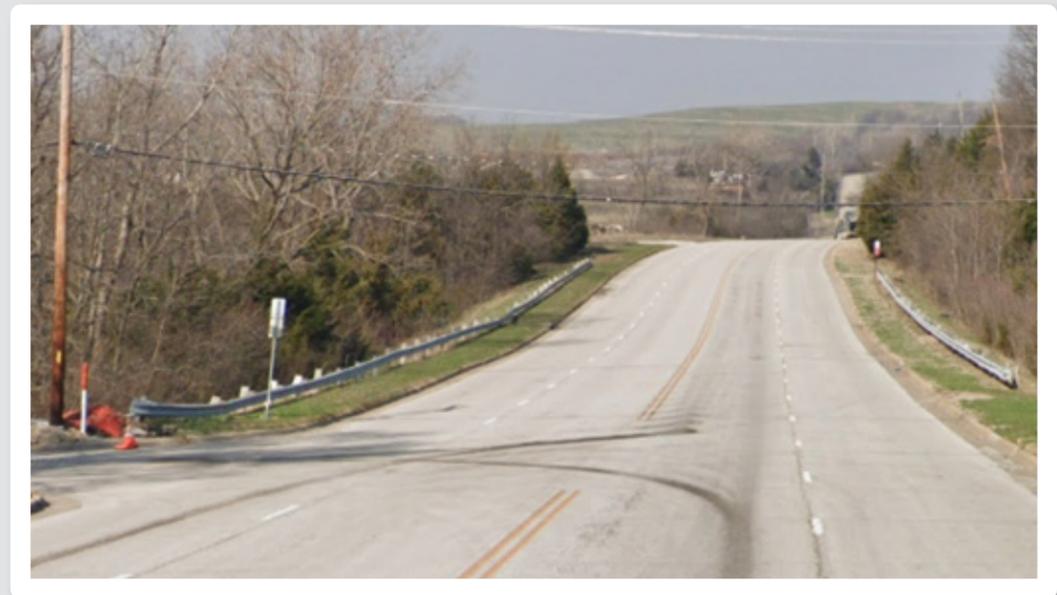
As defined by the Environmental Protection Agency (EPA), environmental justice is the fair treatment of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Our Environmental Justice Index combines the 11 environmental indicator indexes created by the EPA, including proximity to brownfields and certain land uses, particulate matter, ozone, traffic proximity, air toxins, and more, providing a combined value of overall risk. Block groups in eastern KCK and along the Kansas River show the highest risk in this index. **Areas of excess risk of environmental injustice correlate strongly with our low-income and minority communities, and our communities scoring the lowest for Access to Opportunity without a car.**



## “Excess Capacity”—A Unique Phenomenon

Compared to other parts of the region, Wyandotte County’s roadway network generally does not experience significant recurring traffic congestion. This makes Wyandotte County uniquely attractive for living and working and has likely helped in part to make it a hub for freight and logistics. Having excess capacity, however, comes with its own set of drawbacks – most notably, speeding and poor safety. High speeds result in more severe crashes that are much more likely to result in injuries or fatalities, and for local roadways, high speeds make roads unsafe for biking and unpleasant for walking (if and where sidewalks exist). In addition, the larger the roadway, the more expensive the long-term maintenance costs become.

Throughout the country, market forces are steering development toward more compact, walkable, and transit-oriented transportation facilities. **There is a unique opportunity in Wyandotte County to “right-size” our roadways with complete streets to better accommodate all modes, especially those who do not have access to a car.**

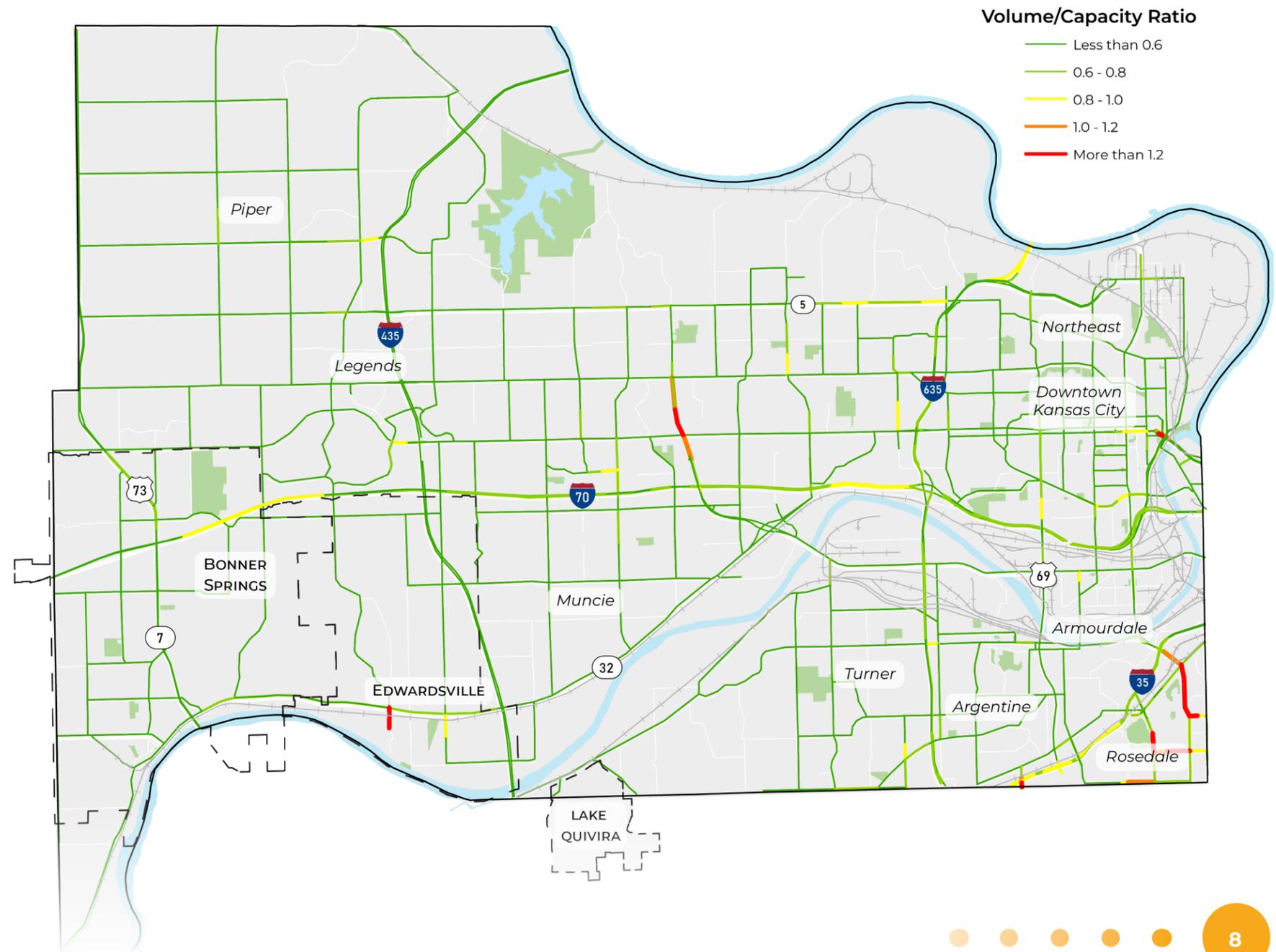


Example of a street designed “for the car and nothing else,” but with light traffic volumes

For an online interactive visualization of **average daily traffic volumes** in Wyandotte County, [click here](#).  
(source: Unified Government)

### Volume-to-Capacity Ratio

The Volume-to-Capacity (V/C) ratio measures the level of congestion on a roadway against the estimated capacity of that roadway. This map shows that ratio for the “worst hour” of traffic for each segment. A V/C ratio above 0.8 is indicative of a facility that may be approaching the threshold of congestion and is generally undesirable. Only 4% of roads within the County fall into this category. These burdened road segments are predominantly in the Rosedale area. **The County’s roadway system is by and large running within its capacity, and in many segments is overbuilt.**



# What We've Heard

The **goDotte** Mobility Strategy was developed in close consultation with the Wyandotte County community. Engagement activities included:

- › A **website** and **survey**
- › A **Stakeholder Advisory Committee** that met regularly throughout the process
- › **Community outreach** at local events
- › **Infrastructure Action Team** updates
- › **Presentations** to numerous County Board of Commissioners Standing Committees and stakeholders inside and outside of Wyandotte County
- › **Coordination and interviews** with the independent cities, partner agencies within the UG, KCMO, and neighboring jurisdictions in Johnson County
- › **Mobility Summit** in-person collaborative workshop

Generally, the message heard throughout the process was clear and consistent: **our people need greater options to safe and accessible multimodal transportation.** Safety

and Access to Opportunity were clear themes throughout, as people emphasized the need to reduce crashes and connect residents to jobs, schools, healthcare, and community destinations. This message was clear through the community survey results (highlighted below) and confirmed throughout the engagement process. This is supported by the [UG's 2022 Community Survey](#), which ranked maintenance of city streets as the community's highest priority.

A Mobility Summit in Spring 2022 brought together over a hundred community stakeholders from all areas of the County and region to discuss the long-term mobility vision. Participants at that event developed ideas that influenced the plan, collaborated on identifying challenges and opportunities in different areas of the County, and worked together to tackle specific project ideas in opportunity corridors.

The information generated through the engagement efforts was developed into the strategies, policies, and projects that make up the **goDotte** Mobility Strategy.



Stakeholder collaboration at goDotte Mobility Summit event.



Residents filling out survey during pop-up outreach at local events.



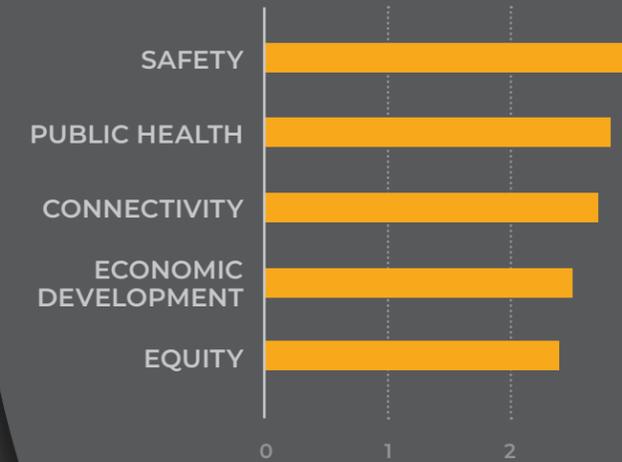
## Survey Results

The online community survey generated almost 400 responses from all areas of the County. As shown in the highlights at right, key themes emerging from the survey results included a desired focus on Safety and Public Health, as well as a desire for more sidewalks, trails, and public transit service.

### What THREE changes would you like to see through the goDotte process?



### Average Ranking of Respondents' Priorities



Please refer to **Appendix C: Public and Stakeholder Engagement** for a detailed summary of various engagement efforts throughout the planning process.



# Key Insights

Through the initial stages of the goDotte planning process, several key challenges emerged. The following insights summarize those key challenges, and these insights guided the development of the plan.

## 1 We need to better integrate mobility infrastructure and land use investments.

Currently, our land use patterns and transportation network are predominantly auto-centric, with spread-out population and employment centers/nodes, and both natural and man-made barriers. As the County and City governments in the County plans for future mobility investments, we'll need to ensure that the land use and development strategy is supportive of, and supported by, that strategy.

## 2 Transit frequency and reliability should be prioritized over system coverage.

In Wyandotte County today, it is clear that transit service is aimed at coverage rather than reliability and frequency. Focusing on high-frequency transit connections, in coordination with increased first- and last-mile connectivity and transit supportive land use patterns, will create demand for future ridership while lessening our reliance on single-occupancy vehicle travel.

## 3 Our community lacks safe and convenient multimodal options and amenities.

The bicycle and pedestrian network is lacking within Wyandotte County. What facilities do exist are often disconnected from the larger network and not connected to other transportation options like transit. First- and last-mile connections to transit opportunities should be prioritized in the future. Furthermore, there is a need for a more connected greenway network.

## 4 We have the opportunity to improve access to jobs locally and throughout the region.

Commuting data shows a significant amount of inflow and outflow of commuters each day, highlighting the interconnectedness of the County with the larger Kansas City metro area. This data also highlights an imbalance between housing and jobs, with a high number of workers being imported from outside the County. The only mode that really accommodates these connections currently is automobile travel. Investments in transit and active transportation can better connect us to the larger region while also increasing sustainability, equity, public health, and economic competitiveness in Wyandotte County.

## 5 Investment in transportation choice makes our community more equitable.

Currently, our vulnerable communities in Wyandotte County lack affordable, safe, and reliable transportation options that connect people with jobs and key destinations across the County and the region. Creating a mobility system that is designed to provide better access to opportunity is critical to building up our community and establishing a more economically vibrant and resilient County.

## 6 Green infrastructure investments should be leveraged as opportunities to also improve mobility.

The need for a more complete greenway and trails network coincides with the County seeking to modernize its green infrastructure policies and design criteria—specifically, stormwater infrastructure. Stormwater infrastructure represents an opportunity to establish greenways, multi-use trails, and right-of-way easements. This plan is an opportunity for the County and City governments in the County to better align processes across departments, especially Planning, Economic Development, and Public Works in order to optimize multiple benefits at once.

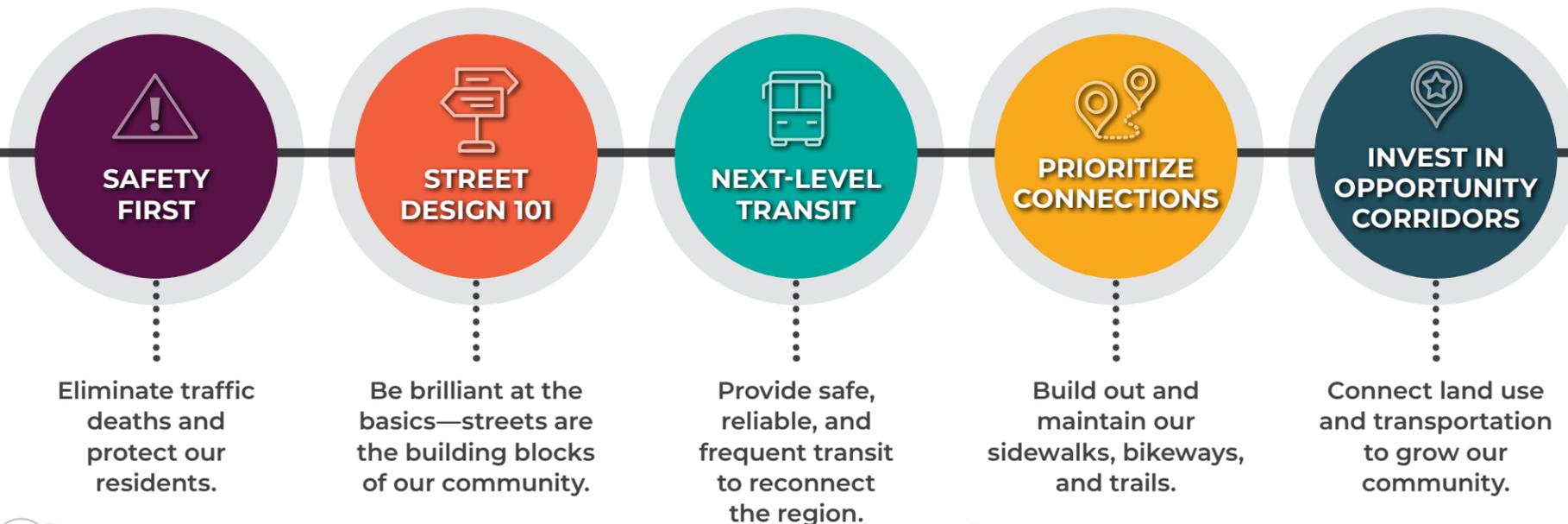
# CHAPTER 3

## Our Strategy

The **goDotte** plan introduces a transformative vision for mobility in Wyandotte County. It reinforces the idea that mobility should be supportive of larger community goals, such as equity, sustainability, and economic development. This represents a shift from past planning frameworks, in which transportation planning largely occurred in a vacuum, resulting in policies that sometimes resulted in unintended consequences.

### Our Big Ideas

To achieve our community goals, **goDotte** proposes five Big Ideas, each representing transformative concepts that will reshape the way Wyandotte County thinks about transportation. These ideas are the roots of the mobility strategy, with each and every recommendation, project, and policy in the plan tying back to this framework.



### Spending vs. Investing

Ultimately, **goDotte** is a strategy for investing in our community's future through the smart use of finite resources. Building and maintaining a transportation system is expensive, and our community, like most, doesn't have the resources to do everything.

We also know that not every transportation project is created equal. Small projects that connect communities, improve safety, and reduce barriers to accessing opportunities often provide greater community benefit than large projects that mainly allow vehicles to drive faster. Often times, small investments, such as streetscaping or planting trees can spur larger investments in a neighborhood, building economic capacity throughout the community. Investing in our neighborhoods begins by identifying those transportation projects that improve health, safety, equity, and opportunity for the more vulnerable communities. Put simply, **goDotte** encourages the County to focus on projects that provide the highest return on investment.

This is not as simple as identifying these projects on a map. To truly change the way our community invests, we must change the way we identify, prioritize, fund, design, and construct our transportation system. True transformational change must permeate all parts of the process and requires changing many current protocols. For that reason, **goDotte** identifies a series of policy recommendations alongside physical project recommendations. These policy recommendations are showcased throughout the document, and highlight the top ways the County must shift its thinking to achieve the vision outlined in this plan.





# Safety First

Traffic-related fatalities and injuries are a public health crisis, particularly in Wyandotte County, where more than 4,000 crashes occurred per year on average over the past five years. **This includes an average of 49 crashes per year involving pedestrians or cyclists, with 14 pedestrians killed since 2016.** This is unacceptable.

One of the root causes for the high number of crashes, including pedestrian- and bicycle-related crashes, is the automobile-centric design of our streets. On many roadways in the County – even local residential streets – it is unsafe or physically impossible to walk or bike unless you are within the vehicular right-of-way. Many County roadways carry significantly less traffic volume than they were originally designed to accommodate, allowing drivers to zip along at high speeds, increasing the severity of many crashes.

Adding to the concern is the fact that crash risks are not evenly spread throughout the County. Most crashes, including those affecting bicyclists and pedestrians, occur in the eastern part of the County, near Downtown KCK. While this is the densest area, it is also where most of our vulnerable populations live, as well as the highest concentration of people who rely on transit. This means that in Wyandotte County, people of color, those with a lower income, and people without access to a vehicle are the most likely to be involved in a crash.

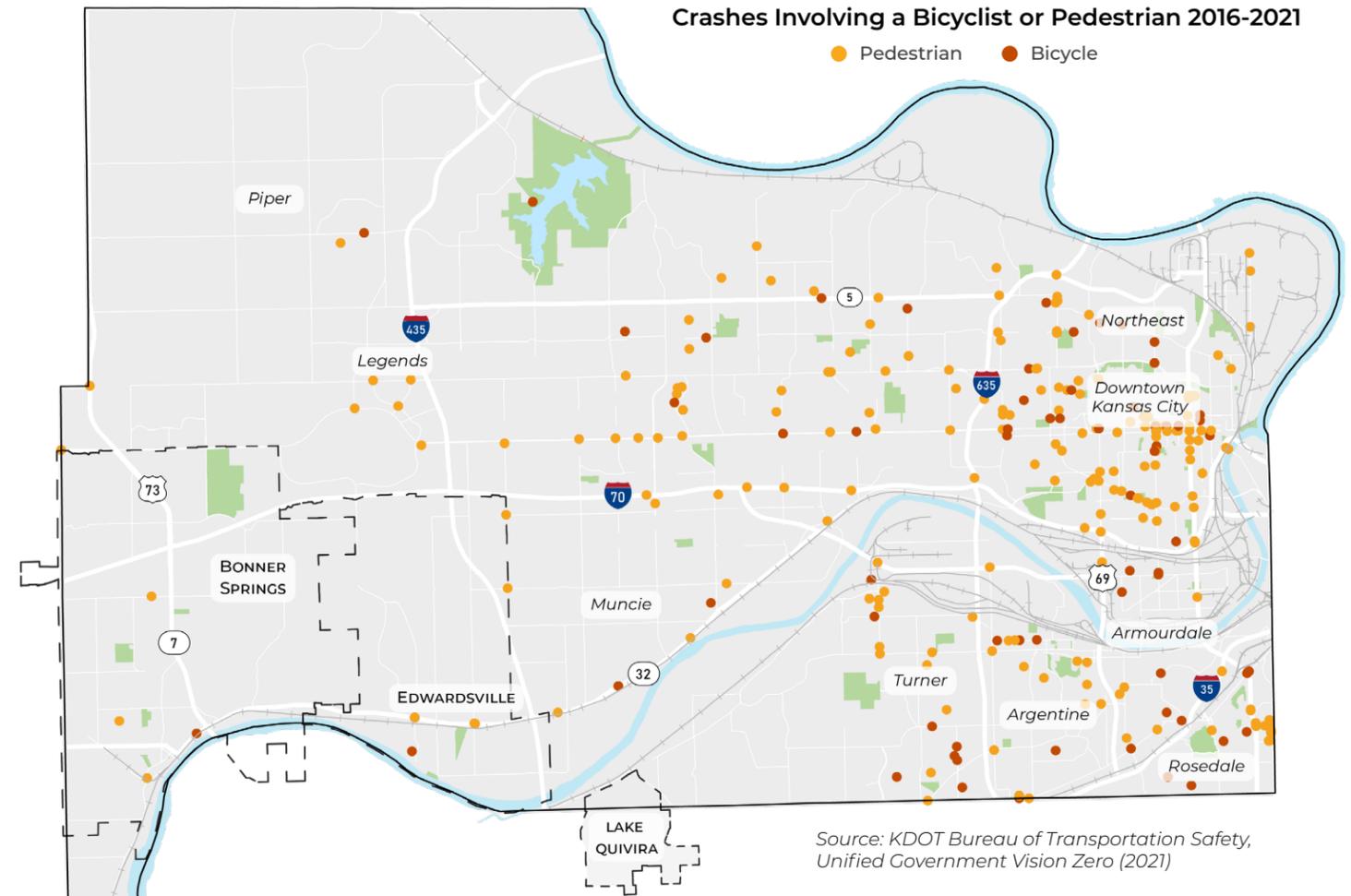
To address this issue, we must shift away from focusing on automobile travel and toward providing safe facilities for people of all ages and abilities to walk, bike, or use transit. This may include strategies that slow traffic speeds to reduce the severity of vehicle crashes and designing our streets to be accessed and used by all people, regardless of age or ability.

## Building the Framework

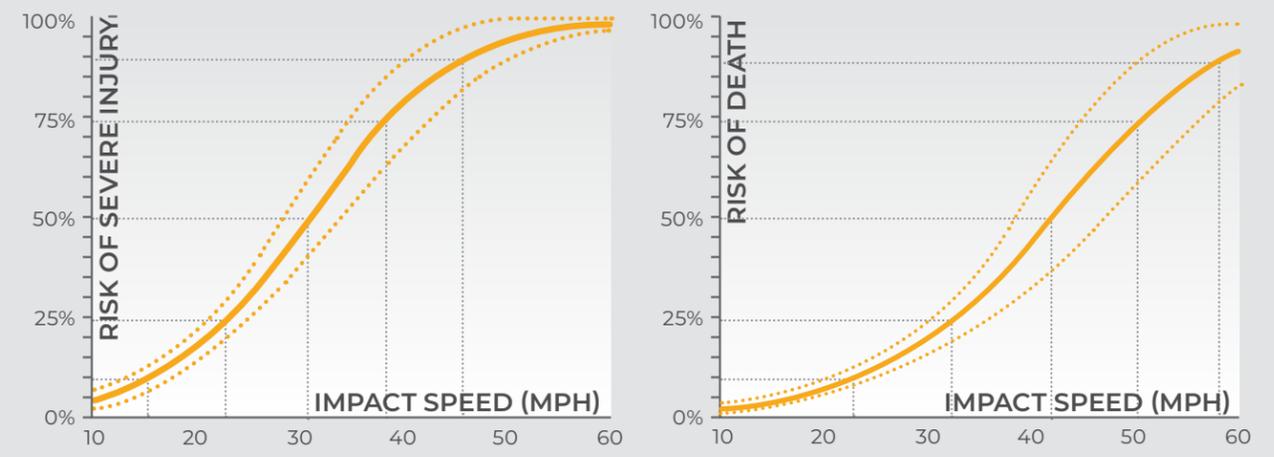
The first step toward eliminating traffic fatalities and reducing serious injuries is to understand the problem. The County has begun the preliminary work of identifying the High Injury Network (HIN), a small set of roadways and intersections that represent the vast majority of crashes. This network highlights the locations where safety improvements are most urgent. Identifying this network is a critical first step to developing a true **Vision Zero** action plan.

**Vision Zero** is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. While a goal of reaching zero traffic deaths may seem bold, this is now an adopted vision in many cities around the US and around the world. The County's recently-codified Complete Streets Ordinance highlights Vision Zero and emphasizes that Complete Streets include elements to optimize public safety. Vision Zero acknowledges that traffic deaths and severe injuries are preventable and unacceptable, and that protecting human lives takes priority over other objectives of the road system. This means designing our streets so that mistakes are not fatal.

One of the immediate actions from the **goDotte** plan is to develop a **Vision Zero Action Plan**, supported by a grant opportunity from the new federal infrastructure bill.



Source: KDOT Bureau of Transportation Safety, Unified Government Vision Zero (2021)



Risk of severe injury (left) and death (right) in relation to impact speed for pedestrian-involved auto crashes (source: NACTO)

# Street Design 101

## Be Brilliant at the Basics

Our streets are the building blocks of our community, not just conduits for moving cars. Being Brilliant at the Basics simply refers to a return to an era where roads were designed for moving people and connecting neighborhoods. Streets designed with these considerations in mind look very different than many streets within the County today. Sidewalks, street trees, and crosswalks take priority. They are narrower and cars move slower, respecting the idea that pedestrians, cyclists and transit take priority. These streets harken back to an era when everyone, including children, older adults, and those with disabilities, could cross the street without fear of being hit by a car.

The UG’s **Complete Streets** Ordinance, adopted in 2020 (Bonner Springs adopted their own Complete Streets Policy in 2017), codifies street design and maintenance to accommodate road users of all modes and abilities. The ordinance is a recognition of the fact that basic streetscape elements provide a myriad of benefits to the community and represent infrastructure investments that can be a catalyst for community wealth building. Street design should consider the hierarchy of users, as shown in the graphic to the right.

The Complete Streets Ordinance focuses on implementation in neighborhoods with historic disinvestment, including low-income neighborhoods and those where less than 75 percent of households have access to an automobile. This ordinance is meant to serve as an approach to guide every new roadway or maintenance project. An updated Major Streets Plan, including a Street Design Matrix based on roadway function and geographic area, is included in **Chapter 4**.

While Complete Streets have been touted as an innovative approach to transportation planning, there is nothing new about the idea that our neighborhood streets should be safe, attractive sources of community pride.



Example of an “incomplete street”—designed for the automobile and nothing else

The Kansas City area is known for its natural beauty, and, on the Missouri side, a network of interconnected parks and boulevards (the **Kessler Plan**) that link together destinations and landscapes. KCK was part of the original Kessler Plan; however, unlike KCMO, this system was dismantled over time. Looking across the state line, we can see the value created by treating streets as our most valuable open spaces. MARC’s now 20-year-old MetroGreen 2002 plan built upon the Kessler Plan “greenprint” for a metro-area-wide system that joins urban and rural corridors while protecting and improving water quality and enhancing natural elements.

▲ *Complete Street design showing how bicycles, pedestrians, and vehicles can be accommodated in a business district.*

Street design “basics” include shaping a community culture of safety through **Crime Prevention Through Environmental Design (CPTED)**. This includes providing street lighting and nighttime visibility, clear and consistent wayfinding, clear designation of public space and its use, and maintenance and beautification of public space.



# Next-Level Transit

In Wyandotte County, transit service is currently limited, with a few select routes running on 30-minute weekday headways and most routes running on 60-minute headways (or longer). Bonner Springs and Edwardsville offer schedule-in-advance on-demand transit service, plus a few fixed shuttle routes. Currently, transit in Wyandotte County generally serves as a last resort, mainly for those who do not have the option to use another mode such as a car. This means that the more than 5,500 households in the County without a car rely on infrequent and unreliable transportation for their daily lives.

**60 MINUTES**

CURRENT AVERAGE TRANSIT FREQUENCY

**15 MINUTES**

PROPOSED FREQUENCY FOR SMARTMOVES CORRIDORS (STATE AVE AND 7TH/RAINBOW)

Investments in faster, more frequent transit service, particularly in the eastern part of the County, improve mobility and access to opportunity for those who rely on transit. In addition, developing a fast, frequent, safe, and reliable transit system encourages many riders to choose transit rather than driving, addressing the County's and region's climate initiatives and goals.

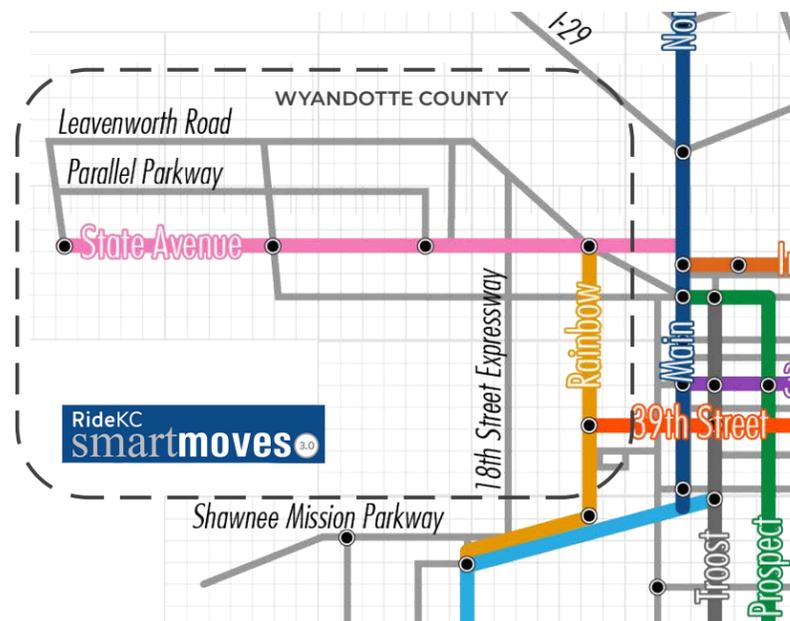
Several initiatives are already under way – and now is the time to take these initiatives to the “next level” of transit that spurs further community investment.

## State Avenue

Along **State Avenue**, the region’s “Smart Moves” transit plan calls for “Fast and Frequent” service (defined as 15-minute or less intervals) via bus rapid transit (BRT) or another high-capacity mode, such as streetcar or light rail. Elected officials on both sides of the state line have proposed a “Bi-State Sustainable Reinvestment Corridor”<sup>1</sup> running east-west through the metro area, including along State Avenue in Wyandotte County and connecting into downtown KCMO. This corridor will target federal grant funding from the Bipartisan Infrastructure Law supporting zero-emission and high-frequency transit and green infrastructure to enhance neighborhood vibrancy, affordability, equity, and connectivity.

## 7th Street/Rainbow Boulevard

There is currently a regional study underway to explore a high-capacity transit connection (such as streetcar) from KU Medical Center running east-west in KCMO that could also connect to high-capacity north-south transit along **7th Street/Rainbow Boulevard in KCK**. This is the other corridor identified in “Smart Moves” for fast and frequent service.



KC SmartMoves plan, highlighting fast and frequent service on 7th Street/Rainbow and State Avenue

<sup>1</sup> <https://cleaver.house.gov/sites/cleaver.house.gov/files/Final%20One-Pager.pdf>

## Going Up

In addition to traditional transit investments, the County should continue to examine the feasibility of an **aerial tramway** connecting the downtowns of KCK and KCMO, given the steep terrain, the river crossing, and land use patterns between the two downtowns. A preliminary study found that an aerial tramway could cost half as much per mile than streetcar.



## First- and Last-Mile

No investment in transit can be successful without equal attention to first- and last-mile facilities. Sidewalks, bikeways and trails are critical pieces of infrastructure that allow people to access transit, and to reach their homes, jobs, and schools. Therefore, transit investment should be closely tied with the County's complete streets initiatives to ensure safe, high-quality infrastructure throughout the County. New mobility options such as bikeshare micro-mobility (scooters), and other technologies are also key to providing these connections.



# Prioritize Connections

The UG's Sidewalks and Trails Master Plan (STMP), last updated in 2012, provides a blueprint for KCK's future sidewalk and trail network, much of which remains unbuilt. The goDotte mobility strategy renews and updates the framework established in that plan (as well as sidewalk and trail planning efforts conducted since then in Bonner Springs and Edwardsville) to create a complete, connected, active transportation system throughout the County. First- and last-mile connectivity that provides bicycle and pedestrian connections to the region's major destinations is important to encouraging the use of sustainable and active modes as a viable mode of transportation.

**Investing in Community Health**  
 For the last five years (2018 to 2022), Wyandotte County has been ranked in the bottom five counties in the state of Kansas for health factors and health outcomes. Many health factors are tied to mobility, including obesity and physical activity, air quality and pollution, and access to safe housing and healthy food. Investing in our non-auto infrastructure and implementing Complete Streets can help improve these health factors by providing more opportunity for people to walk or bike to everyday places and allowing residents to live more active lifestyles.

## Sidewalks

The STMP notes that significant portions of the County lack sidewalks, and where sidewalks currently exist, there is a limited network with significant gaps between important destinations. Furthermore, many sidewalks in the County are in poor condition, especially in older areas of the County.

To remedy these challenges, goDotte provides a recommended Future Sidewalk Network, including priorities for local network gaps. Priorities focus on those sidewalk gaps that are critical to connecting neighborhoods to schools, parks, transit, the regional trail system, and other local destinations.

## Connect to the River

Several proposed trail connections in the County seek to take advantage of the County's topography and restore connections to rivers and streamways, tying destinations together and ultimately serving as a destination on their own to spur further investment:

**The Kansas Riverfront Levee Trails and K-32 Corridor Trails**, some of which are in place today but lack major connections or amenities, would activate the Kansas Riverfront as a recreational destination while connecting the West Bottoms to Armourdale and points further west, including the trail system in Edwardsville's River Front Park.

**The Northeast KCK Heritage Trail** will run from Kaw Point north and west to the Quindaro Townsite, passing through Jersey Creek Park along the way. The **Jersey Creek to City Park Trail** would run south and west from Jersey Creek Park to City Park. Together these two trails take advantage of the topography and streamways in KCK and connect natural and historic destinations.

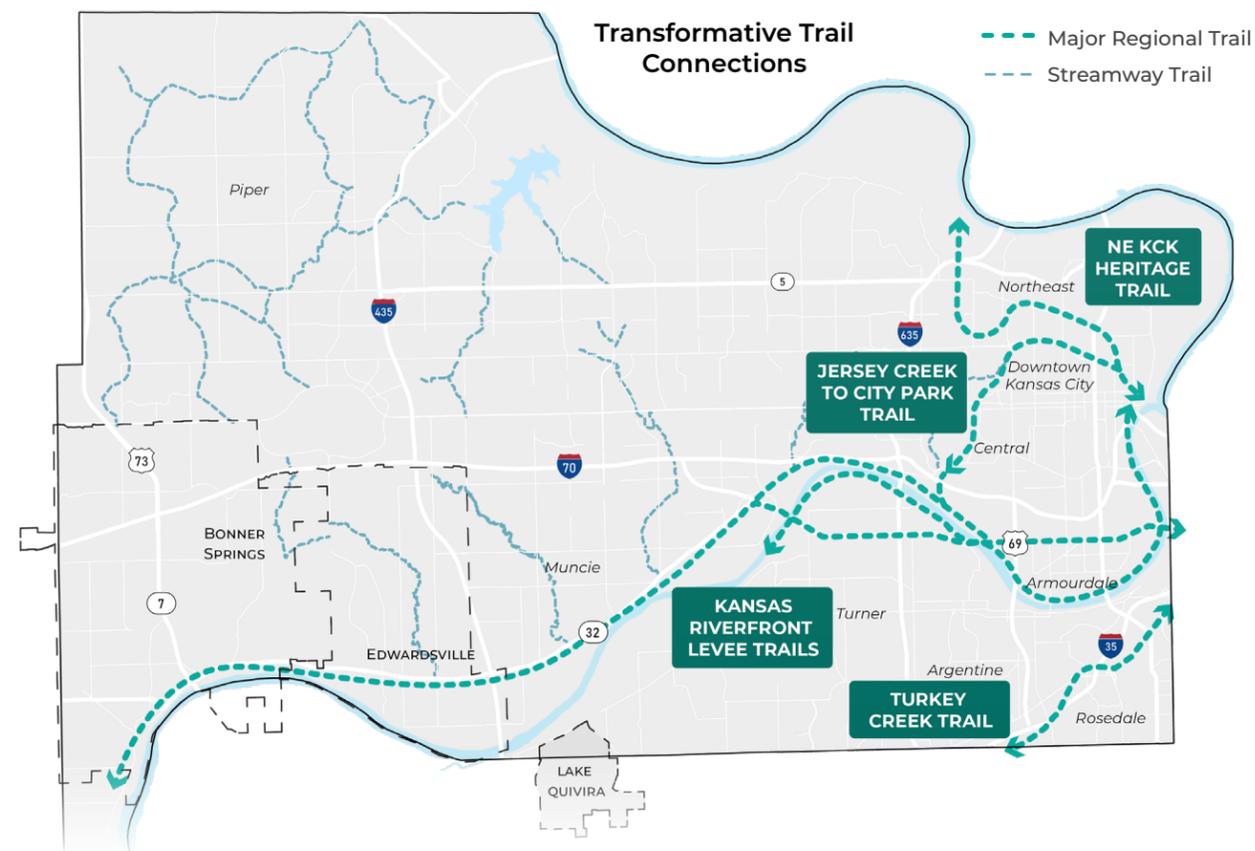
**The Turkey Creek Trail** south of the Kansas River would connect to Johnson County and KCMO and serve as a gateway thoroughfare through Rosedale. This trail reconnection is documented in the Merriam Connected Corridor Plan and will mitigate several major barriers to bicycle and pedestrian travel in the corridor.

## Bikeways and Trails

The 2012 STMP called for a network of nearly 350 miles of trails, with an additional supporting network of on-street bikeways, most of which is not currently in place. For the purposes of this plan, bikeways are assumed to refer to on-street (curb-to-curb) amenities whereas trails are located outside of the curb-to-curb space.

On-street bikeways represent an opportunity to retrofit or right-size our streets, making use of excess capacity to develop a safe and connected bicycle network. Trails represent opportunities to provide safe, off-street connections between destinations in the County for use as functional transportation and recreational facilities that provide a high quality of life.

Trails that provide direct connections between residential neighborhoods and community destinations, such as schools, parks, clinics, and retail stores, should be prioritized for investment.



## Program Spotlight: Safe Routes to School

The Safe Routes to School program focuses on increasing student health through physical activity and educating students on healthy living. This partnership consists of the UG Public Health Department and Public Works Department, BikeWalkKC, and the KCK, Turner, and Piper Unified School Districts coordinating efforts with local schools to improve safety for students. This could be expanded to the Bonner Springs/Edwardsville Unified School District.



# Invest in Opportunity Corridors

Several key transportation corridors throughout the County have been identified as “**Opportunity Corridors**” for demonstrating integrated mobility strategy in action. Since land use and transportation are inextricably linked, these opportunity corridors highlight the way that land use and transportation can work together to create an equitable, connected, and sustainable community. These corridors were selected because of their ability to concentrate future growth in a sustainable manner that promotes mixed-use development aligned with connected mobility infrastructure.

These corridors are meant to serve as a showcase for achieving the community’s vision through future transportation investments and integrated land-use strategies. These corridors are not the only places in the County where these changes should occur, but are showcased as examples to guide future development. Along these corridors, aspirational cross-sections, active transportation and transit recommendations, and land use policy guidance showcase a clear long-term strategy for integrated mobility.

## The key opportunity corridors explored in this plan are:

### State Avenue

State Avenue serves as the east-west “main street” for Wyandotte County, connecting Downtown KCK with the Village West area. A 2013 corridor redevelopment plan set the template for advancing regional transportation efforts with corridor redevelopment. Most recently, it serves as the main thoroughfare for the proposed “Bi-State Sustainable Reinvestment Corridor,” which would connect KCK to KCMO and Independence. This corridor has been targeted for multimodal transportation investments and redevelopment.

### K-32/Kansas Avenue/Kaw Drive

South of I-70, K-32/Kansas Ave/Kaw Drive serve as a “main street” connecting Armourdale with Edwardsville and Bonner Springs, continuing into Leavenworth County. A 2016 plan laid out a long-term transportation and redevelopment vision for this corridor west of 57th Street, envisioning a transformation into a Complete Street with shared use paths, dedicated bicycle lanes, and safety enhancements. The corridor would become a regional destination characterized by green industries and business parks, attractive development, strong downtowns, and recreational areas. This includes creating quiet zones and removing at-grade train conflicts.

### 7th Street/Rainbow Boulevard

7th Street / Rainbow Boulevard serves as the primary north/south corridor for Northeast and Downtown KCK south to Armourdale and ultimately through Rosedale to KU Medical Center and into Johnson County. Similar to State Avenue, it has been targeted for “Fast and Frequent” transit service and is a key connection between major population and employment centers in the County and region.

### Northeast KCK Heritage Trail/Quindaro Boulevard

The NE KCK Heritage Trail is an ongoing planning effort to connect Historic Kaw Point to the south and east to the Quindaro Townsite in the northwest. The Heritage Trail will connect several notable historical sites and natural areas with a single path focused on green infrastructure. Quindaro Boulevard is the major City street that will largely parallel this trail and is a corridor that has suffered from historic disinvestment over the past decades. This represents an opportunity for a new chapter in Wyandotte County in which the history and community of Northeast KCK are celebrated and invested in.



## Other Notable Opportunity Corridors

Several other corridors in the County should be targeted for opportunity investments. These include:

- › **K-7:** The main north/south arterial in the westernmost areas of the County, K-7 serves as a gateway into Bonner Springs, as well as a link between Leavenworth and Johnson Counties, and is where much of the commercial development in Bonner Springs is oriented or planned. K-7 should not be fully upgraded to freeway standards, as previously planned.
- › **Central Avenue:** This corridor functions as a “main street” in eastern KCK with a mix of uses. Recent redevelopment and reimagining of the streetscape—such as the area near 6th Street – can provide a template for how incremental change can invest in our transportation infrastructure, thereby “changing the mobility status quo.”
- › **18th Street:** This corridor connects Northeast KCK through Armourdale and Shawnee Heights south to Johnson County. With I-635 located parallel less than 2 miles to the west, this corridor could be reimagined to better serve the neighborhoods east of I-635 with more transportation choices..



Image courtesy of City of Charlotte



Image courtesy of City of Charlotte



### What do Opportunity Corridors look like?

There's no one "right" way to design a street! Street design in Wyandotte County should be based on and tailored to the adjacent land use context. For example, State Avenue can and should look different in suburban areas than it looks in more urban areas of Downtown KCK. The design of these streets should be tailored to provide safe mobility for the people and destinations adjacent, not just to move cars quickly. A Street Design Priority Matrix, included in this document, can be used as a tool to help determine the appropriate street design based on the surrounding context.

# CHAPTER 4

## Recommendations

This chapter takes the 5 “Big Ideas” from the goDotte strategy and aligns them with specific recommendations. It includes the following elements:



› **Opportunity Corridors:** This section takes the identified corridors described in Chapter 3 and provides aspirational cross-sections, active transportation and transit recommendations, and land use policy guidance to showcase a clear long-term strategy for integrated mobility.



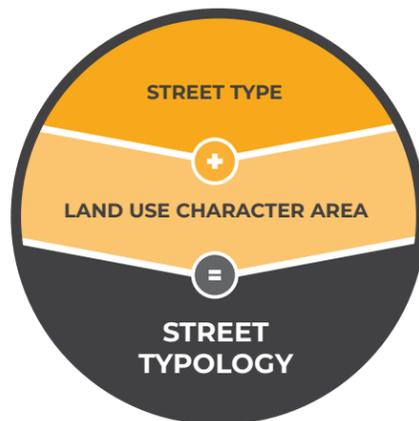
› **Major Streets Plan Update:** This provides an update to the County’s existing street functional classification system and recommends a set of street typologies for better aligning land use and transportation. These street typologies are based on the roadway functional classification and a set of land use character areas.



› **Our Future Highway and Street Network:** This section provides a discussion of previously-programmed improvements in the County in the regional long-range plan and near-term capital and maintenance improvements. It also discusses the County’s focused emphasis on safety and freight and provides a discussion on reimagining freeway sections that may no longer be serving their intended purpose.



› **Sidewalks, Bikeways, and Trails Master Plan Update:** This is an update to the County’s blueprint for implementation of a priority sidewalk and trail network. Updated network recommendations are provided separately for sidewalks, bikeways (facilities within or parallel to the vehicular right-of-way), and trails (off-street connections), and several proposed Transformative Trail Connections are highlighted.



› **Street Design Priority Matrix:** This is a tool to take the street typologies from the Major Streets Plan Update and recommend baseline street design features and priority elements within both the travelway and pedestrian realm. It is intended to serve as a starting point for street design discussions and to offer guidelines for design elements.



› **Recommended Transit and Mobility Services** This section provides a discussion of the envisioned network of transit and other public mobility options in Wyandotte County. It envisions finally achieving fast and frequent transit service on select corridors, with other bold ideas for the future.

# Opportunity Corridors

This section details the key transportation corridors throughout the County identified as “Opportunity Corridors” for demonstrating integrated mobility strategy in action. These opportunity corridors highlight the way that land use and transportation can work together to create an equitable, connected, and sustainable community. These corridors were selected because of their ability to concentrate future growth in a sustainable manner that promotes mixed-use development aligned with connected mobility infrastructure.

These corridors are meant to serve as a showcase for achieving the community’s vision through future transportation investments and integrated land-use strategies. As noted previously, these corridors are not the only places in the County where these changes should occur, but are showcased as examples to guide future development. For each showcase corridor, existing cross-sections and land use are juxtaposed against example visions for how land use and street cross-sections could look in the future. Each corridor has a “Future Vision Statement” for how land use and transportation could be integrated in the future.



# State Avenue

## The Corridor Today

State Avenue is essentially the County's "Main Street", stretching over 15 miles from the eastern to the western borders. The roadway changes context and design multiple times: starting in Downtown with a more urban feel, transitioning through areas of more suburban character, and finally ending in a more rural highway-type design on the western end. This corridor also provides a critical connection to the rapidly-growing Village West area. The corridor is geographically well-placed to connect all north-south corridors in the County as feeding into this primary transit corridor.



State Avenue in Downtown KCK



State Avenue at 67th Street



State Avenue west of I-435

## The Corridor Tomorrow



**FUTURE VISION STATEMENT:**  
Turn State Avenue into a prominent live-work-play corridor.

State Avenue has the unique opportunity to transform into a live-work-play corridor with plans for frequent, high-capacity transit. The UG should seek to increase housing density and mixed-use development along this corridor, providing residents the unique opportunity to connect throughout the region without a vehicle. Development in the corridor should focus on clustering a variety of uses around future transit stations and connecting pedestrian and bicycle facilities along the corridor and to the surrounding residential areas. Targeted transit-oriented development nodes include Downtown KCK, 47th/Indian Springs, KCKCC, and Village West.



### LEVERAGING PREVIOUS PLANS AND OPPORTUNITIES

Key recommendations from previous planning efforts include:

- Identified as a future high-frequency (15 minutes or less) transit corridor in the region's Smart Moves Plan (2017).
- Several key future development nodes identified, as shown at right (State Avenue Corridor Plan, 2013).
- Many future trail and on-street bikeway connection opportunities, including State Avenue being shown as a regional trail in the Sidewalks and Trails Master Plan.
- Several key parcels that may be underutilized, showing future development opportunity.

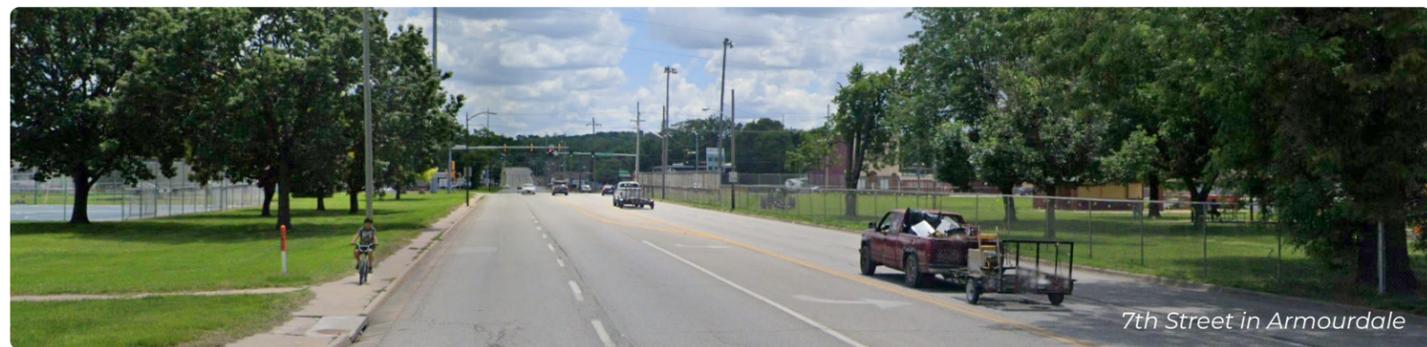
# 7th Street/Rainbow Boulevard

## The Corridor Today

7th Street (Rainbow Boulevard south of I-35) is the major north-south urban artery that connects the Fairfax Industrial District, Northeast KCK, Downtown KCK, the Central Area, Armourdale, Rosedale, and the KU Medical Center. The street represents significant potential for redevelopment and multimodal opportunities to serve the needs of multiple urban neighborhoods. It should be noted that this corridor is also designated as US-69/US-169, meaning that improvements within the right of way will require partnership with KDOT.



7th Street in Downtown KCK



7th Street in Armourdale



Rainbow Boulevard in KU Medical Center Area

## The Corridor Tomorrow



**FUTURE VISION STATEMENT:**  
Create a multimodal gateway into Downtown KCK that links the many unique neighborhoods in eastern Wyandotte County

7th Avenue is uniquely positioned to act as a premier gateway into Downtown KCK from the Missouri River to the County line and other destinations further south, essentially making it the premier corridor for providing Access to Opportunity in the County. Improving the streetscape and creating a complete street design is critical. This new design should accommodate high-frequency transit and bicycle and pedestrian travel to create an attractive and active corridor that can serve the neighborhoods and businesses along the corridor and Downtown, all while creating a regional connection.

### LEVERAGING PREVIOUS PLANS AND OPPORTUNITIES

Key recommendations from previous planning efforts include:

- Identified as a future high-frequency (15 minutes or less) transit corridor in the region's Smart Moves Plan (2017).
- Identified for streetscaping and "gateway" improvements in the Downtown Master Plan (2007).
- Identified as a Regional Trail (Sidewalks and Trails Master Plan).
- Targeted for improving bicycle, sidewalk, and trail connections and increasing transit service in the Armourdale (2021) and Central Area (2020) Master Plans.
- Key opportunities for mixed-use redevelopment and transit-supportive density.



## K-32/Kansas Avenue/Kaw Drive

### The Corridor Today

K-32 is the highway that connects Bonner Springs and Edwardsville with KCK. It is a major east-west connection for the southwestern part of the County and serves major industrial developments, as well as residential areas. The current character of the corridor feels largely industrial, with several areas of open space and land along the Kansas River in between industrial uses. Similar to 7th Street, improvements within the right of way will require partnership with KDOT.



K-32 near Kansas Avenue



K-32 at 4th Street in Edwardsville



K-32 in downtown Bonner Springs

### The Corridor Tomorrow



#### FUTURE VISION STATEMENT:

Create a preservation corridor that also connects people with jobs.

K-32 is uniquely positioned to allow the County to leverage both the natural amenities along the corridor, as well as the existing industrial jobs. The corridor should utilize a new multimodal sidepath or trail design to connect workers with jobs while also utilizing the natural environment along the corridor paralleling the Kansas River. While small development opportunities can be found, the existing rural character and open space should be preserved for public use and to create a deeper sense of place.

#### LEVERAGING PREVIOUS PLANS AND OPPORTUNITIES

The 2016 K-32 Multimodal Redevelopment Plan included several recommendations for this stretch of the roadway:

- › Preservation of the rural character through increased park and conservation land.
- › Proposed sidepath or trail.
- › Creating railroad quiet zones through Bonner Springs and Edwardsville.
- › Improved placemaking and amenities.
- › Identify discrete development opportunities.

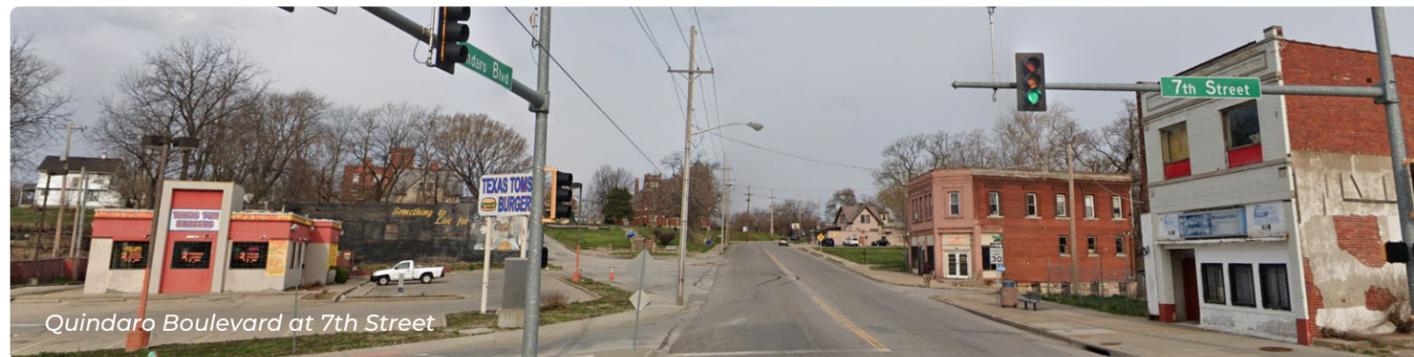
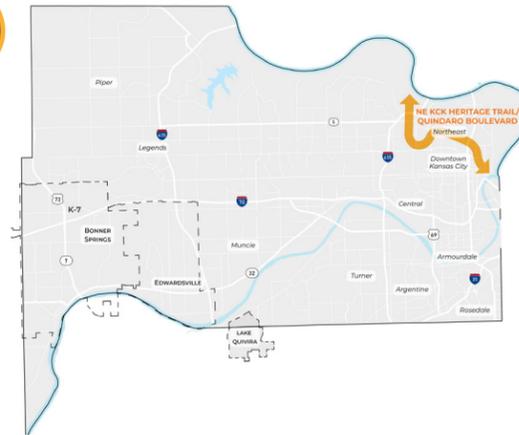
The Sidewalks and Trails Master Plan also shows K-32 as a planned Regional Trail and bikeway corridor, as well as Kansas Avenue east through Armourdale.



# Northeast KCK Heritage Trail/Quindaro Boulevard

## The Corridor Today

Quindaro Boulevard is a mainly residential corridor that runs diagonally through Northeast KCK, a historically Black area of the City. The corridor is rich in history, but has suffered from disinvestment for many decades. Recent planning studies, such as the Northeast KCK Heritage Trail project, have developed strategies for investing in the neighborhood to celebrate its historic roots and improve quality of life.



Quindaro Boulevard at 7th Street



Quindaro Boulevard at 13th Street



Quindaro Boulevard at Cisca Street

## The Corridor Tomorrow



**FUTURE VISION STATEMENT:**  
 Develop Quindaro Boulevard as a key connection on the Northeast Heritage Trail that celebrates the historic neighborhood and facilitates Access to Opportunity for residents and workers.

The Northeast Heritage Trail Plan identifies Quindaro Boulevard as a critical area for reinvestment in cultural and recreational resources to bolster the community. A shared use path is identified along one side of the street to provide additional mobility options, along with key investments in public art, placemaking, and green space. When completed, the project would link residents from Quindaro Ruins to Kaw Point through a continuous trail that celebrates the area's heritage.

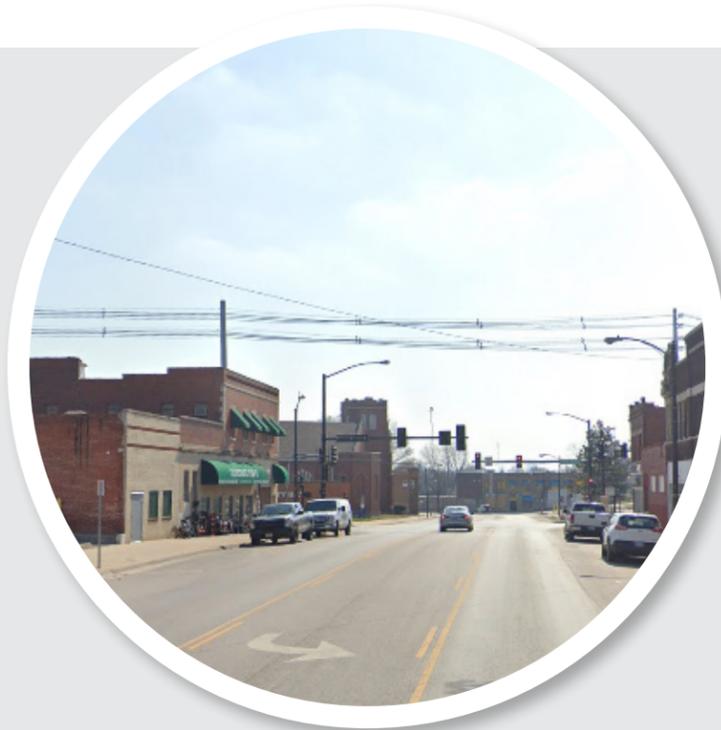
## LEVERAGING PREVIOUS PLANS AND OPPORTUNITIES

Key recommendations from previous planning efforts include:

- Creating mixed-use nodes at major intersections along Quindaro Boulevard.
- Adaptively reusing existing buildings, rehabilitating the current housing stock, and promoting equitable infill development.
- Adding street trees, pocket parks, and storm water bioswales where possible along the Heritage Trail.

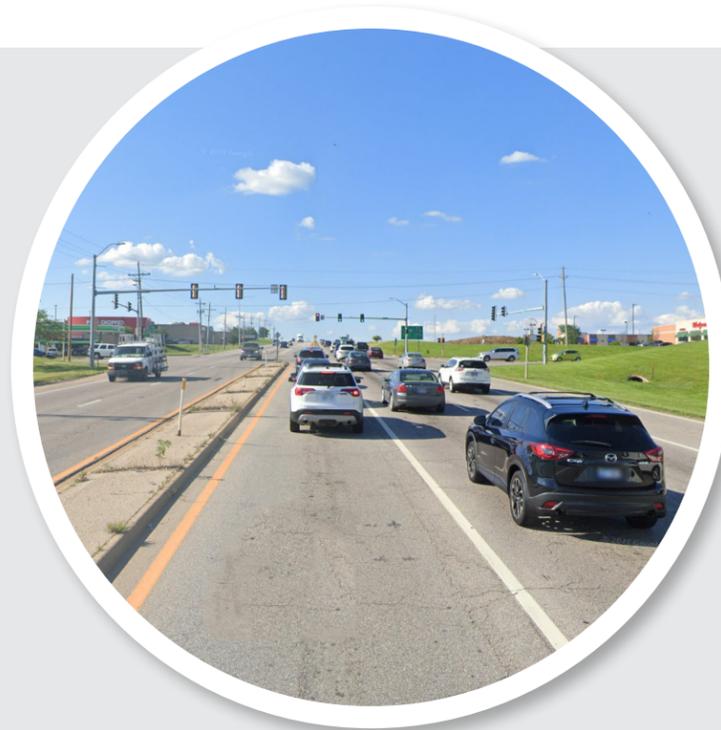


## Other Highlighted Corridors



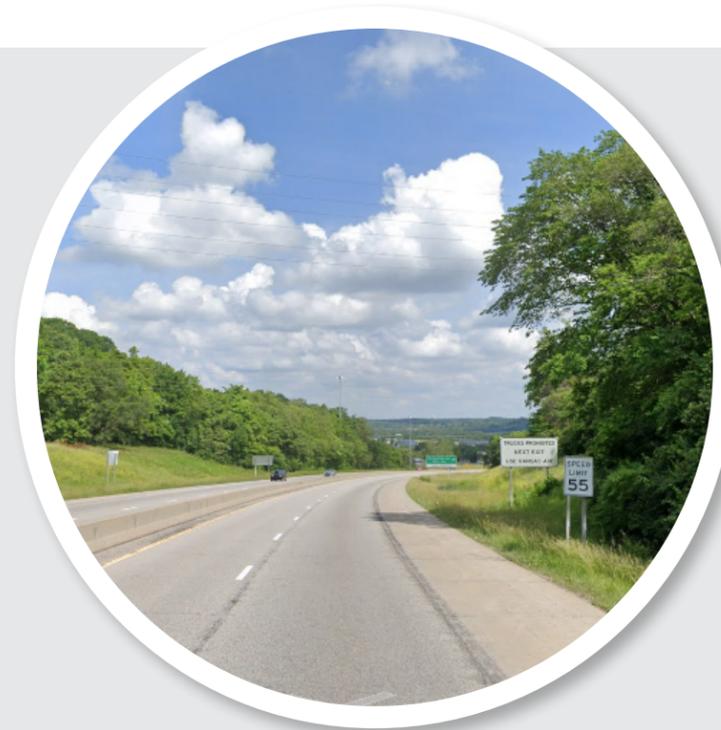
**Central Avenue**

Central Avenue is a mixed-use commercial corridor that provides a vital artery south of Downtown KCK. The corridor is seeing renewed interest in redevelopment and is a home to many beloved local institutions. Currently, the roadway serves primarily vehicles and transit, with limited options for cyclists, and narrow sidewalks. As redevelopment interest continues, the County should seek to transform Central Avenue into a live-work-play corridor. This includes wide sidewalks, improved transit service and amenities, and an increased emphasis on dense, mixed-use development and missing middle housing to serve a diverse population. Central Avenue should be used to reconnect the County to the Kansas River and become a primary bike/ped crossing into the Historic West Bottoms.



**K-7**

K-7 is a State Highway that connects communities in the western part of the County with Johnson County to the south and Leavenworth County to the north. This corridor functions primarily as a highway, with a combination of limited access interchanges and stoplights. Previous plans have called for the highway to be upgraded to freeway standards, but as those studies are renewed, it may be time to revisit that mission, particularly in the Bonner Springs area. Local communities must grapple with the tradeoffs of quick freeway connections to neighboring communities and the suburban development it would induce versus maintaining the corridor's rural character that makes this part of the County unique.



**18th Street**

18th Street is the next major north-south corridor west of 7th Street/ Rainbow Boulevard. It connects KCK with Amourdale, Argentine, Shawnee Heights, Rosedale, and into Johnson County where it becomes Roe Avenue. South of Central Avenue, it widens to four vehicle lanes and an outdated expressway cross-section. As a result, vehicles entering the Central Area from the south are often traveling at high speeds, and the roadway presents a safety and community placemaking challenge. South of I-70, the corridor is signed as US-69 (owned by KDOT) and is designed as a freeway despite the close proximity of the parallel I-635 freeway. It creates a physical and psychological barrier through Argentine and Shawnee Heights. This section could be reimagined as a modern urban boulevard with reduced vehicle speeds, on-street bicycle facilities, and enhanced connections to the adjacent neighborhoods. In addition, excess right-of-way could be transformed into develop-able parcels for transit-oriented or trail-oriented development. This corridor represents an opportunity for significant redesign with KDOT and the potential transfer of ownership to the UG, especially as KDOT's 18th Street bridge replacement project progresses.



### Opportunity Corridors and Access to Healthy Food

Several areas along the proposed Opportunity Corridors fit the description of a **food desert**, in which a large number of residents don't have access to a supermarket or large grocery store. The UG, with targeted partners, should seek to leverage investment in these corridors to reduce food desert conditions where possible. **Access to healthy food will require additional and enhanced pedestrian infrastructure and alternative transportation options.**



# Sidewalks, Bikeways, and Trails Master Plan Update

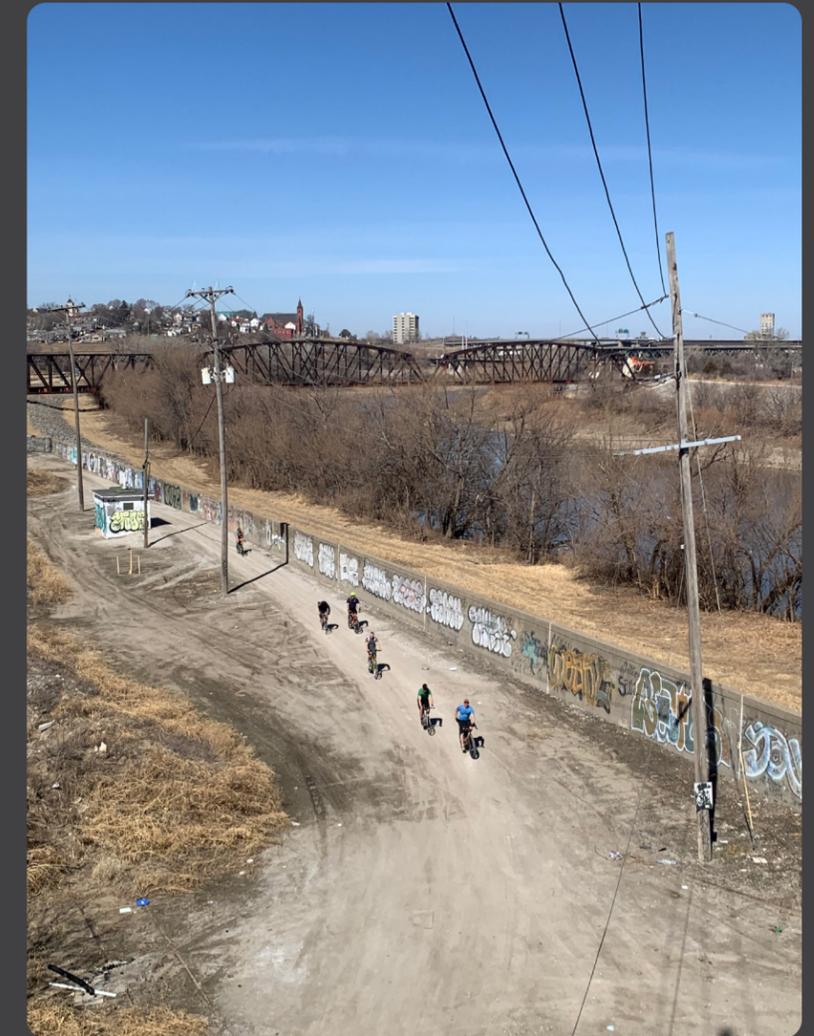
In 2012, the UG commissioned its first Sidewalk and Trail Master Plan (STMP) to address many of the mobility needs described previously – inadequate sidewalk and trail facilities in many parts of the County despite, at the same time, having a large number of residents dependent on walking and biking as their primary transportation mode. This plan provided a blueprint for the implementation of a sidewalk and trail network, and its priorities were based on an extensive public engagement process. Today, 10 years later, much of the recommended sidewalk and trail network from the original STMP remains unbuilt, though progress has been made in some areas of the County and several new desired facilities have been identified through the **goDotte** process. The following pages provide an update to the UG's 2012 STMP, notably reframed as the **Sidewalks, Bikeways, and Trails Master Plan**. Note that within the Cities of Bonner Springs and Edwardsville, planned sidewalks, trails, and bikeways are also shown in the following pages in accordance with previous planning efforts undertaken by those Cities.

## Plan Use

Consistent with the original STMP, this Plan should be consulted by the Board of Commissioners, the Planning Commission, and UG staff when reviewing development proposals, drafting future policies, and preparing upcoming capital improvements budgets. The Plan should be used as a resource for residents, workers, and visitors to find out about future pedestrian and bicycle connections and support inter-jurisdictional projects both within Wyandotte County and across County lines.

## Plan Updates

The following pages describe the updates to Sidewalks, Bikeways, and Trails Master Plan. These should be considered updates to Chapter 6 (Future Sidewalk Network and Priorities) and Chapter 7 (Future Trail Network and Priorities) of the 2012 STMP. Countywide maps have been provided on the following pages for a high-level view of the recommended networks; the underlying layers and datasets will be made available online through the UG's GIS portal and are envisioned to be living datasets that are to be updated as new facilities are constructed.



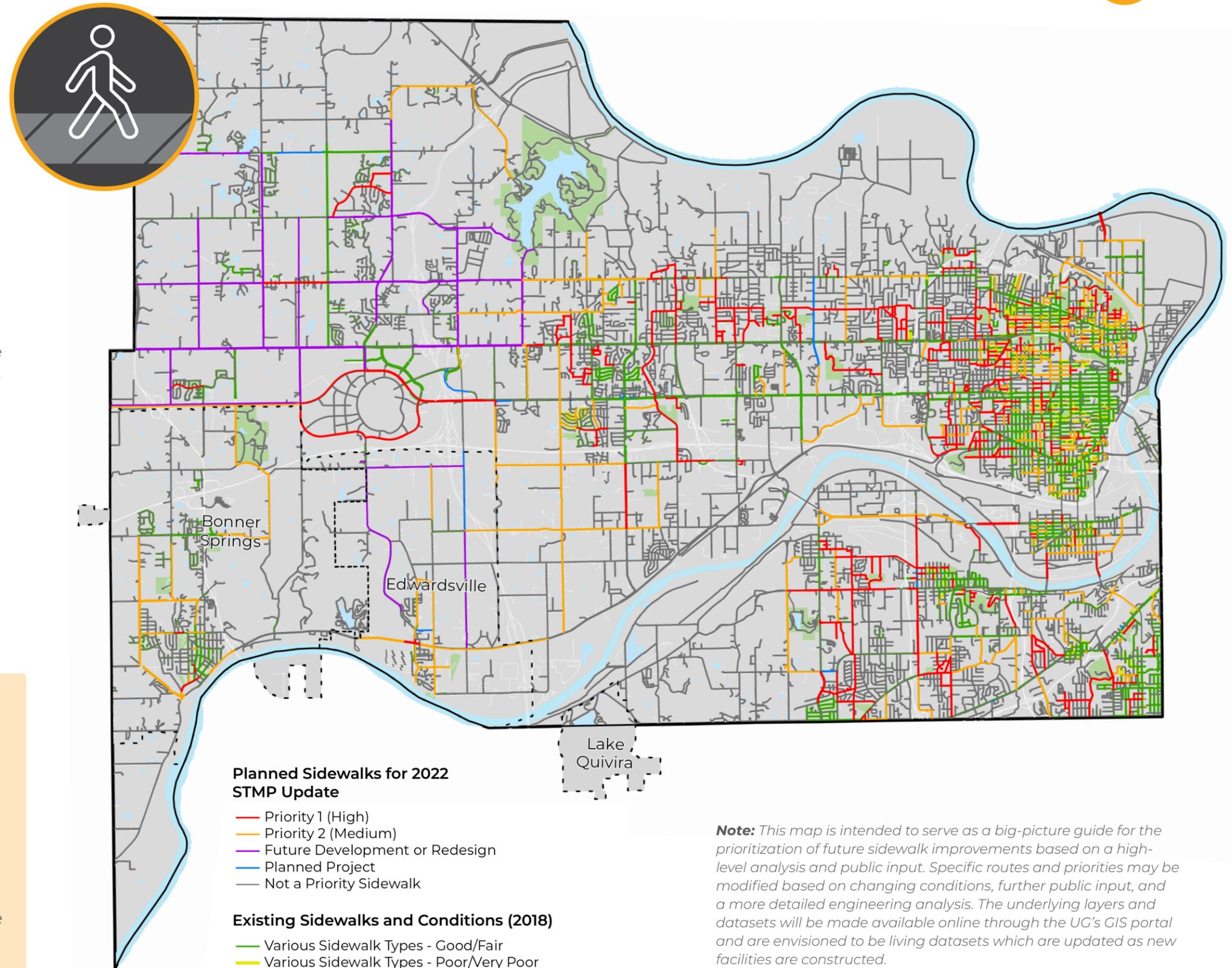
▲ Existing Kansas River Levee Trails near Central Avenue Bridge

◀ Recently-completed riverfront trail in City of Edwardsville

## Sidewalks

The Future Sidewalk Network map on the right shows all locations where there is not currently a sidewalk in the County and whether or not a sidewalk at those locations is a priority. Consistent with the 2012 STMP, this plan is not recommending sidewalks everywhere in the County; however, that is not to say that sidewalks should not be constructed or repaired within segments not identified in this plan. Rather, the prioritized sidewalk network is intended to address basic pedestrian needs including, but not limited to, connecting neighborhoods to schools, parks, transit lines, and other important local destinations. This map is intended to serve as a big-picture guide for the prioritization of future sidewalk improvements. Specific routes and priorities may be modified based on changing conditions, further public input, and a more detailed engineering analysis.

The Future Sidewalk Network map to the right also shows locations of existing sidewalks in the County, along with conditions data from a 2018 assessment conducted by UG Public Works. Moving forward, the UG should seek to conduct recurring sidewalk conditions assessments and maintain and update an existing sidewalk conditions dataset accordingly. Ideally, this dataset would be integrated with the dataset showing unbuilt and planned sidewalks to create a single, living layer that includes prioritization for unbuilt sidewalks as well as prioritization for maintenance/reconstruction of existing sidewalks.



### \$ FISCAL CONSIDERATIONS (UG)

In KCK, sidewalk maintenance is a property owner’s financial responsibility. Currently, there is no dedicated funding for sidewalks outside of the Sidewalk Incentive Program Policy, in which homeowners can apply for reimbursement of approximately 50% of the average cost for sidewalk and/or curb removal/replacement. Even if there were a dedicated funding source for sidewalks, it would be cost prohibitive and unnecessary to build sidewalks in every portion of the County.

**Note:** This map is intended to serve as a big-picture guide for the prioritization of future sidewalk improvements based on a high-level analysis and public input. Specific routes and priorities may be modified based on changing conditions, further public input, and a more detailed engineering analysis. The underlying layers and datasets will be made available online through the UG’s GIS portal and are envisioned to be living datasets which are updated as new facilities are constructed.

## Bikeways

Bikeways represent roadway corridors that have been identified for facilitating bike travel. These are mainly arterials or collectors. The Future Bikeways Network map to the right shows the planned bike routes in Wyandotte County, as well as the existing roadway corridors with bicycle accommodations (striped on-street bike lanes, signed shared lanes, or a parallel off-street path).

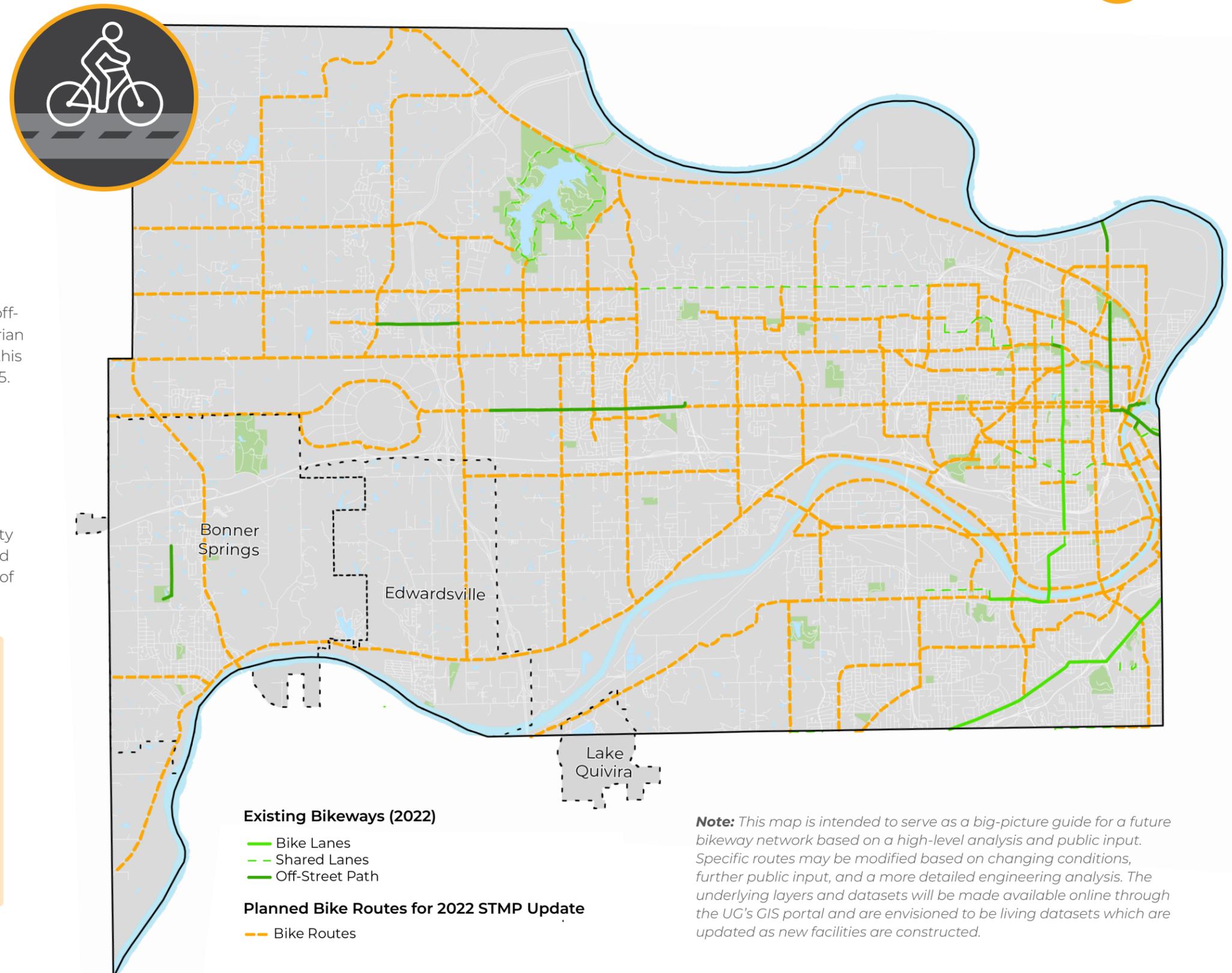
The future bikeway network will be a mixture of facility types that are appropriate within a context which considers users, roadway types, and land use. Along some roadway corridors, bicyclist travel may need to be accommodated via a parallel off-street sidepath that is wide enough to accommodate pedestrian and bike travel (typically at least 10 feet wide). An example of this type of application is the trail along Georgia Avenue near I-435.

There may also be opportunities through road diets or other improvements to implement dedicated bike lanes within the roadway, similar to Merriam Lane and Southwest Boulevard.

Legally, cyclists are allowed to share the road with vehicles on most routes; however, additional accommodations should be made for bicycles on dedicated bike routes through signage, shoulder improvements, relocation or re-configuration of utility grates, and other safety measures. Appropriate signage should also be included on designated bike routes to alert motorists of the presence of bicycles.

### \$ FISCAL CONSIDERATIONS

It should be noted that the majority of bikeways are assumed to be in the vehicular right-of-way, with costs not born by private development. However, where a bikeway overlaps with a local or regional trail connection, these trail connections will ideally be built over time as development and re-development occurs, and ideally with a cost share by private development.



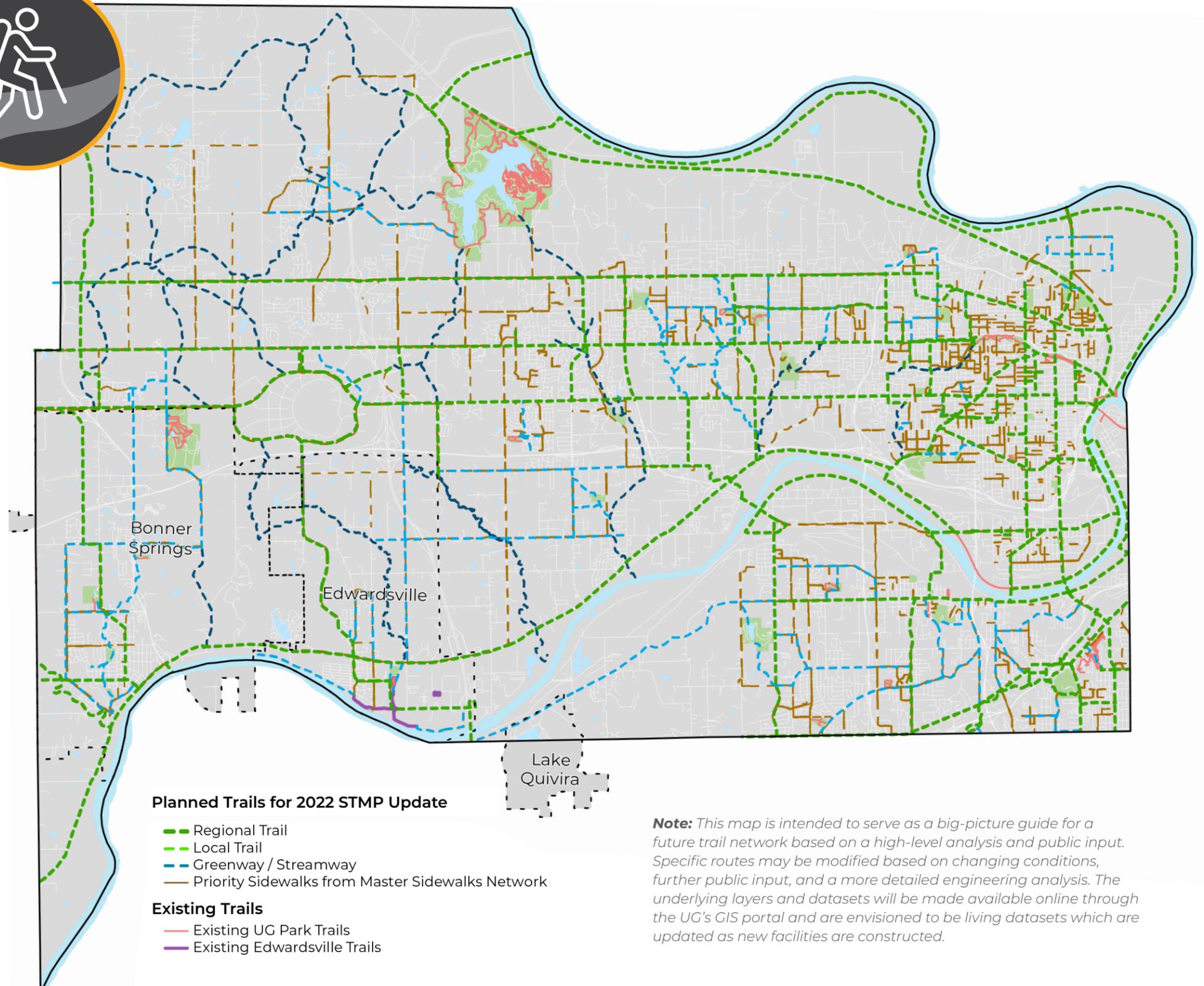
**Note:** This map is intended to serve as a big-picture guide for a future bikeway network based on a high-level analysis and public input. Specific routes may be modified based on changing conditions, further public input, and a more detailed engineering analysis. The underlying layers and datasets will be made available online through the UG's GIS portal and are envisioned to be living datasets which are updated as new facilities are constructed.

## Trails and Greenways

The Future Trails Network map shown to the right is intended to serve as a long-term guide for county-wide trails, which includes the following different types of facilities:

- › **Regional trails**, which provide cross-county connections and linkages to regional trails outside of the County. These trails are recommended to be at least 10 feet wide, with signage and striping to inform bicyclists and pedestrians preferred. When provided parallel to an existing roadway, a separation buffer of at least 12 feet is recommended along with signage and wayfinding.
- › **Local trails**, which provide connections to neighborhoods and local destinations. These trails are envisioned to mainly be adjacent to existing roads in developed areas with limited right-of-way. Like regional trails, these are recommended to be at least 10 feet wide, although 8 feet may be accepted in limited right-of-way sections. A green space buffer is preferred between the roadway and trail, or, at a minimum, a physical barrier or railing. Wayfinding signage and striping should be provided.
- › **Greenway trails**, which generally follow streams and provide a unique setting for trails and immersing the user in nature. These provide a departure from the network of streets and offer a more natural recreational setting. Greenway trails also provide the opportunity to align investments in stormwater management infrastructure with investments in transportation and mobility.

The Future Trails Network map also notes the locations of the priority sidewalks identified in the Future Sidewalk Network map, as together these represent the prioritized and desired network of off-street pedestrian and bicycle accommodations in the County.



**Note:** This map is intended to serve as a big-picture guide for a future trail network based on a high-level analysis and public input. Specific routes may be modified based on changing conditions, further public input, and a more detailed engineering analysis. The underlying layers and datasets will be made available online through the UG's GIS portal and are envisioned to be living datasets which are updated as new facilities are constructed.

### \$ FISCAL CONSIDERATIONS

It should be noted that the majority of trails will be built over time as development and re-development occurs, and ideally with a cost share by private development. However, there will be important trail connections that will not be financed by private development – notably trails on bridges, levees, and old rail corridors.

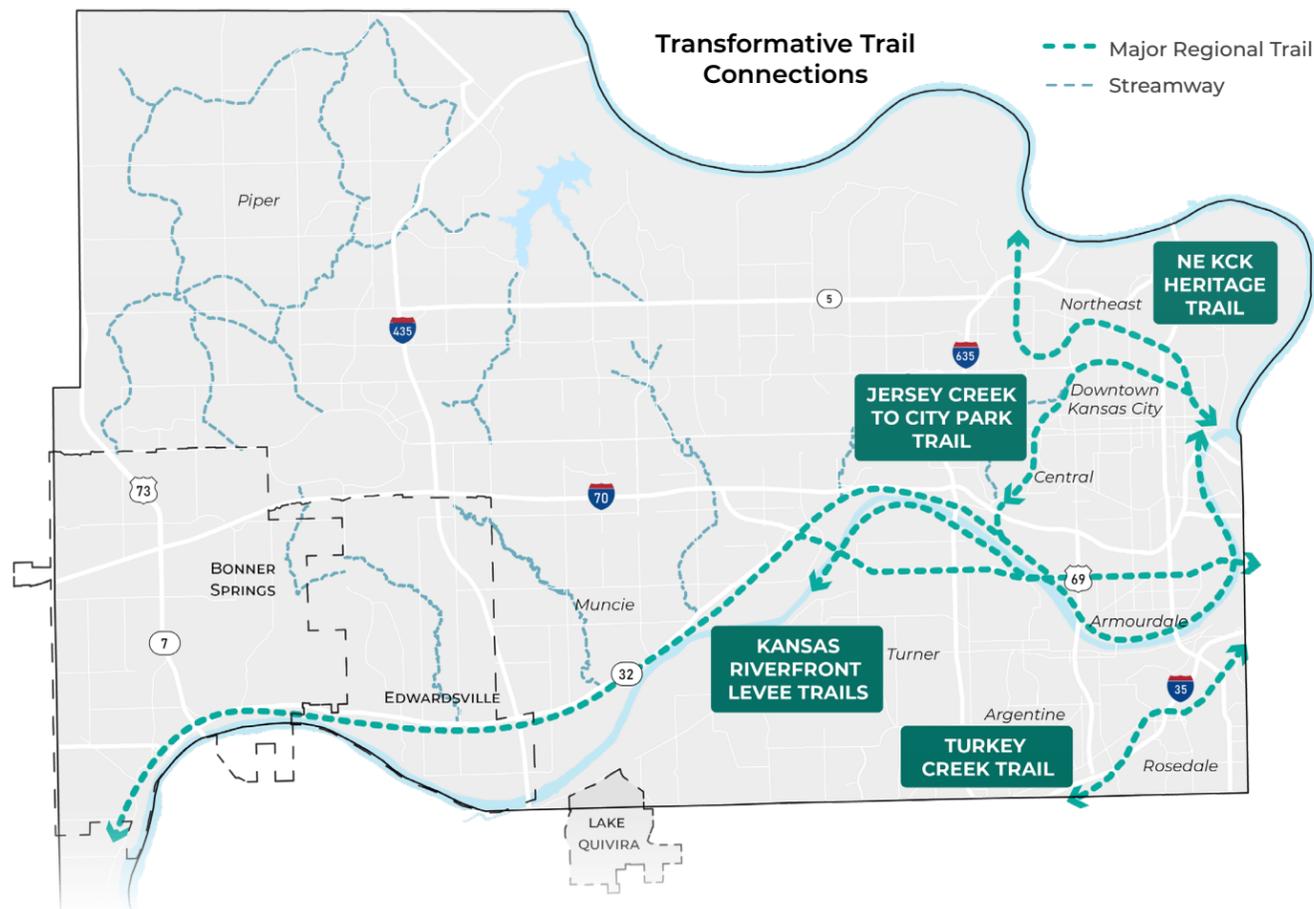
## Transformative Trail Connections

The 2012 STMP identified priorities for trails improvements as a general guide for future implementation of a County-wide network. Certain trail connections are unlikely to be financed by private development but rather through local, state, and federal funding. The 2012 STMP prioritized these types of projects according to the following:

1. Trail segments that provide a direct connection to existing schools and parks
2. Trail segments that provide a cross-county connection
3. Trail segments that provide a direct connection to the regional trail network

Based on these priorities, along with input provided through the goDotte public and stakeholder engagement process, several proposed regional trail connections in the County have been identified as “Transformative Trail Connections,” or the County’s highest priorities for seeking funding and implementing.

It should also be noted that, more often than not, trail projects are implemented based on opportunities that cannot always be foreseen in a long-range plan. Therefore, the UG and partner entities should remain flexible and take advantage of opportunities as they arise to implement the desired trail projects.



### Kansas Riverfront Levee Trails/K-32 Trail

Levees are intended for flood protection and serve as a physical barrier to the riverfront; however, as successfully demonstrated in the metro area and elsewhere, levees can be dual purposed as walking and biking trails. The Kansas Riverfront Levee Trails represent such an opportunity and have been proposed and partially implemented. An existing Levee Trail section currently exists in Armourdale between Kansas Avenue and Central Avenue, although trail conditions, wayfinding, and amenities are limited thus far. The UG has been working with the US Army Corp of Engineers (USACE), who regulate the levees, to take advantage of multiple funding sources to upgrade and create trail facilities in the Armourdale area. This should include improvements to trail surfaces, trailheads and wayfinding, and amenities such as seating and shade trees. A trail connection across the Rock Island Bridge (abandoned rail bridge) into the Historic West Bottoms is currently under redevelopment as a public-private partnership.

Finally, the Levee Trails are envisioned to continue west and ultimately connect to a regional trail along K-32 through Bonner Springs and Edwardsville. Previous planning efforts, most notably the K-32 Tri-City Multi-modal Redevelopment Plan, have recommended a future multi-use trail connection along this corridor. Notably, the City of Edwardsville has constructed several trail segments recently as part of its River Front Park redevelopment efforts and is in advanced design stages for further trail connections along the river.

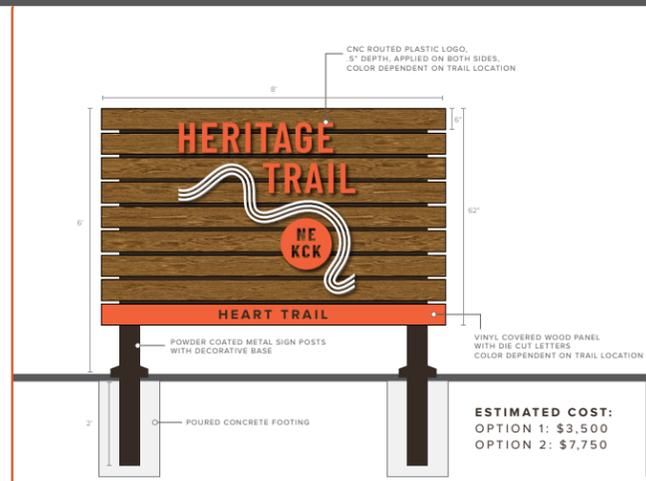
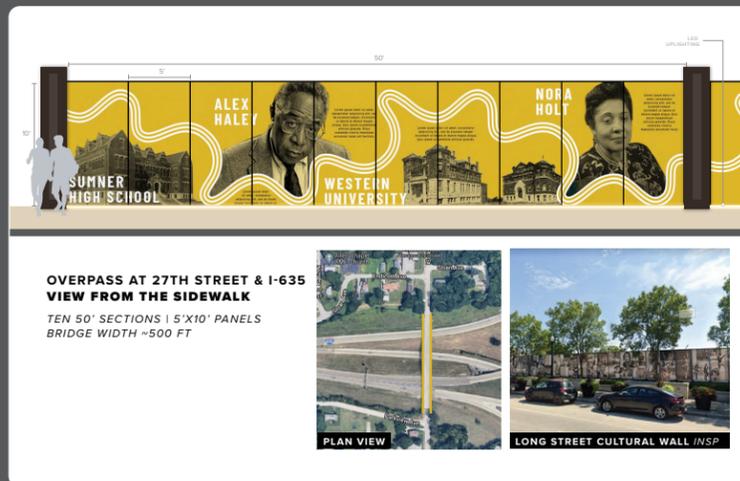


### Northeast KCK Heritage Trail/Jersey Creek to City Park Trail

The Northeast KCK Heritage Trail will run from Kaw Point north and west to the Quindaro Townsite, passing through Jersey Creek Park along the way. This trail has been studied extensively by the UG, culminating in the Heritage Trail Plan being adopted in 2022. From a mobility standpoint, the Heritage Trail project aims to ensure accessibility for all ages through multiple modes of transportation, encouraging both residents and visitors to connect to community assets and points of interest. It will capture the area's history, including memorialization and preservation applications, and promote economic development that supports both residential preservation while stimulating locally-based equitable reinvestment. The preferred trail route, shown on the following page, is broken into three (3) main components: the Town Trail, Heart Trail, and River Trail. Through the goDotte planning process, it is recommended that the UG also explore a further extension of this trail along the streamway corridor between Jersey Creek Park and City Park, connecting these two parks with Wyandotte High School and Donnelly College and potentially aligning with investments in stormwater infrastructure in this low-lying, flood-prone area.



Renderings courtesy of the NE KCK Heritage Trail Draft Plan



▲ Conceptual Northeast KCK Heritage Trail – Illustrative Trail Map (Source: Northeast KCK Heritage Trail Plan PSP)

## Turkey Creek Trail

As recommended in the Merriam Connected Corridor Plan, also adopted by the UG in 2022, the Turkey Creek Trail would parallel the Merriam Lane/Southwest Boulevard corridor along a historic streamway trail alignment that has been partially abandoned but remains accessible today in some areas. It would serve as a gateway through Rosedale and connect the area directly to Johnson County and KCMO, mitigating several major barriers to bicycle and pedestrian travel in the corridor and the region. This project should also seek to provide a direct trail connection to Rosedale Park, Mission Road, and the Rozarks nature trails. It would also tie into a proposed bikeway along the existing 18th Street Expressway corridor (to be coordinated in partnership with KDOT). A conceptual visualization of this trail and associated redevelopment along the corridor is shown to the right.



▲ Conceptual Turkey Creek Trail at 18th Street Expressway Concept  
(Source: Merriam Connected Corridor Plan PSP)

## Additional Sidewalks, Bikeways, and Trails Considerations

### Trail Design Preferences

It is the UG's preference to have a 10-foot-wide off-street trail with striping, wayfinding, and signage for pedestrians versus bicyclists, with clear wayfinding indicating that bicyclists can (and should) use the trail. This should be included as part of any public improvements for any relevant development project within the UG, and the independent cities should consider this preference as well. The UG should also seek to go back and stripe/sign all existing 10-foot sidewalks across the County.

At the same time, the UG's Complete Streets ordinance specifically authorizes UG Public Works to right-size any non-exempt public right-of-way if the roadway carries less than 20,000 vehicles per day or less than 1,000 vehicles during the peak hour. This available space could be reallocated to protected bike facilities, green space, or parking. From a Public Works maintenance standpoint, off-street trails are preferable to on-street facilities; however, acknowledging that additional space outside of the vehicular right-of-way is not always available, from a fiscal standpoint, right-sizing overbuilt roadways should be strongly considered.



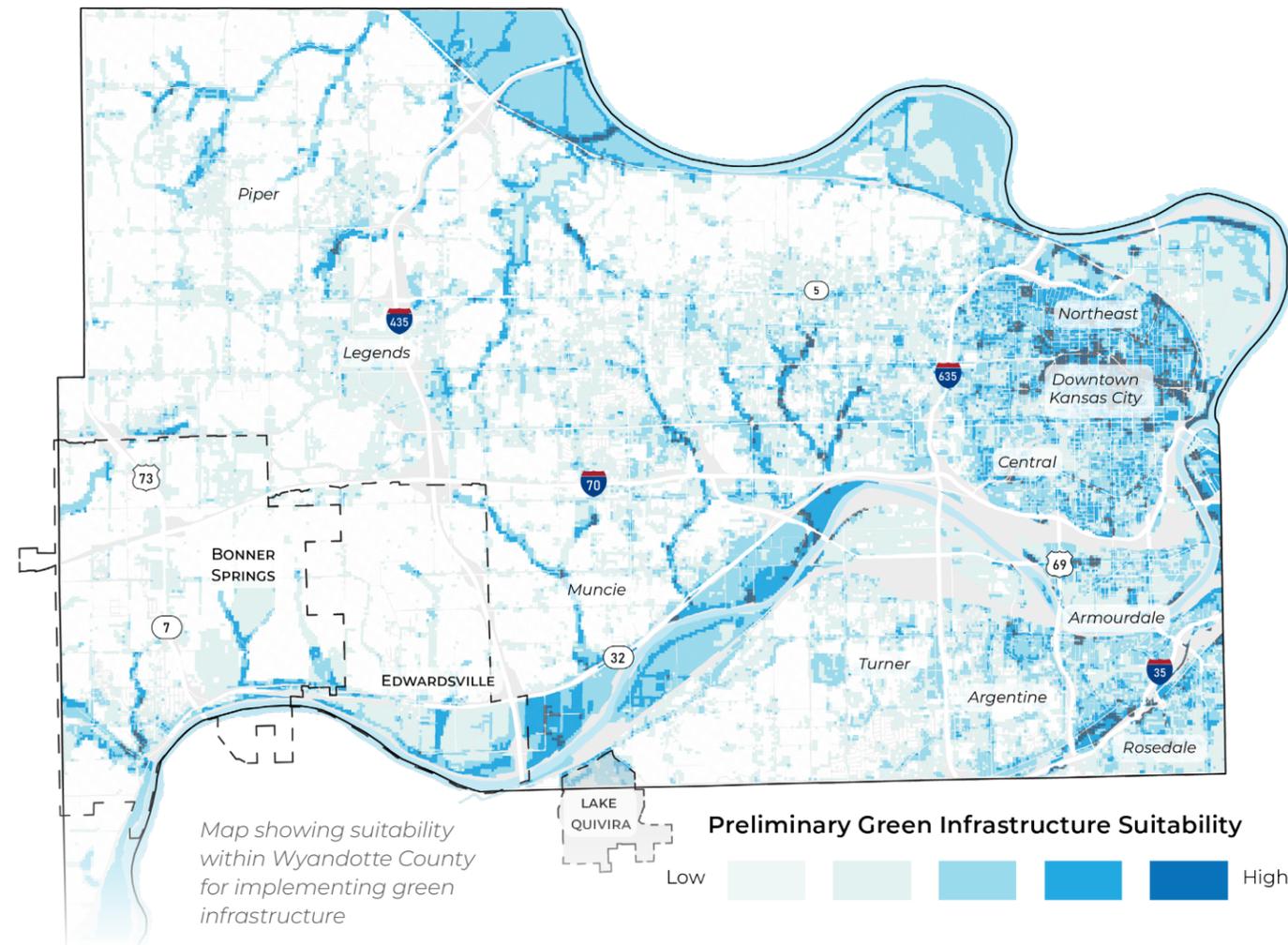
Off-street accessible trail with wayfinding signage, striping, lighting, and other amenities

### Trail Safety and Accessibility

The trail system in Wyandotte County – particularly those that are not adjacent to roadways – needs to be safe and accessible for users of all ages and abilities. Trails should be able to accommodate various forms of micro-mobility, including scooters, skateboards, and motorized wheelchairs. All facilities should be designed in accordance with the Americans with Disabilities Act (ADA). Perceived safety is also an important consideration to encourage use of these facilities. Users of our trails need to feel safe, and trail design should facilitate this as much as possible (e.g., via lighting where possible).

### Safe Routes to School

Safe Routes to School (SRTS) programs aim to improve safety for students to walk and bike to school through infrastructure improvements (e.g., constructing sidewalks and trails, crosswalks, and traffic calming) and other mechanisms such as education and enforcement. Currently in Wyandotte County, the SRTS program is a partnership between the UG Public Health and Public Works departments, BikeWalkKC, and the KCK, Turner, and Piper School Districts. The SRTS program should be expanded County-wide, including the independent cities. Note that KDOT is actively exploring options to rebuild a strong, effective state SRTS program to continue investments in planning, education and infrastructure around schools.



### Multi-Benefit Stormwater and Greenway Infrastructure

The need for a more complete greenway and trails network coincides with the County's desire to modernize its green infrastructure policies and design criteria—specifically around stormwater infrastructure. Trails established along stream corridors can be tied to infrastructure to protect and improve water quality, and enhance natural elements, allowing the County to realize multiple benefits at once. Developing trails along vulnerable stream corridors has also been used with great success in many places to manage flooding, something that will be increasingly important as weather patterns grow more intense. The UG has leveraged AmeriCorp VISTA grants to develop detailed internal assessments of site suitability and prioritization of green infrastructure within the County, which aligns with much of the County's proposed trail network (see map to the left). This assessment should be carried forward to establishing buffers from development along identified waterways and implementing recreational trails within those corridors.



Trail adjacent to bioswale with natural vegetation for stormwater management

# Major Streets Plan Update

The Major Streets Plan defines a set of street typologies for Wyandotte County that support the goDotte goal of better aligning land use and transportation. The Major Streets Plan defines these typologies in three steps:

1. Updating the existing functional classification system.
2. Identifying generalized land use character zones.
3. Defining street design typologies that combine the functional classification system and land use zones.

Using these typologies, goDotte proposes detailed street design guidelines that are summarized in a matrix in the following pages.

## Functional Classifications

The first step in defining street design typologies is to develop a functional classification system for streets. Functional classification helps identify the role each street plays in the citywide network. The Kansas City Metropolitan Chapter of the American Public Works Association (APWA) has an adopted functional classification system. To ensure regional consistency, goDotte has modified Wyandotte County's previous functional classification categories and definitions to align with these APWA guidelines.

To improve consistency with the regional APWA and federal FHWA standards, goDotte updated these street types, while retaining the street groupings and some of the characteristics of each street type defined in the Major Street Plan. Additional information in **Appendix D** summarizes the proposed functional classification system for Wyandotte County based on these APWA and FHWA guidelines.



**Note:** The underlying layers and datasets will be made available online through the UG's GIS portal and are envisioned to be living datasets which are updated as new facilities are constructed.

## Land Use Character Areas

The second step to define street typologies is to identify generalized land use character zones. The following land use character zones describe generalized land use patterns in areas of the County, drawing from the land use policy areas in the UG's 2008 Citywide Master Plan, Area Plans, and the Master Plans of the independent cities. These zones are shown at a County scale in the figure to the right.

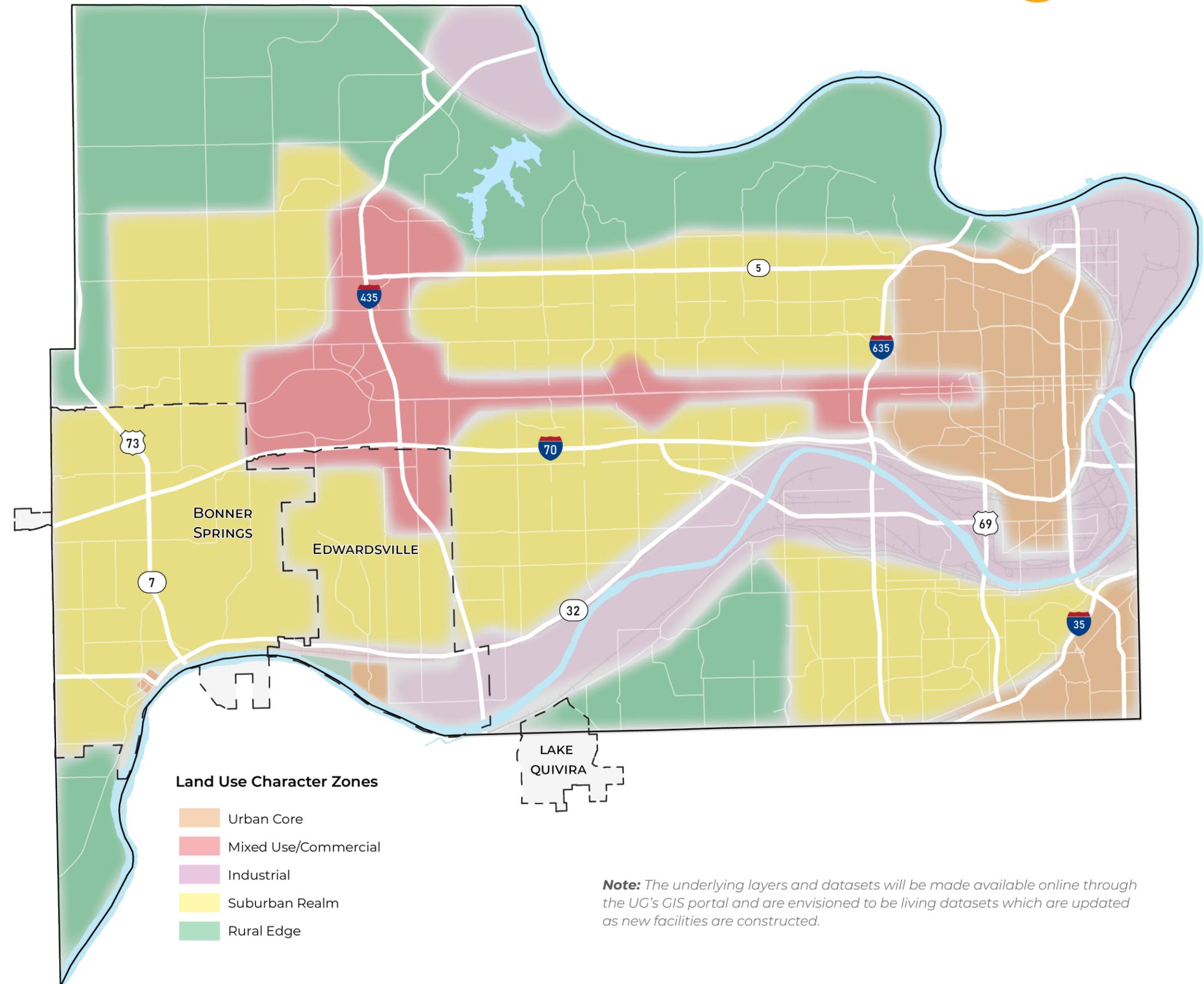
**Urban Core** — Areas east of Interstate 635, including Downtown KCK. This area is characterized by higher density and older infrastructure. This zone is roughly equivalent to the downtown areas of KCK, Bonner Springs, and Edwardsville.

**Mixed-Use/Commercial** — Areas that have a commercial character, primarily along State Avenue and portions of Interstate 435 and Kaw Drive in the southwestern area of the County. This zone roughly includes areas along major commercial corridors and nodes.

**Industrial** — Areas along major railroad and freight corridors that have an industrial character and support existing and future employment opportunities. This zone roughly includes the industrial areas along the river and railroads and the distribution centers adjacent to major freeways.

**Suburban Realm** — Areas west of Interstate 635 and portions south of the Kansas River that have a more suburban land use character. This zone roughly includes the western expansion of KCK in the post-WWII era.

**Rural Edge** — Areas with the lowest levels of density and planned development. This zone is roughly the furthest north, west, and southwest areas of the County



**Note:** The underlying layers and datasets will be made available online through the UG's GIS portal and are envisioned to be living datasets which are updated as new facilities are constructed.

# Street Design Typology

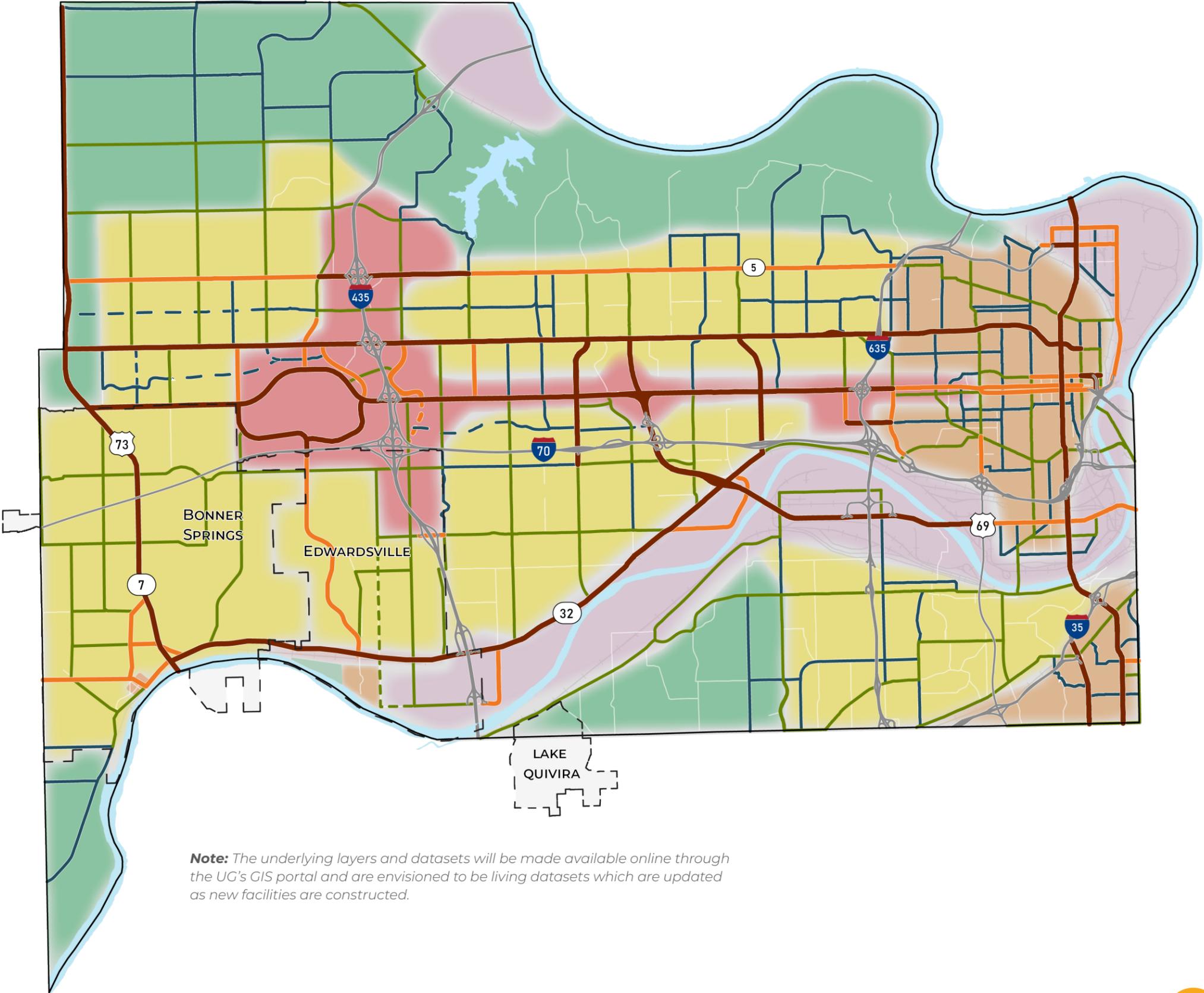
When put together, the functional classification system map (Page 25) and land use character zones map (Page 26) create a Street Design Typology Map (to the right) that integrates land use and transportation considerations. This map serves as a tool to combine considerations for street purpose and context. When designing a new street or redesigning an existing one, the first step should be to determine the street's typology by consulting the Street Design Typology Map. For example, a Major Arterial in the Urban Core Zone should be designed differently than a Major Arterial in the Suburban Realm Zone.

### Functional Classification for the Major Streets Network

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Freeway/Highway
- Future Minor Arterial
- Proposed Major Collector
- Proposed Minor Collector

### Land Use Character Zones

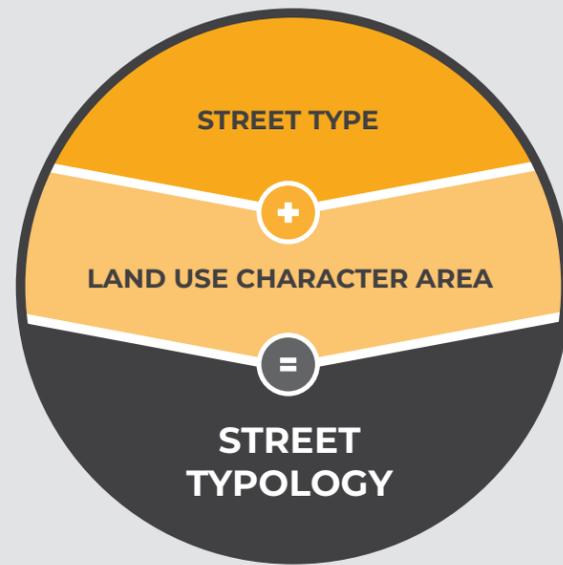
- Urban Core
- Mixed Use/Commercial
- Industrial
- Suburban Realm
- Rural Edge



**Note:** The underlying layers and datasets will be made available online through the UG's GIS portal and are envisioned to be living datasets which are updated as new facilities are constructed.

# Street Design Priority Matrix

A street design priority matrix is a tool to operationalize these street design typologies. These matrices include baseline street design features and priority elements for each typology. The matrices are organized by land use character zone and are further organized by travelway and pedestrian zone considerations. Travelways refer to the portion of the right-of-way that is used for driving, parking, and bicycle infrastructure. For roadways with curbs and gutters, this is the area from one curb to the other. Pedestrian zones refer to the portion of the right-of-way that is used for non-vehicular purposes.



This tool shows which street design elements should be the highest priority when dealing with limited street space by ranking design elements as high, medium, or low priority. This tool is intended to serve as a starting point for design discussions and to offer guidelines for design elements such as lane width, target speeds, and bicycle and pedestrian facilities.

**Appendix D** provides example cross-sections that illustrate design guidelines for each typology, emphasizing the attributes that are ranked as high priority. Space constraints may mean that final implemented designs deviate from those shown in the cross-sections, but priority should be given to preserve those elements labeled as high priority.

Please refer to **Appendix D: Major Streets Plan Framework** for example cross-sections illustrating the design guidelines in action for each street typology.

## Urban Core

Streets within the Urban Core, in general, should place a high priority on transit, bicycle, and pedestrian accommodations.

### TRAVELWAY

	MAJOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL STREET
Number of through lanes	4	3-4	3	2	2
Lane width	11'	11'	11'	10-11'	10'
Target Speed	35-40 mph	30-35 mph	25 mph	25 mph	20-25 mph
Large Vehicle Consideration	High	High	Medium	Medium	Low
On Street Parking	Low	Low	Medium	Medium	High
Transit Accommodation	High	High	Medium	Medium	Low
Access Management/ Medians	High	Medium	Low	Low	Low
Bicycle Accommodation	Medium	High	High	High	High
Preferred Bicycle Facility Type	Protected Bike Lanes	Protected Bike Lanes	Bike Lanes	Bike Lanes	Shared Roadway
Stormwater Management Type	Curb and Gutter	Curb and Gutter	Curb and Gutter	Curb and Gutter	Curb and Gutter

### PEDESTRIAN REALM

	MAJOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL STREET
Street Furniture/ Amenities	High	High	High	High	Medium
Buffer Zone	High	High	Medium	Medium	Low
Landscaping/ Street Trees	High	High	Medium	Medium	Medium
Pedestrian Accommodation	High	High	High	High	High
Preferred Pedestrian Facility	Sidewalk on both sides of roadway				

## Suburban Realm

Streets within the Suburban Realm, in general, should place a high priority on pedestrian mobility and landscaping, with transit accommodation on some streets.

TRAVELWAY	MAJOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL STREET
Number of through lanes	4	3-4	3	2	2
Lane width	11'	11'	11'	10-11'	10'
Target Speed	45 mph	35-45 mph	25-35 mph	25-35 mph	20-25 mph
Large Vehicle Consideration	Medium	High	Medium	Medium	Low
On Street Parking	Low	Low	Medium	Medium	Medium
Transit Accommodation	High	Medium	Low	Low	Low
Access Management/Medians	High	Medium	Low	Low	Low
Bicycle Accommodation	Medium	Medium	Low	Low	Low
Preferred Bicycle Facility Type	Sidepath	Sidepath	Bike Lane or Sidepath	Bike lane or Sidepath	Shared Roadway or Bike Lane
Stormwater Management Type	Curb and Gutter	Curb and Gutter	Curb and Gutter	Curb and Gutter	Curb and Gutter

PEDESTRIAN REALM	MAJOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL STREET
Street Furniture/Amenities	Medium	Low	Low	Low	Low
Buffer Zone	High	High	Medium	Medium	Low
Landscaping/Street Trees	Medium	Medium	Medium	Low	Low
Pedestrian Accommodation	High	High	High	High	High
Preferred Pedestrian Facility	Sidewalk on one side of roadway	Sidewalk on both sides of roadway			

## Rural Edge

Streets within the Rural Edge, in general, should place a lower emphasis on formal pedestrian facilities, with sidepaths and trails providing the majority of active transportation accommodation.

TRAVELWAY	MAJOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL STREET
Number of through lanes	4	3-4	3	2	2
Lane width	11'	11'	11'	10-11'	10'
Target Speed	50 mph	40 mph	30-35 mph	30-35 mph	20-25 mph
Large Vehicle Consideration	High	Medium	Low	Low	Low
On Street Parking	Low	Low	Low	Low	Low
Transit Accommodation	Low	Low	Low	Low	Low
Access Management/Medians	High	Medium	Low	Low	Low
Bicycle Accommodation	Low	Low	Low	Low	Low
Preferred Bicycle Facility Type	Sidepath	Sidepath	Paved Shoulder	Paved Shoulder	Paved Shoulder
Stormwater Management Type	Swale	Swale	Swale	Swale	Swale

PEDESTRIAN REALM	MAJOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL STREET
Street Furniture/Amenities	Low	Low	Low	Low	Low
Buffer Zone	Medium	Medium	Medium	Medium	Low
Landscaping/Street Trees	Low	Low	Low	Low	Low
Pedestrian Accommodation	Low	Low	Low	Low	Low
Preferred Pedestrian Facility	Sidepath	Sidepath	Paved Shoulder	Paved Shoulder	Paved Shoulder

## Industrial

Streets within the Industrial areas, in general, should place a high priority on accommodating large vehicles, providing access management, and transit for workers. Pedestrian accommodations are less of a priority, but still important for first/last mile connectivity.

TRAVELWAY	MAJOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL STREET
Number of through lanes	4	3-4	3	2	2
Lane width	11-12'	11-12'	11-12'	11-12'	11-12'
Target Speed	35-45 mph	30-35 mph	25 mph	25 mph	20-25 mph
Large Vehicle Consideration	High	High	High	High	High
On Street Parking	Low	Low	Low	Low	Low
Transit Accommodation	High	High	Low	Low	Low
Access Management/Medians	High	Medium	Low	Low	Low
Bicycle Accommodation	Medium	High	High	High	High
Preferred Bicycle Facility Type	Sidepath	Sidepath	Protected Bike Lanes	Bike Lanes	Shared Roadway
Stormwater Management Type	Curb and Gutter	Curb and Gutter	Curb and Gutter	Curb and Gutter	Curb and Gutter

PEDESTRIAN REALM	MAJOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL STREET
Street Furniture/Amenities	Low	Low	Low	Low	Low
Buffer Zone	Medium	Medium	Low	Low	Low
Landscaping/Street Trees	Medium	Medium	Low	Low	Low
Pedestrian Accommodation	Medium	Medium	Medium	Medium	Medium
Preferred Pedestrian Facility	Sidewalk on one side of roadway				

## Commercial/Mixed Use

Streets within Commercial or Mixed Use areas, in general, should place the highest emphasis on safe, comfortable pedestrian accommodation, with similar emphasis on transit and active transportation.

TRAVELWAY	MAJOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL STREET
Number of through lanes	4	3-4	3	2	2
Lane width	11'	11'	11'	10-11'	10'
Target Speed	45 mph	35-45 mph	25-35 mph	25-35 mph	20-25 mph
Large Vehicle Consideration	Medium	Medium	Low	Low	Low
On Street Parking	Low	Low	Medium	Medium	Medium
Transit Accommodation	High	High	Low	Low	Low
Access Management/Medians	High	Medium	Low	Low	Low
Bicycle Accommodation	Medium	Medium	Medium	Medium	Medium
Preferred Bicycle Facility Type	Sidepath	Sidepath	Bike Lane	Bike Lane	Shared Roadway
Stormwater Management Type	Curb and Gutter				

PEDESTRIAN REALM	MAJOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	LOCAL STREET
Street Furniture/Amenities	Medium	Low	Low	Low	Low
Buffer Zone	High	High	Medium	Medium	Low
Landscaping/Street Trees	High	High	Medium	Medium	Medium
Pedestrian Accommodation	High	High	High	High	High
Preferred Pedestrian Facility	Sidewalk on one or both sides of roadway	Sidewalk on one or both sides of roadway	Sidewalk on both sides of roadway	Sidewalk on both sides of roadway	Sidewalk on both sides of roadway

## Street Design in Focus

The Major Streets plan provides a general framework for street design decision-making by discussing the tradeoffs inherent in designing a roadway. Space and right-of-way are typically limited, meaning the County must make smart decisions about how to utilize that space to best provide for the needs of the community.

The cross-sections at right provide examples of how roadways may be designed in different parts of the County to meet the needs of the immediate surrounding area. While the cross-sections shown are only examples, and street design is likely to vary based on a number of factors, they effectively highlight how design can and should change across different contexts, even for the same functional class.

Each of the roadways highlighted represent minor arterials that carry high traffic volumes, and yet the design of each shifts to allow for safer multimodal travel, larger vehicles, or more separation for pedestrians.

Also shown are real-world examples of successful roadways that have re-designed to mirror the street design guidance provided.



# Our Future Highway and Street Network

## Programmed Improvements and Long-Range Plans

The goDotte Plan recognizes the existing and living mechanisms for programming and funding projects: the MARC regional long-range transportation plan and the UG’s near-term Capital Maintenance and Improvement Plan (CMIP), as well as near-term CIPs from independent cities. Future iterations of these plans, especially the prioritization and application of future projects for inclusion in the long-range plan, should be guided by the priorities and Big Ideas that goDotte promotes.



Turner Diagonal Diverging Diamond Interchange (source: KDOT)

### Regional Long-Range Transportation Plan (Connected KC 2050)

Connected KC 2050, which was adopted by MARC in 2020, is the current long-range transportation plan for the greater Kansas City region. It identifies and prioritizes significant future transportation projects for the region, including those that can be completed within projected revenues (“fiscally-constrained” projects) as well as “illustrative” projects that will require resources beyond what we can reasonably expect today. Local governments, as well as state DOTs, transit agencies, and other transportation providers, submit applications for projects. **Appendix E** summarizes all applicable projects in the long-range plan for Wyandotte County, including those from the UG, the Cities of Bonner Springs and Edwardsville, KDOT, KCATA, KC Streetcar Authority, BikeWalkKC, and MARC.

### Local Near-Term Capital Plans

The UG prepares a five-year CMIP annually, which serves as a strategic road map for all major capital projects. The UG has an online map to view current projects and those with funding programmed out for the next five (5) years. Note that much of the CMIP is currently dedicated to pavement preservation and maintenance, as opposed to system expansion and new construction. However, maintenance projects may offer the opportunity to incorporate safety improvements and multimodal provisions (e.g., crosswalks, bike lanes).

Individual municipalities also have their own near-term annual budgets, including independent cities, as well as other entities such as Kansas City Kansas Community College and special districts such as school districts, drainage districts, and municipal improvement districts.

### FOCUS ON SAFETY

Through the public engagement process, safety emerged as the community’s top priority, including making our roadways safer for all modes of travel and facilitating safe connections for those not traveling in the vehicular right-of-way. The first step toward eliminating traffic fatalities and reducing serious injuries is to fully understand the problem and prioritize solutions. One of the key immediate-term actions from goDotte is for the UG, in partnership with KDOT and the Cities of Bonner Springs, Edwardsville, and Lake Quivira, to conduct a Safety or Vision Zero Action Plan. This Action Plan should identify priorities for roadway safety, including identification of a High-Injury Network (HIN). Ultimately, with the support of stakeholders from around the County, this Action Plan should identify specific safety-related implementations, such as road diets, pedestrian crossing treatments (bump-outs, high-visibility crosswalks, pedestrian countdown timers, and others), access management, and other creative solutions with local knowledge.

Once a Safety Action Plan is completed showing prioritized safety projects, implementation of these projects may be eligible for future federal grants, notably the Safe Streets and Roads for All (SS4A) discretionary grant program, one of the new programs from the Infrastructure Investment and Jobs Act (IIJA), the recent federal infrastructure bill. The SS4A program has separate pools of funding for both Action Plans and Implementation Grants. Note that these projects will likely be eligible for a variety of other state and federal funding programs as well.



Please refer to **Appendix E: Regional Long-Range Plan Projects in Wyandotte County** for a detailed listing of fiscally-constrained and illustrative projects from the UG, the Cities of Bonner Springs and Edwardsville, KDOT, KCATA, KC Streetcar Authority, BikeWalkKC, and MARC.

## Freight and Logistics

Freight and logistics are a critical part of the Wyandotte County economy and transportation network. Access to several major interstates and the Kansas and Missouri Rivers makes the County an important freight crossroads. BNSF and Union Pacific both have major railroads that run through the County, with rail yards and junction points. The County is home to several identified “freight activity areas” (shown in the map to the right), and the regional long-range plan identified several freight bottlenecks in the County, also shown on the map.

Whether on rail, road, or waterway, freight movements throughout the County needs to be supportive of and supported by our future mobility vision and strategy. Multimodal planning that provides for the movement of people must still be mindful of ways to improve the movement of goods. Several programmed improvements in the regional long-range plan look to expand capacity of the Interstate system in part to maintain Wyandotte County’s positioning as a freight and logistics hub. Note that the UG’s desire for I-70 in particular is for it to remain a scenic highway and maintain its rural character and views to the Kansas River. Moving forward, the County should identify strategic investments to unlock land for future industrial and freight expansion while tempering the need for open space preservation to support other, often competing, stormwater management, ecological, and community character goals.



### Freight Network

- BNSF Railroad
- Union Pacific Railroad
- Freight Bottlenecks
- Freight Activity Area
- Rail Yard
- Truck Parking & Rest Area
- Foreign Trade Zone



## Reimagining Targeted Freeways

The Foundations effort associated with goDotte identified a fairly unique characteristic to Wyandotte County’s transportation network: excess capacity, particularly along certain freeway corridors. Several roadways in the County, in part due to the time period in which they were developed and constructed, were built as limited-access freeways and currently carry significantly less traffic than a four-lane freeway could accommodate, even during the busiest hours of the day. Notably, several freeways in the County do not carry significant volumes because they have been made redundant by the construction of other nearby freeways, most notably the major Interstate corridors.

This “excess capacity” does not come without a cost – in addition to the cost of maintaining aging infrastructure that is bigger than it needs to be, these facilities create barriers between communities, particularly for those without access to a car. These facilities have disproportionately impacted historically marginalized populations, cutting off these communities from economic opportunities. However, momentum exists both at a national and local level to reconnect communities and mitigate the historic damage that these freeways have caused, especially in specific locations where the now-limited utility of the freeway is far outweighed by the negative impacts to the community.



Union Street in Rochester, NY, former location of Inner Loop East Freeway. In the mid-2010’s, the City of Rochester and NYSDOT converted a sunken, obsolete freeway that divided the community into an at-grade complete street, promoting redevelopment and reconnecting neighborhoods with their downtown.

### Local Example: Turner Diagonal Modernization

Utilizing a public-private partnership with adjacent developers, as well as a federal BUILD grant, the UG partnered with KDOT and the Kansas Turnpike Authority to reconstruct the Turner Diagonal Parkway between State Avenue and 65th Street, which was a freeway for this entire length prior to 2020. The project significantly consolidated the footprint of the interchange with I-70, allowing new connections to be made for development, and it converted a grade-separated crossing at Riverview Avenue into an at-grade intersection. This project resulted in a new shared-use path and sidewalk between State Avenue and Riverview Avenue, providing bicycle and pedestrian facilities where there previously were none and connecting KCK Community College to areas south of I-70.

### Candidates for Reimagination

Several candidate facilities have been identified for further study, in partnership with KDOT, who currently own and maintain all of these, to better understand the community’s vision and explore how community connectivity may be restored:

- › **18th Street Expressway:** This corridor, specifically the section between Metropolitan Avenue and I-35, has been identified as a future bike route in this segment to better connect the Shawnee Heights and Argentine neighborhoods with the Merriam Lane corridor and the future Turkey Creek Trail.
- › **K-5 east of I-635:** This short freeway section cuts off the Northeast KCK area from a cemetery and the Fairfax Bluffs community and is in close proximity to the proposed Northeast KCK Heritage Trail.
- › **I-70 north of I-670:** Across the river in KCMO, the **Imagine Downtown KC 2030 Strategic Plan** envisions a reimagined North Loop (I-70 in KCMO), proposing removal of the freeway and transforming the facility into an at-grade urban boulevard. Should this project advance, the UG should consider examining the utility of the remaining I-70 section north of I-670 and west of the KCMO North Loop in order to reconnect Downtown KCK to its reimagined urban waterfront along the Kansas River.
- › **K-7 through Bonner Springs:** The K-7 Corridor Plan should be reevaluated and updated to better reflect the community’s changing vision for this corridor as a commercial destination within Wyandotte County.

The **Reconnecting Communities Pilot Program**, which was recently introduced as a new program in the federal infrastructure bill, provides funding to mitigate or remove transportation facilities that create barriers.



While the community’s vision for these corridors may not align with their current use and form, the impacts of any such re-imagining need to be studied in detail, including the costs of both reconstruction and long-term maintenance, ownership and liability of assets, the overall cost/benefit, and the needs of various community stakeholders (including the freight community).

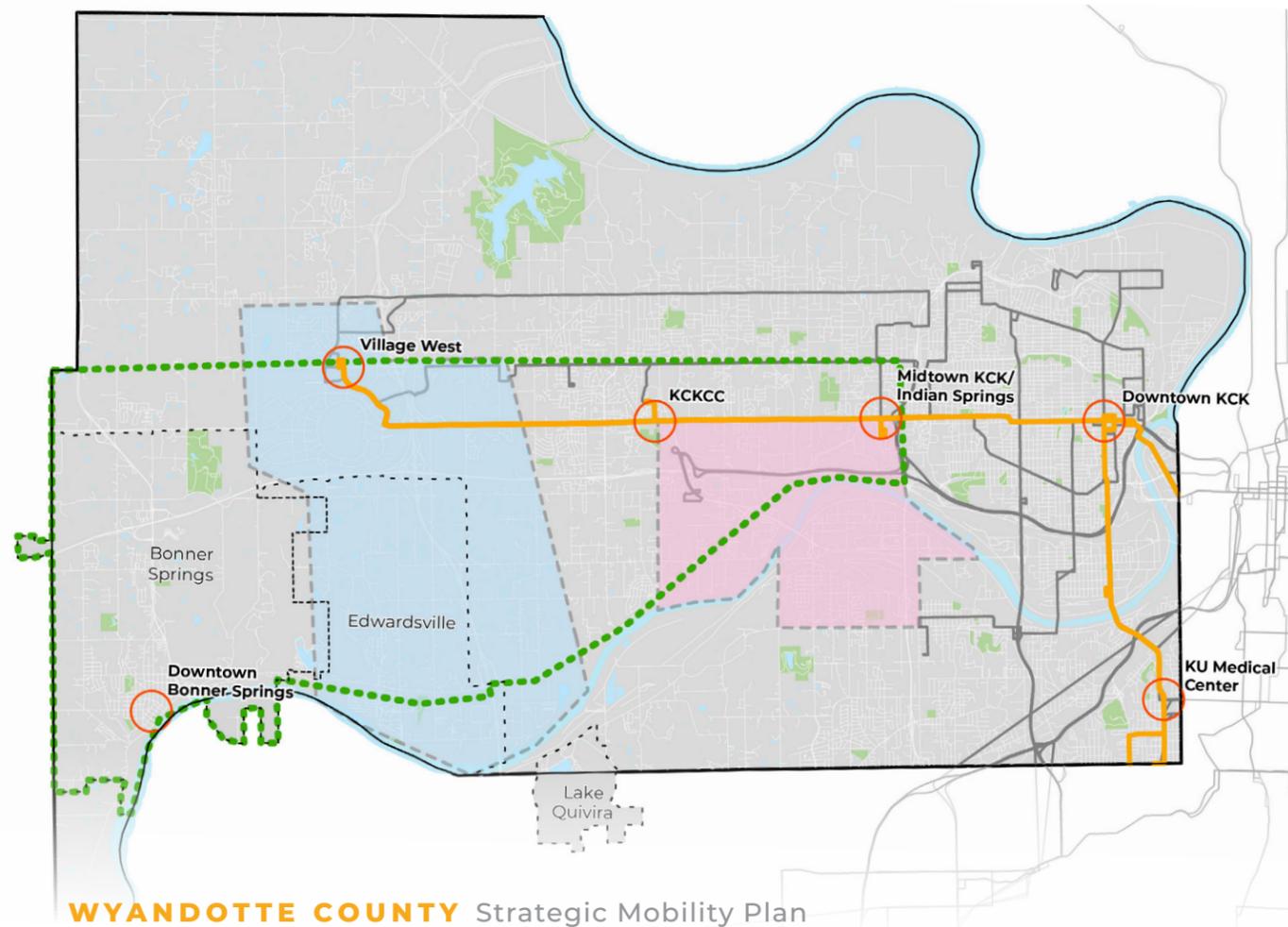
# Recommended Transit and Mobility Services

**High-Capacity Transit on State and 7th Corridors:** Target providing fast and frequent service (headways of 15 minutes or less) on the State Avenue and 7th/Rainbow corridors, with this high-capacity network supplemented by targeted 30-minute service on other fixed bus routes in the County. High-capacity transit service should align with transit-supportive land use as these areas redevelop around transit-oriented nodes. These high-capacity transit corridors should also be the focus for pilot demonstrations of alternative bus fueling technologies (e.g., battery electric, hydrogen) and charging technologies (such as “drive-over” wireless charging).

As transit investments begin to align with transit-supportive land use, the transit mode should evolve as well – first with bus

rapid transit (BRT), as has been done in KCMO along several high-capacity transit corridors (Main, Troost, and Prospect). The next “level up” from BRT would be fixed-guideway rail transit, such as streetcar or even light rail, as the corridor densifies and transit-supportive land use drives demand for service.

**Supporting Transit Coverage:** The supporting transit network should aim to provide 30-minute service along a series of fixed routes as well as a supplemental network of Micro Transit service in areas where a single fixed route does not function appropriately. Supporting transit service should continue to converge at key transfer points or “Mobility Hubs” such as the 47th Street/Indian Springs transit center, the 7th Street transit center, and the Bonner Springs Mobility Hub.



### Fixed-Route Bus Service Target Service Levels

- Fast/Frequent (15 Minutes or Less)
- 30-Minute Network
- All RideKC Bus Routes

### Micro Transit / Scheduled Ride Service

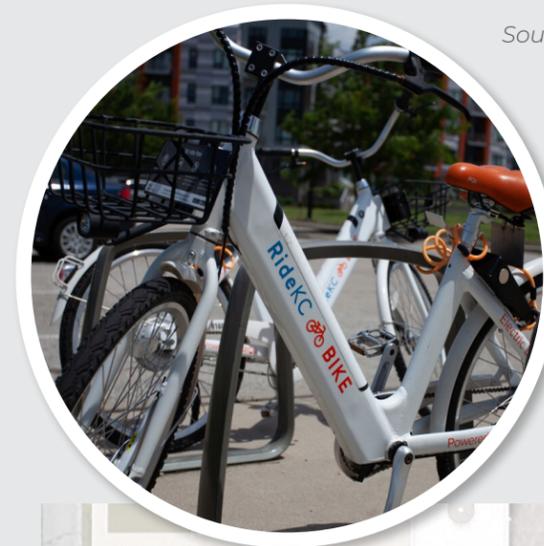
- Existing Route 199 Micro Transit
- Proposed Edwardsville - Village West Micro Transit
- Existing Tiblow Transit Service Area
- Proposed Mobility Hubs



(source: Journal Record)



Source: Unified Government of Wyandotte County and Kansas City KS



Source: kshb



Source: Fox KC



Bonner Springs Mobility Hub rendering (source: City of Bonner Springs)

**Mobility Hubs:** Mobility hubs are converging points for public transit and other mobility options, such as bike parking/bikeshare, scooters and other micro-mobility options, carshare, vehicle drop-off/pick-up areas, and/or vehicle parking. Mobility hubs typically include amenities to support an integrated suite of mobility functions, including Wi-Fi/technology connections, interactive kiosks/transportation service information, surrounding area information and wayfinding, amenities such as real-time arrival signage and fare collection, bicycle parking and pedestrian amenities, and more. Identified Mobility Hubs in Wyandotte County from the Smart Moves Plan include Downtown KCK (centered around 7th Street/Minnesota Ave), Midtown KCK (near State Avenue/47th Street), KCKCC, Village West, KU Medical Center, and Downtown Bonner Springs.

**Shared Mobility Services:** Over the past several years, new mobility options have become available in Wyandotte County, first starting with the Transportation Network Company (TNCs, such as Uber/Lyft) revolution in the early 2010's and recently expanding to include technology-enabled options such as bikeshare (including electric-assisted bikes), rideshare (e.g., carpooling, on-demand short-term car rentals such as Zipcar), and electric scooters. The UG should continue to support the pilot and growth of these services while modernizing policy to provide safe and efficient operations of these modes.

**Micro Transit and Schedule-Ahead Services:** Micro Transit provides service within a small geographic area and with smaller vehicles than traditional fixed-route transit. With technology-enabled scheduling and payment platforms, service can be provided in a near-on-demand level, and this service would provide trips within that small geographic area or connecting to a transfer point within the fixed route system. Micro Transit has been piloted in the UG in multiple locations, including current service in the Turner Diagonal and Argentine industrial areas and planned expansion into the Edwardsville industrial district. This service has been found to be most successful when service areas remain under 10 to 12 square miles.

Bonner Springs operates Tiblow Transit, with service into Edwardsville and western KCK. UG Public Transportation should continue to seek opportunities to expand partnerships with Tiblow Transit, including seeking opportunities to coordinate dispatching and scheduling among those agencies to improve operations and enhance customer service.

Additional schedule-ahead transit options, such as ADA and non-ADA paratransit, should continue to be supported by the UG, and the UG should seek to expand these options to additional qualified residents and employees within the County. For example, UG Public Transportation is preparing to launch non-emergency health care paratransit service. The UG should seek to continue to modernize scheduling and payment technologies for these services to make them easier for new users to access.

## The “Next Frontier” of Mobility in Wyandotte County

Transit and mobility services continue to evolve in response to new technologies and societal needs. Within Wyandotte County, several applications could be the “Next Frontier” of mobility:

- **Electric Vehicles:** The electric vehicle revolution is here, although the technological landscape continues to evolve rapidly, and several challenges exist to widespread fleet electrification. Several opportunities exist within Wyandotte County for public sector pilot implementations for fleet electrification, including opportunities with UG Public transportation vehicles, school buses, and the UG’s municipal fleet.
- **Connected and Autonomous Vehicles (CAVs):** KDOT recently completed a CAV Vision Plan<sup>1</sup> to help agencies maximize the safety, economic, and personal mobility benefits that these technologies could offer, as well as the potential unintended consequences that could arise. Wyandotte County is in a unique position for CAV deployment as one of the state’s most urbanized counties. An identified potential near-term pilot for autonomous vehicles could be a partnership with 7th Street Casino for a driverless shuttle to off-site parking areas.
- **Aerial Tramway:** This mode should be studied for the feasibility of connecting the downtowns of KCK and KCMO given the unique geography. It has been implemented in other areas of the country (New York City and Portland) for crossing rivers and handling steep terrain.

<sup>1</sup>[https://www.ksdot.org/Assets/wwwksdotorg/bureaus/divInnovTech/KS\\_CAV\\_Vision\\_Plan.pdf](https://www.ksdot.org/Assets/wwwksdotorg/bureaus/divInnovTech/KS_CAV_Vision_Plan.pdf)

# CHAPTER 5

## Implementation

This chapter provides specific actions to implement **goDotte's** Big Ideas and the recommendations stemming from those Big Ideas. The implementation of **goDotte** will be a collaborative effort among various UG departments, the Cities of Bonner Springs, Edwardsville, and Lake Quivira, KDOT, MARC, and other strategic partner agencies and key stakeholders.

### Policy Modernization

As **goDotte** is an effort to reshape how mobility planning takes place in Wyandotte County, the project team conducted a detailed review of existing policies and procedures centered around mobility and developed a series of recommendations. While there are no written or codified policies necessarily preventing progress with respect to mobility in Wyandotte County, there is a general absence of mobility-related policy that is codified (with the exception of the UG's and Bonner Springs' Complete Streets Ordinances) or otherwise formalized. The policy assessment mainly identified issues around the following:

- › Enforceability of plans and policies
- › Too many siloed plans, though most current plans have specific recommendations related to mobility policy
- › Lack of standardized, cross-departmental processes to address mobility-related policy issues

There are several steps the UG can take to prioritize and address these mobility-related policy gaps and issues. Many of these are captured in the Action Plan in this chapter, while others are broader or internal policy recommendations detailed in **Appendix F**.



Please refer to **Appendix F: Policy Inventory, Assessment, and Modernization** for a detailed documentation of existing mobility-related policy in Wyandotte County and recommendations for policy modernization.

### Action Plan Matrix

The matrix on the following pages provides an Action Plan for implementation of policy changes and future mobility investments, organized around the **five Big Ideas**. It is a compilation of action items identified during the **goDotte** planning process, as well as several recent and ongoing parallel planning efforts (most notably, the Northeast KCK Heritage Trail Plan and Merriam Connected Corridor Plan). Several opportunities are highlighted as key priorities or “quick wins” that could be implemented immediately and efficiently, creating and demonstrating momentum for mobility investment in Wyandotte County. Some of the Action Items have already been completed during the course of the **goDotte** planning process.





# Safety First

#	ACTION ITEM	PROJECT	SOURCE (MOST RECENT)
★ 1-1	<b>Vision Zero Action Plan Grant Application / High Injury Network (HIN) Identification</b>	Apply for a federal Safe Streets for All (SS4A) Action Plan discretionary grant in partnership with KDOT and the Cities of Bonner Springs, Edwardsville, and Lake Quivira to develop a Vision Zero Action Plan for all of Wyandotte County. In future years, apply for a SS4A Implementation grant, again in partnership with KDOT and partner cities. As part of this effort, the UG has begun identifying high-crash areas (the High-Injury Network, or HIN), including high-crash areas for bicyclists and pedestrians, as well as underlying demographics associated with crashes. This effort should be supplemented with a review of field-collected or crowdsourced travel patterns data to determine current roadway user patterns.	goDotte Planning Process
1-2	<b>Vision Zero Action Plan Tasks</b>	<ul style="list-style-type: none"> <li>› Conduct a review of current safety efforts and countermeasures in the County.</li> <li>› Study the feasibility of various safety-related implementations, including:                             <ul style="list-style-type: none"> <li>» Road diets and "excess capacity," including a detailed review of traffic volumes versus capacity on arterial streets in the County</li> <li>» Bump-outs, high-visibility crosswalks, pedestrian countdown times, pedestrian refuges, and other pedestrian crossing treatments such as flashing beacons</li> <li>» Access management</li> </ul> </li> <li>› Conduct stakeholder engagement to identify other creative safety solutions with local knowledge.</li> <li>› Apply for grant funding for implementation of safety solutions, such as an SS4A Implementation grant as described above.</li> </ul>	goDotte Planning Process
1-3	<b>Crime Prevention Through Environmental Design (CPTED)</b>	<ul style="list-style-type: none"> <li>› Shape a community culture of safety for all through Crime Prevention Through Environmental Design (CPTED), including:                             <ul style="list-style-type: none"> <li>» Street lighting and nighttime visibility</li> <li>» Clear and consistent wayfinding</li> <li>» Clear designation of public space and its use</li> <li>» Maintenance and beautification of public space</li> <li>» Improving personal safety when riding transit</li> </ul> </li> <li>› These efforts should be coordinated with UG Public Health, local law enforcement, and advocacy groups such as the Metropolitan Organization to Counter Sexual Assault (MOCSA).</li> </ul>	goDotte Planning Process
1-4	<b>Address Driver Behavior through Educational Efforts</b>	Coordinate with UG Public Health, local and state law enforcement, and other entities to conduct educational campaigns related to impaired driving and seatbelt/child car seat usage as well as topics such as driving on gravel roads, recovery strategies after leaving a roadway, and appropriate decision-making.	Kansas Strategic Highway Safety Plan (2020-2024)

★ Potential Quick Wins



# Street Design 101

#	ACTION ITEM	PROJECT	SOURCE (MOST RECENT)
✓ 2-1	<b>Streets for People Ordinances</b>	Make permanent within the UG Zoning Ordinance many of the "Streets for People" changes previously implemented during the COVID-19 pandemic, including expanding the ability of farmers markets, mobile vending, and mobile markets to sell food, drinks, and merchandise on public rights-of-way (Chapter 27) and private property(Chapter 32).	goDotte Planning Process
★ 2-2	<b>Street Cross-Sections Update</b>	Update the UG Public Works design manual to reflect the context-sensitive guidance and recommended cross-sections included in the Major Streets Plan Update.	goDotte Planning Process
★ 2-3	<b>Street Trees in Design Standards</b>	Work with UG Public Works to update design standards to require street trees as part of all street reconstructions and new street design projects. Proposed street cross sections should be updated to include adequate spacing for street planting and maintenance.	goDotte Planning Process
2-4	<b>Permeable Pavement Policy</b>	Coordinate with UG Public Works to update design standards and the UG Zoning Ordinance to permit permeable pavers to be an allowed material for "improved surfaces", including but not limited to: pervious concrete/Grasscrete, interlocking/plastic grid pavers, pervious asphalt, and brick.	goDotte Planning Process
2-5	<b>Freeway Divestment/ Reimagining Studies</b>	In partnership with KDOT, conduct studies of "freeway divestment" to better understand the community's vision for the future of corridors such as the 18th Street Expressway (US-69), K-5 east of I-635, and I-70 north of I-670, as well as the feasibility of reimagining and reconstructing these corridors.	goDotte Planning Process
2-6	<b>Leverage Kansas City Design Center (KCDC)</b>	Continue to utilize the Kansas City Design Center (KCDC) studio to explore visionary projects, such as a reimagining of freeways such as I-70 along the Kansas River or K-5 in Northeast KCK. This 5th-year graduate-level studio utilizes Kansas State University architecture, urban planning, and landscape architecture students and has collaborated with the UG in the past on projects to develop design concepts and visioning proposals. Future work should build off of KCDC's previous work along the Kansas River to identify opportunities to connect the City back to the River.	goDotte Planning Process
2-7	<b>Reconnecting Communities Pilot Program Grant Application</b>	Apply for a federal Reconnecting Communities Pilot Program planning grant to study reconnecting communities previously cut off from economic opportunities by transportation infrastructure through removal, retrofit, mitigation, or replacement of facilities.	goDotte Planning Process
★ 2-8	<b>NE KCK Heritage Trail Memorializations</b>	Fabricate and install sidewalk stickers at each of the existing memorialization locations along the NE KCK Heritage Trail.	NE KCK Heritage Trail Plan
2-9	<b>27th Street Corridor Improvement Plan</b>	Coordinate with local, state, and federal transportation agencies to create a detailed improvement plan for the 27th Street corridor, including I-635 bridge improvements as an initial investment in the NE KCK Heritage Trail	NE KCK Heritage Trail Plan
2-10	<b>Intersection Improvements at Merriam Lane and S. 24th Street</b>	This intersection is recommended to receive geometric improvements to provide improved radii at the intersection to accommodate heavy vehicles and the addition of an eastbound right-turn lane to allow more efficient travel to I-35 south of Merriam Lane.	Merriam Connected Corridor Plan
2-11	<b>Modify Merriam Lane between S. 35th Street and S. 10th Street</b>	This is a longer-term project as this street segment has been recently improved. This project would modify the existing two-lane section to add a buffer between the vehicular lanes and the bicycle lanes, to match proposed street segments to the west.	Merriam Connected Corridor Plan
2-12	<b>Install Monuments along Merriam Corridor</b>	Install primary and secondary monuments and related elements along the corridor at locations defined in the Merriam Connected Corridor Plan.	Merriam Connected Corridor Plan

★ Potential Quick Wins    ✓ Completed

## Street Design 101, continued

#	ACTION ITEM	PROJECT	SOURCE (MOST RECENT)
2-13	<b>Green Infrastructure Improvements along Merriam Corridor</b>	Along with street and intersection improvements, provide green stormwater and landscaping solutions along the Merriam Lane corridor where feasible and applicable. This can include bioswales, rain gardens, native plantings, and other practices to facilitate stormwater filtration in the corridor.	<b>Merriam Connected Corridor Plan</b>
★ 2-14	<b>47th Street Complete Street Project</b>	Execute the already-funded Complete Street project between Rainbow Boulevard and Mission Road along 47th Street in partnership with the Cities of Westwood and Roeland Park.	<b>47th and Mission Road Area Concept Plan</b>
2-15	<b>Expand 47th Street Complete Streets Project</b>	Study and implement an expansion of the 47th Street Complete Street from Mission Road to Roe Avenue, including additional/enhanced crosswalks and neighborhood/corridor markers and signage at 47th Street/8th Street/Elledge Drive, 47th Street/Mission Road, and 47th Street/Rainbow Boulevard, in partnership with the Cities of Westwood and Roeland Park.	<b>47th and Mission Road Area Concept Plan</b>
✓ 2-16	<b>Urban Design Overlay in 47th and Mission Road Area</b>	Update and adopt the Urban Design Overlay in 47th and Mission Road area according to the 47th and Mission Road Area Concept Plan.	<b>47th and Mission Road Area Concept Plan</b>
★ 2-17	<b>90th/91st Street Classification</b>	Define the 90th/91st Street corridor (the two streets come together at Parallel Parkway) as a Collector in Major Streets Plan. North of Leavenworth Road to Wyandotte County Lake Park, prioritize 91st Street as a "Gateway" to the park with signage, including the extension of a sidewalk along 91st Street into the park itself. Define a Safe Routes to School project that extends existing upgrades on 90th Street between Parallel Parkway and State Avenue north to Leavenworth Road. In the vicinity of the newly-constructed Lowell Brune Elementary School, sidewalks should be provided on both sides of the road, while further to the north to Leavenworth Road, a sidewalk should only be provided on the east side of the road.	<b>91st Street Corridor Plan</b>
2-18	<b>Kansas Avenue Improvements in Bonner Springs</b>	Redesign Kansas Avenue to accommodate pedestrian and vehicle traffic. Improvements include curb and gutter, sidewalks, storm sewers, street lighting, and replacement signing.	<b>Connected KC 2050 (Bonner Springs)</b>
2-19	<b>Metropolitan Avenue Improvements in Bonner Springs</b>	Redesign Metropolitan Avenue. Improvements include curb and gutter, sidewalks, grading improvements, storm sewer, pavement markings, street lighting, and replacement signing.	<b>Connected KC 2050 (Bonner Springs)</b>
2-20	<b>134th Street Improvements in Bonner Springs</b>	Redesign a narrow two-lane ditched road between Kansas Avenue and Metropolitan Avenue to include "complete street" design, including bicycle and pedestrian amenities for accessing the City's aquatic center, soccer complex, disc golf, and park/pond area.	<b>goDotte Planning Process</b>
★ 2-21	<b>138th Street Improvements in Bonner Springs</b>	Redesign a narrow two-lane ditched road to a standard-width three-lane curb and gutter street. Improvements include curb and gutter, sidewalks, storm sewer, pavement markings, street lighting, and replacement signage. Phase 1 is funded and will commence in 2023.	<b>Connected KC 2050 (Bonner Springs)</b>
2-22	<b>Nettleton Avenue Extension in Bonner Springs</b>	Redesign a standard-width three-lane curb and gutter street. Improvements include curb and gutter, sidewalks, storm sewers, pavement markings, street lighting, and replacement signage; will provide enhanced access for pedestrian and bicycle traffic to/from commercial areas.	<b>Connected KC 2050 (Bonner Springs)</b>
2-23	<b>98th Street Connector In Edwardsville</b>	Redesign 98th Street for 4 miles between K-32 in Edwardsville and State Avenue in KCK; design will incorporate sidewalks, multi-purpose trails, and/or dedicated bike lanes.	<b>Connected KC 2050 (Edwardsville)</b>
2-24	<b>Edwardsville Drive - Part 2</b>	Upgrade the last section of Edwardsville Drive between I-70 and K-32; design will include continuation of the City multi-purpose trail and sidewalk and possibly bike lanes.	<b>Connected KC 2050 (Edwardsville)</b>
2-25	<b>Riverview Avenue in Edwardsville</b>	Complete Riverview Avenue between Turner Diagonal in KCK and 142nd St in Bonner Springs; includes 3-4 travel lanes, transit stops near major employers and near major intersections as well as a connection to Wyandotte County Park.	<b>Connected KC 2050 (Edwardsville)</b>
2-26	<b>Complete Streets Policy for Edwardsville and Lake Quivira</b>	The Cities of Edwardsville and Lake Quivira should, using guidance from already-adopted policies by the UG and Bonner Springs, develop and adopt Complete Streets policies for their Cities that provide regulations to consistently plan, design, construct, operate, and maintain streets to accommodate all road users.	<b>goDotte Planning Process</b>

★ Potential Quick Wins    ✓ Completed



# Next-Level Transit

#	ACTION ITEM	PROJECT	SOURCE (MOST RECENT)
3-1	<b>Fast and Frequent Service: State Avenue</b>	Develop Fast and Frequent (intervals of 15 minutes or less) transit service along the 101 – State Ave KCATA bus route, which provides access to both KCK and KCMO. This corridor was identified in Smart Moves 3.0, the region’s long-range transit plan. Study the potential for upgraded transit service (i.e., LRT, BRT, streetcar, trackless tram, or light rail) between downtown KCK and Indian Springs and west to the Village West/Legends area. Implement recommendations for the Bi-State Sustainable Reinvestment Corridor along State Avenue, including investments in zero-emission transit, new mobility hubs, pedestrian and bicycle infrastructure, and green infrastructure (including electric vehicle charging).	KC Smart Moves 3.0
3-2	<b>Fast and Frequent Service: 7th Street/ Rainbow Boulevard</b>	Develop Fast and Frequent (intervals of 15 minutes or less) transit service along the 7th Street/Rainbow Boulevard Corridor in KCK. This corridor was identified in Smart Moves 3.0, the region’s long-range transit plan.	KC Smart Moves 3.0
3-3	<b>Mobility Hubs</b>	Plan, design, and implement Mobility Hubs at targeted locations in Wyandotte County. Mobility hubs are converging points for public transit and an integrated suite of mobility functions, including Wi-Fi/technology connections, interactive kiosks/transportation service information, surrounding area information and wayfinding, amenities such as real-time arrival signage and fare collection, bicycle and pedestrian amenities, vehicular drop-off/pickup areas, parking, and more. Identified Mobility Hubs in Wyandotte County from the Smart Moves Plan include Downtown KCK (centered around 7th Street/ Minnesota Ave), Midtown KCK (near State Avenue/47th Street), KCKCC, Village West, KU Medical Center, and Downtown Bonner Springs.	KC Smart Moves 3.0
3-4	<b>Bonner Springs Multi-Modal Transit Hub</b>	Study, design, and construct a multi-modal transit facility in downtown Bonner Springs to incorporate accessibility for pedestrian, bicycle, and traditional transit opportunities while enhancing access to the Tiblow Public Transit System and its coordination with RideKC.	Connected KC 2050 (Bonner Springs)
3-5	<b>New or Realigned Fixed-Route Service along Merriam Lane Corridor</b>	After implementation and review of planned 2022 fixed-route changes, work with local transit providers to plan or modify fixed-route service to travel along the Merriam Drive/Lane corridor, and/or to add stops on the corridor for north/south service.	Merriam Connected Corridor Plan
3-6	<b>Future High-Capacity Transit along I-35 Corridor</b>	Work with local transit providers and funding partners to implement high-capacity fixed-guideway transit in the longer term. Additional study will be required to determine the preferred mode, route, and service alternative along I-35 between Downtown KCMO and Olathe, with a potential stop in Downtown Rosedale.	Merriam Connected Corridor Plan
3-7	<b>Downtown KCK to KCMO Aerial Lift</b>	Conduct a feasibility study of an aerial lift across the Kansas River between Downtown KCK and KCMO.	goDotte Planning Process
★ 3-8	<b>RideKC East-West Transit Study</b>	Implement recommendations from RideKC East-West Transit Study, an evaluation of a high-capacity transit connection between the University of Kansas Health System and the Rock Island Corridor/Truman Sports Complex.	goDotte Planning Process
3-9	<b>UG Public Transportation Wireless Charging Demonstration</b>	Conduct a fleet electrification demonstration project in coordination with UG Public Works, school districts in Wyandotte County, and the Kansas City Board of Utilities (BPU). This could include wireless electric vehicle charging at transit stops, likely along the State Avenue/Bi-State Sustainable Reinvestment Corridor. The concept would be similar to the proposed wireless charging for buses at KCI Airport that provides incremental charging while passengers load and unload. This concept would likely begin as a pilot along a specific route but could also be explored for charging of paratransit/micro transit vehicles or school buses. This project should be coordinated with Action Plan Item #5-2 (Pilot Project for Electrification of Municipal Fleet).	goDotte Planning Process

★ Potential Quick Wins

## Next-Level Transit, continued

#	ACTION ITEM	PROJECT	SOURCE (MOST RECENT)
★ 3-10	<b>UG Public Transportation Micro Transit Expansion</b>	Implement expanded Micro Transit service between the Edwardsville industrial area and Village West. Continue to operate and evaluate the 199 Micro Transit service in the Kansas Avenue / Turner Diagonal area. Should ridership grow in these service areas, evaluate system expansion or implementation of fixed-route service.	goDotte Planning Process
★ 3-11	<b>UG Non-Emergency Paratransit Pilot Program</b>	Implement pilot program for non-emergency medical transportation in partnership with Safety Net clinics.	goDotte Planning Process
3-12	<b>UG Public Transportation /Tiblow Transit/ Leavenworth County Rides Partnership</b>	Continue to seek opportunities to expand partnerships among UG Public Transportation and neighboring transit providers, including Tiblow Transit, which runs service from Bonner Springs and Edwardsville into KCK, and Leavenworth County Rides. Seek opportunities to coordinate dispatching and scheduling among these agencies to improve operations and enhance customer service.	goDotte Planning Process
3-13	<b>UG Public Transportation Capital Needs Inventory and Assessment</b>	Conduct a Capital Needs Inventory for UG Public Transportation fleet, facilities, and amenities such as bus shelters, benches, signage, etc. Develop a Transit Asset Management (TAM) plan to support needed maintenance of capital assets. Utilize the FTA's TAM Resources for detailed guidance and potential funding opportunities for rehabilitation or replacement of assets.	goDotte Planning Process
3-14	<b>Transit Policy for Economic Development</b>	Develop policy to support transit service along designated corridors (e.g., State Avenue and 7th Street/Rainbow Boulevard) to better encourage transit-supportive densities along identified transit corridors. Coordinate with UG Economic Development and UG Public Transportation to negotiate operations funding as part of any major economic development agreement (e.g., the new Urban Outfitters facility near the Kansas Speedway has committed funding for express transit service between its facility and the Indian Springs transit center / State Avenue service).	goDotte Planning Process
3-15	<b>7th Street Casino Driverless Shuttle</b>	Coordinate with UG Public Transportation to partner with 7th Street Casino to pilot and implement a driverless shuttle between the parking provided in UG-owned parking lots to the casino on a 24/7 basis (free shuttle service is currently already provided from these locations).	goDotte Planning Process
3-16	<b>Mobility Hubs and Access to Healthy Food</b>	Partner with existing mobile/portable food retailers (KCK Farmers Market, DotteMobileGrocer, Cultivate KC, etc.) to co-locate food access at the proposed mobility hubs.	goDotte Planning Process

★ Potential Quick Wins



# Prioritize Connections

#	ACTION ITEM	PROJECT	SOURCE (MOST RECENT)
★ 4-1	<b>NE KCK Heritage Trail Phase 1 Improvements</b>	Utilize the existing Sunflower Grant funding to begin Heritage Trail Phase 1 improvements along the existing sidewalks along Jersey Creek (signage and art, amenities and accessibility, safety features, landscaping, and sustainability features).	<b>NE KCK Heritage Trail Plan</b>
4-2	<b>Jersey Creek to City Park Trail</b>	Study and plan the extension of the NE KCK Heritage Trail along the former inter-urban railway corridor between Jersey Creek Park and City Park, connecting these two parks with Wyandotte High School and Donnelly College and potentially aligning with investments in stormwater infrastructure in this low-lying, flood-prone area. Explore a potential connection from City Park across I-70 to the Kansas River Levee Trails.	<b>goDotte Planning Process</b>
★ 4-3	<b>Kansas Levee Trails/ Rock Island Bridge</b>	Design, fund, and construct the remaining sections of the Kansas Levee Trails and associated betterments, ultimately connecting from Kaw Point through Armourdale to K-32 west of the Argentine Industrial Area. This includes upgrading trail surface and providing wayfinding and other amenities (benches, parks, parklets, etc.) along existing trail segments; constructing missing trail segments, providing trailheads and connections to other regional trails and bikeways where feasible, including a future K-32 trail, Kansas Avenue (multiple locations), 7th Street, 12th Street (existing bike facility), 18th Street (future bike/ped facility), Central Avenue (future bike/ped facility), James Street, the Riverfront Heritage Trail, and the NE KCK Heritage Trail; and establishing a trail connection across the Rock Island Bridge.	<b>goDotte Planning Process</b>
4-4	<b>Turkey Creek Trail Extension</b>	Extend trail from the boundary with the City of Mission to the at least as far north as 7th Street, traveling along Turkey Creek to the extent feasible as determined by future analysis.	<b>Merriam Connected Corridor Plan</b>
4-5	<b>Turkey Creek Trailheads</b>	Along the extended Turkey Creek Trail, provide new trailheads at S. 24th Street, S. 18th Street, S. 14th Street, at the Boulevard Drive-In, Mill Street, Southwest Boulevard, the Rozarks Trail System, and 7th Street.	<b>Merriam Connected Corridor Plan</b>
★ 4-6	<b>Central Avenue Bridge</b>	Study the feasibility of reopening the currently-closed Central Avenue Bridge over the Kansas River to serve only bicycles and pedestrians. This redesign/retrofit would need to account for streetscape-related elements and signage/stripping/wayfinding to accommodate only bike/ped travel along Central Avenue and James Street to the state line and coordination with KCMO for signage and wayfinding east of the state line. In addition, this effort should identify a solution for safely accommodating bicycles and pedestrians for the section between the I-70 ramps and 6th Street that remains open to vehicular traffic and features high-speed freeway on- and off-ramps. Funding is currently being pursued through a RAISE grant application.	<b>goDotte Planning Process</b>
★ 4-7	<b>Kansas Avenue/ Cesar Chavez Bridge</b>	Coordinate with UG Public Works and KCMO on the replacement of the Kansas Avenue / Cesar Chavez Bridge to provide a physically separated bicycle and pedestrian facility as part of this reimagined crossing. This facility would tie into the Kansas River Levee Trails, and Kansas Avenue is designated as a regional trail in the UG through Armourdale. As part of this project, the Kansas Avenue / Cesar Chavez corridor would be converted to a complete/green street between Southwest Boulevard in KCMO and 7th Street in KCK. Apply for INFRA/MEGA grant funding through the federal infrastructure bill.	<b>goDotte Planning Process</b>
★ 4-8	<b>Walk-Friendly Communities Assessment</b>	Conduct a Walk Friendly Communities Assessment, starting first with a self-assessment and then applying to have Walk Friendly Communities conduct an independent assessment. Note that in 2012, Walk Friendly Communities conducted an independent assessment of walkability in KCK and was not able to designate KCK as a walk-friendly community.	<b>goDotte Planning Process</b>
★ 4-9	<b>Bike Parking Ordinance</b>	Update parking ordinance to reduce parking requirements in return for providing improved pedestrian connectivity and bike parking facilities (not a bonus, but a requirement for the private owner to maintain for all commercial and multi-family uses).	<b>goDotte Planning Process</b>
4-10	<b>Safe Routes to School Prioritization</b>	Identify and define a list of schools to prioritize for connections for the next 10 years. Expand the Safe Routes to School Program to be County-wide, in coordination with the independent cities.	<b>goDotte Planning Process</b>
4-11	<b>Rozarks Trail System</b>	Codify the Rozarks trail system between the Rosedale Arch to Fisher Park and Rosedale Park. Provide a connection from the future Turkey Creek Trail that connects via Mill Street in Downtown Rosedale to Rosedale Park. Identify a crossing of the Rozarks trails at Mission Road, and identify any further access points/trailheads, or other Turkey Creek Trail connection points.	<b>39th Street Corridor Plan</b>
4-12	<b>Complete Sidewalk Network (Neighborhood Connections)</b>	Provide new sidewalks and place-making amenities as identified gateways connecting to Merriam Lane at S. 34th Street, S. 24th Street/Lamar Ave., S. 18th Street, and S. 14th Street/Roe Lane. In addition, the following locations were also identified as gateways in the Southwest Boulevard/Merriam Lane Corridor Master Plan, which preceded the Merriam Connected Corridor Plan: 31st Street/Southwest Boulevard, 7th Street/Southwest Boulevard, Merriam Lane/Southwest Boulevard. Any future roadway projects at these locations should have additional place-making enhancements accordingly.	<b>Merriam Connected Corridor Plan / Southwest Boulevard-Merriam Lane Corridor Master Plan</b>

★ Potential Quick Wins

## Prioritize Connections, continued

#	ACTION ITEM	PROJECT	SOURCE (MOST RECENT)
4-13	<b>18th Street Future Bike Facility</b>	Study the provision of S. 18th Street between Metropolitan Avenue and Merriam Lane as a future bike facility, as this is the least steep bike route to connect the Argentine and Rosedale/Turner communities. This should align with any study of reimagining the 18th Street Expressway corridor as a more modern, urban facility (i.e., not freeway standards).	goDotte Planning Process
4-14	<b>18th Street Bridge</b>	Coordinate with KDOT on the replacement of the 18th Street Expressway Bridge and Viaduct over the Kansas River, through Armourdale, and over multiple railroad lines. There is a potential for bike/ped users to still be accommodated on the replacement bridge via a retrofit of the planned facility; however, in lieu of said facility on the bridge, coordinate and partner with KDOT for completing a "bike box" (Kansas Avenue/12th Street/Metropolitan Avenue/Strong Avenue/Goddard Viaduct/26th Street) to connect Argentine and Armourdale.	goDotte Planning Process
4-15	<b>NE KCK Heritage Trail Grant Applications</b>	Evaluate and begin applying for grant programs for NE KCK Heritage Trail implementation based on timing, while leveraging existing resources.	NE KCK Heritage Trail Plan
4-16	<b>Quindaro Townsite MOU</b>	Establish an MOU with Quindaro Townsite property owners to plan for landscape restoration and resource harvesting effort.	NE KCK Heritage Trail Plan
4-17	<b>S. 14th Street/Roe Lane Bicycle Facility</b>	Provide a new bicycle facility that connects Merriam Lane to existing bicycle lanes to the north at S. 12th Street & Ruby Ave., and south to existing bicycle lanes at Roe Lane near W. 47th Street in Roeland Park. This corridor is identified as a Local Trail in the Sidewalks and Trails Master Plan.	Merriam Connected Corridor Plan
★ 4-18	<b>Bikeshare Pilot Expansion</b>	Work with RideKC Bike to expand hubs for pedal and e-bikes. Target CMAQ funding, which was used for the bikeshare pilot project in Rosedale.	goDotte Planning Process
4-19	<b>Complete Sidewalks on Merriam Drive (between S. 26th and S. 23rd Streets)</b>	Complete sidewalks on the south side of Merriam Lane between S. 26th Street and S. 23rd Street. This project could be completed along with the recommended Merriam Lane and S. 24th Street intersection improvements (Action Item #2-8).	Merriam Connected Corridor Plan
4-20	<b>4th Street (Edwardsville) Safe Routes to School Projects</b>	Define a Safe Routes to School project that extends from K-32 and 4th Street in Edwardsville to Edwardsville Elementary School. Construct intersection crosswalks and provide sidewalks on 4th Street to Edwardsville Elementary and destinations south of K-32. Reduce the speed limit along K-32 to 35 mph in consideration of pedestrian movements in all directions of the improved K-32 and 4th Street intersection.	Connecting Edwardsville PSP / K-32 Tri-City Multi-Modal Redevelopment Plan
4-21	<b>Edwardsville Trails and Sidewalks Master Plan</b>	Develop a blueprint for the implementation of a sidewalk and trail network that meets the needs of residents workers and visitors.	goDotte Planning Process
4-22	<b>Kansas Department of Wildlife &amp; Parks Recreational Trails Grants</b>	Further develop and maintain recreational trails and trail facilities through state funding opportunities, such as this grant program. This grant program is specifically being targeted by the City of Edwardsville for its River Front Park redevelopment efforts.	Edwardsville River Front Park Redevelopment Project
4-23	<b>Design/Striping/Wayfinding Standards for Off-Street Trails</b>	Provide a design/striping standard for all off-street trails to include a dividing line and appropriate signage/markings required by developers that separates bicyclists and pedestrians. Update the UG Public Works design manual accordingly. Coordinate with UG Public Works and the public works departments of the independent cities to evaluate existing 10-foot off-street trails and providing wayfinding signage for bicyclists and pedestrians, including rules of the road.	goDotte Planning Process
4-24	<b>Sidewalk Incentive Program Policy</b>	Continue to fund UG Public Works Sidewalk & Curb Replacement Incentive Program Policy.	goDotte Planning Process
★ 4-25	<b>Sidewalk Conditions Monitoring</b>	Conduct an updated sidewalk conditions assessment (following up on the 2018 conditions assessment) or institute a recurring goal to inventory a certain percentage of sidewalks on an annual basis. Coordinate with the independent cities to have this conditions assessment be on a County-wide level. Collect and inventory field data on sidewalk conditions, and maintain and update a living "Wyandotte County existing sidewalks layer" with conditions data accordingly. Ideally, this existing sidewalks dataset will be integrated with a planned sidewalks dataset into a single, living dataset that includes prioritization for construction of unbuilt sidewalks, as well as prioritization for maintenance/reconstruction of existing sidewalks.	goDotte Planning Process
★ 4-26	<b>Reconcile Sidewalks/Bikeways/Trails Datasets</b>	Reconcile differences and overlaps among various UG datasets and GIS layers, including sidewalks, bikeways, and trails. Institute formal definitions for facility types and standard widths, materials, and striping. Reconcile any differences with regional datasets, including MARC's planned bikeways and trails layers and MetroGreen layers and planned bicycle facilities in neighboring jurisdictions which touch the Wyandotte County line (namely KCMO). Coordinate with and include the Cities of Bonner Springs, Edwardsville, and Lake Quivira in these updates. These datasets should be reconciled prior to the next goDotte update.	goDotte Planning Process

★ Potential Quick Wins



# Opportunity Corridors

#	ACTION ITEM	PROJECT	SOURCE (MOST RECENT)
★ 5-1	<b>State Avenue Access to Transit Stops</b>	Coordinate with KCATA and UG Public Works to design and deliver bicycle and pedestrian facilities improving access to transit stops along State Avenue as part of a federal STP grant.	goDotte Planning Process
5-2	<b>Pilot Project for Electrification of Municipal Fleet</b>	Conduct a fleet electrification demonstration project in coordination with UG Public Works and the Kansas City Board of Utilities (BPU). This could include a cluster of charging stations in the government district in Downtown KCK and potentially some at the UG's Neighborhood Resource Center at 51st Street/State Avenue. Planning for this project should be agnostic on the type of technology/vehicles, but this project would be focused on utilizing federal grant programs coupled with the locally-owned utility and government. This should account for KDOT's ongoing plans for a statewide electric vehicle recharging network and MARC's efforts to expand such facilities in disadvantaged communities. This project should be coordinated with Action Item #3-9 (UG Public Transportation Wireless Charging Demonstration).	goDotte Planning Process
5-3	<b>KCKCC Student Housing / Campus Master Plan</b>	Conduct a Student Housing / Campus Master Plan for KCKCC including a focus on transit-oriented development along State Avenue.	goDotte Planning Process
5-4	<b>Development Incentives Policy</b>	Explore various development incentives along Opportunity corridors to encourage transit-oriented development (TOD). This could include implementing an overlay, supporting density bonuses, partnerships with UG Economic Development, and others.	goDotte Planning Process
★ 5-5	<b>7th Street Access to Transit Stops</b>	Coordinate with KCATA and UG Public Works to design and deliver facility enhancements and bike/ped connectivity, improving access to transit stops along 7th Street as part of a federal STP grant.	goDotte Planning Process
★ 5-6	<b>Rainbow Corridor Complete Street Traffic Management Plan</b>	Collaborate with the Cities of Westwood, Westwood Hills, and Mission Woods to complete a PSP grant/study of the Rainbow Boulevard corridor between I-35 and Shawnee Mission Parkway. Coordinate with UG Public Works to understand lane use reconfiguration and potential accommodations for on-street bicycle facilities and/or street parking. This plan would analyze and design a complete street for Rainbow Boulevard in various sections along the corridor, with the aim of seeking federal STP grant funding for implementation.	goDotte Planning Process
★ 5-7	<b>K-32 Quiet Zones in Edwardsville and Bonner Springs / Multi-Purpose Trail</b>	Study, design, and build out railroad quiet zones in Edwardsville and Bonner Springs as studied in the K-32 corridor plan. Design and construct a multi-purpose trail between Bonner Springs and the planned Kansas River Levee Trails west of Armourdale, which was also studied and recommended through that plan, as well as a potential connection to City Park.. The UG should partner with the Cities of Bonner Springs and Edwardsville as "Tri Cities" to pursue state and federal funding for these efforts.	K-32 Tri-City Multi-Modal Redevelopment Plan
5-8	<b>K-7 Plan Update</b>	Update the K-7 Corridor Plan and MOU in coordination with KDOT and the City of Bonner Springs to better reflect the community's changing vision for this corridor as a commercial destination within Wyandotte County.	goDotte Planning Process

★ Potential Quick Wins

# Other Action Items

#	ACTION ITEM	PROJECT	SOURCE (MOST RECENT)
★ 6-1	<b>Climate Risk and Vulnerability Assessment</b>	Conduct a Climate Change Risk and Vulnerability Assessment for Wyandotte County. MARC has completed a regional assessment, but the County should define its own baseline, as Wyandotte County is more diverse and disadvantaged when compared to the region. Continue the community conversation during the UG's Citywide Master Plan update. Specific issues to be considered during this assessment should be heat (reducing heat islands) and flooding (reducing impervious area and runoff), as well as appropriate access to cooling or heating centers. Additional issues could include food access, job access, air quality, brownfields, energy burden and water burden, and healthy homes.	goDotte Planning Process
6-2	<b>CMIP Prioritization</b>	Continue to coordinate with UG Public Works on inputs, supporting data, and criteria for the CMIP project prioritization process.	goDotte Planning Process
6-3	<b>Infrastructure Action Team Coordination</b>	Continue to coordinate with the Infrastructure Action Team to assess the UG's implementation of the Complete Streets Ordinance.	goDotte Planning Process
6-4	<b>UG Public Works APWA Accreditation</b>	Coordinate with UG Public Works to seek and obtain American Public Works Association (APWA) accreditation, which will help improve internal efficiencies and coordination while also reducing liability and insurance premiums.	goDotte Planning Process
★ 6-5	<b>Mobility Utility Fund Study</b>	Mobility funding for transit, trails, roads, and bridges at the Unified Government is significantly underfunded. The unfortunate result of an underfunded system is closures of roads, bridges, and connectivity disruptions across the community. Conduct a study to investigate the opportunity for alternative revenue funding sources to taxes within a mobility user fee. The mobility user fee study could assess the uses of transit, trails, and roads and bridge systems and could incorporate multiple modes in contrast to only axles and roadways or vehicle miles traveled or a gas tax at the pump. This study could have the potential opportunity to intersect and collaborate with the transportation utility fee studies underway from the federal government and KDOT.	goDotte Planning Process
6-6	<b>Parking Reform Study</b>	Study the potential for parking reform, such as reduction or elimination of minimum parking requirements, especially along the corridors identified as "Opportunity Corridors". Identify targeted locations for eliminating parking requirements while considering the needs of existing residents, such as exploring the use of residential permit parking programs.	goDotte Planning Process
6-7	<b>KDOT Active Transportation Plan and Policy Registry</b>	Add the UG's and Bonner Springs' Complete Streets Policies to KDOT's new Active Transportation Plan and Policy Registry.	goDotte Planning Process

★ Potential Quick Wins

## Project Development Guidance

The path to a sustainable, equitable, and competitive community requires thoughtful mobility investments. That process begins with project selection and continues through project design and delivery.



### **Project Selection:** *How do we pick projects that have the most positive impact?*

Project selection is the first step to delivering the **goDotte** mobility vision. Many transportation projects throughout the County have been suggested through previous planning efforts. Since limited resources prevent us from constructing all of them, the project selection process ensures projects chosen for implementation advance established community goals and meet stated criteria.

The **goDotte** priorities should be the starting point for prioritizing all capital improvement projects. Project selection should be a data-driven process with a firm focus making the best of a limited budget. Wyandotte County already has a data-driven process in place to prioritize maintenance activities, but this practice should be expanded to include all capital improvements, such as sidewalks, road diets, trails, and new roadways. The County should lean on its current expertise to develop a data-driven prioritization process that outlines each project's utility to the community in order to select the projects that provide the most mobility benefit. Prioritization should include all community goals, including equity and public health.



### **Project Design:** *How do we design projects that improve mobility?*

Once a project is selected, the next stage is project design. During this stage, the County will create detailed plans and designs that ensure potential projects contribute to mobility (based on the prioritization process) and maximize the contribution to County goals.

In 2020, the County adopted a Complete Streets Ordinance, which requires consideration of all travelers in all future transportation projects. This means that all projects, including routine maintenance and reconstructions, should seek ways to improve mobility. This may be as simple as painting bike lanes on a roadway when repaving or including new sidewalks in reconstruction projects.

## Funding and Future Opportunities

The **goDotte** plan lays a foundation to harness future transportation funding opportunities. Several key priorities should be examined for ways to leverage many different funding pots and increase the County's total capacity for mobility transformation:

### Federal Infrastructure Bill

The 2021 Infrastructure Investment and Jobs Act (IIJA) provided approximately \$500 billion in additional transportation funding for areas throughout the United States. Many of these new or expanded programs are tailored to assisting communities that have historically struggled with disinvestment, such as Wyandotte County. Many provide 80% to 100% of the funding needed to complete transformative planning studies or construction projects.

The County should track current and upcoming opportunities such as:

- › Reconnecting Communities Pilot Program, which provides funding to mitigate or remove transportation facilities that create barriers.
- › RAISE and INFRA grants, which provide funding to complete large-scale multimodal projects that benefit the community.
- › Safe Streets and Roads for All (SS4A), which provides funding to municipalities to initially develop Vision Zero Action Plans, and then provides an opportunity to apply for construction or implementation funding in subsequent years.

The IIJA also provides key opportunities to fund and implement transportation projects that seek to de-carbonize the transportation system. These programs include:

- › EV Charging Implementation funding
- › PROTECT Grants, which provide funding to develop infrastructure that improves resiliency

### Vision Zero

The County has begun the process of identifying a "high-injury network," a key first step in developing a Vision Zero Action Plan. To advance the mission of eliminating traffic deaths, the County should apply for funding to complete a Vision Zero plan through the federal SS4A program described above and seek to apply for construction or implementation funding in subsequent years.

### Do More with Maintenance

Maintenance represents the vast majority of the County's transportation budget. As our infrastructure continues to age and new projects are constructed, it is likely that needs will only increase. Luckily, there are many ways to make our maintenance spending work in concert with the mobility strategy.

- › Include safety improvements such as improved crosswalks as part of maintenance projects when possible.
- › Review opportunities for bike lanes and traffic calming improvements (as applicable) as part of all maintenance projects.
- › Analyze spending to ensure infrastructure is maintained equitably across neighborhoods.
- › Ensure key connections to strategic reinvestment areas are in good repair.
- › Find opportunities to install fiber and new technologies during maintenance projects.

By reviewing and designing projects through the lens of **goDotte** priorities, there are many ways our maintenance dollars can do more.

### Green Infrastructure

Green Infrastructure is an opportunity for the County to accomplish multiple goals while simultaneously developing effective stormwater management systems and also providing key recreation and mobility opportunities. The county should seek to identify and protect key "green" corridors along the many waterways throughout the County, developing recreational trails within the corridors and buffering from other development.

### Implementation Funding

Many transformative projects included in this plan, such as the Northeast Heritage Trail Plan and Merriam Connected Corridor Plan, also developed a series of funding options. The County should refer to those implementation plans to fund those projects and expand on that guidance for future projects that will require a multitude of funding sources.

## Creating a Lasting Process for Wyandotte County

The **goDotte** Strategic Mobility Plan for Wyandotte County was developed at a unique point in time. A global pandemic, monumental shifts in the economy, and increased importance of equity, the environment, and the economy all combined to create a point in history when working together couldn't be more important. This moment can be used to reflect on what we want to carry forward from our past and what needs to be added to our future to ensure the residents and workers of our County experience lasting opportunities. The plan intentionally looks beyond jurisdictional boundaries, a reflection that our community expects and deserves a transportation system that offers continuity and connectivity, but also a system that makes positive contributions to community goals and objectives.

The **goDotte** strategy includes thinking of transportation as a community asset and an ingredient for community building. However, the plan requires continued investment, consistent monitoring, and internal alignment amongst policies, programs, and initiatives. This includes the upcoming Citywide Master Plan Update, the Unified Development Ordinance, Capital and Maintenance Improvement Program, and participation with state and regional partners. It also requires the development community, community-based organizations, and local institutions to cultivate aligned opportunities. When this occurs, the positive influence will propagate and provide current and future generations lasting value and a vibrant and safe future for all.

GoDotte!