



goDotte

WYANDOTTE COUNTY
Strategic Mobility Plan

● ● ● ● ● Moving forward together

AUGUST 2022

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-American 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.

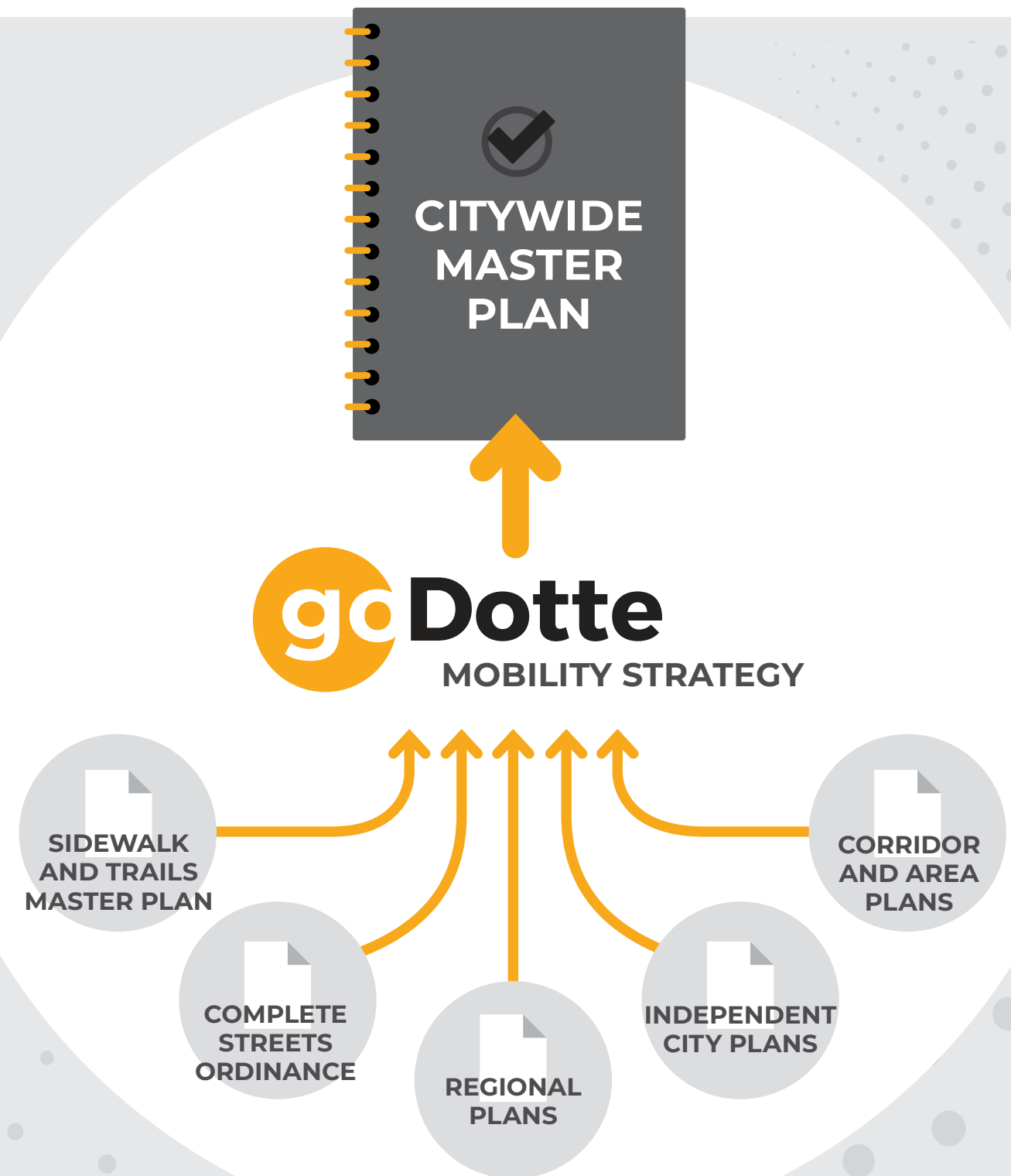
This plan also refreshes the priority projects in the 2012 **Sidewalk and Trails Master Plan** and incorporates the principles of the **SmartMoves RideKC Regional Transit Plan** and the **KC Regional Climate Action Plan**. A long list of area-specific plans, completed over the previous decade, have informed 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.

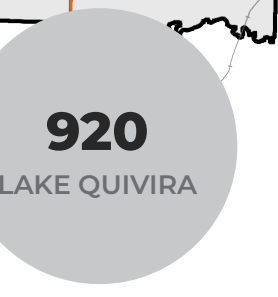
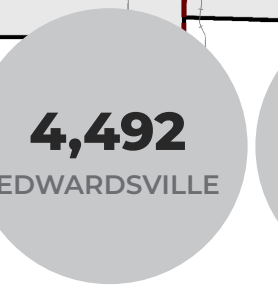
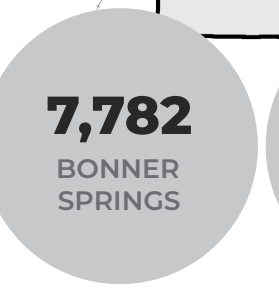
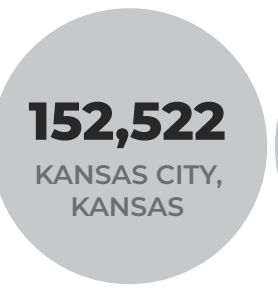
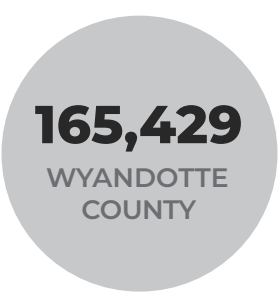
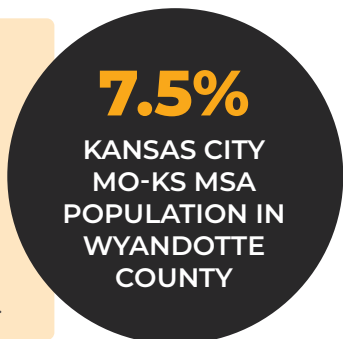
The County is uniquely defined by barriers - both natural and man-made. Most of the County's geographic area sits between the wide Kansas and Missouri Rivers, with hilly terrain and steep bluffs approaching the rivers' wide floodplains and tributaries. Both Wyandotte County and the greater Kansas City 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

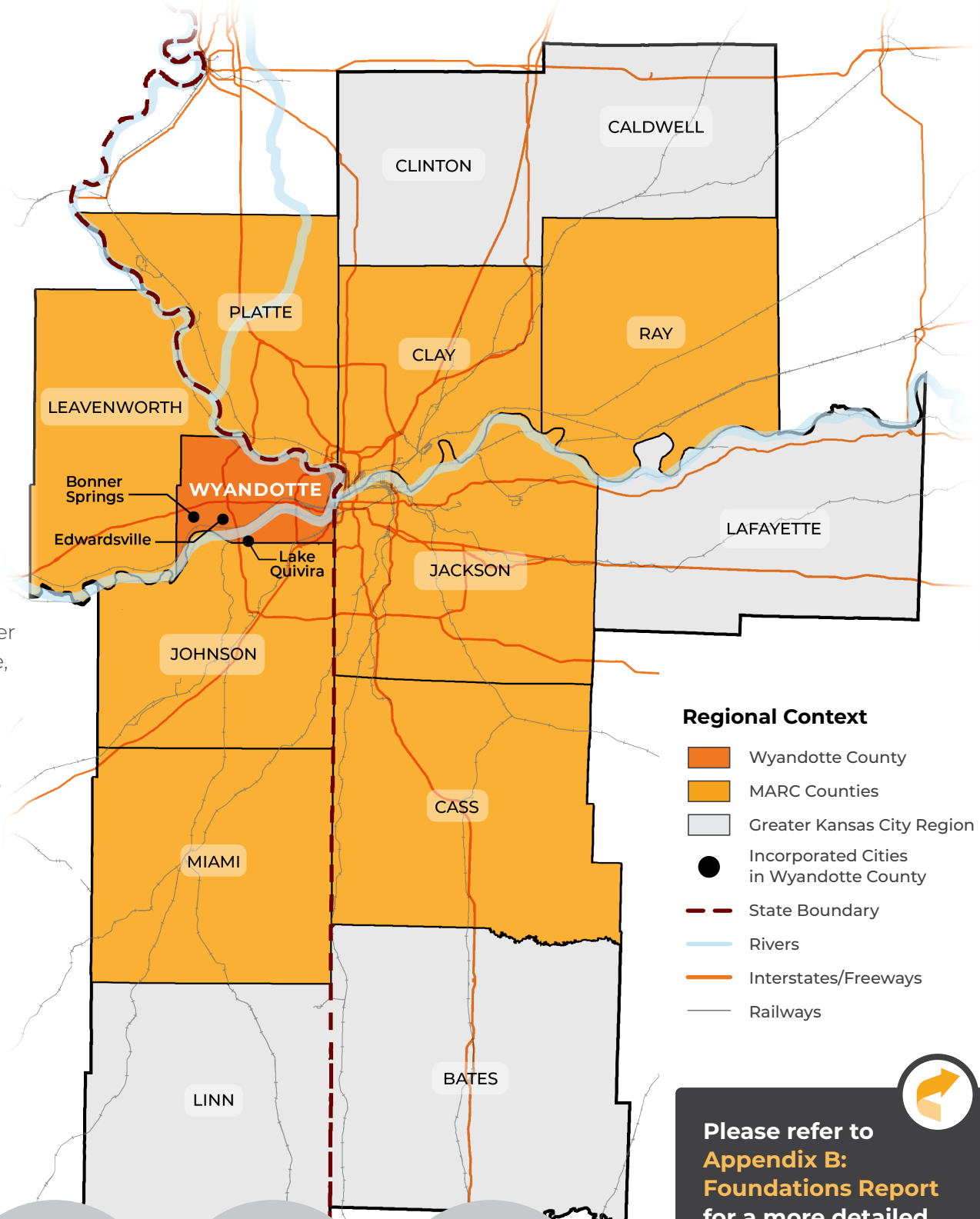
Since 1997, the Wyandotte County and KCK governments have been consolidated into one jurisdiction with a unified government (the "UG"). However, within Wyandotte County, the cities of Bonner Springs (partly in Leavenworth and Johnson Counties), Edwardsville, and Lake Quivira (mainly in Johnson County) 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.

5%
INCREASE IN
POPULATION
SINCE 2010

+20%
PROJECTED
GROWTH FROM
2010 TO 2050
(APPROX. 190,000)



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.

86% OF HOUSEHOLDS ARE BELOW KC METRO HOUSEHOLD MEDIAN INCOME

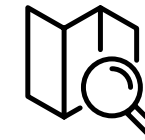
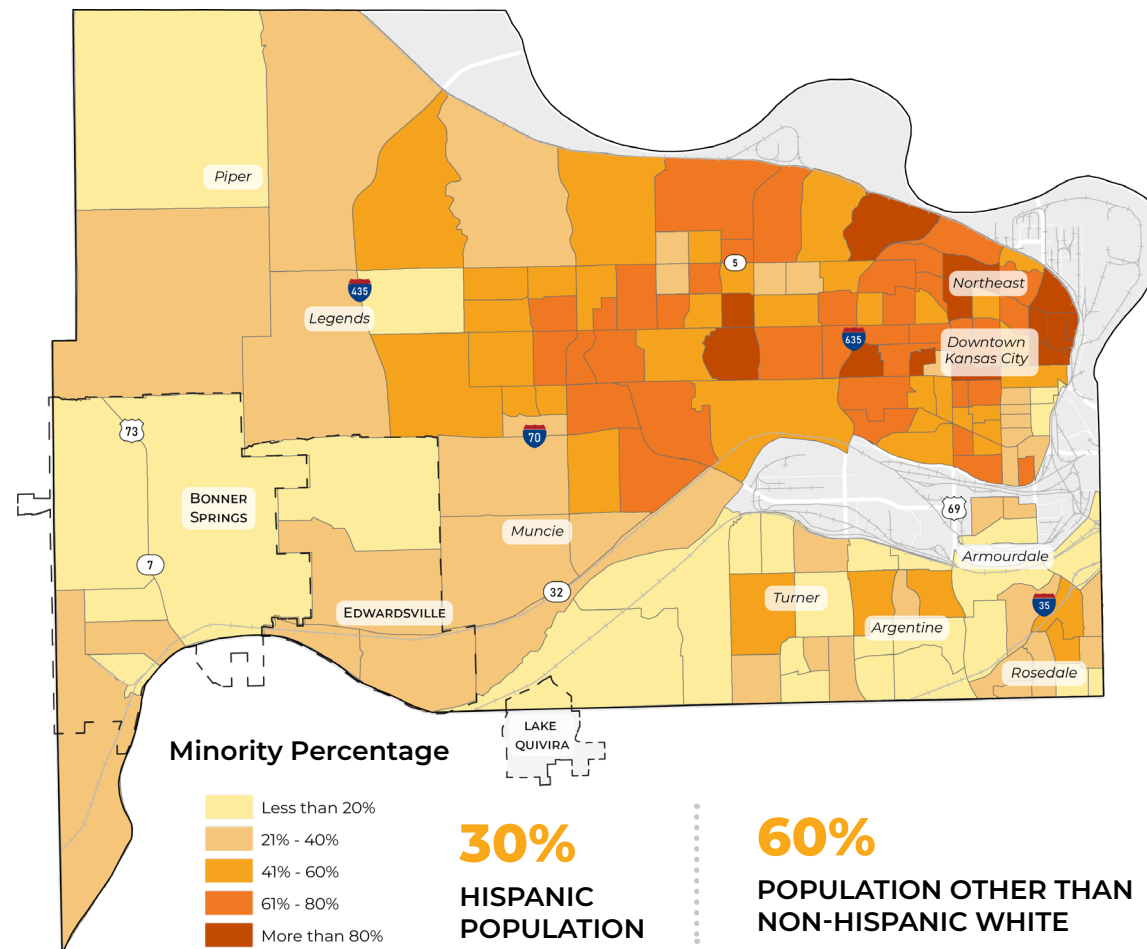
\$46,964 WYANDOTTE COUNTY MEDIAN HOUSEHOLD INCOME



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.

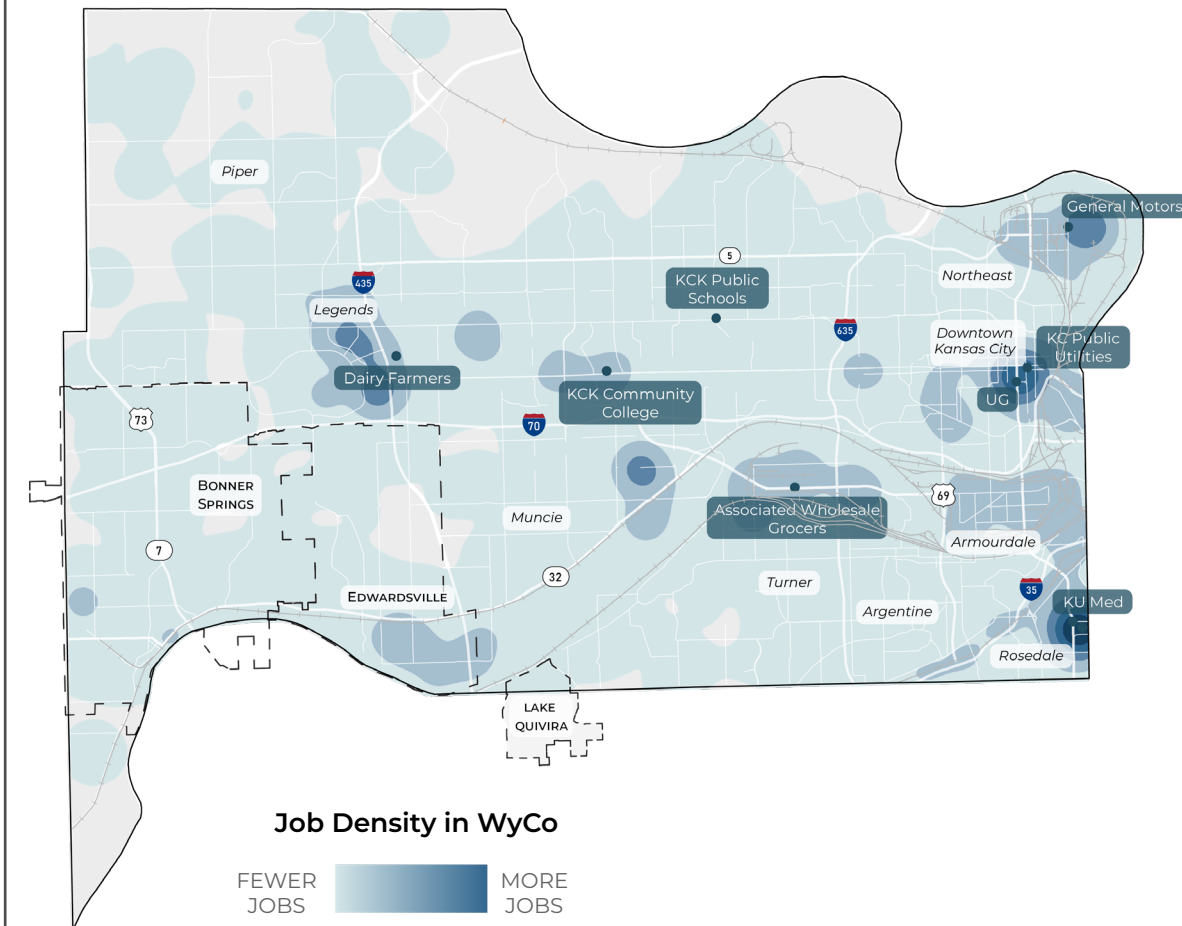


Job Density

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.

3,430
AVG. ANNUAL NET
NEW JOBS 2013-2018

28.5%
GROWTH IN TRANSPORTATION
SECTOR JOBS SINCE 2013



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.

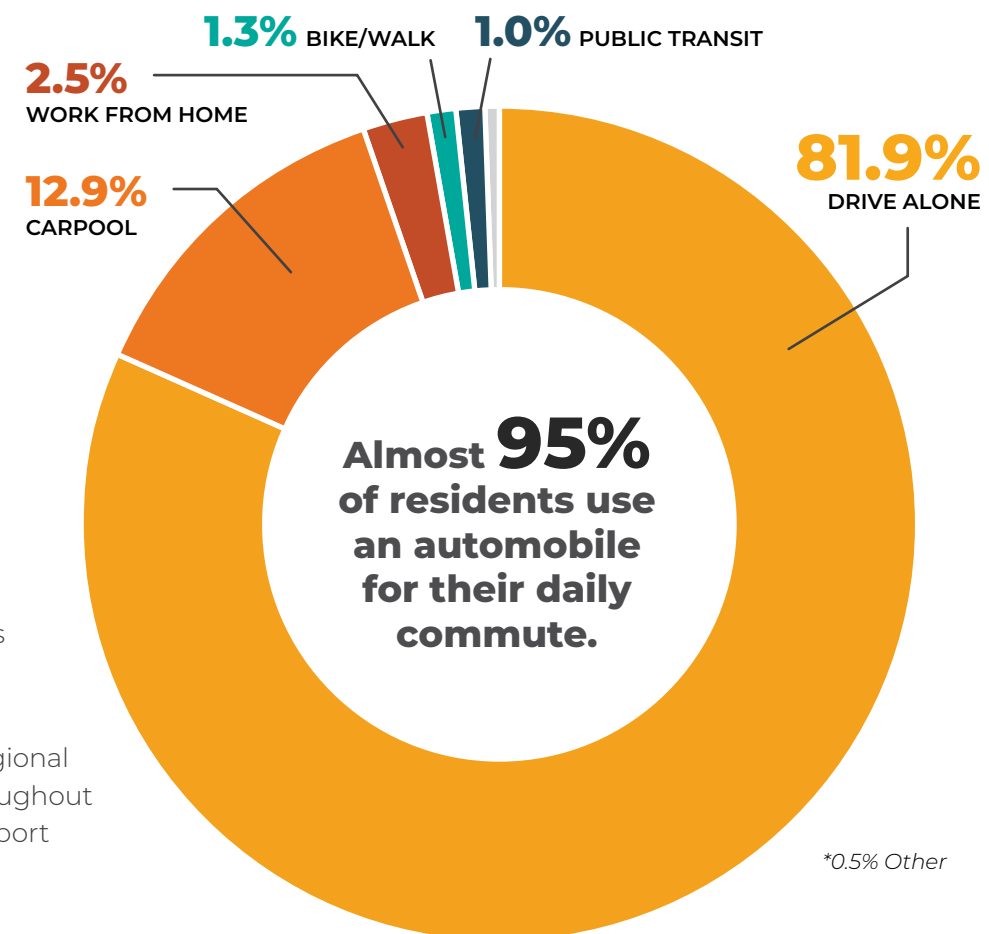
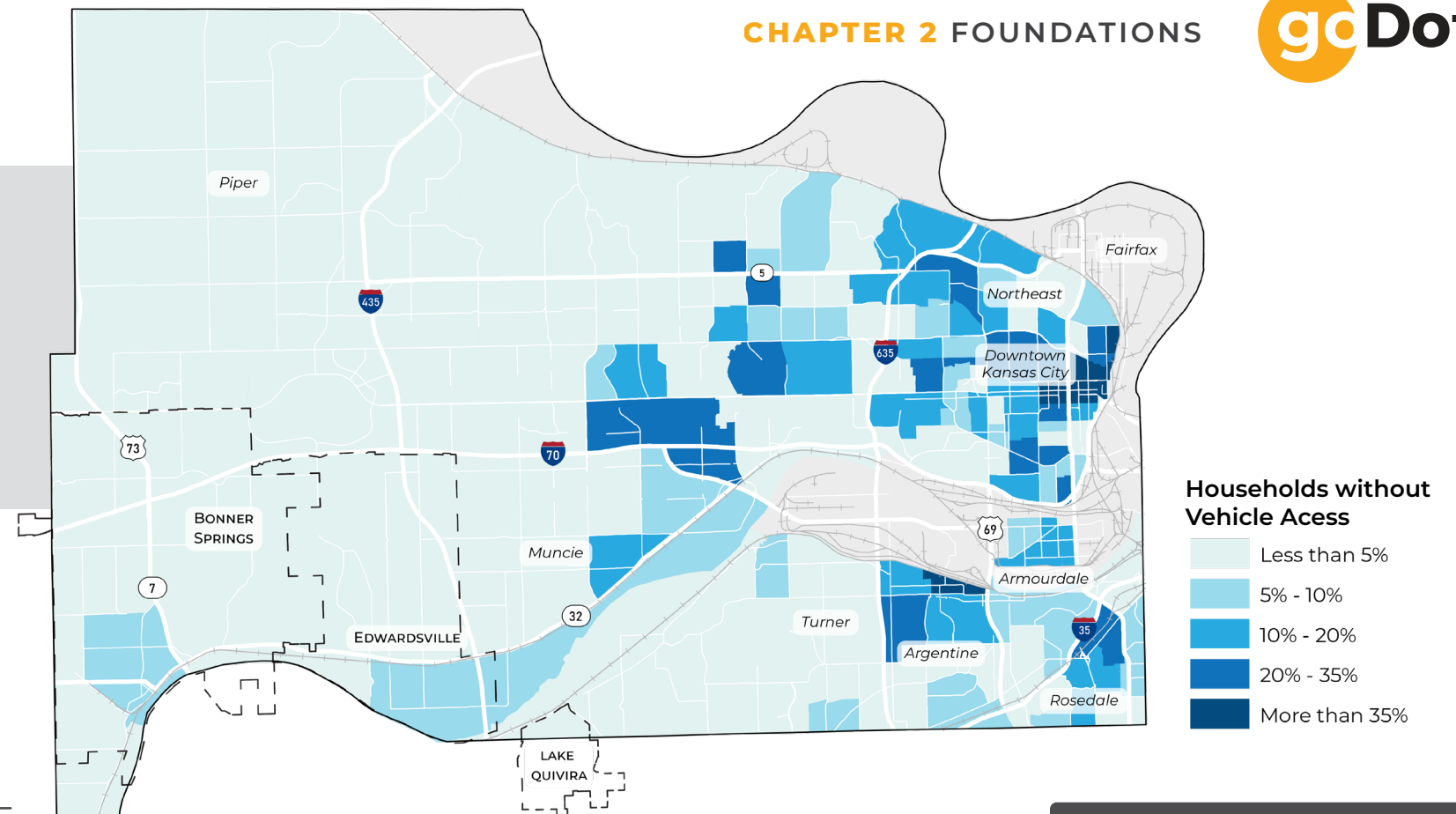
Transit

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.



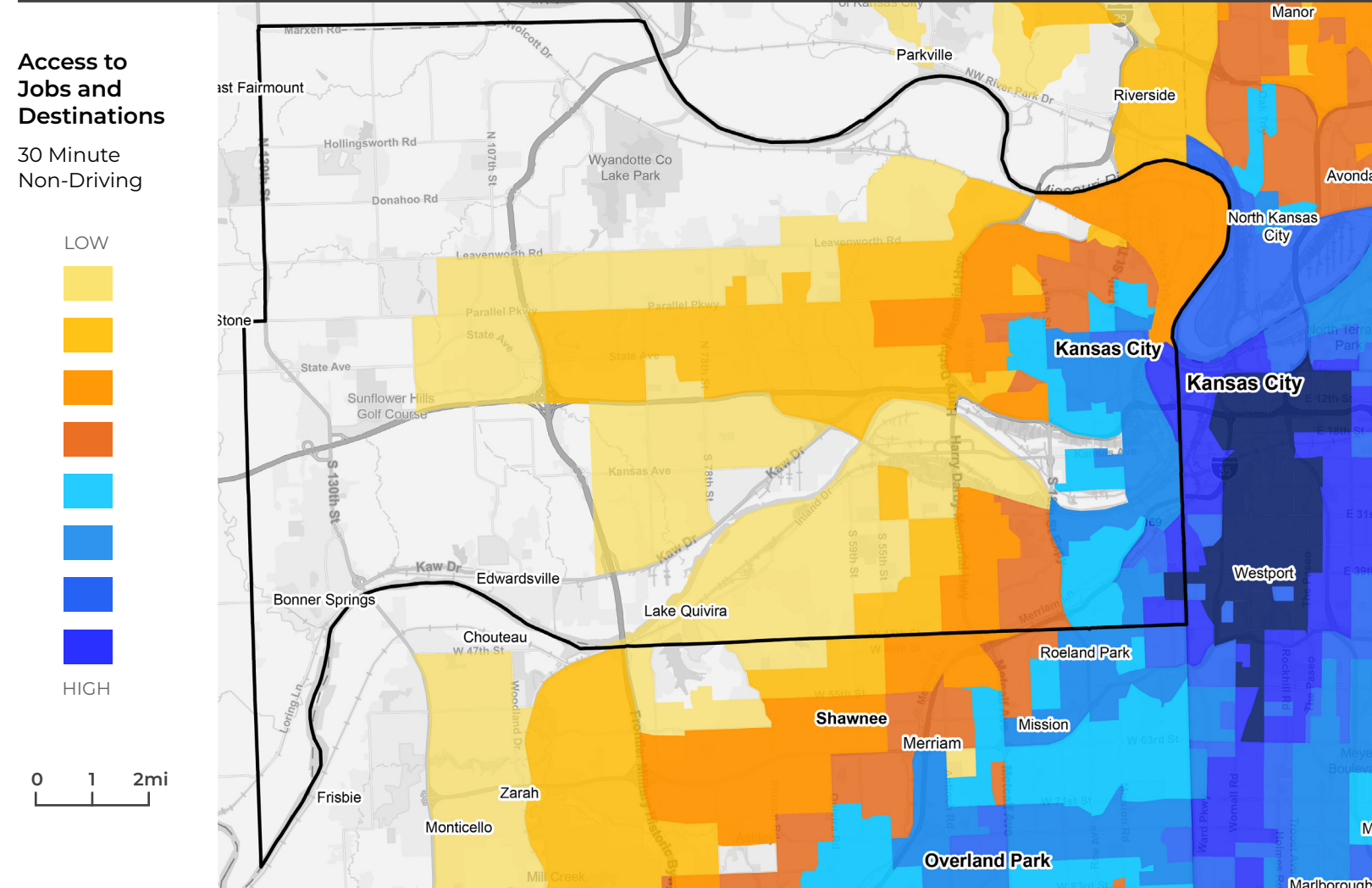
The existing transportation network in Wyandotte County has historically been focused on automobile travel, with an extensive freeway network supported by wide arterials connecting to these freeways. As this network has evolved, however, this has come at the expense of other modes, resulting in a network 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.**

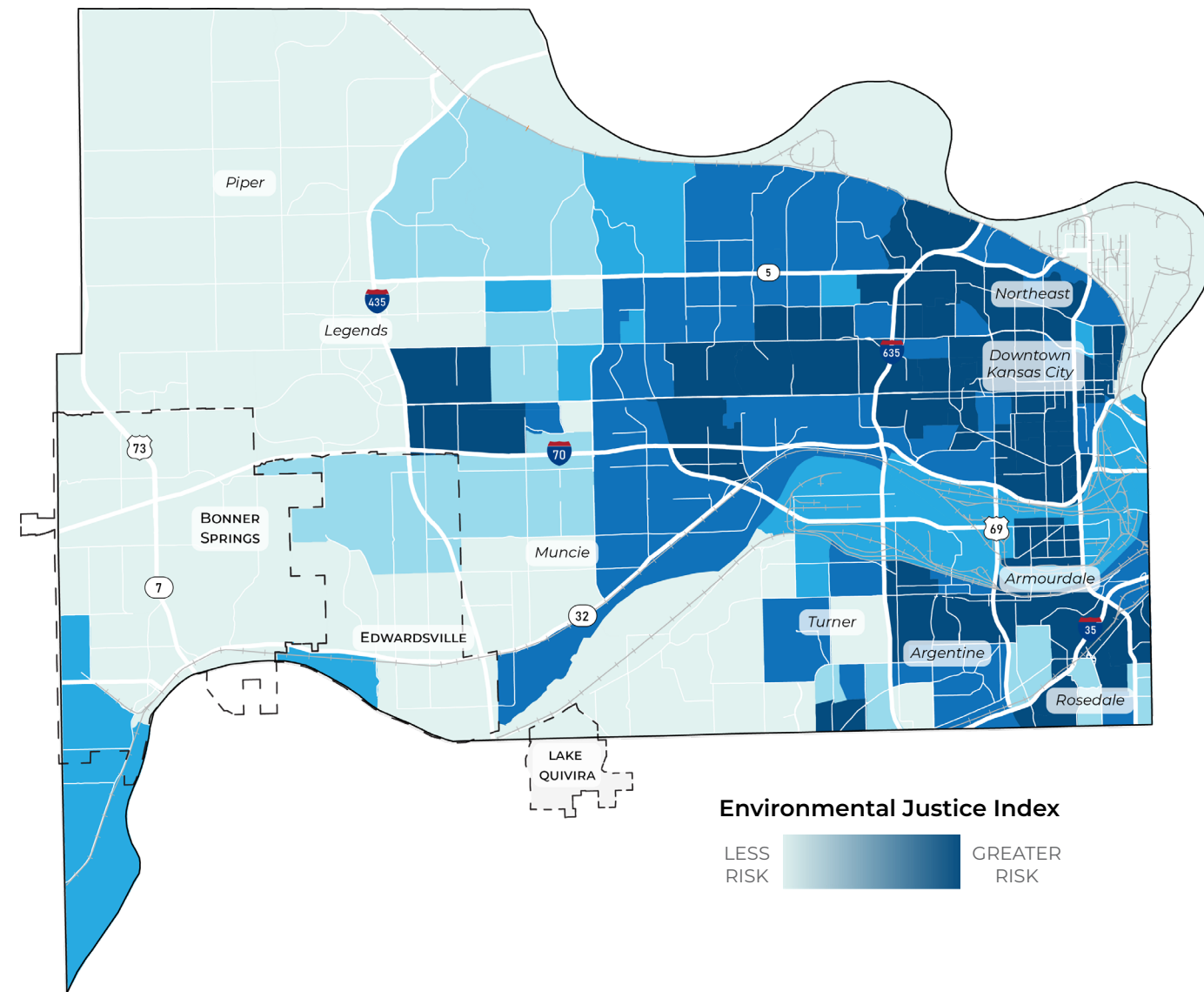
The relatively low degree of “access to opportunity” has been noted as a significant equity issue from community stakeholders – the County has a high concentration of vulnerable populations, including those without a car (or multiple cars), but the County’s transportation network is lacking in accommodating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

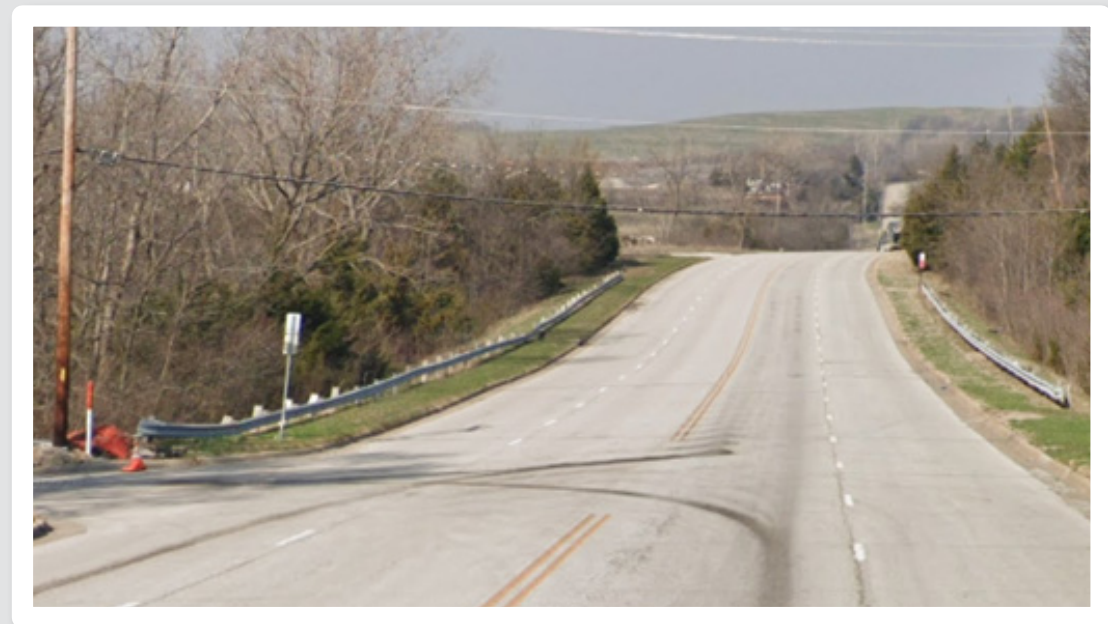
As defined by the Environmental Protection Agency (EPA), environmental justice is the fair treatment of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Our Environmental 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.**

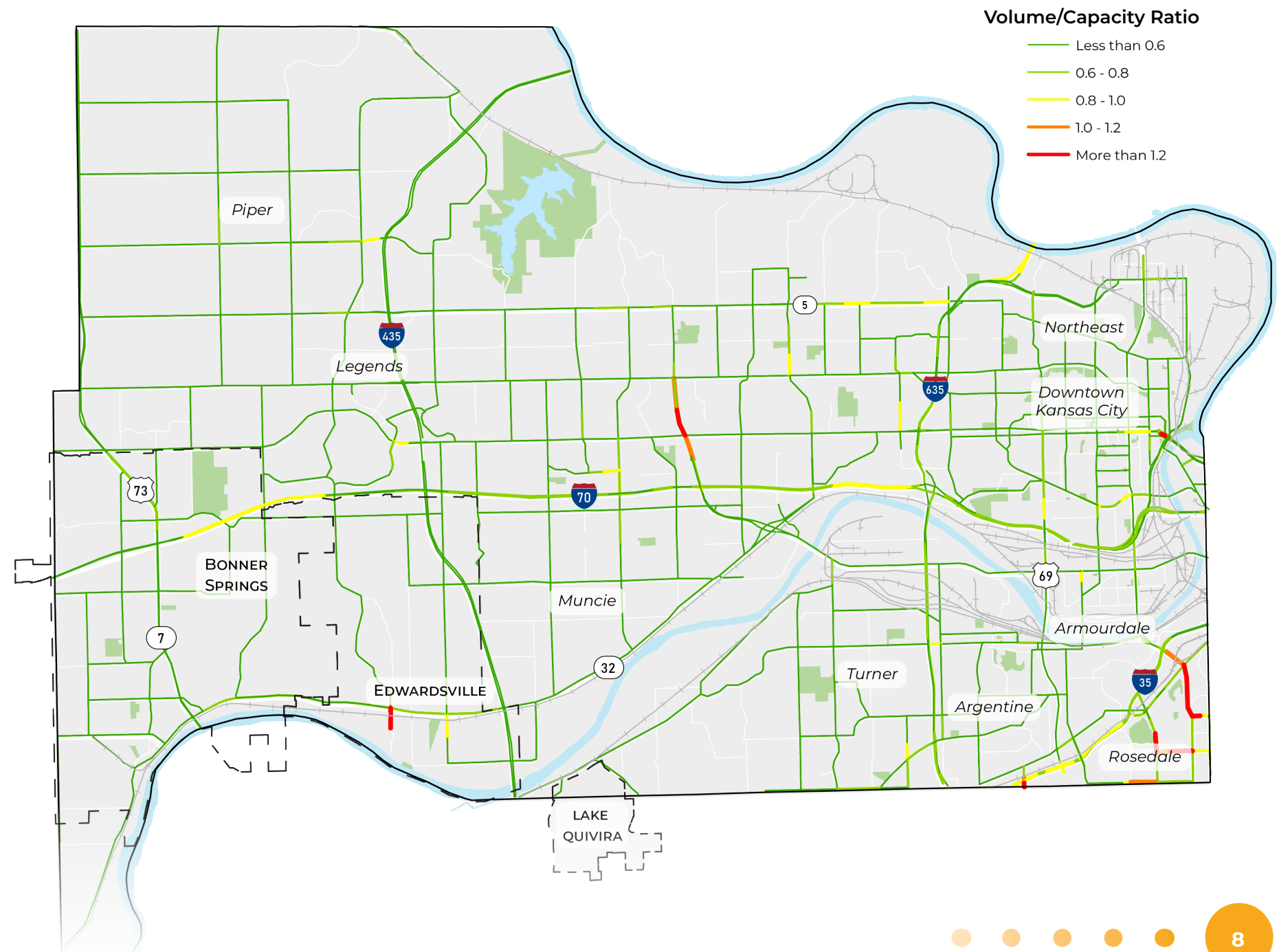


Example of a street designed “for the car and nothing else,” but with light traffic volumes

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:

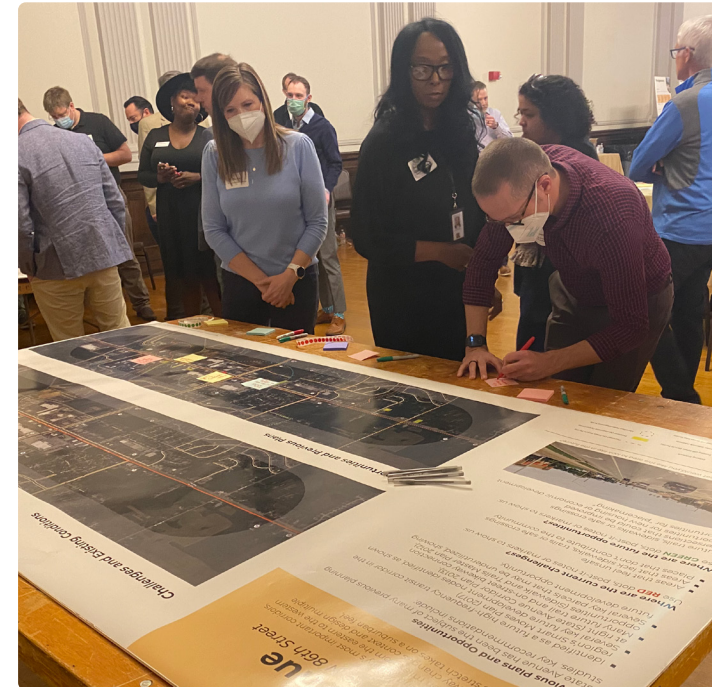
- › A **website** and **survey**
- › A **Stakeholder Advisory Committee** that met regularly throughout the process
- › **Community outreach** at local events
- › **Infrastructure Action Team** updates
- › **Presentations** to numerous County Board of Commissioners Standing Committees and stakeholders 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.



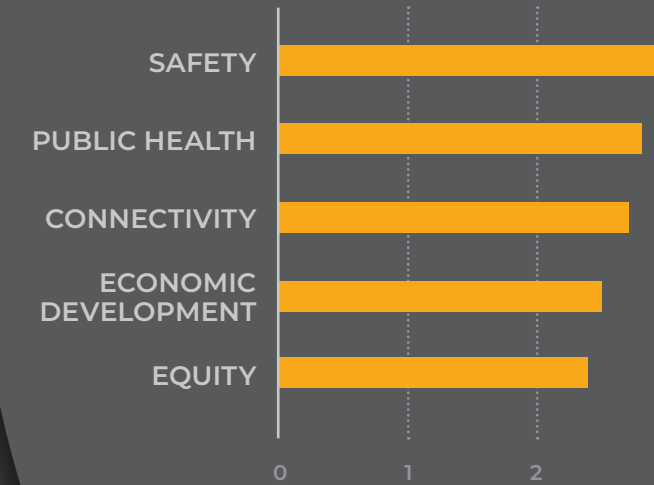
Survey Results

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.

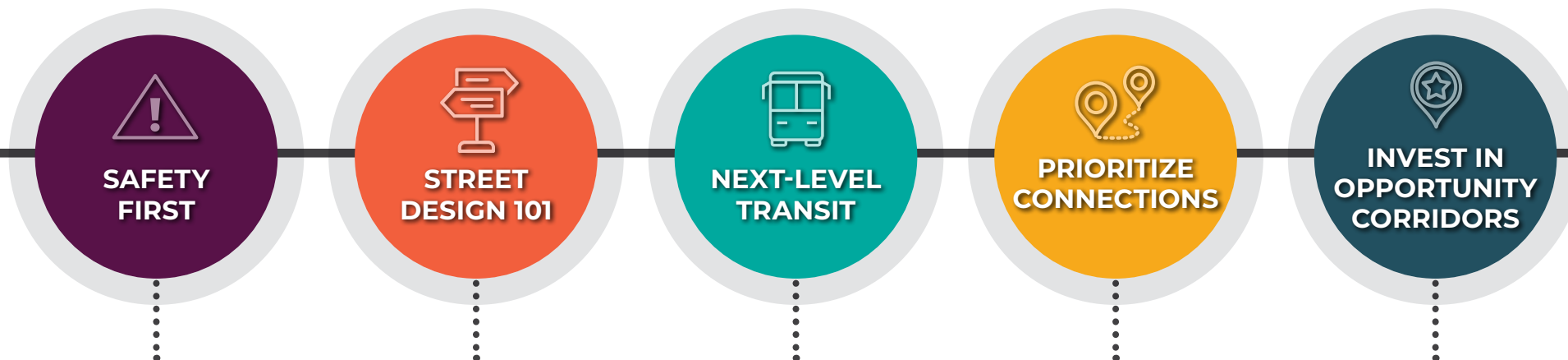
CHAPTER 3

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.



Eliminate traffic deaths and protect our residents.

Be brilliant at the basics—streets are the building blocks of our community.

Provide safe, reliable, and frequent transit to reconnect the region.

Build out and maintain our sidewalks, bikeways, and trails.

Connect land use and transportation to grow our community.



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.

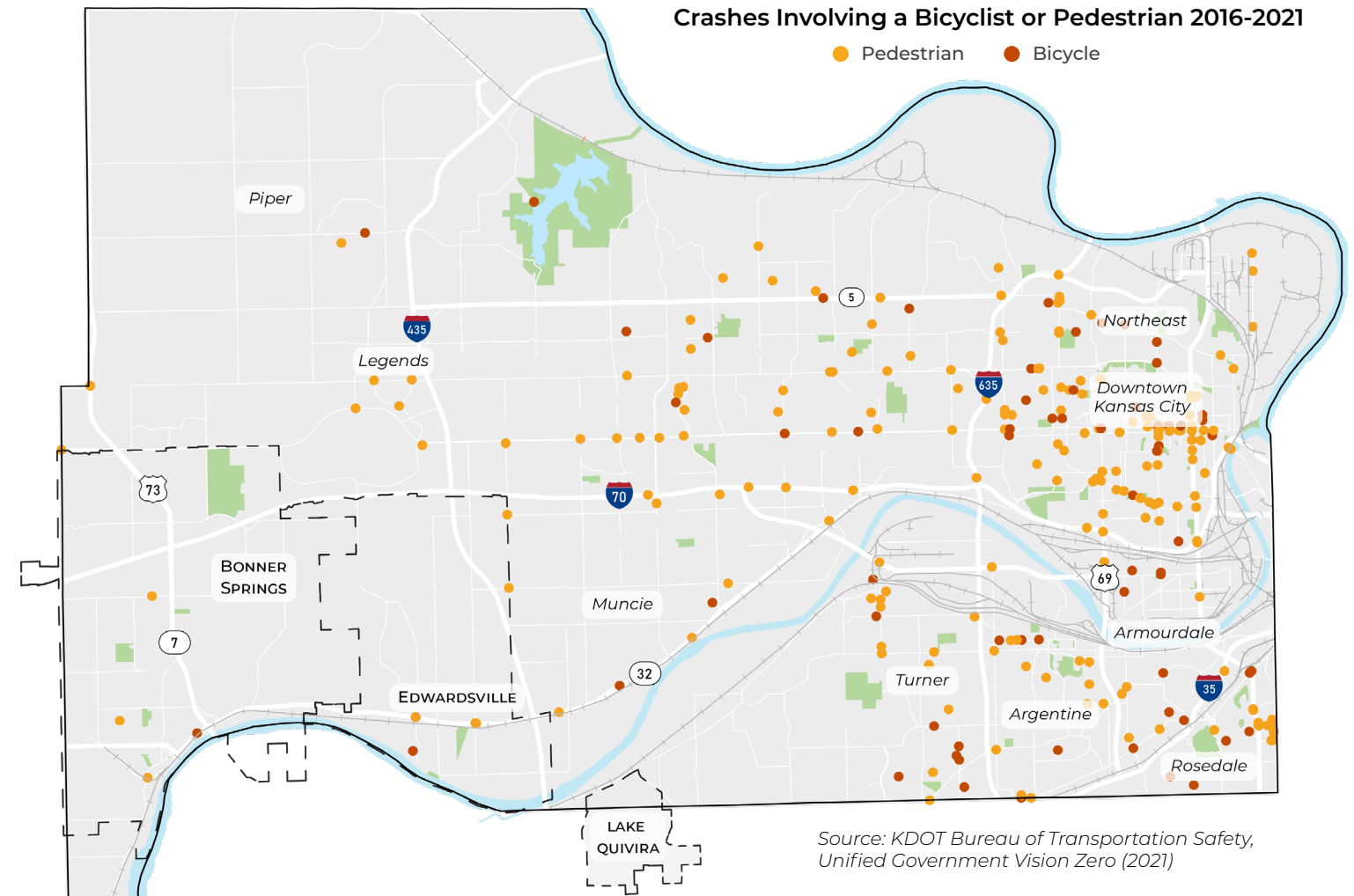
To address this issue, we must shift away from focusing on automobile travel and toward providing safe facilities for people of all ages and abilities to walk, bike, or use transit. This may include strategies that slow traffic speeds to reduce the severity of vehicle crashes and designing our streets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

Building the Framework

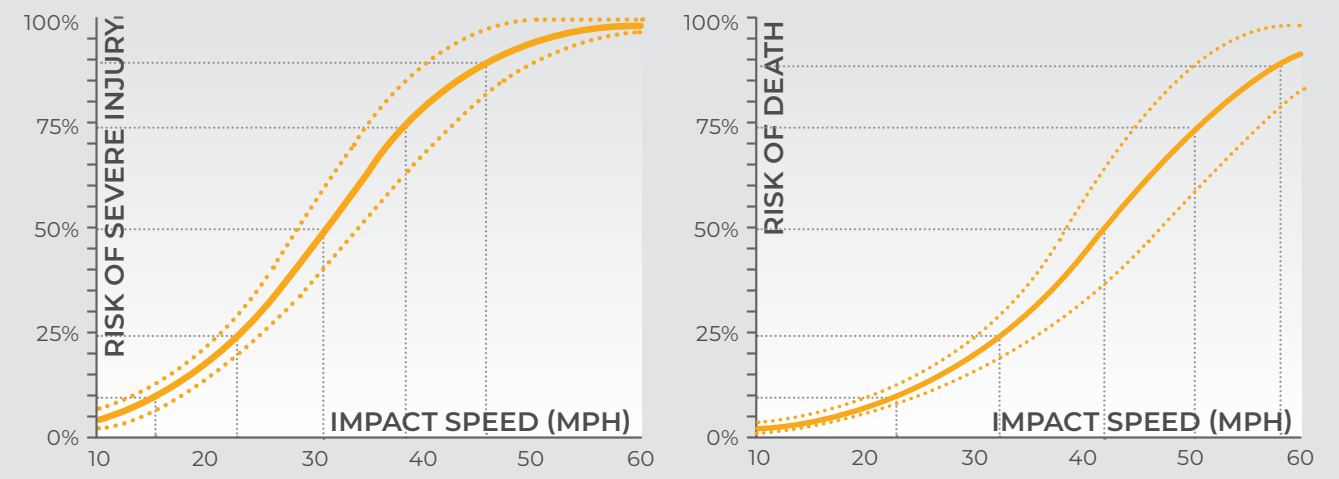
The first step toward eliminating traffic fatalities and reducing serious injuries is to understand the problem. The County has begun the preliminary work of identifying the High Injury Network (HIN), a small set of roadways and intersections that represent the vast majority of crashes. This network 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.

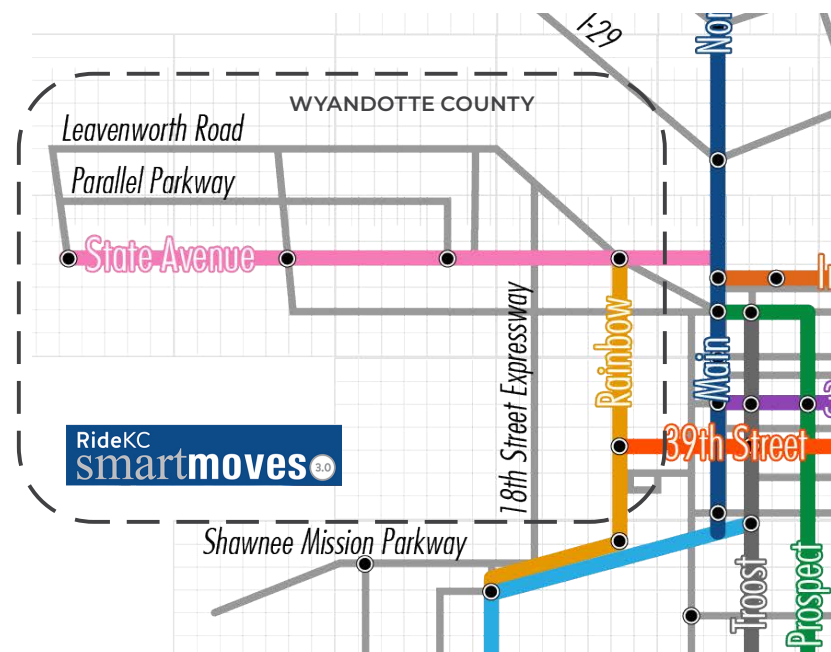
Several initiatives are already under way – and now is the time to take these initiatives to the “next level” of transit that spurs further community investment.

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”¹ 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

¹ <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.

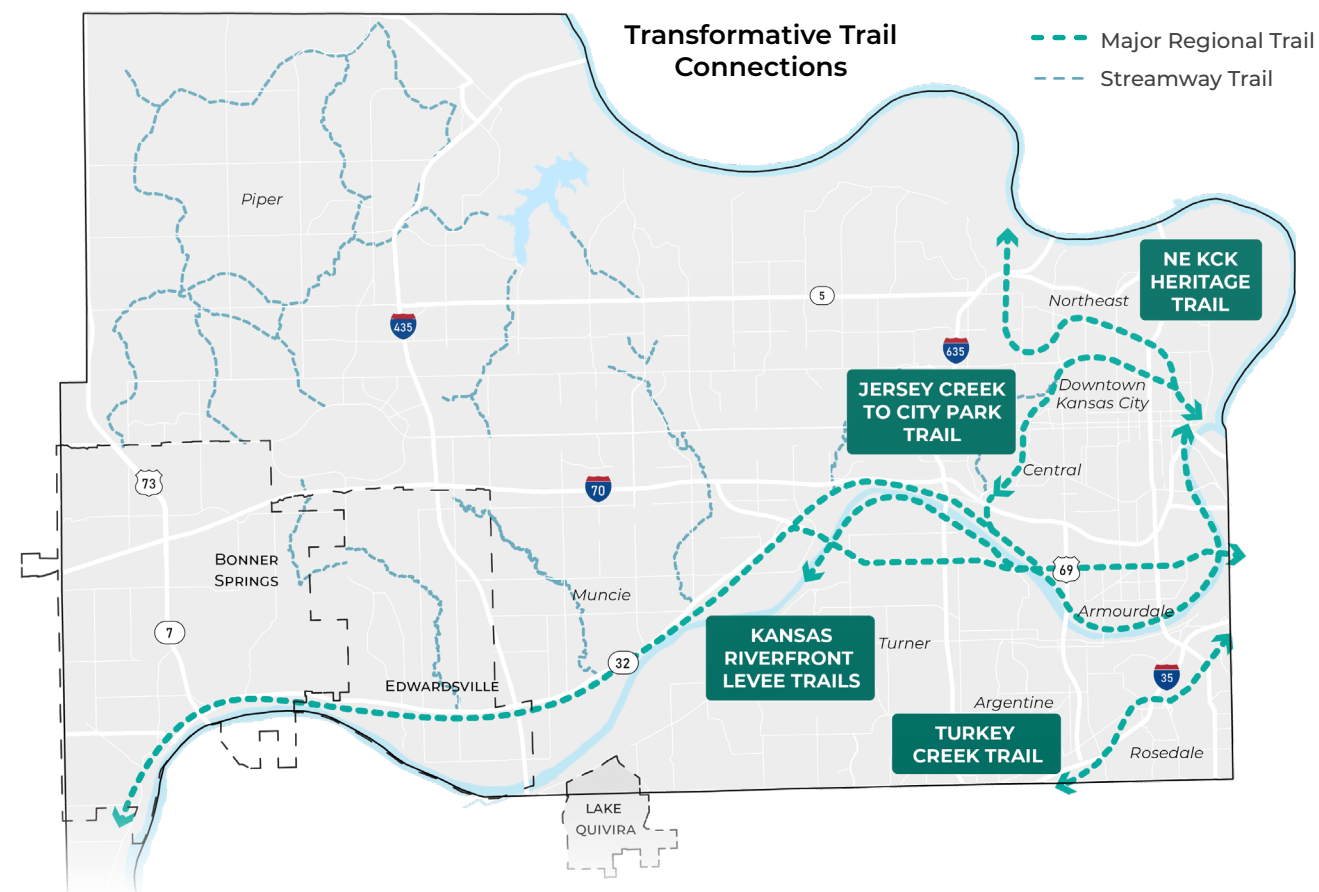
The Turkey Creek Trail south of the Kansas River would connect to Johnson County and KCMO and serve as a gateway thoroughfare through Rosedale. This trail reconnection is documented in the Merriam Connected Corridor Plan and will mitigate several major barriers to bicycle and pedestrian travel in the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

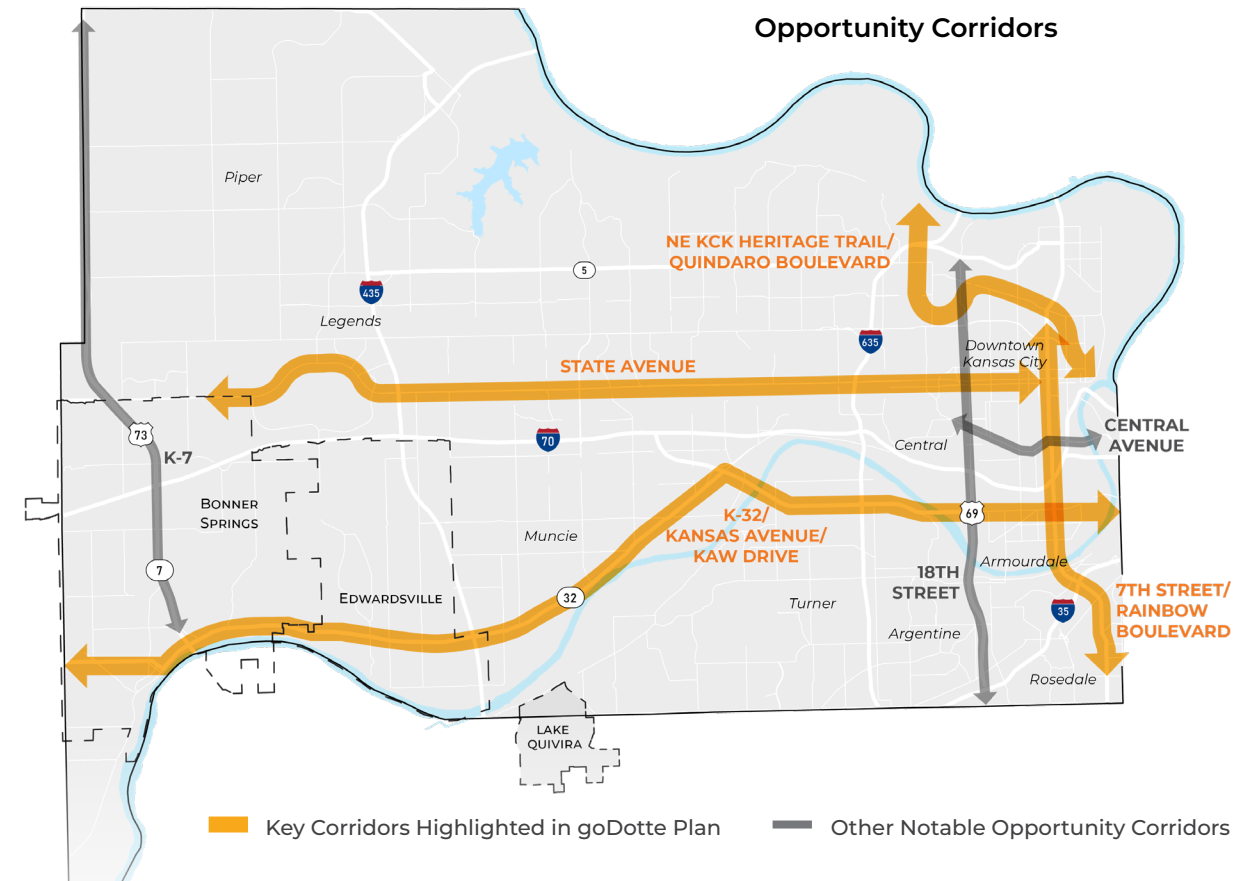
South of I-70, K-32/Kansas Ave/Kaw Drive serve as a “main street” connecting Armourdale with Edwardsville and Bonner Springs, continuing into Leavenworth County. A 2016 plan laid out a long-term transportation and redevelopment vision for this corridor west of 57th Street, envisioning a transformation 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.



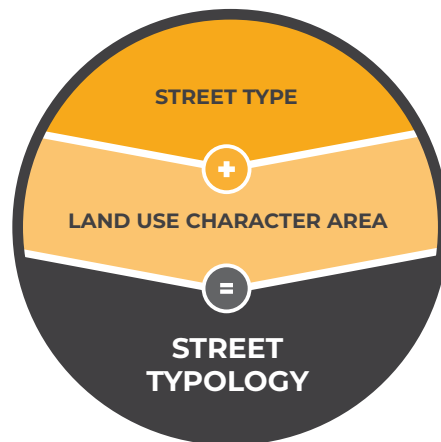
› **Major Streets Plan Update:** This provides an update to the County’s existing street functional classification system and recommends a set of street typologies for better aligning land use and transportation. These street typologies are based on the roadway functional classification and a set of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

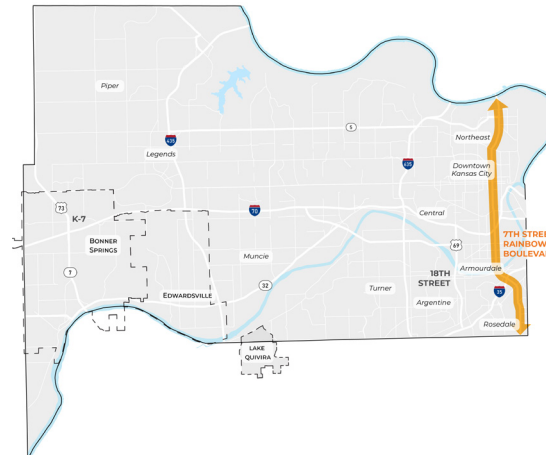
Key recommendations from previous planning efforts include:

- 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.

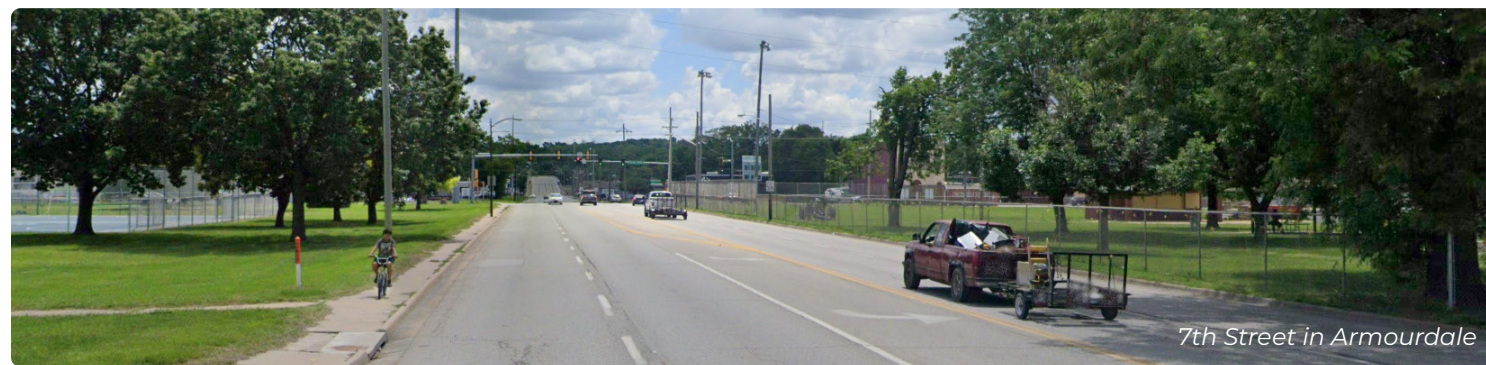
7th Street/Rainbow Boulevard

The Corridor Today

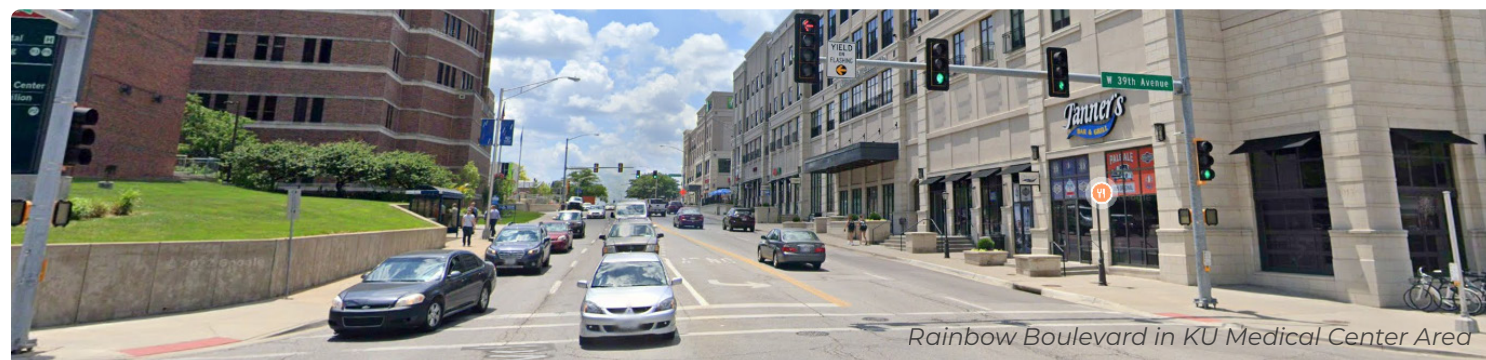
7th Street (Rainbow Boulevard south of I-35) is the major north-south urban artery that connects the Fairfax Industrial District, Northeast KCK, Downtown KCK, the Central Area, Armourdale, Rosedale, and the KU Medical Center. The street represents significant potential for redevelopment and multimodal 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

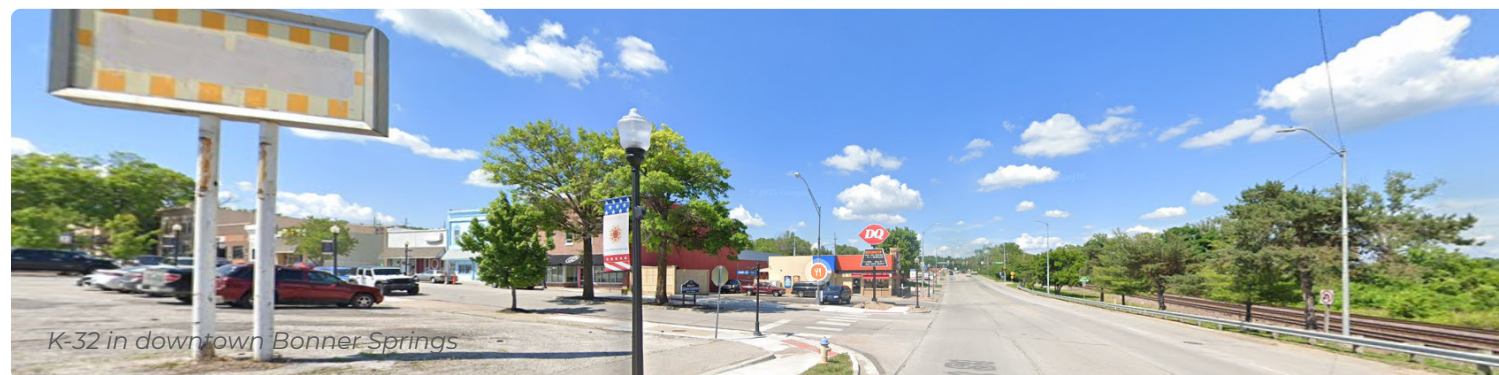
K-32 is the highway that connects Bonner Springs and Edwardsville with KCK. It is a major east-west connection for the southwestern part of the County and serves major industrial developments, as well as residential areas. The current character of the corridor feels largely industrial, with several areas 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.

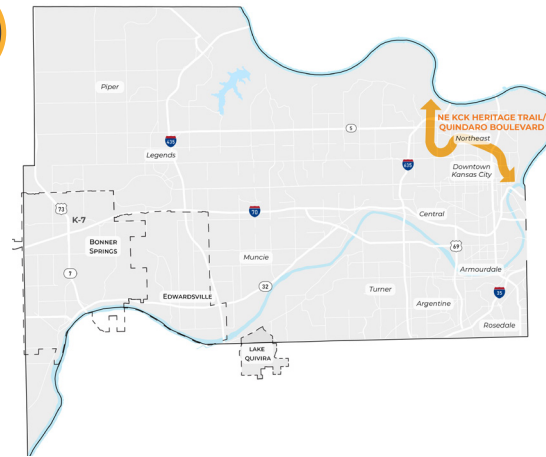
The Sidewalks and Trails Master Plan also shows K-32 as a planned Regional Trail and bikeway corridor, as well as Kansas Avenue east through Armourdale.



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:

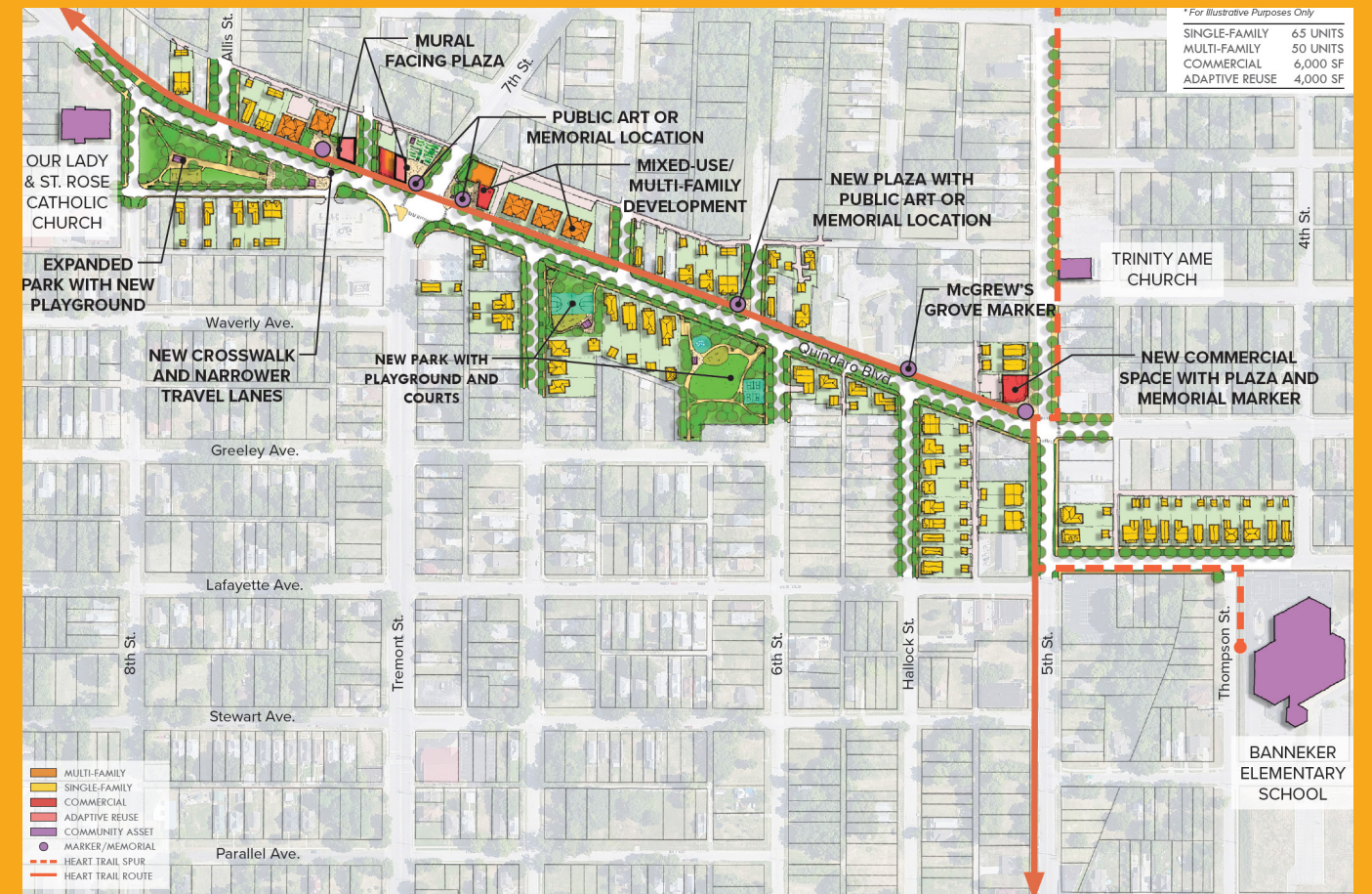
Develop Quindaro Boulevard as a key connection on the Northeast Heritage Trail that celebrates the historic neighborhood and facilitates Access to Opportunity for residents and workers.

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.

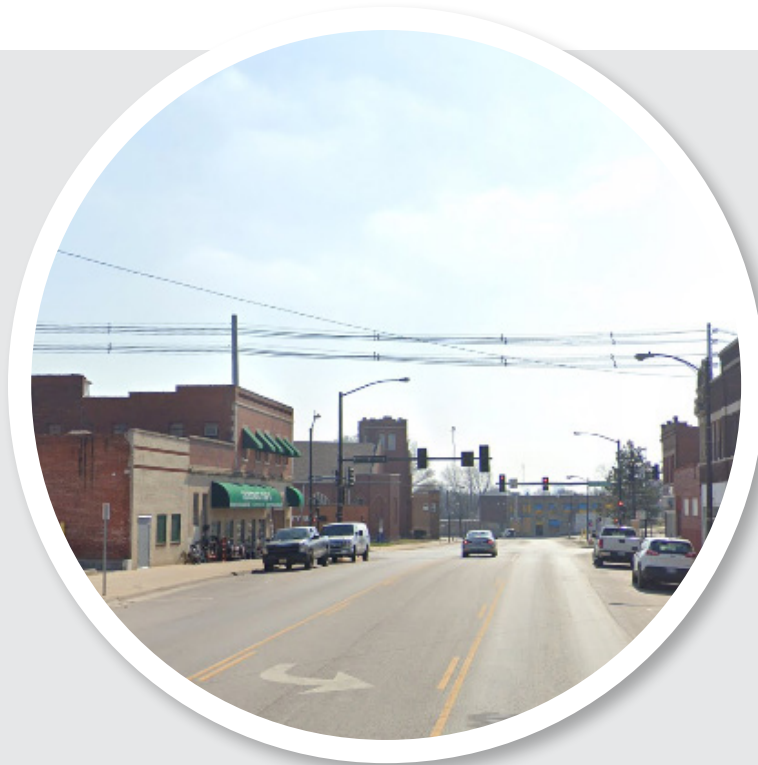
LEVERAGING PREVIOUS PLANS AND OPPORTUNITIES

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.

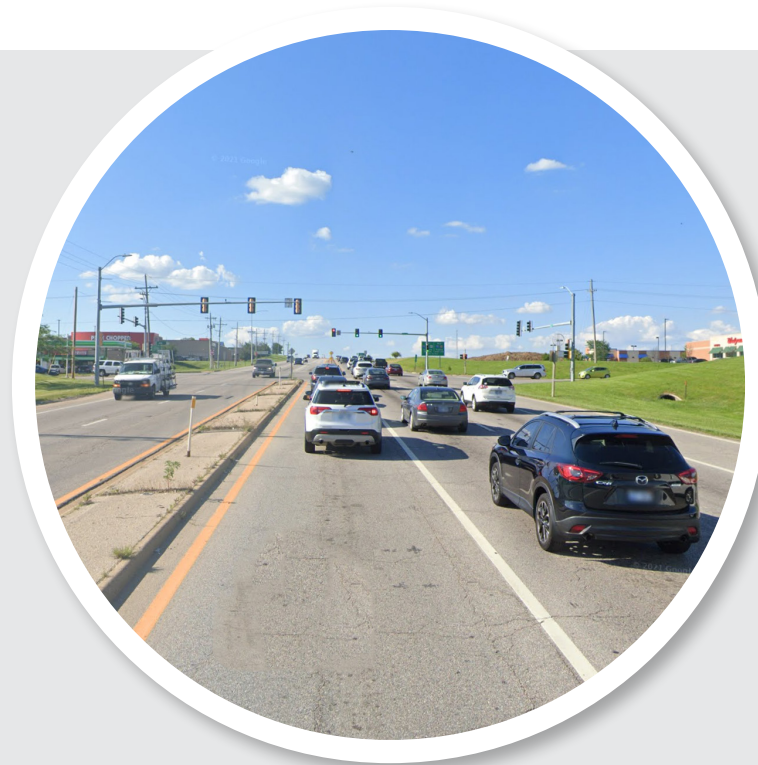


Other Highlighted Corridors



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

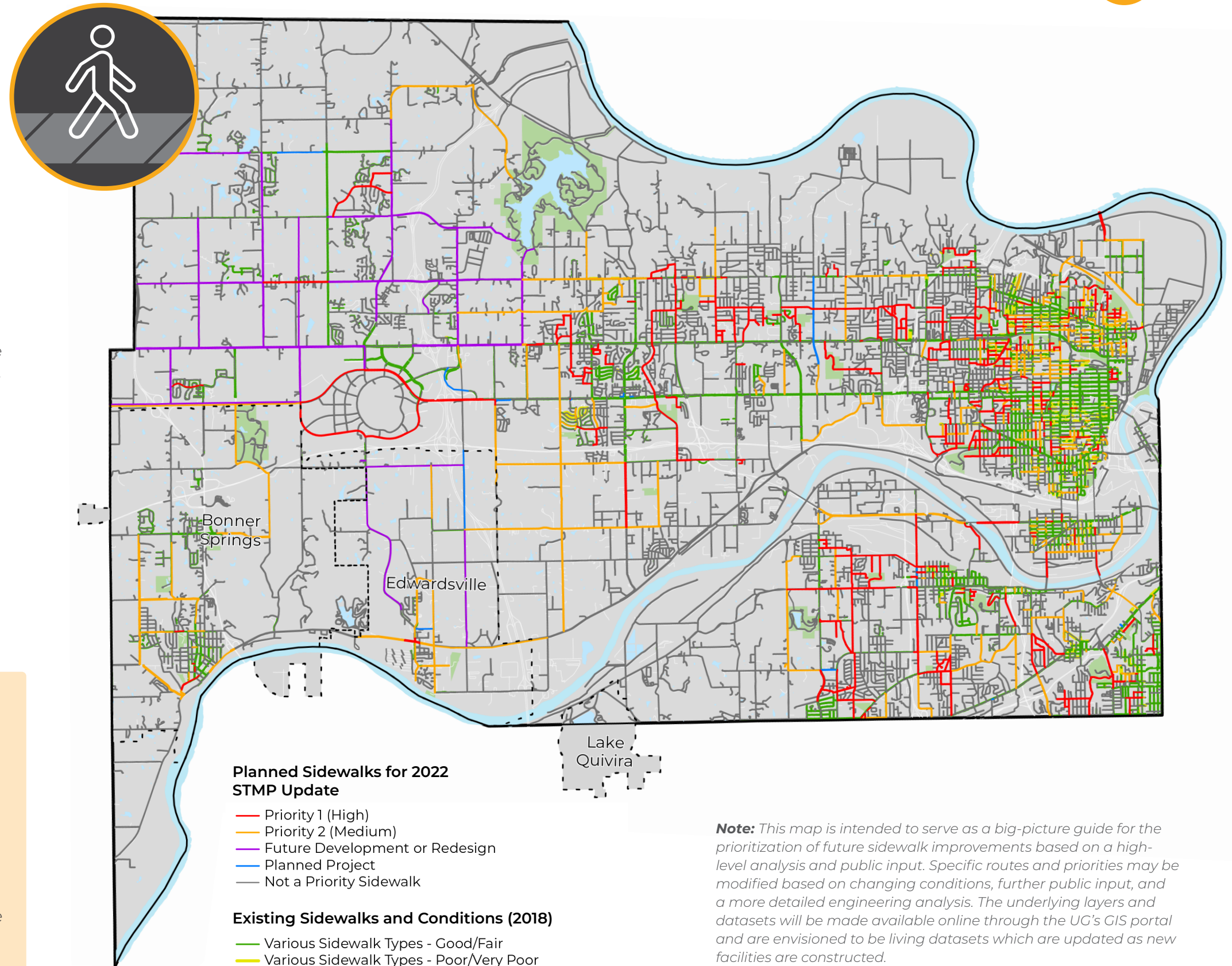
Sidewalks

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).

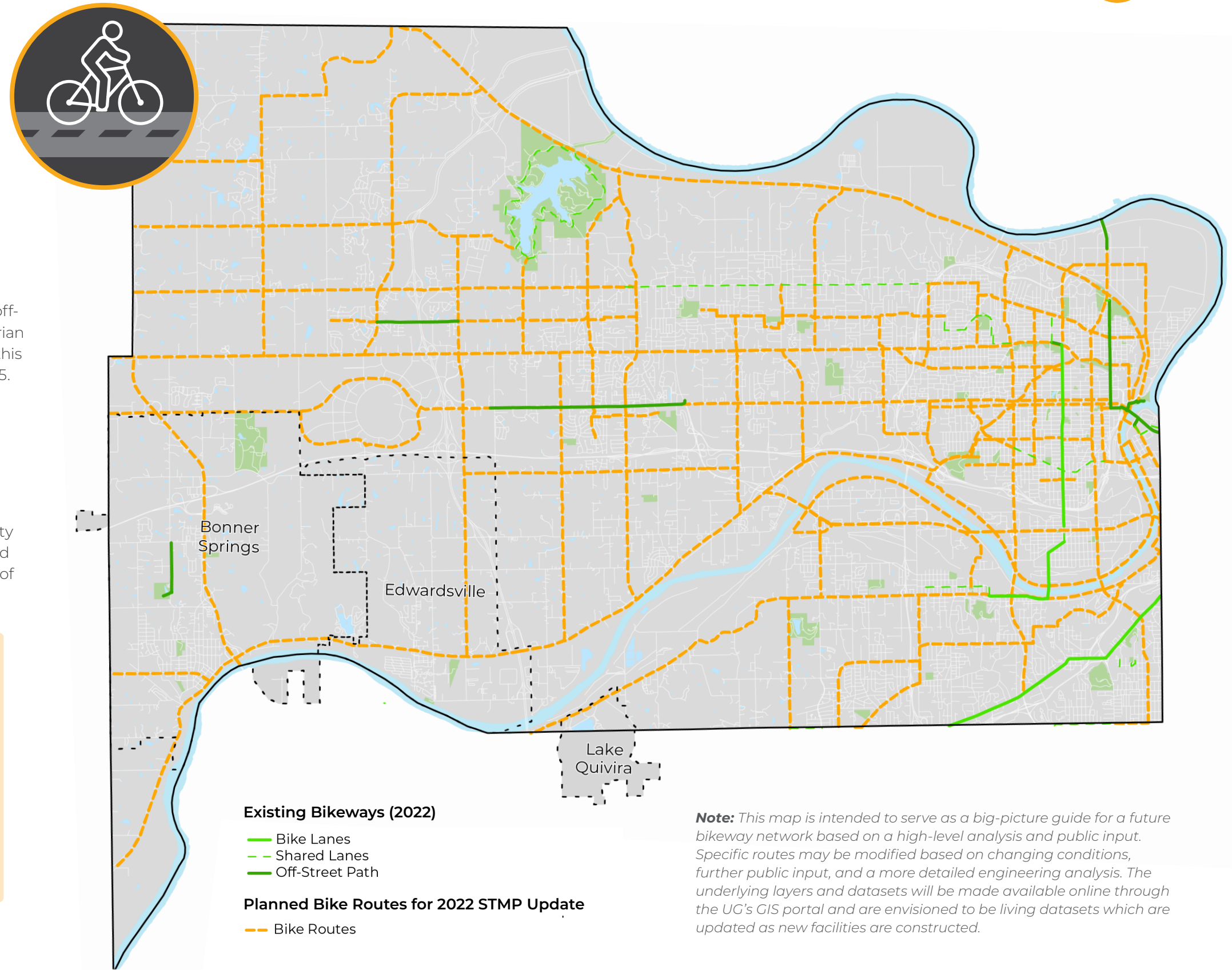
The future bikeway network will be a mixture of facility types that are appropriate within a context which considers users, roadway types, and land use. Along some roadway corridors, bicyclist travel may need to be accommodated via a parallel off-street sidepath that is wide enough to accommodate pedestrian 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.



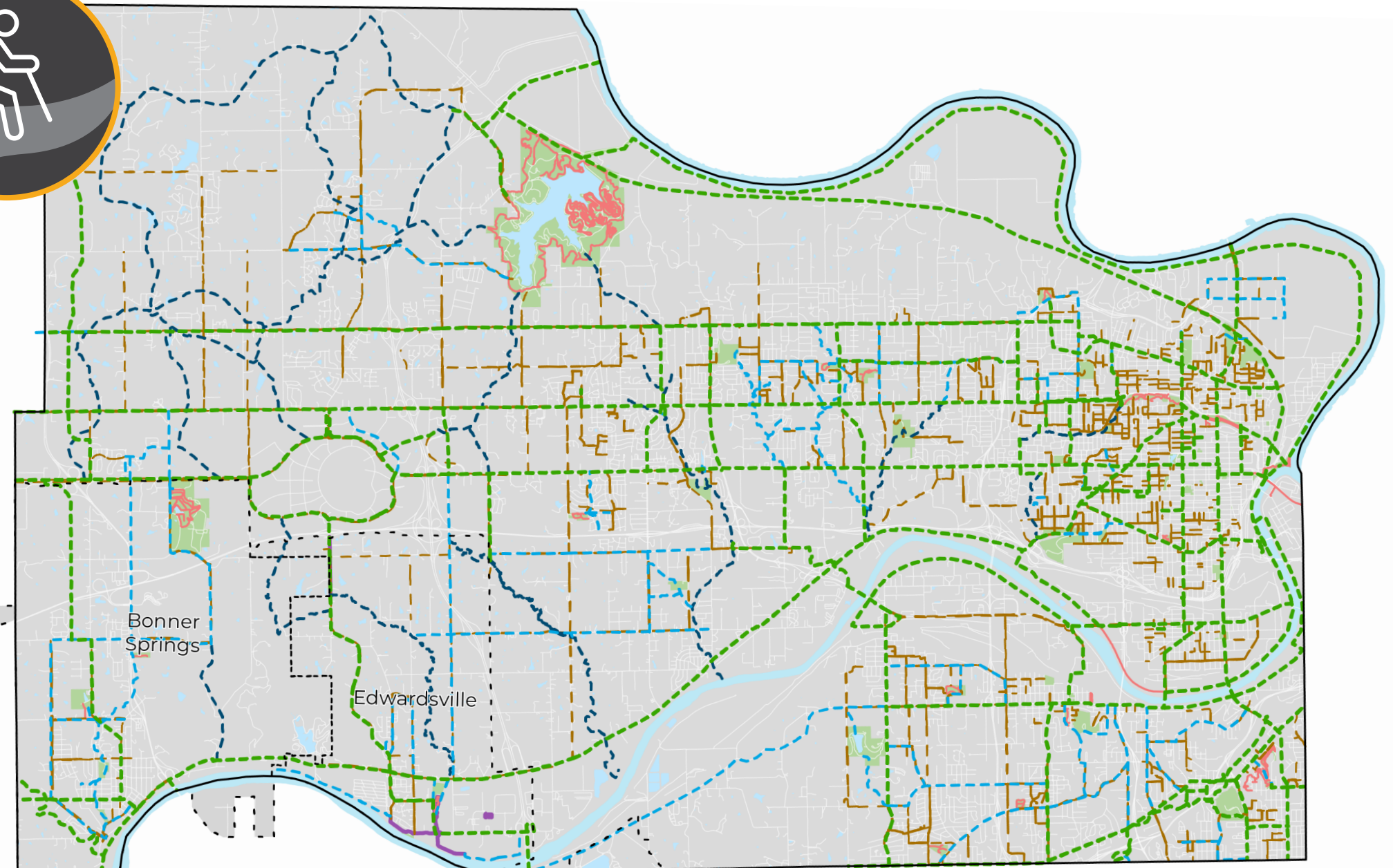
Note: This map is intended to serve as a big-picture guide for a future bikeway network based on a high-level analysis and public input. Specific routes may be modified based on changing conditions, further public input, and a more detailed engineering analysis. The underlying layers and datasets will 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.



Planned Trails for 2022 STMP Update

- Regional Trail
- Local Trail
- Greenway / Streamway
- Priority Sidewalks from Master Sidewalks Network

Existing Trails

- Existing UG Park Trails
- Existing Edwardsville Trails

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.

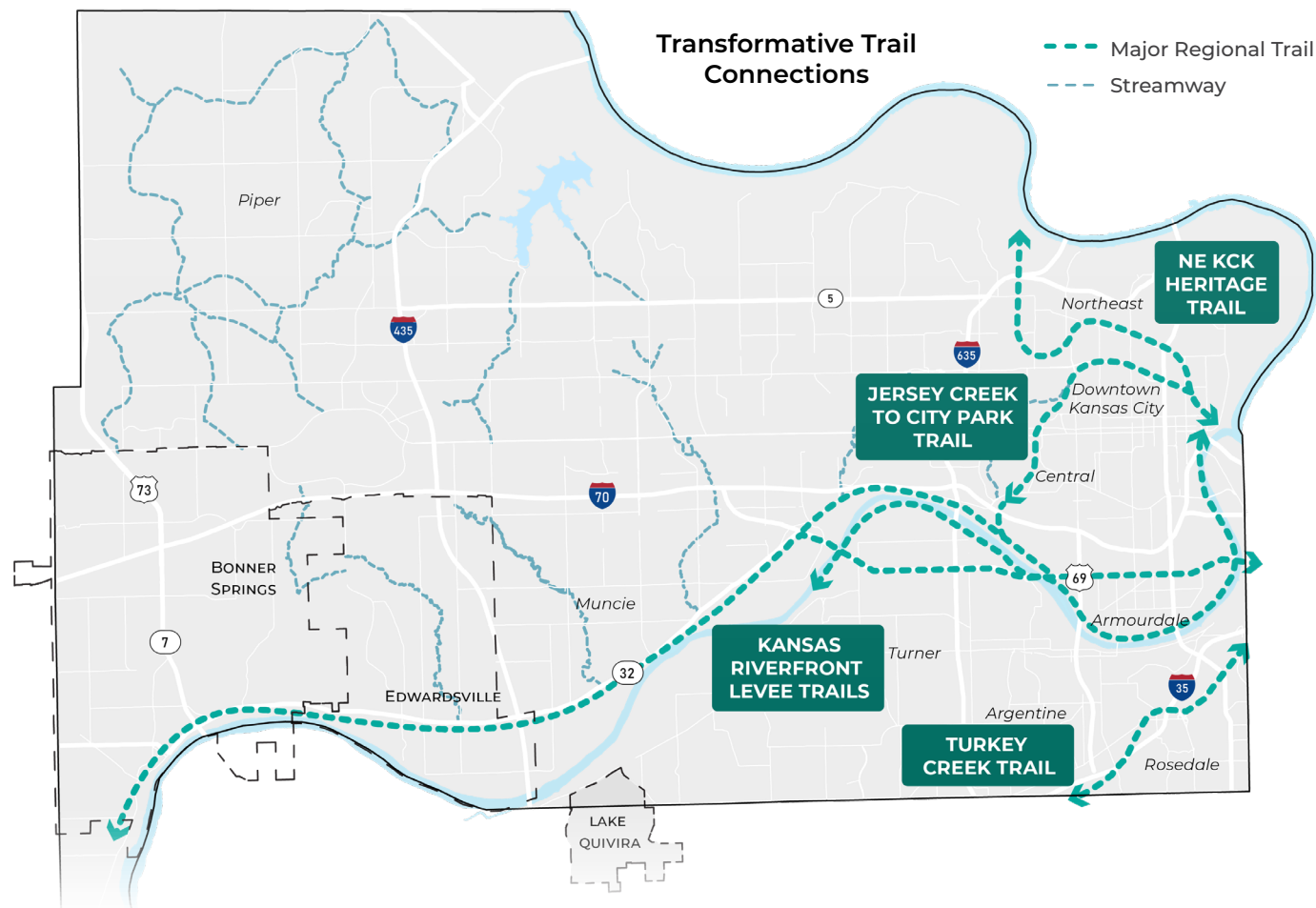
Transformative Trail Connections

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.

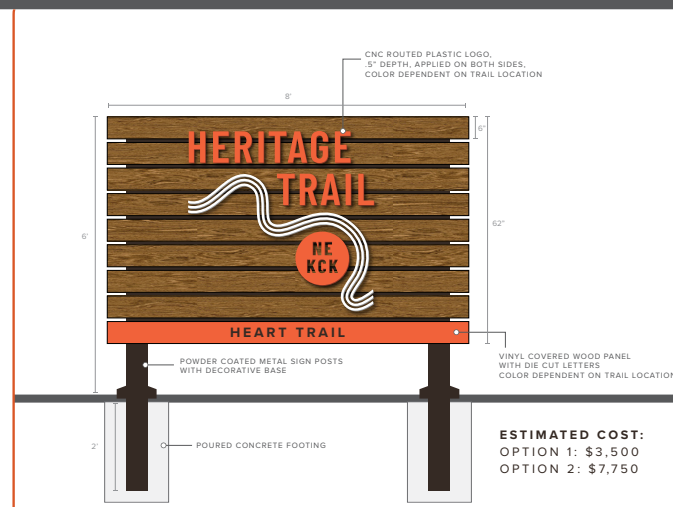
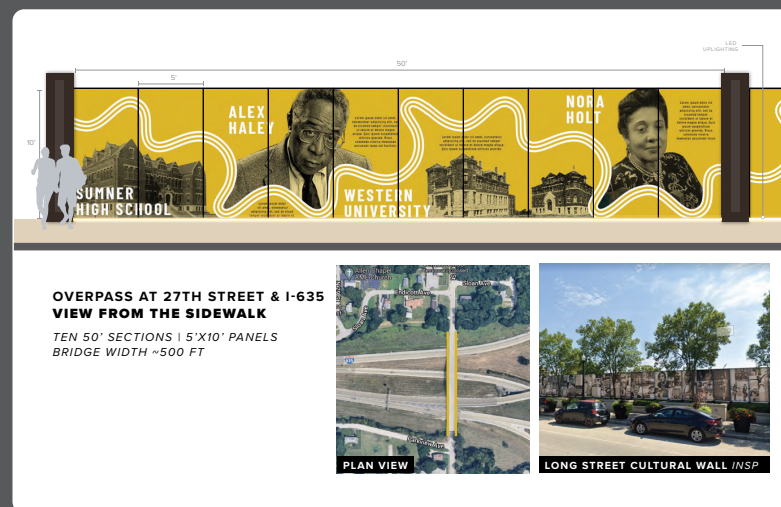


Northeast KCK Heritage Trail/Jersey Creek to City Park Trail

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.



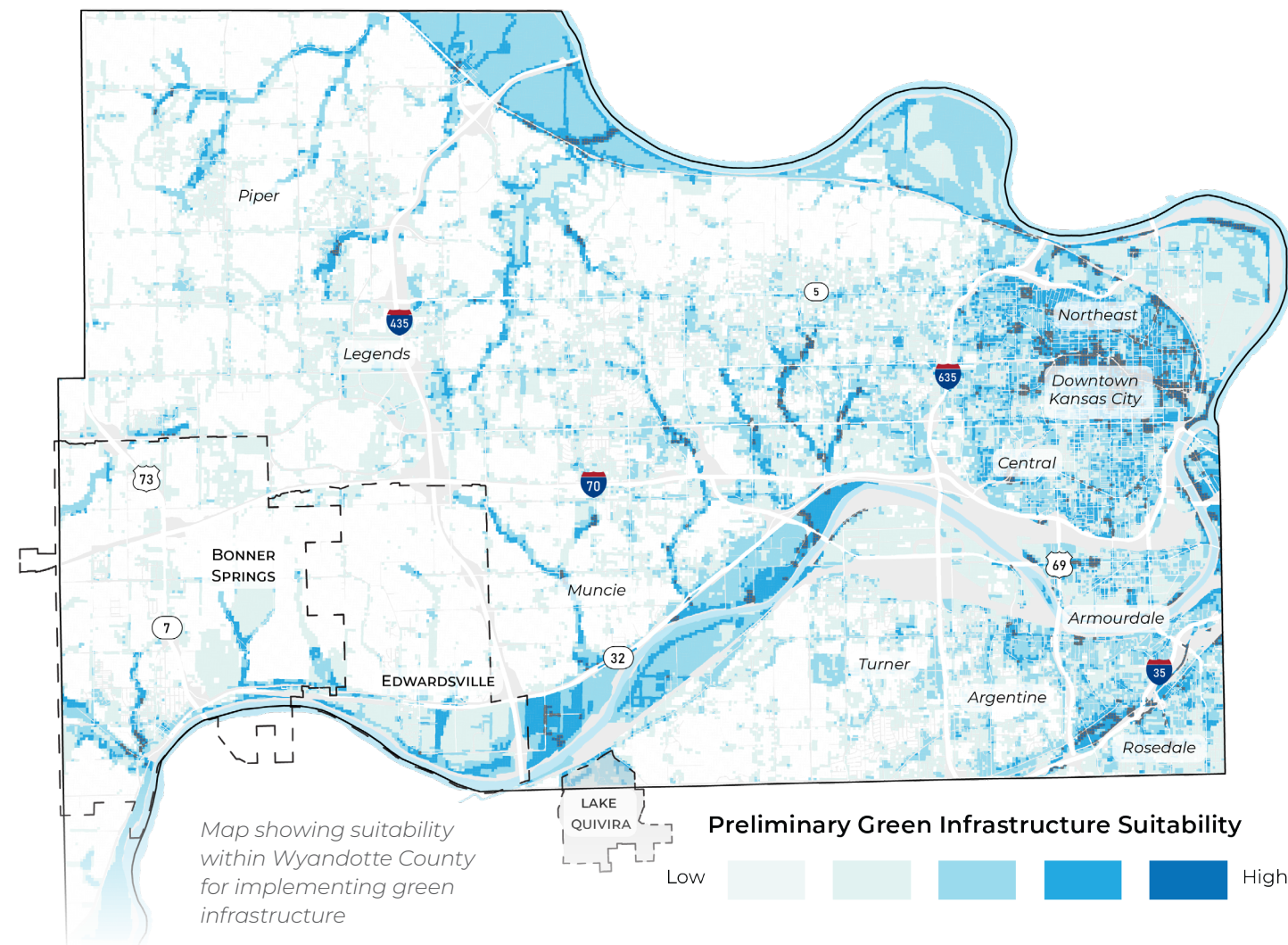
Off-street accessible trail with wayfinding signage, striping, lighting, and other amenities

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:

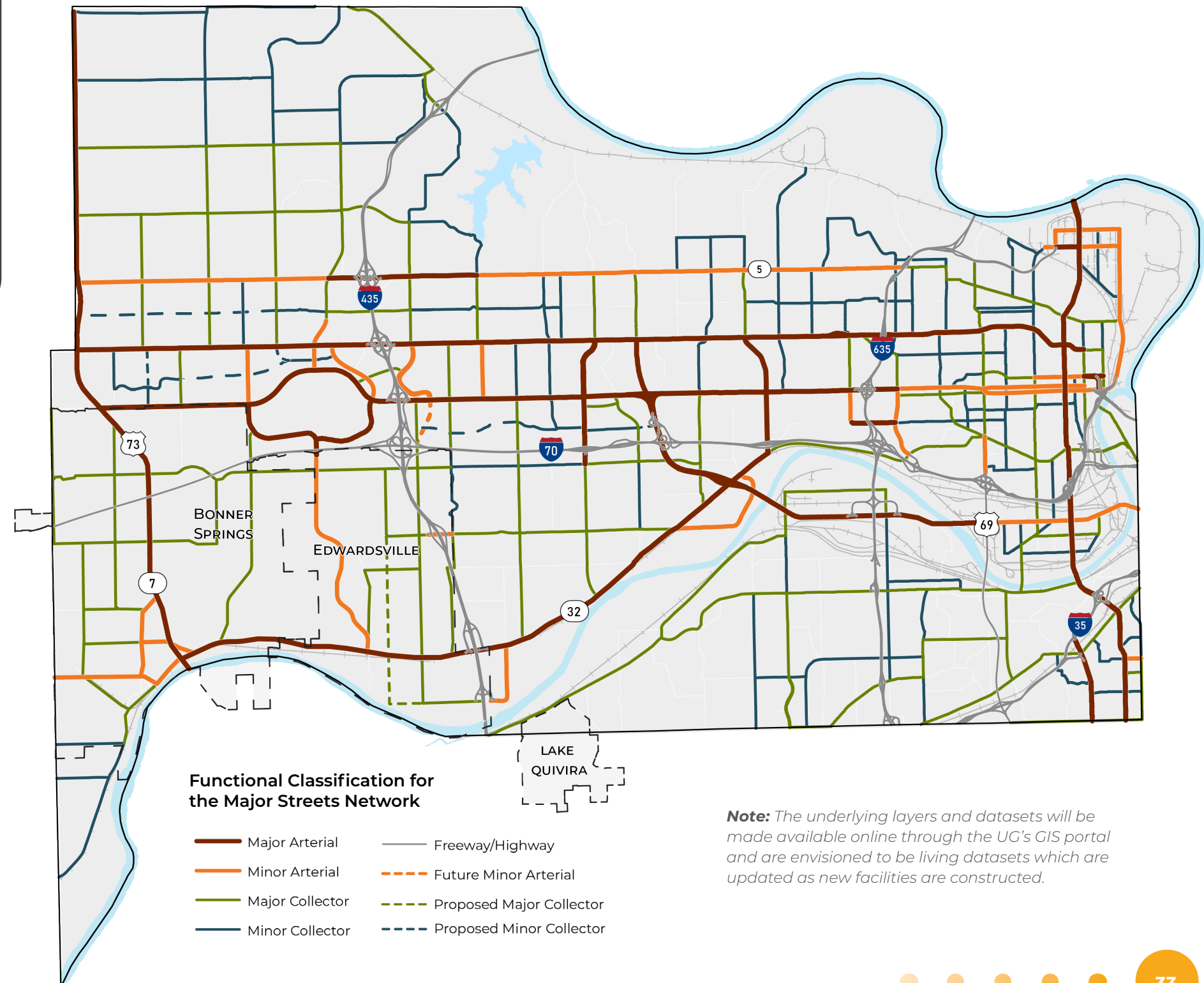
1. Updating the existing functional classification system.
2. Identifying generalized land use character zones.
3. Defining street design typologies that combine the functional classification system and land use zones.

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.

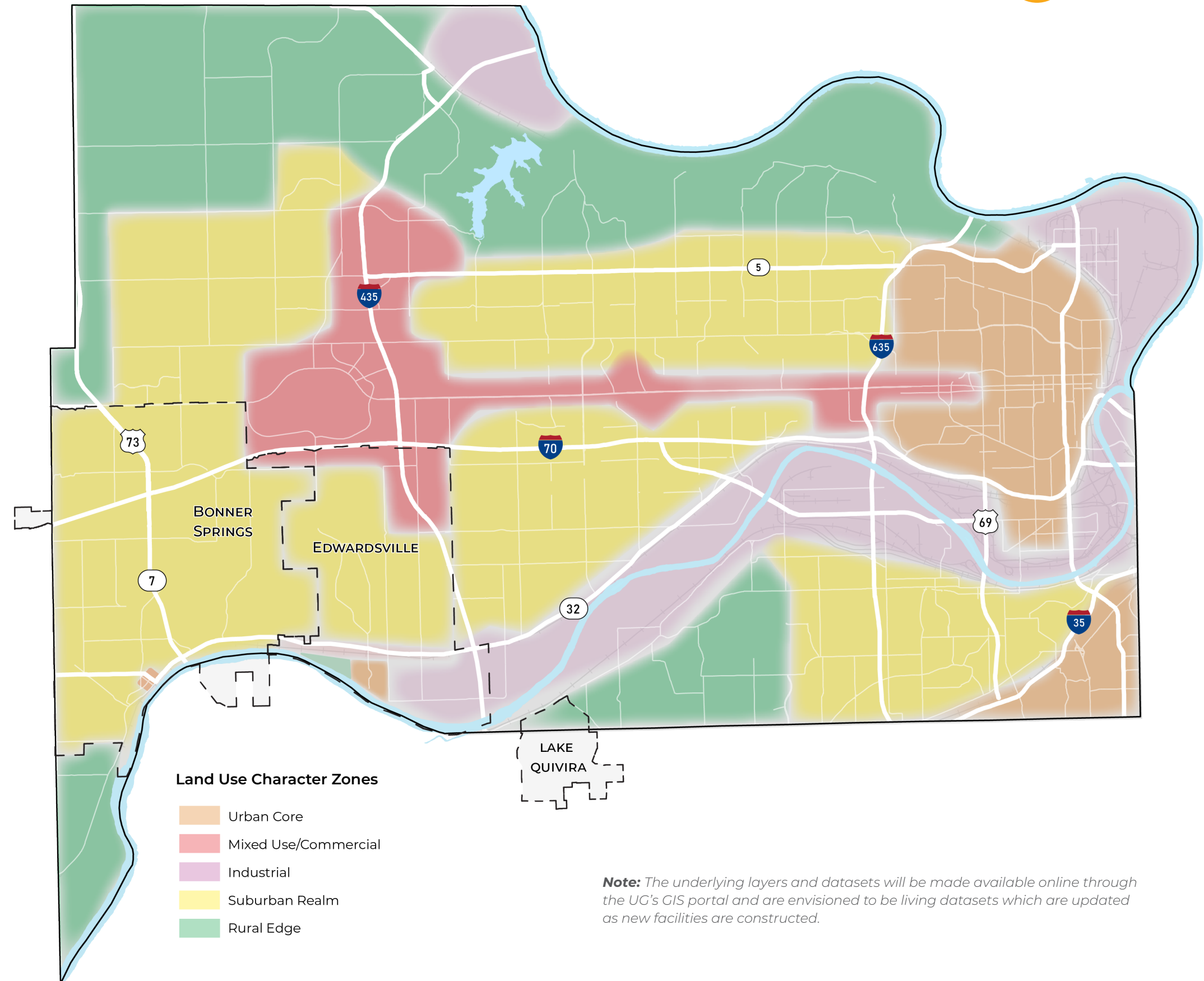
Urban Core — Areas east of Interstate 635, including Downtown KCK. This area is characterized by higher density and older infrastructure. This zone is roughly equivalent to the downtown areas of KCK, Bonner Springs, and Edwardsville.

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

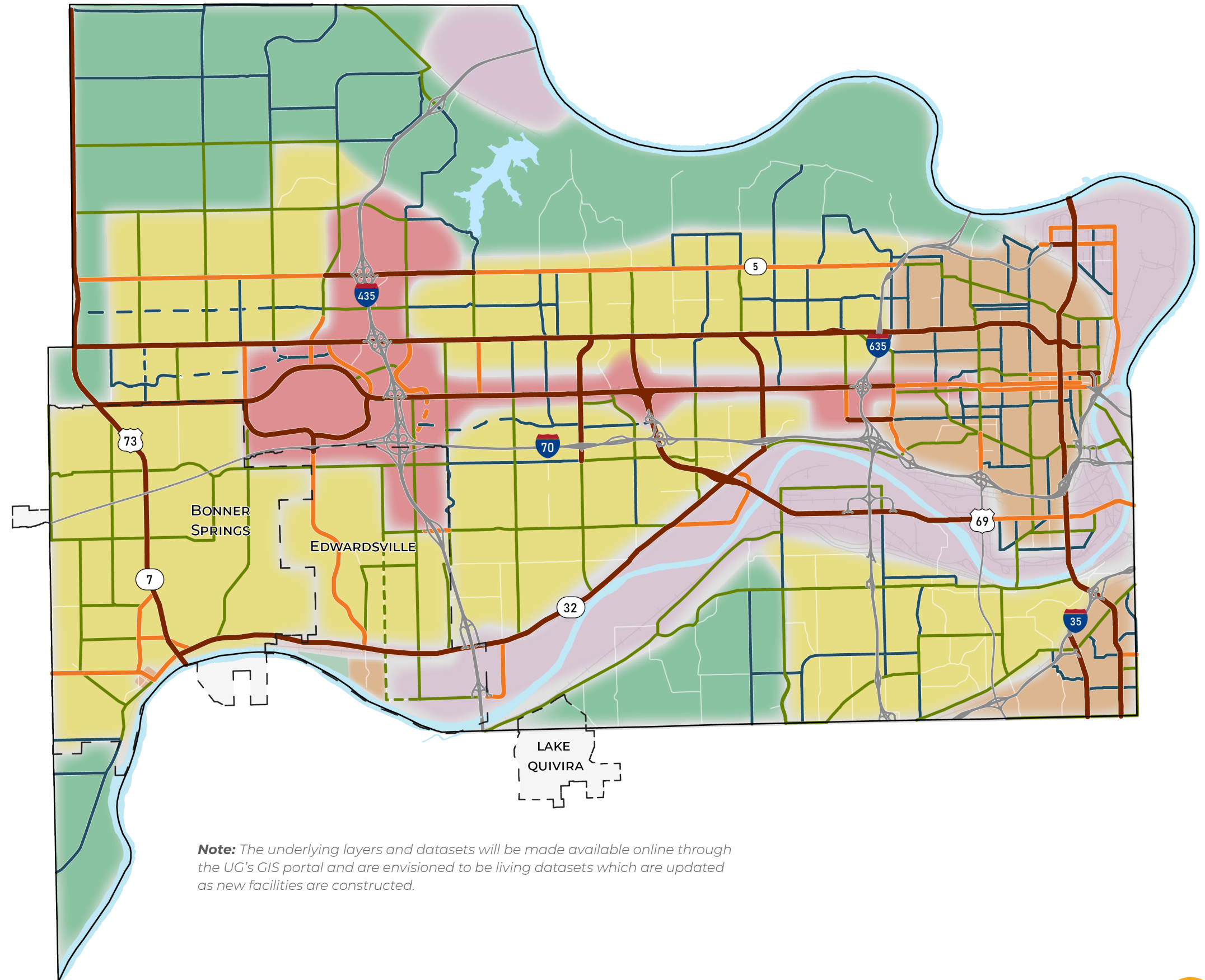
When put together, the functional classification system map (Page 25) and land use character zones map (Page 26) create a Street Design Typology Map (to the right) that integrates land use and transportation considerations. This map serves as a tool to combine considerations for street purpose and context. 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

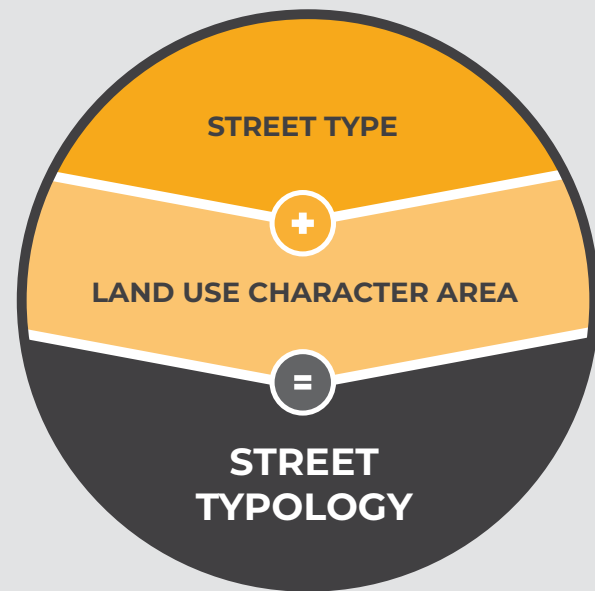
Land Use Character Zones

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



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	Sidewalk on both sides of roadway	Sidewalk on both sides of roadway	Sidewalk on both sides of roadway	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	Sidewalk on both sides of roadway	Sidewalk on both sides 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	Sidewalk on one side of roadway	Sidewalk on one side of roadway	Sidewalk on one side of roadway	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	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	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

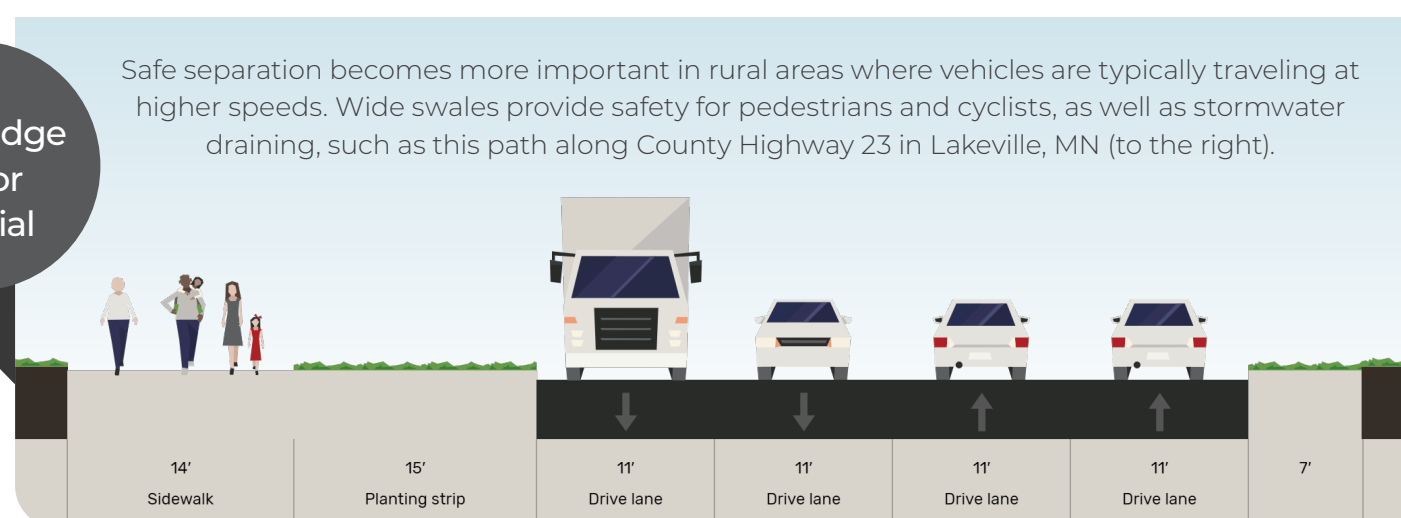
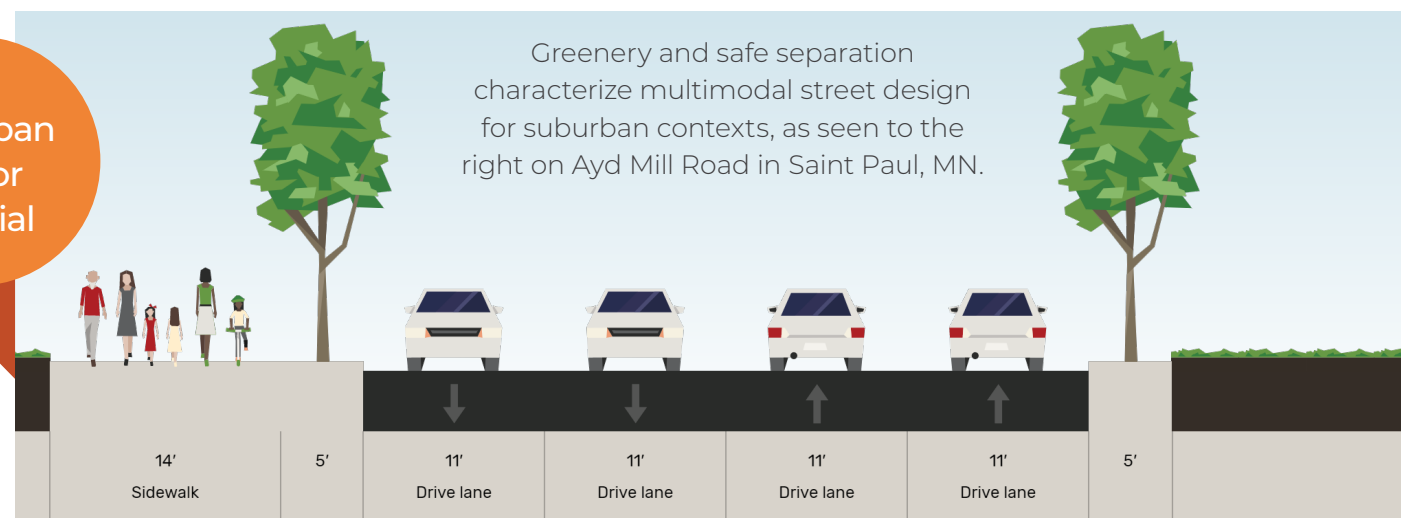
Street Design in Focus

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).

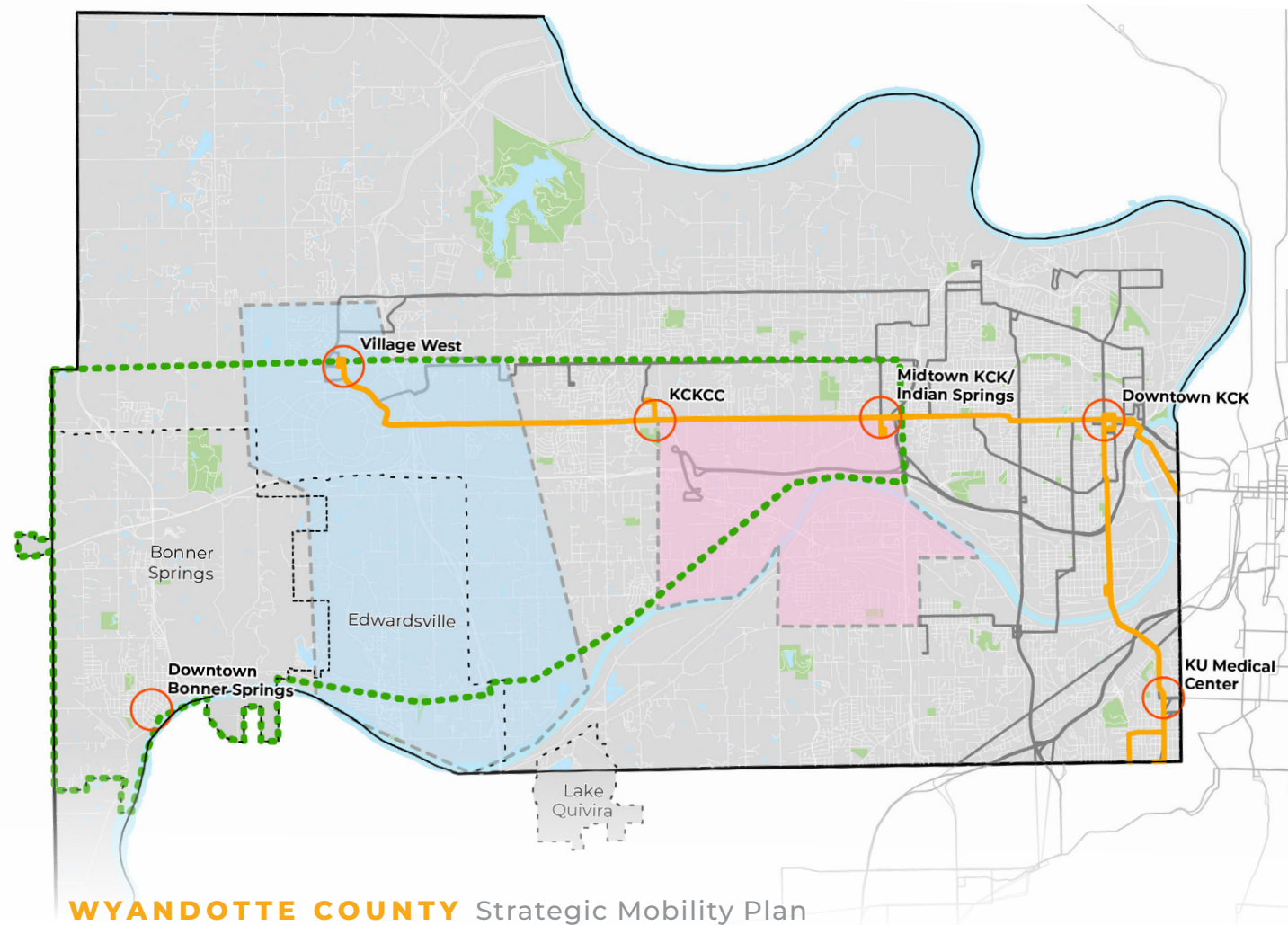
Recommended Transit and Mobility Services

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)



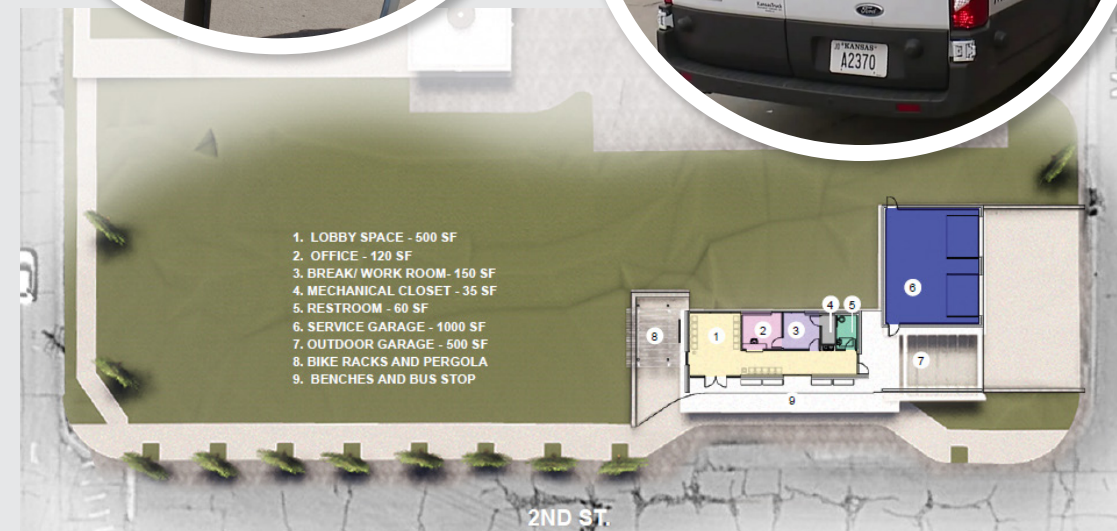
Source: Unified Government of Wyandotte County and Kansas City KS



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 Plan¹ 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.

¹https://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	Vision Zero Action Plan Grant Application / High Injury Network (HIN) Identification	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	Vision Zero Action Plan Tasks	<ul style="list-style-type: none"> › Conduct a review of current safety efforts and countermeasures in the County. › Study the feasibility of various safety-related implementations, including: <ul style="list-style-type: none"> » Road diets and "excess capacity," including a detailed review of traffic volumes versus capacity on arterial streets in the County » Bump-outs, high-visibility crosswalks, pedestrian countdown times, pedestrian refuges, and other pedestrian crossing treatments such as flashing beacons » Access management › Conduct stakeholder engagement to identify other creative safety solutions with local knowledge. › Apply for grant funding for implementation of safety solutions, such as an SS4A Implementation grant as described above. 	goDotte Planning Process
1-3	Crime Prevention Through Environmental Design (CPTED)	<ul style="list-style-type: none"> › Shape a community culture of safety for all through Crime Prevention Through Environmental Design (CPTED), including: <ul style="list-style-type: none"> » Street lighting and nighttime visibility » Clear and consistent wayfinding » Clear designation of public space and its use » Maintenance and beautification of public space » Improving personal safety when riding transit › 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). 	goDotte Planning Process
1-4	Address Driver Behavior through Educational Efforts	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	Streets for People Ordinances	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	Street Cross-Sections Update	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	Street Trees in Design Standards	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	Permeable Pavement Policy	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	Freeway Divestment/ Reimagining Studies	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	Leverage Kansas City Design Center (KCDC)	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	Reconnecting Communities Pilot Program Grant Application	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	NE KCK Heritage Trail Memorializations	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	27th Street Corridor Improvement Plan	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	Intersection Improvements at Merriam Lane and S. 24th Street	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	Modify Merriam Lane between S. 35th Street and S. 10th Street	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	Install Monuments along Merriam Corridor	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	Green Infrastructure Improvements along Merriam Corridor	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.	Merriam Connected Corridor Plan
★ 2-14	47th Street Complete Street Project	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.	47th and Mission Road Area Concept Plan
2-15	Expand 47th Street Complete Streets Project	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.	47th and Mission Road Area Concept Plan
✓ 2-16	Urban Design Overlay in 47th and Mission Road Area	Update and adopt the Urban Design Overlay in 47th and Mission Road area according to the 47th and Mission Road Area Concept Plan.	47th and Mission Road Area Concept Plan
★ 2-17	90th/91st Street Classification	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.	91st Street Corridor Plan
2-18	Kansas Avenue Improvements in Bonner Springs	Redesign Kansas Avenue to accommodate pedestrian and vehicle traffic. Improvements include curb and gutter, sidewalks, storm sewers, street lighting, and replacement signing.	Connected KC 2050 (Bonner Springs)
2-19	Metropolitan Avenue Improvements in Bonner Springs	Redesign Metropolitan Avenue. Improvements include curb and gutter, sidewalks, grading improvements, storm sewer, pavement markings, street lighting, and replacement signing.	Connected KC 2050 (Bonner Springs)
2-20	134th Street Improvements in Bonner Springs	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.	goDotte Planning Process
★ 2-21	138th Street Improvements in Bonner Springs	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.	Connected KC 2050 (Bonner Springs)
2-22	Nettleton Avenue Extension in Bonner Springs	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.	Connected KC 2050 (Bonner Springs)
2-23	98th Street Connector In Edwardsville	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.	Connected KC 2050 (Edwardsville)
2-24	Edwardsville Drive - Part 2	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.	Connected KC 2050 (Edwardsville)
2-25	Riverview Avenue in Edwardsville	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.	Connected KC 2050 (Edwardsville)
2-26	Complete Streets Policy for Edwardsville and Lake Quivira	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.	goDotte Planning Process

★ Potential Quick Wins ✓ Completed



Next-Level Transit

#	ACTION ITEM	PROJECT	SOURCE (MOST RECENT)
3-1	Fast and Frequent Service: State Avenue	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	Fast and Frequent Service: 7th Street/ Rainbow Boulevard	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	Mobility Hubs	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	Bonner Springs Multi-Modal Transit Hub	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	New or Realigned Fixed-Route Service along Merriam Lane Corridor	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	Future High-Capacity Transit along I-35 Corridor	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	Downtown KCK to KCMO Aerial Lift	Conduct a feasibility study of an aerial lift across the Kansas River between Downtown KCK and KCMO.	goDotte Planning Process
★ 3-8	RideKC East-West Transit Study	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	UG Public Transportation Wireless Charging Demonstration	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	UG Public Transportation Micro Transit Expansion	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	UG Non-Emergency Paratransit Pilot Program	Implement pilot program for non-emergency medical transportation in partnership with Safety Net clinics.	goDotte Planning Process
3-12	UG Public Transportation /Tiblow Transit/ Leavenworth County Rides Partnership	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	UG Public Transportation Capital Needs Inventory and Assessment	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	Transit Policy for Economic Development	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	7th Street Casino Driverless Shuttle	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	Mobility Hubs and Access to Healthy Food	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	NE KCK Heritage Trail Phase 1 Improvements	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).	NE KCK Heritage Trail Plan
4-2	Jersey Creek to City Park Trail	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.	goDotte Planning Process
★ 4-3	Kansas Levee Trails/ Rock Island Bridge	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.	goDotte Planning Process
4-4	Turkey Creek Trail Extension	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.	Merriam Connected Corridor Plan
4-5	Turkey Creek Trailheads	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.	Merriam Connected Corridor Plan
★ 4-6	Central Avenue Bridge	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.	goDotte Planning Process
★ 4-7	Kansas Avenue/ Cesar Chavez Bridge	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.	goDotte Planning Process
★ 4-8	Walk-Friendly Communities Assessment	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.	goDotte Planning Process
★ 4-9	Bike Parking Ordinance	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).	goDotte Planning Process
4-10	Safe Routes to School Prioritization	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.	goDotte Planning Process
4-11	Rozarks Trail System	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.	39th Street Corridor Plan
4-12	Complete Sidewalk Network (Neighborhood Connections)	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.	Merriam Connected Corridor Plan / Southwest Boulevard-Merriam Lane Corridor Master Plan

★ Potential Quick Wins

Prioritize Connections, continued

#	ACTION ITEM	PROJECT	SOURCE (MOST RECENT)
4-13	18th Street Future Bike Facility	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	18th Street Bridge	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	NE KCK Heritage Trail Grant Applications	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	Quindaro Townsite MOU	Establish an MOU with Quindaro Townsite property owners to plan for landscape restoration and resource harvesting effort.	NE KCK Heritage Trail Plan
4-17	S. 14th Street/Roe Lane Bicycle Facility	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	Bikeshare Pilot Expansion	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	Complete Sidewalks on Merriam Drive (between S. 26th and S. 23rd Streets)	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	4th Street (Edwardsville) Safe Routes to School Projects	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	Edwardsville Trails and Sidewalks Master Plan	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	Kansas Department of Wildlife & Parks Recreational Trails Grants	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	Design/Striping/Wayfinding Standards for Off-Street Trails	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	Sidewalk Incentive Program Policy	Continue to fund UG Public Works Sidewalk & Curb Replacement Incentive Program Policy.	goDotte Planning Process
★ 4-25	Sidewalk Conditions Monitoring	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	Reconcile Sidewalks/Bikeways/Trails Datasets	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	State Avenue Access to Transit Stops	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	Pilot Project for Electrification of Municipal Fleet	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	KCKCC Student Housing / Campus Master Plan	Conduct a Student Housing / Campus Master Plan for KCKCC including a focus on transit-oriented development along State Avenue.	goDotte Planning Process
5-4	Development Incentives Policy	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	7th Street Access to Transit Stops	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	Rainbow Corridor Complete Street Traffic Management Plan	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	K-32 Quiet Zones in Edwardsville and Bonner Springs / Multi-Purpose Trail	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	K-7 Plan Update	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	Climate Risk and Vulnerability Assessment	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	CMIP Prioritization	Continue to coordinate with UG Public Works on inputs, supporting data, and criteria for the CMIP project prioritization process.	goDotte Planning Process
6-3	Infrastructure Action Team Coordination	Continue to coordinate with the Infrastructure Action Team to assess the UG's implementation of the Complete Streets Ordinance.	goDotte Planning Process
6-4	UG Public Works APWA Accreditation	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	Mobility Utility Fund Study	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	Parking Reform Study	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	KDOT Active Transportation Plan and Policy Registry	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!



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Summary of Previous Plans

Summary of Previous Plans

The goDotte Strategic Mobility Plan seeks to align a number of recent and ongoing initiatives to help improve the effectiveness of transportation investments and create a synergy between these related efforts. The following plans have informed goDotte, and their recommendations are incorporated by reference into goDotte.

Plan/Initiative	Year	Lead Agency	Overview
Citywide Master Plan	2008	Unified Government	Comprehensive policy guide describing what the KCK community wants its City to be for the future; directs future development and infrastructure needs. Its transportation element provides guiding principles intending to identify a true “multi-modal” transportation network that balances the needs of motorists, transit, pedestrians, and cyclists and enhances both the built and natural environment. This plan will be updated in 2022-2023, and goDotte will provide the transportation and mobility-related element of this plan.
Sidewalk and Trails Master Plan	2012	Unified Government	Stemming from the 2008 Master Plan, the STMP notes that in many parts of the County there are not adequate sidewalk or trail facilities. It provides a blueprint for prioritization and implementation of a future sidewalk and trail network, much of which remains unbuilt. This plan has been updated as part of the goDotte effort.
Unified Government Complete Streets Ordinance	2020	Unified Government	Codifies the County's Complete Streets Policy and provides regulations to consistently plan, design, construct, operate, and maintain streets to accommodate all road users. This ordinance specifically incorporates Green Streets (integrating stormwater management best practices) and Vision Zero (incorporating elements to work toward elimination of traffic injuries and fatalities).
MARC Regional Climate Action Plan	2021	MARC	Recently adopted by the UG Board of Commissioners, the MARC Regional Climate Action Plan aims to transform the metropolitan area into a more resilient, equitable and healthy community. An ambitious set of interrelated strategies will help to mitigate climate change by achieving net zero greenhouse gas emissions by 2050, and adapt to and bounce forward from the many risks climate change poses. Linkages among plan strategies are abundant and intentional. It creates a new platform to build on, accelerate and scale up existing efforts through new models of collaborative regional leadership. Resilience-focused investment will catalyze long-term prosperity and health. Interim net zero goals focus on local government operations (by 2030), energy generation (by 2035), and homes and buildings (by 2040).
Northeast KCK Heritage Trail Plan	2022	Unified Government / MARC	This PSP grant-funded project is working to create a Heritage Trail (running from Kaw Point to the Quindaro Townsite) that integrates land use, green infrastructure, and job access, with expanded transportation options, participatory community planning, and Northeast KCK’s rich cultural history. This plan is being adopted by the Unified Government as part of goDotte and is incorporated by reference into goDotte.
Merriam Connected Corridor Plan	2022	Unified Government / Overland Park / Merriam	This PSP grant-funded corridor plan will make recommendations regarding land use, mobility enhancements, and multimodal opportunities along the corridor, including opportunities for Complete Streets and Green Infrastructure solutions. This plan is being adopted by the Unified Government as part of goDotte and is incorporated by reference into goDotte.
Armourdale Area Master Plan	2022	Unified Government	This plan will guide future investments in this unique and isolated industrial and residential district in the Kansas River floodplain over the next 10 years; major transportation-related themes include improving safety (especially for biking/walking) and access/ connectivity for non-auto modes.
Central Area Master Plan	2020	Unified Government	Area plan for Central area neighborhood; recognizes current momentum in neighborhood and changing neighborhood character while acknowledging challenges related to public health, housing affordability, and access to jobs. The plan focuses on how to support existing momentum that helps existing residents while welcoming new residents who can continue to contribute to the community in a positive way.

Plan/Initiative	Year	Lead Agency	Overview
Downtown Master Plan	2007	Unified Government	Area plan for Downtown KCK; aims to recognize the importance of the regional context in which Downtown exists and the diversity of people that influence this place. This plan provides an land use framework; a mobility framework detailing streets, pedestrian connections, streetscape, transit, and parking; and urban design.
Downtown Parkway District Plan	2014	Unified Government	A follow-on to the Downtown Master Plan, this plan is a redevelopment strategy specifically for Downtown KCK that is focused on creating a healthy community, including a full range of the goods and services essentially to a healthy lifestyle and a network of streets, paths, and parkways that encourage walking and biking and other active modes of transportation to connect people to these goods and services and to one another.
Northeast Area Master Plan	2018	Unified Government	Area plan for Northeast Area aimed at transforming the area into a more viable and sustainable mixed-income community. It provides policy priorities and recommendations for land use to guide growth, reinvestment and development as well as avoid future displacement. It focuses on themes of (1) A Rich History - celebrating the history and neighborhood identity and increasing tourism; (2) A Food Hub - acknowledging the neighborhood's unique food scene; (4) A Healthy Community where community health is improved through improvement to open spaces and the built environment, and (4) An Expanded Economy that improves access to quality jobs, training to meet the needs of the local industry, and development new employment opportunities in the area.
Prairie-Delaware-Piper Plan	2004	Unified Government	Provides a land development framework, future land use plan, future transportation plan, and parks and open space plan for the northwestern area of the County, generally north of I-70 and west of 91st Street. This includes the rapidly-growing Kansas Speedway/Village West area as well as areas that are still rural in character.
Rosedale Master Plan and Traffic Study	2016	Unified Government	Area plan for Rosedale area supported by a market study and traffic study; provides recommendations for four "Major Moves" and a framework plan for lane use, urban design, housing policy, transportation, and public facilities. The "Major Moves" include the University Town redevelopment around TUKH and KUMC; a Rosedale Regional Nature Trail connecting several parks and natural amenities in the area (including connections to the proposed Turkey Creek Trail); the 47th Avenue Cultural Corridor including complete streets implementation; and the Rosedale Crossing mixed-use development at the intersection of 7th Street/Rainbow Boulevard/Southwest Boulevard.
State Avenue Corridor Study	2013	Unified Government / MARC	Provides a template for transit-oriented (re)development along State Avenue; focuses on specific nodes along the corridor to support future high-capacity transit. It focuses on the eastern half of the corridor where investment is needed most, including nodes such as Downtown KCK and 47th/Indian Springs Transit Center.
K-32 Tri-City Multi-modal Redevelopment Plan	2016	MARC / KDOT / Unified Government / Edwardsville / Bonner Springs	Outlines the long-term transportation/redevelopment vision for the 8-mile K-32 corridor from the westernmost limits of Bonner Springs into KCK. It envisions the corridor as a regional destination accessible to residents and visitors via walking, biking, riding transit, and driving. It recommends targeted redevelopment at focused nodes, including the connections to Bonner Springs and Edwardsville, and encourages revisiting the roadway cross-section and character to create a "parkway" feel. It also emphasizes that the corridor shares a busy rail line and the desire of residents to build out a quiet zone, specifically in Edwardsville and Bonner Springs.
39th Street Corridor Plan	2003	Rosedale Development Association	Corridor plan providing a vision and framework for development and physical design along the 39th Street corridor between Rainbow Boulevard and Mission Road. This plan has mainly been incorporated into the Rosedale Area Master Plan and Rosedale University Town District Plan; these more up-to-date plans should be referenced accordingly, and future updates to the Rosedale Area Master Plan will be informed by this plan accordingly.
47th & Mission Road Area Concept Plan	2000	Unified Government / Roeland Park / Westwood	Older concept plan done prior to the Rosedale Area Master Plan. The Urban Design Overlay in this area was recently updated by the 3 partner cities (UG, Westwood, and Roeland Park) in January 2022, and the recommended complete streets project (carried forward in the Rosedale Area Master Plan) will be constructed in 2022. This plan should be used to inform any potential next steps and implementation items the next time the Rosedale Area Master Plan is updated.

Plan/Initiative	Year	Lead Agency	Overview
Southwest Boulevard/Merriam Lane Corridor Master Plan	2011	Rosedale Development Association	Corridor plan providing a vision and framework for development and physical design along the Merriam Lane/Southwest Boulevard corridor, focused on health and environment, land use, corridor image and identity, and mobility and transportation. The 2022 Merriam Connected Corridor Plan updates the Merriam Lane portion of this plan. Future updates to the Rosedale Area Master Plan will be informed by and incorporate the Southwest Boulevard section of this older corridor plan accordingly.
91st Street Corridor Plan	2004	Unified Government	Corridor plan targeting improvements along 91st Street between Parallel Parkway and Leavenworth Road. It focuses on creating a gateway to the area and enhancing the gateway to Wyandotte County Lake; facilitating street and stormwater improvements; housing development and rehabilitation; and development of a community center. This plan should be incorporated into the Prairie Delaware Piper Master Plan the next time it is updated as a project.
K-7 Corridor Management Plan	2006	KDOT	Plan for the entire K-7 corridor across multiple counties in the state to determine preferred facility type in various sections (freeway vs. arterial), develop access requirements and street network system, determine right-of-way preservation needs, develop a phased implementation plan, and establish Memorandums of Understanding (MOUs) with various communities to implement various elements of the plan.
Bonner Springs Comprehensive Plan	2008	Bonner Springs	Comprehensive Plan for the City of Bonner Springs; includes a Transportation Plan focused on access control, connections to the state highway network, and intersection improvements.
Bonner Springs Parks and Recreation Master Plan	2019	Bonner Springs	Identifies future trail networks and notes a desire for the City to become a regional bike trail destination; emphasizes expansion of the sidewalk network, especially around parks. The citizen survey ranked expansion of the existing trail network as its highest priority.
The Edwardsville Plan	2012	Edwardsville	Lays out the City's transportation goals, including improving safety and constructing a complete network of sidewalks and trails. Recently, the City has been steadily expanding their trail network.
Connecting Edwardsville PSP	2018	Edwardsville / MARC	This PSP grant-funded study addresses transportation, connectivity, and land use potential focused on the area near the K-32/4th Street intersection. Its recommendations focus on connectivity.
Smart Moves 3.0 (RideKC Regional Transit Plan)	2017	RideKC / KCATA	The greater Kansas City long-range transit plan, a 20+ year vision for transit and mobility; defines a "Smart Moves" system of fast and frequent service (15 minutes or less) and a supporting 30-minute frequency network, including several key corridors in Wyandotte.
Connected KC 2050 (MARC Regional Long-Range Plan)	2020	MARC	The Kansas City metro's federally-mandated long-range transportation plan; identifies a series of financially-constrained as well as illustrative projects aimed at a regional vision and needs.
MARC MetroGreen Plan	2001	MARC	The MetroGreen Action Plan provides a greenprint for a metropolitan trails system that connects urban and rural green corridors throughout seven counties in the Kansas City region. The plan is also designed to protect and improve water quality in the region for the next 100 years, conserving and enhancing the region's existing natural elements.
KC Spirit Playbook (KCMO Comprehensive Plan Update)	Ongoing	Kansas City, Missouri	Across the rivers, Kansas City, Missouri (KCMO) is updating its Comprehensive Plan, including its Transportation Element.
Kansas Active Transportation Plan	Ongoing	KDOT	The state's first Active Transportation Plan since 1995 explores the needs of people who walk, cycle, use mobility assistance devices, scoot, and more. In addition to the Plan, several toolkits and resources that complement the Plan and advance the needs of active transportation in local communities are available.
UG Transportation Management Guide	2018	Unified Government	A supplement to the UG Public Works Strategic Plan that provides engineering design guidance for transportation facilities.
UG Community Health Improvement Plan (CHIP) 2018-2023	2018	Unified Government	Identifies priority issues related to community health, including access to medical care and education/jobs; provides mobility focused recommendations aimed at removing transportation-related barriers and improving the accessibility/frequency of public transit options.



• • • • • APPENDIX B

Foundations Report



goDotte Strategic Mobility Plan

FOUNDATIONS REPORT

September 2021

ACKNOWLEDGMENTS

This effort is being guided by the Unified Government of Wyandotte County and Kansas City, Kansas in partnership with the Mid-America Regional Council (MARC). Additional support and guidance is provided by the cities of Bonner Springs, Edwardsville, and Lake Quivira. Resources for the process have in part been provided by a Planning Sustainable Places Grant (PSP). 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 Foundations Report and ongoing project efforts have been supported by the project consultant team:



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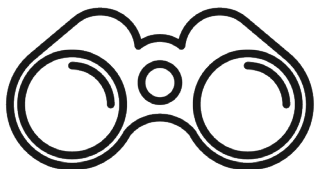
Key Insights28



INTRODUCTION

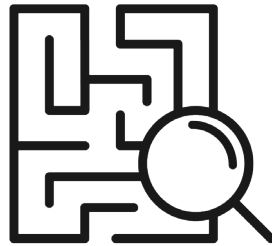
WHAT IS Dotte ?

The goDotte Strategic Mobility Plan is our County's:



Vision

To shape a new mobility future for Wyandotte County.



Strategy

To leverage the previous transportation planning efforts that have been conducted in our community.



Plan

To integrate all modes of travel into a cohesive system that provides convenient, safe, and equitable access for all.

WHAT IS THE FOUNDATIONS REPORT?

This report is a foundational assessment of community trends, travel patterns, socio-economic data, and development observations that affect how Wyandotte County moves. It also highlights recent successes and concurrent efforts. This report is intended as foundational material that helps create a shared awareness in support of the planning process that follows.

The Foundations Report is a snapshot of how our community moves, while framing the public discourse around how we should and want to move.

Data Sources

This report leverages a variety of the best available data sources that provide a baseline for understanding mobility in Wyandotte County. In addition to data provided directly from the Unified Government, MARC, or KDOT, this Foundations Report largely utilizes the following:

- American Community Survey
- ESRI Business Analyst Online (BAO)
- US Census Longitudinal Employer-Householder Dynamics (LEHD) OneTheMap
- Replica Distribution of Mobility Metrics
- ZenCity
- UG Data Portal

As the goDotte process moves forward, the public's input will be a key source of additional insight.

OUR PRIORITIES

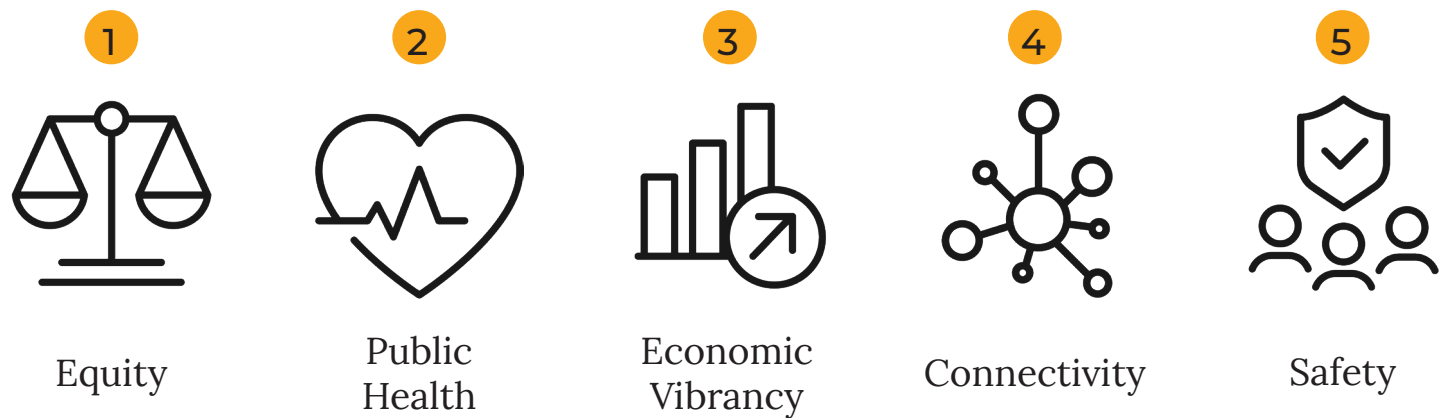
The Unified Government's Board of Commissioners operates with an established vision in mind:

“Uniquely Wyandotte”

“Vibrant intersection of diversity, opportunity, and distinctive neighborhoods. An engaged community: healthy, fulfilled, and inspired.”

Improved mobility is one of the critical components 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 by considering the desired outcomes of 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 five goDotte Priorities shown here will help to guide the planning process:



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 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 a robust 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 goDotte Strategic Mobility Plan will synthesize the strengths and weaknesses of the County's connections both internally and across the region, with a focus on enhancing the transportation corridors that connect activity centers, employment areas, industrial districts, and major tourist attractions.

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.

	Wyandotte County	Kansas City, KO-MS Metro Area
Population	165,429	2,155,068
Median Age	33.5	37.7
% White (Non-Hispanic White)	40%	72%
% Black	22%	12%
% Hispanic	30%	9%
Median Household Income	\$46,964	\$70,215
% Persons Below Poverty Line	21%	10%
Median Value of Owner-Occupied Housing Units	\$104,700	\$209,100
High School Grad or Higher	81%	93%
Bachelor's Degree or Higher	20%	38%
% Foreign-Born Population	18%	7%

7.5%

Kansas City MO-KS MSA Population in Wyandotte County

165,429

Wyandotte County 2019 Population

152,522

Kansas City, KS 2019 Population

7,782

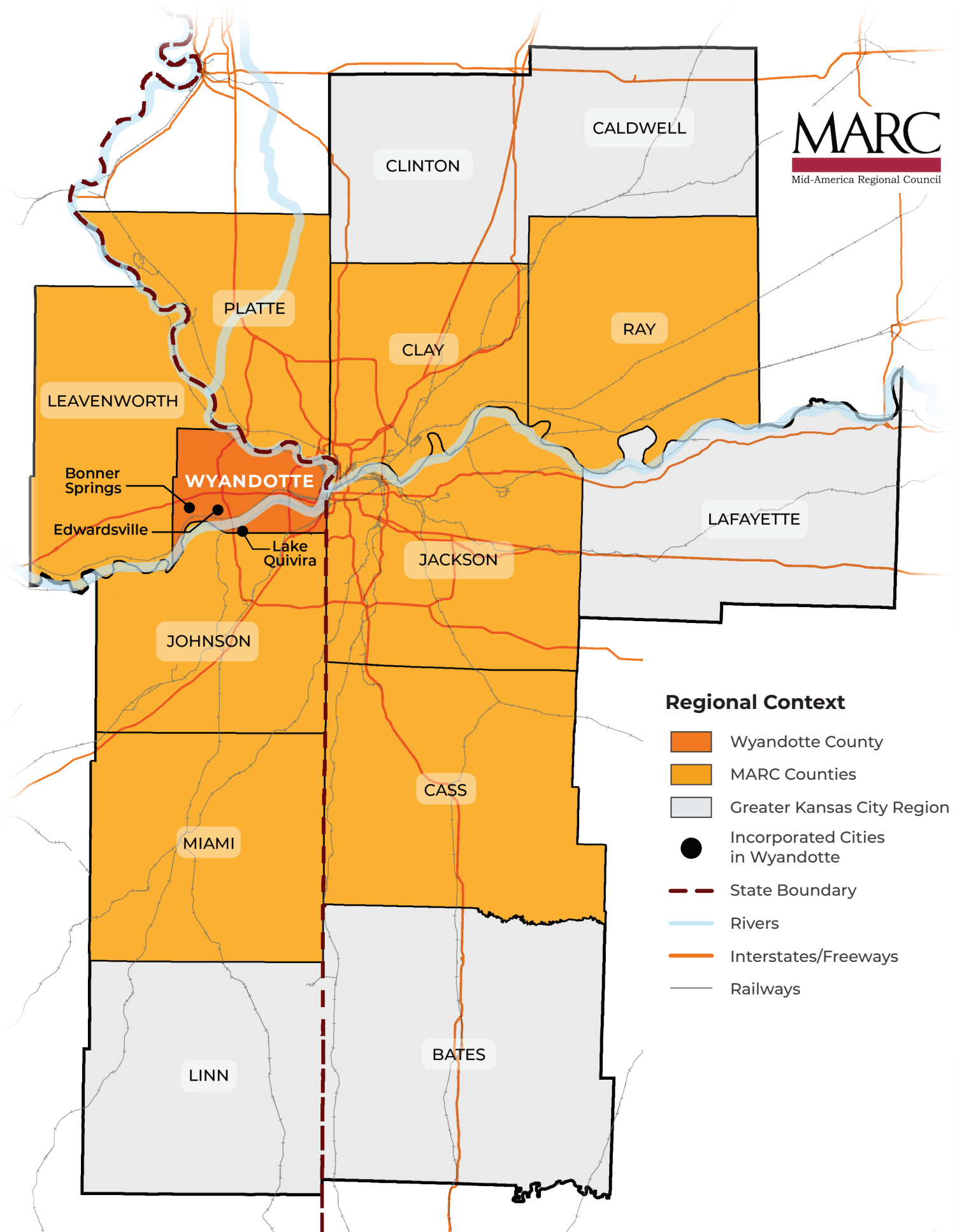
Bonner Springs 2019 Population

4,492

Edwardsville 2019 Population

920

Lake Quivira 2019 Population



RECENT AND ONGOING INITIATIVES

The goDotte Strategic Mobility Plan seeks to align a number of recent and ongoing initiatives to create a synergy between these related efforts. At the same time, this Strategic Mobility Plan is reviewing transportation-related elements of these initiatives to identify any inconsistencies among plans to achieve alignment moving forward.

Selected notable City-/County-wide or regional initiatives which have informed goDotte include:

KCK City-Wide Master Plan (2008): A comprehensive policy guide describing what the KCK community wants its City to be for the future; directs future development and infrastructure needs. Its transportation element provides guiding principles intending to identify a true “multi-modal” transportation network that balances the needs of motorists, transit, pedestrians, and cyclists and enhances both the built and natural environment.

County Sidewalk and Trails Master Plan (2012): Stemming from the 2008 Master Plan, the STMP notes that in many parts of the County there are not adequate sidewalk or trail facilities. It provides a blueprint for prioritization and implementation of a future sidewalk and trail network, much of which remains unbuilt.

Connected KC 2050: The Kansas City metro’s federally-mandated long-range transportation plan; identifies a number of specific projects aimed at a regional vision and needs.

UG Transportation Management Guide (2018): A supplement to the UG Public Works Strategic Plan that provides engineering design guidance for transportation facilities.

In addition, there are several recent (within the past five years) or ongoing initiatives focused on specific locations or corridors within the County. Selected major efforts that will be incorporated into the goDotte Strategic Mobility Plan are shown below and highlighted in the map on the following page:

1 Bonner Springs Comprehensive Plan (2008, undergoing updates): Includes a Transportation Plan focused on access control, connections to the state highway network, and intersection improvements.

2 Bonner Springs Parks and Recreation Master Plan (2019): Identifies future trail networks and notes a desire for the City to become a regional bike trail destination; emphasizes expansion of the sidewalk network, especially around parks. The citizen survey ranked expansion of the existing trail network as its highest priority.

3 The Edwardsville Plan (2012, undergoing updates): Lays out the City’s transportation goals, including improving safety and constructing a complete network of sidewalks and trails. Recently, the City has been steadily expanding

Unified Government Complete Streets Ordinance (2020): Codifies the County’s Complete Streets Policy and provides regulations to consistently plan, design, construct, operate, and maintain streets to accommodate all road users. This ordinance specifically incorporates **Green Streets** (integrating stormwater management best practices) and **Vision Zero** (incorporating elements to work toward elimination of traffic injuries and fatalities).

RideKC Regional Transit Plan (SmartMoves 3.0, 2017): The greater Kansas City long-range transit plan, a 20+ year vision for transit and mobility; defines a “Smart Moves” system of fast and frequent service (15 minutes or less) and a supporting 30-minute frequency network, including several key corridors in Wyandotte.

Community Health Improvement Plan (2018-2023): Identifies priority issues related to community health, including access to medical care and education/jobs; provides mobility-focused recommendations aimed at removing transportation-related barriers and improving the accessibility/frequency of public transit options.

their trail network.

4 Connecting Edwardsville PSP (2018): This PSP grant-funded study addresses transportation, connectivity, and land use potential focused on the area near the K-32/4th Street intersection. Its recommendations focus on connectivity.

5 State Avenue Corridor Study (2013): Provides a template for transit-oriented (re) development along State Avenue; focuses on specific nodes along the corridor to support future high-capacity transit. This study will be incorporated into the goDotte Strategic Mobility Plan.

6 K-32 Tri-City Multimodal Redevelopment Plan (2016): Outlines the long-term transportation/redevelopment vision for the 8-mile

K-32 corridor from the westernmost limits of Bonner Springs into KCK. It envisions the corridor as a regional destination accessible to residents and visitors via walking, biking, riding transit, and driving.

7 Merriam Drive Gateways Corridor Study (Ongoing): This PSP grant-funded corridor plan will make recommendations regarding land use, mobility enhancements, and multi-modal opportunities along the corridor, including opportunities for Complete Streets and Green Infrastructure solutions.

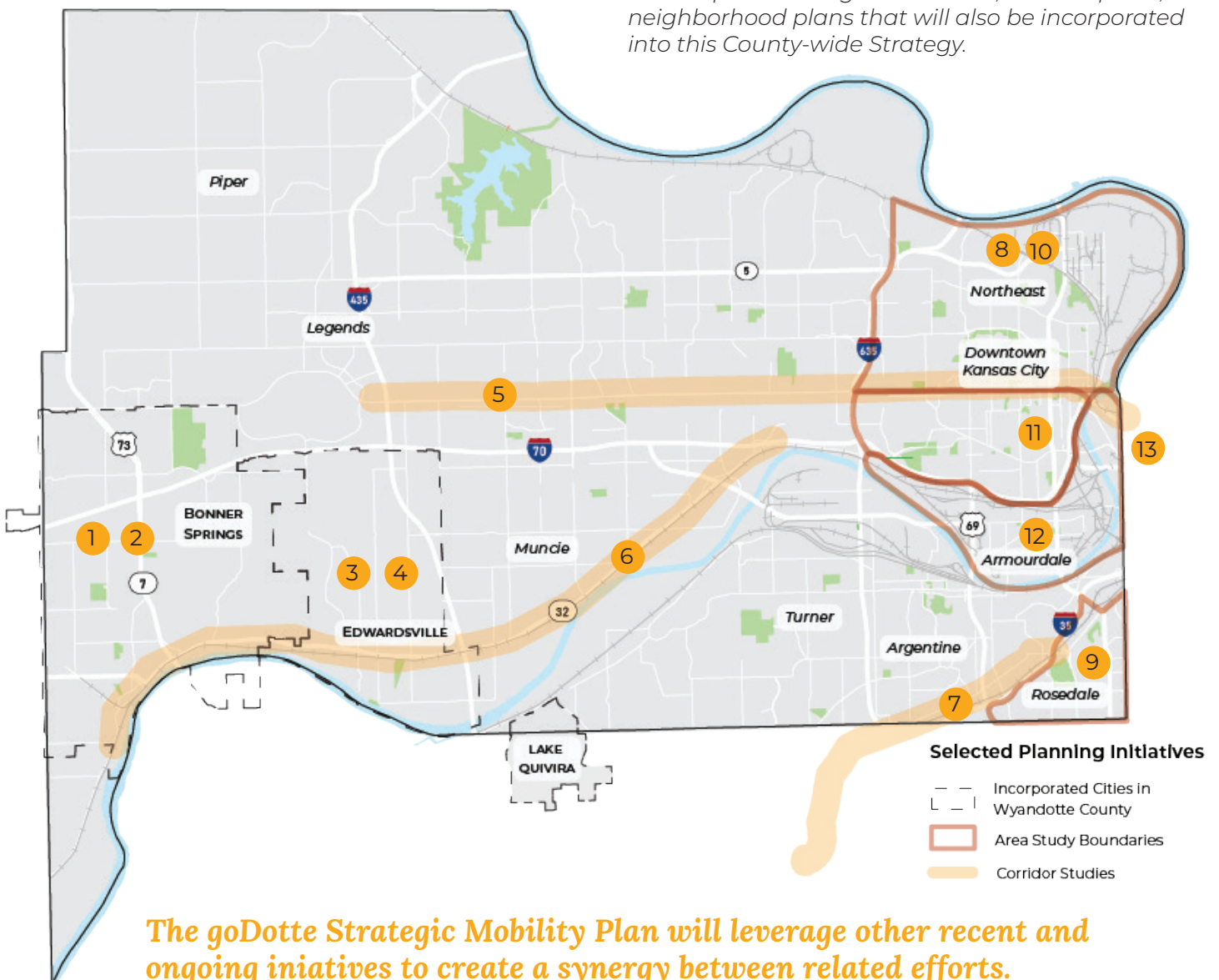
8 Northeast KCK Heritage Trail Project (Ongoing): This PSP grant-funded project is working to create a Heritage Trail (running from Kaw Point to the Quindaro Townsite) that integrates land use, green infrastructure, and job access, with expanded transportation options, participatory community planning, and Northeast KCK's rich cultural history.

9 Recent Area Master Plans: The *Rosedale Master Plan and Traffic Study (2016)*, *Northeast Area Master Plan (2018)*, and *Central Area Master Plan (2020)* each provide recommendations for focused multi-modal enhancements, including specific bicycle and trail facilities and desired transit investments.

12 The Armourdale Plan (Ongoing): Will guide future investments in this unique and isolated industrial and residential district in the Kansas River floodplain over the next 10 years; major transportation-related themes include improving safety (especially for biking/walking) and access/connectivity for non-auto modes.

13 KC Spirit Playbook (KCMO Comprehensive Plan Update, Ongoing): across the rivers, Kansas City, Missouri (KCMO) is updating its Comprehensive Plan, including its Transportation Element.

Note that there are further plans, including area master plans dating back to 1979, corridor plans, and neighborhood plans that will also be incorporated into this County-wide Strategy.



OUR PEOPLE

DEMOGRAPHIC TRENDS

5%

Increase in Population Since 2010

+20%

Projected Growth from 2010 to 2050

30%

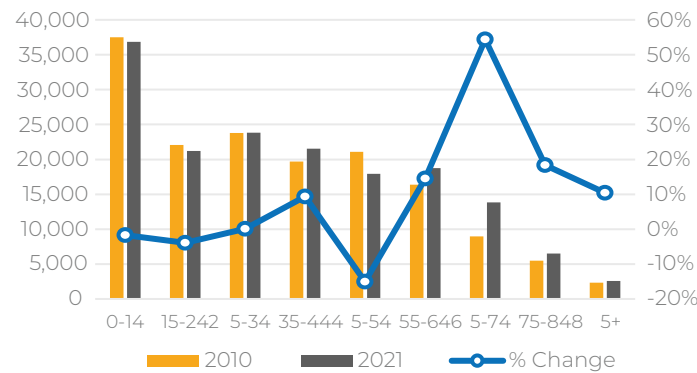
Hispanic Population

60%

Population other than Non-Hispanic White

Population Growth

The total population of Wyandotte County has grown by 5% over the past 10 years, an increase of 5,500 residents (the overall region has grown 8.9% over the same period). Wyandotte County residents make up 7.5% of the total population of the Kansas City MSA. Wyandotte County is predicted to grow by 20% between 2010 and 2050. 0-14 year olds make up the largest share of the population in 2021, consistent from 2010. The 65-74 group has grown considerably in the past decade, with an almost 60% increase.



Age Distribution and Change (Wyandotte County)

Household Characteristics

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 income average.

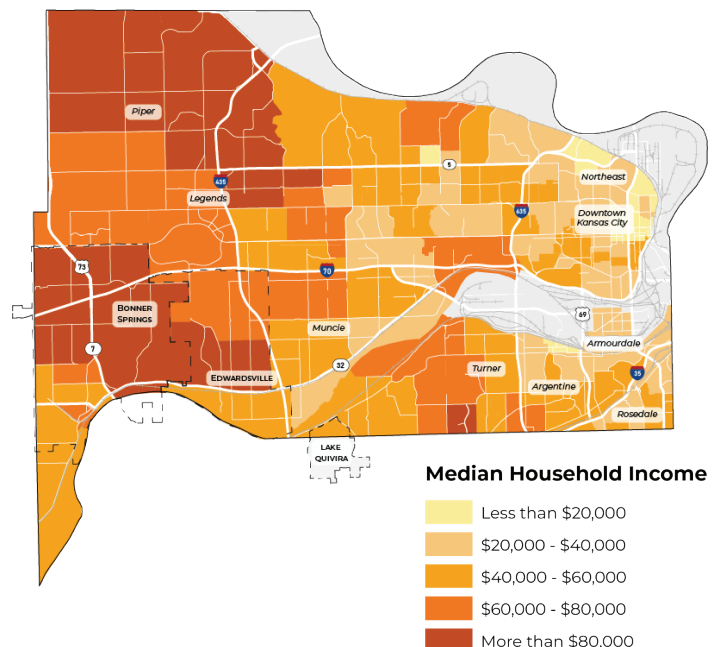
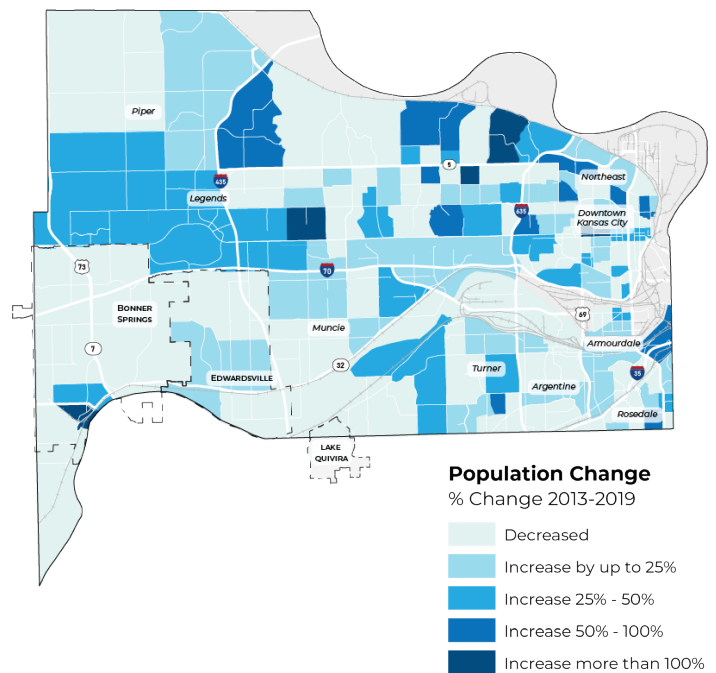
86%

of households are below KC Metro HH Income

\$70,215 2019 KCMO Metro Area Median HH Income

\$46,964

Wyandotte County Median HH Income

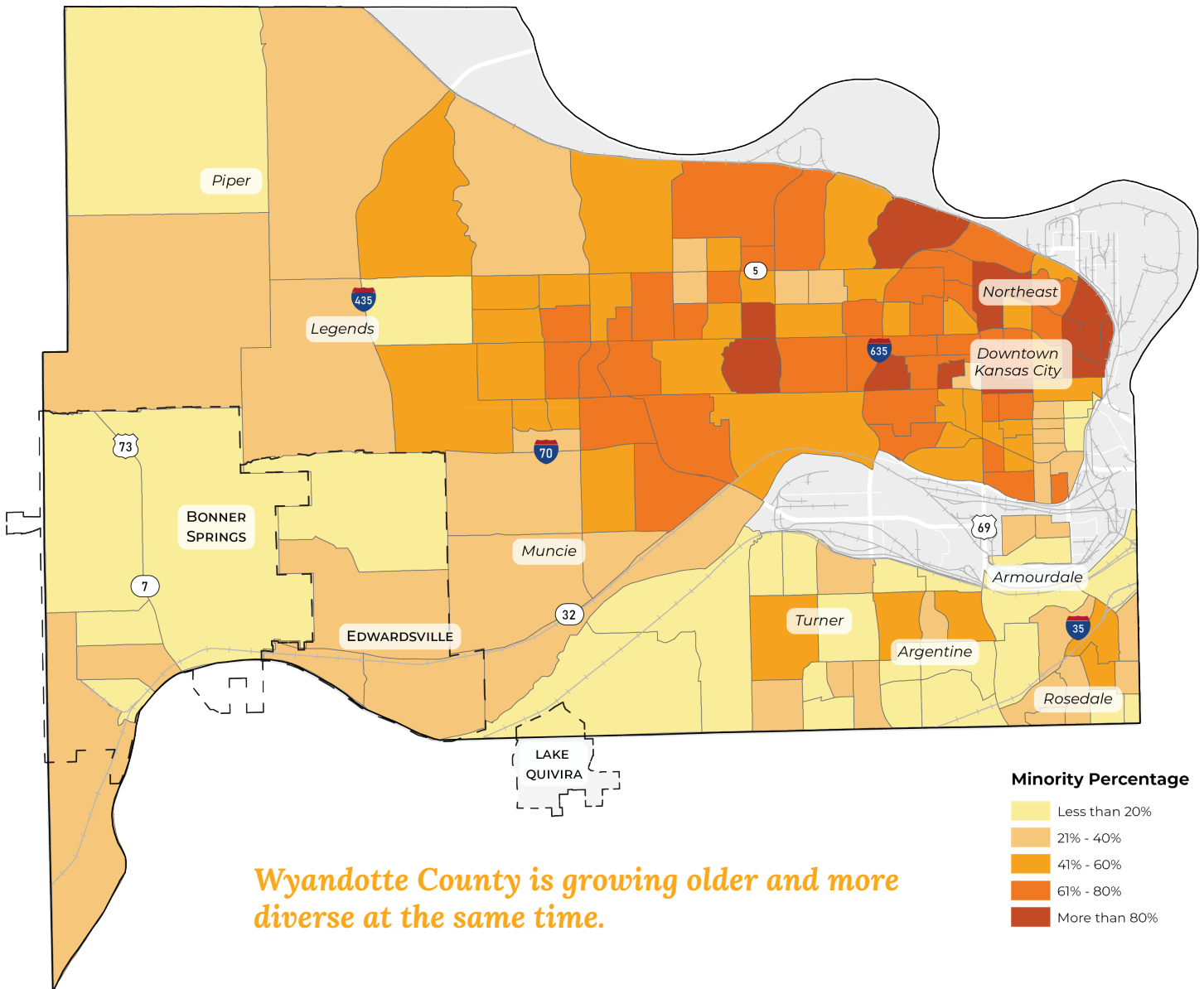
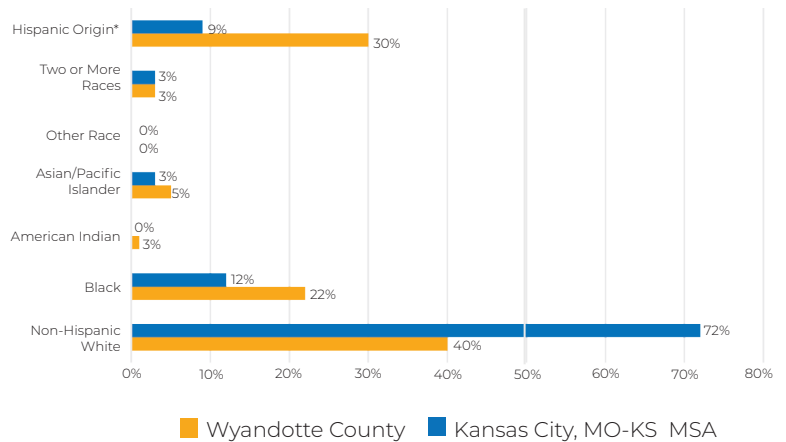


Diversity

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). Note that in the graph on the right, other categories are non-Hispanic.

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

Race and Ethnicity Comparison
Wyandotte County vs. Kansas City MO-KS MSA



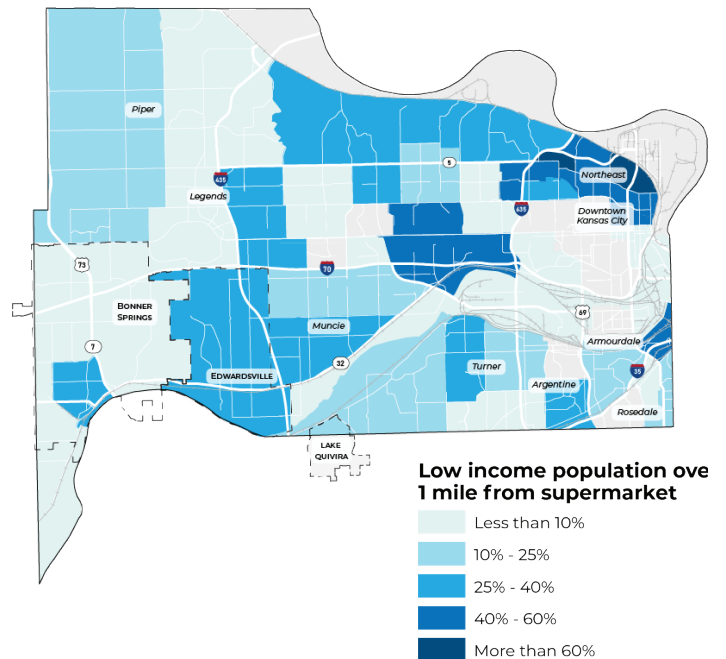
Wyandotte County is growing older and more diverse at the same time.

PUBLIC HEALTH

Food Access

Food deserts are defined as areas with low access to affordable or quality food sources and are a significant challenge for households that lack reliable transportation. In the Northeast area of Wyandotte County, up to 60% of low-income households live more than a mile from a supermarket. By contrast, low-income households in the western part of the County have much better access to affordable food sources.

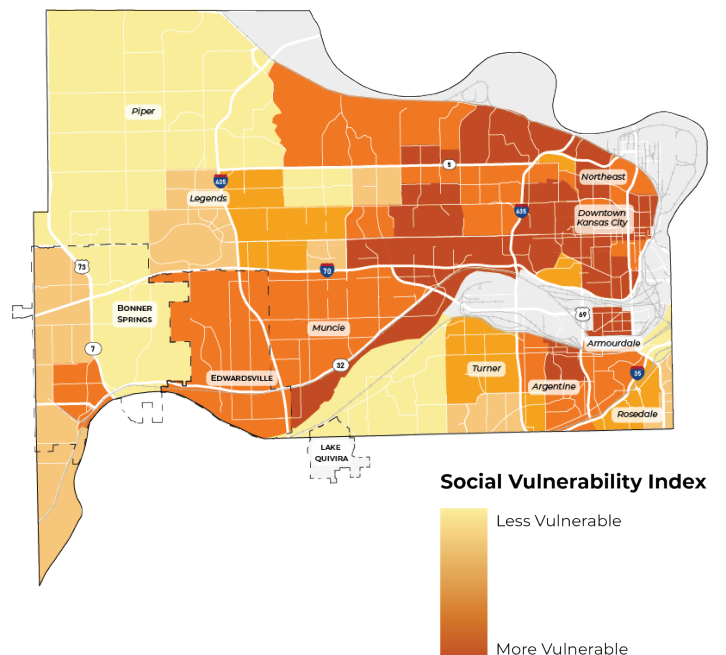
Our minority communities typically have less access to healthy foods.



Social Vulnerability Index

The term “social vulnerability” refers to the potential adverse effects on communities caused by external stresses on human health. Identifying communities that are considered socially vulnerable can provide insight into areas that would benefit from transportation investments. The Social Vulnerability Index —developed by the CDC—uses U.S. Census data to help identify communities that may need support before, during, or after disasters.

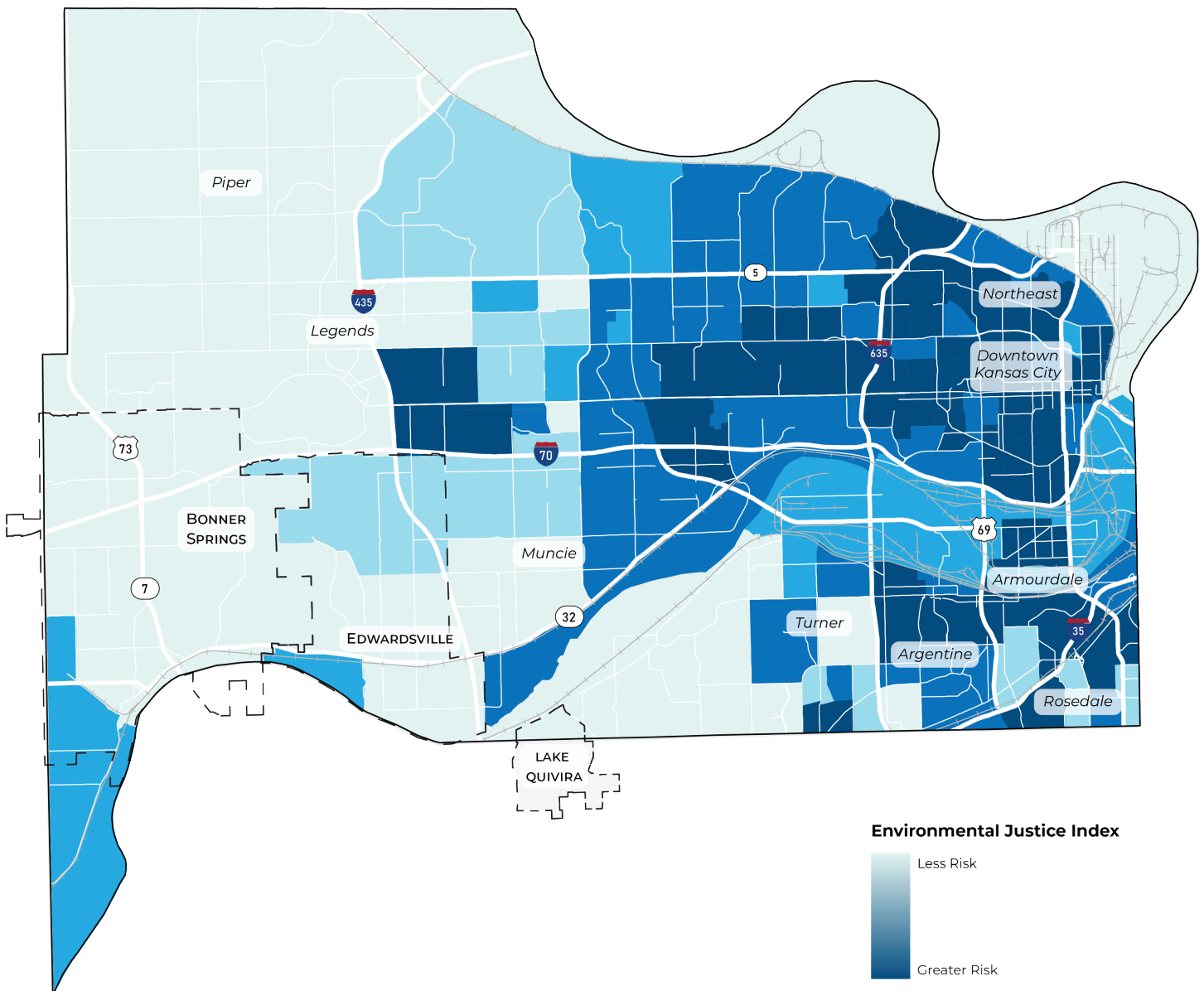
Our most vulnerable communities are typically those with higher minority populations.



Environmental Justice

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 at the core of KCK face higher risk compared to areas to the south and west.

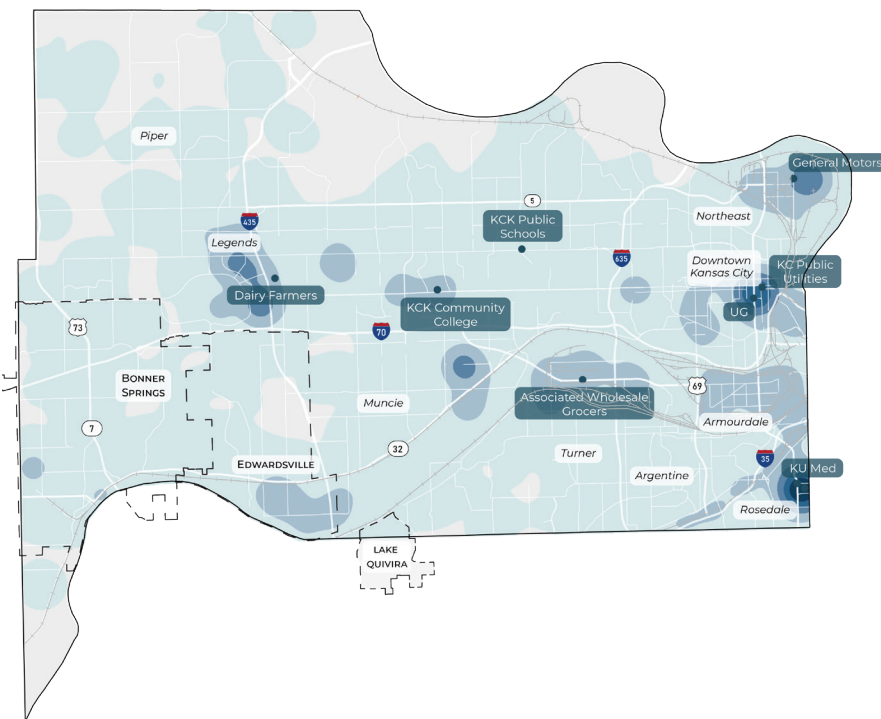
Areas of higher excess risk of environmental justice issues correlates strongly with our low-income and minority communities.



ECONOMICS

Job Density

Major job centers within the County are fairly 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 Legends area near the Kansas Speedway, and KCK Community College.



28.5%

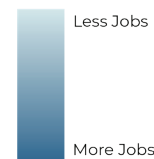
Growth in Transportation Sector Jobs since 2013

3,430

Avg. Annual Net New Jobs 2013-2018

Improving access to opportunity can be accomplished in part through providing safe and equitable connections to these job centers from throughout the region.

Job Density in WyCo



Industries

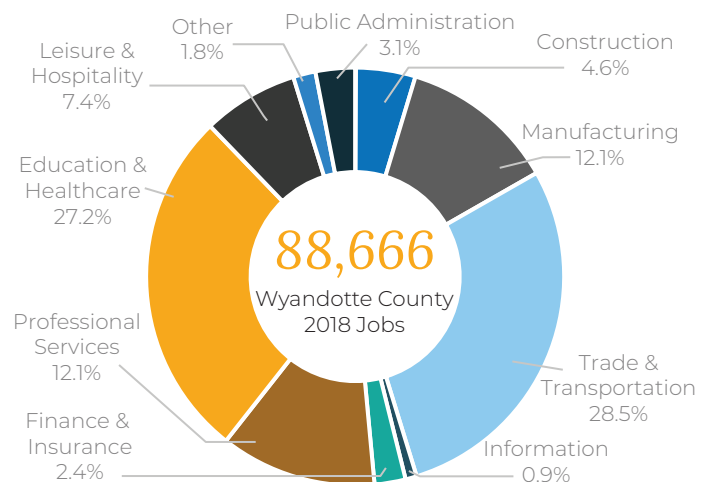
Healthcare is the largest industry within the County, with more than 1 in 5 employees working within this industry. Other significant industries include Transportation/Warehousing and Manufacturing. Together, these three(3) industries account for over 40% of all workers. There has been a significant growth in jobs in Healthcare since 2013 (over 130% increase). In 2018, there were over 88,000 jobs within the County.

131%

growth in Healthcare jobs between 2013-2018

-32%

decrease in Education jobs between 2013-2018

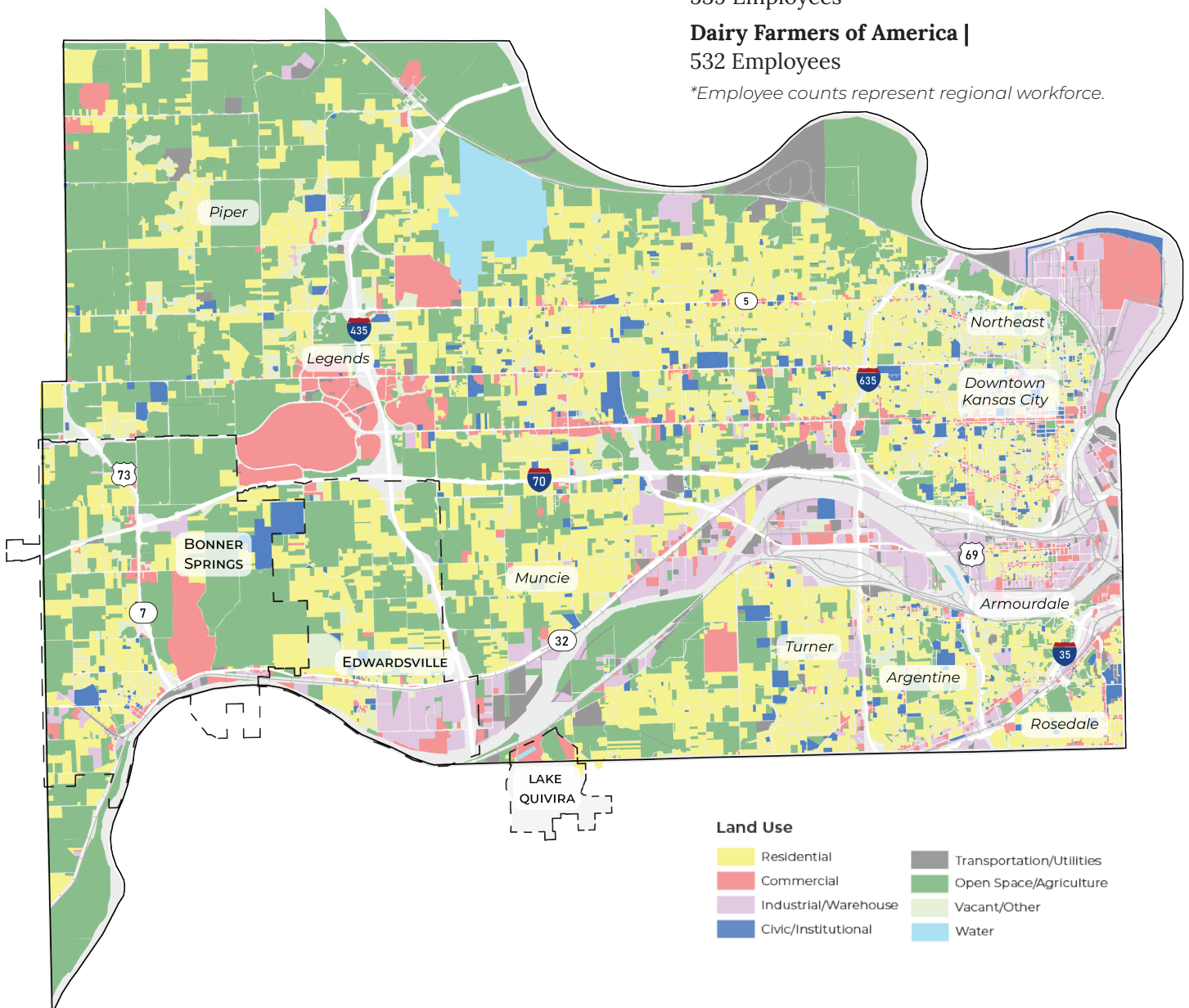


Land Use and Employment

Industrial uses in the County are concentrated along the major rivers, with most commercial space occurring along the primary roadways and around the Kansas Speedway. Residential areas are denser in the eastern portion of the County. The list to the right showcases the top 10 employers in the County.

- University of Kansas Health System |**
11,592 Employees
- Kansas City, Kansas Public Schools |**
4,080 Employees
- University of Kansas Medical Center |**
3,758 Employees
- BNSF Railway Co. |** 2,500 Employees
- General Motors |** 2,385 Employees
- Unified Government |**
2,300 Employees
- Associated Wholesale Grocers |**
1,040 Employees
- Kansas City Kansas Community College |** 549 Employees
- Kansas City Board of Public Utilities |**
539 Employees
- Dairy Farmers of America |**
532 Employees

**Employee counts represent regional workforce.*



OUR MOBILITY

TRAVEL MODE

Mode Distribution

Over 80% of all Wyandotte County residents drive alone in an automobile every day to their pre-pandemic place of employment. This is four percentage points higher than the national average (76%). This paints a picture of Wyandotte County as a highly car-dependent community.

Creating a more sustainable distribution of travel, or **Mode Shift**, supports transportation equity and affordability. It reduces our reliance on driving, which supports goals around air pollution, congestion, and infill development. It also creates enhanced travel choices and advances our Vision Zero safety commitment. Mode shift also supports several community aspirations regarding the creation of new developments with lasting value, enhancing the vibrancy of corridors and neighborhoods, and improving quality of life.

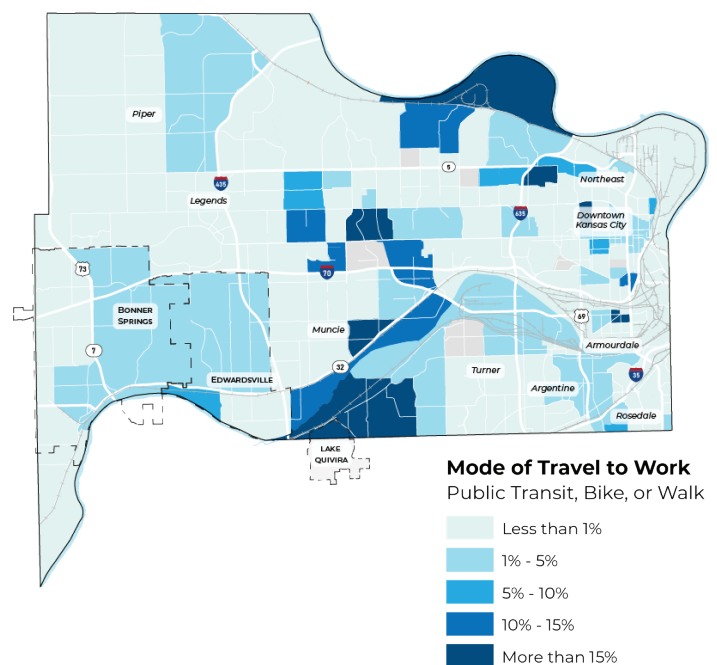
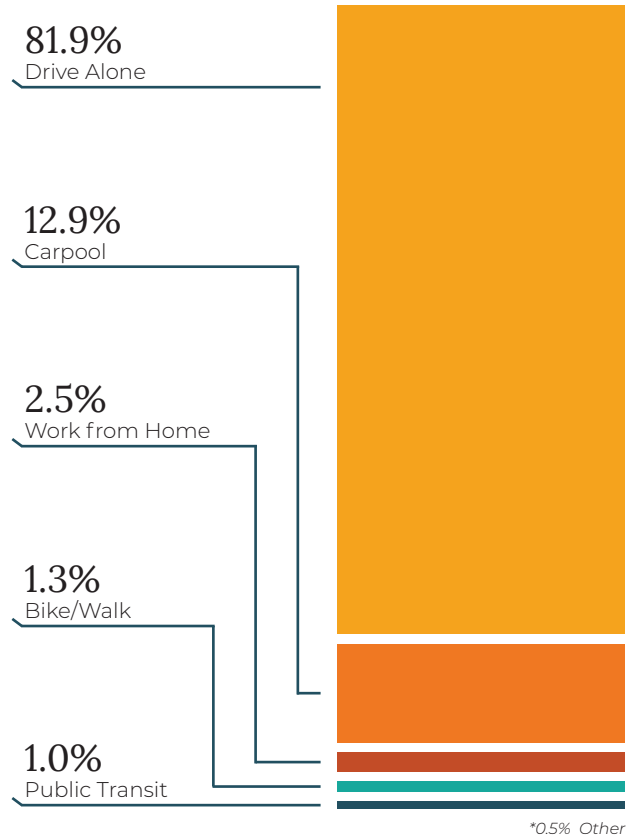
Generally, relative to peer communities, congestion isn't as bad as other places. However, future growth can quickly change that if continued auto-oriented development induces congestion. Identifying a potential mode shift target will provide more transportation options and help to inform future growth.

Active Transportation and Bus

Those residents that are most often biking, walking, and using transit are largely concentrated in the central and southern portion of the County. Areas with 10% or more of daily commuting trips using these alternate modes (darker blue) are well above the average for the County, which is less than 3%. Areas in the densest parts of the County, around Downtown Kansas City, have potential for mode shift with the appropriate continued investments in multimodal travel options.

Less than 3% of our residents bike, walk, or take transit for their daily commute.

Almost 95% of residents use an automobile for their daily commute.

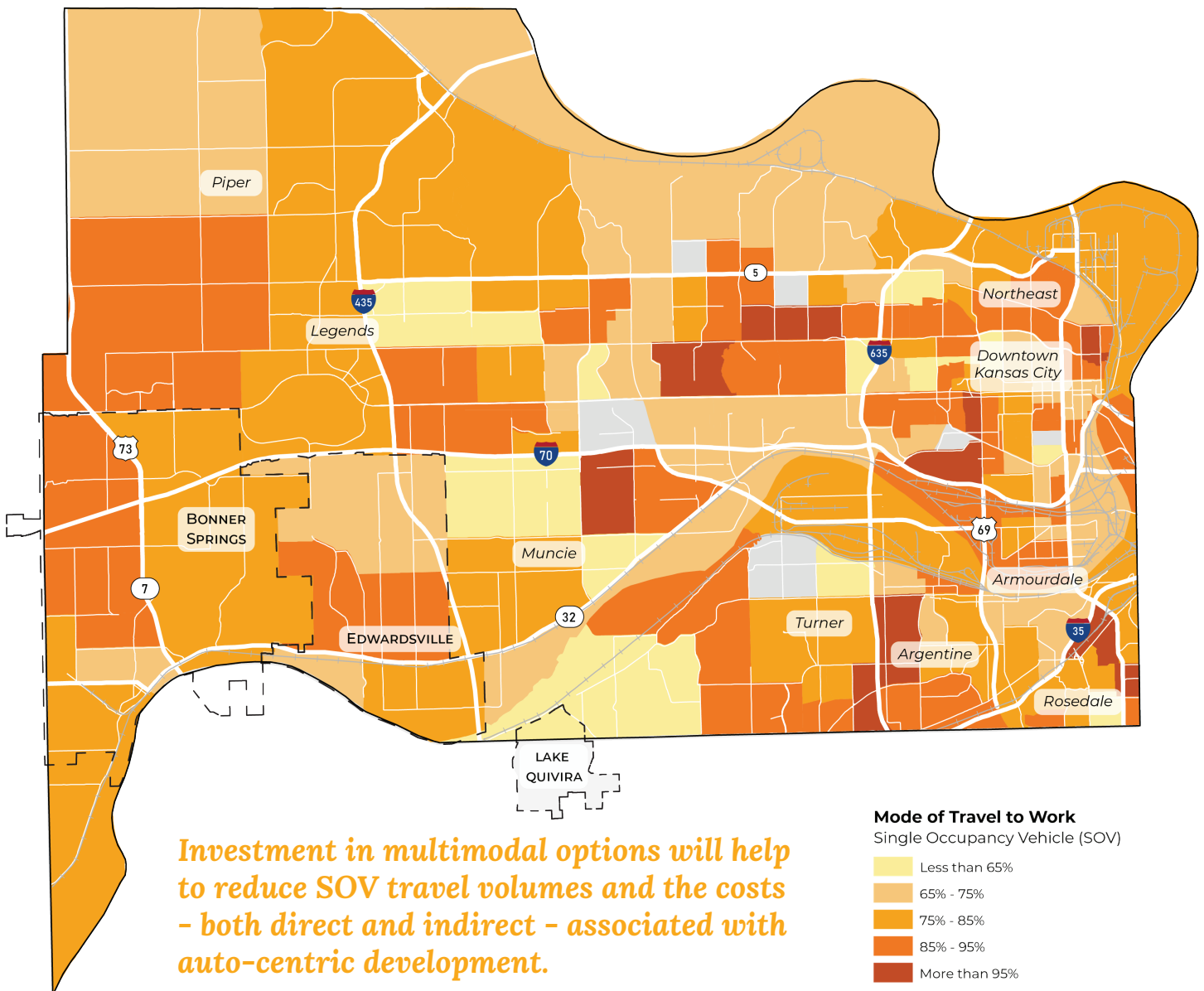


SOV Distribution

A single-occupancy vehicle (SOV) commute is when a single person drives to work alone. Other means of commuting include public transportation, carpooling (two or more people), walking, or bicycling. SOV travel is a prime ingredient to poor air quality and pollution. To avoid high levels of traffic congestion, a more diverse mode split is ideal in large metropolitan centers.

Reliance on the automobile—specifically, reliance on SOV travel—comes with high costs. Residents face increased tax burdens due to more expensive infrastructure, such as roadway and utility construction and maintenance.

Purely auto-focused infrastructure has been shown to lead to worsened public health outcomes (including traffic fatalities and obesity) and environmental outcomes (in the form of increased runoff and emissions). There are costs to individuals associated with owning and operating a car (including time spent driving) and indirect costs such as the large percentage of land set aside for parking. Finally, auto-centric growth—sprawl—often leads to city cores and established communities falling into decline, with those in older neighborhoods separated from economic opportunity.

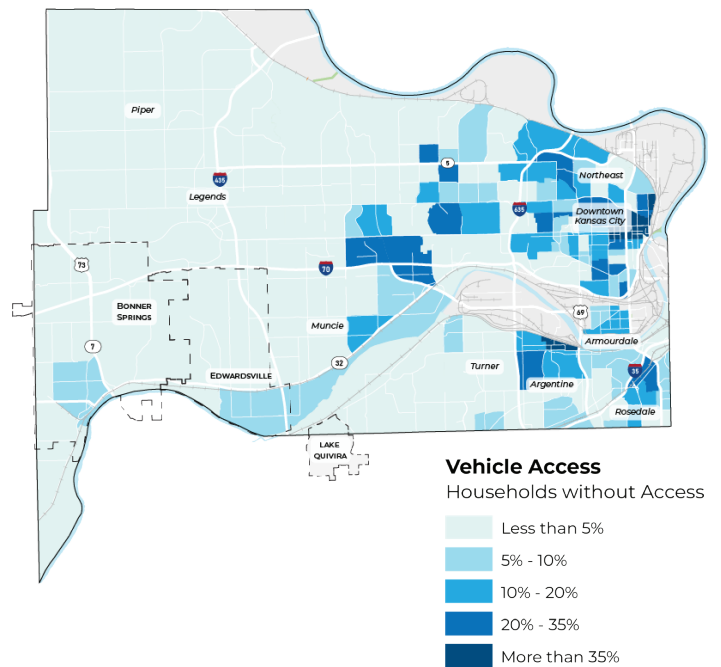


TRAVEL PATTERNS

Vehicle Access

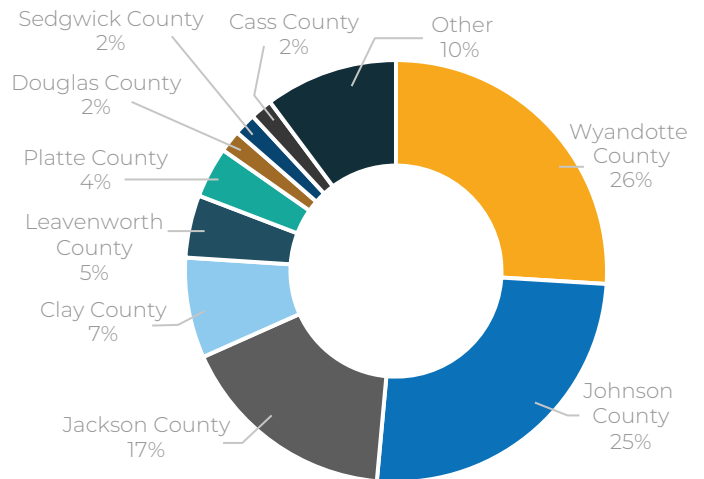
Over 5,500 households within the County do not have access to a vehicle, or roughly 10% of households. Understanding where our communities are that have less automobile access should influence where we choose to invest in alternative transportation modes that might be more affordable. In Wyandotte County, the communities with the least access are on the east side, concentrated around Downtown Kansas City and along the rivers.

Over 5,500 households in Wyandotte County do not have access to a vehicle.



Origin-Destination (LEHD)

Daily commuting patterns are critical to understanding the current characteristics of the transportation system. Wyandotte County employees don't just come from within the County, but many live in a variety of neighboring counties. This means that mobility investment should consider how those workers enter and leave the County every day. The graph to the right showcases where those employed in Wyandotte County live. Only 26% of employees in Wyandotte County live in the County, while 25% are from Johnson County (25%) and 17% are from Jackson County (17%). At the same time, only 33% of residents of Wyandotte County work within the County.



Where Wyandotte County Employees Live

Employed in Wyandotte County



Almost 75% of Wyandotte workers live outside of Wyandotte.

Live in Wyandotte County



Almost 70% of Wyandotte residents work outside of Wyandotte.

Trip-Making

Replica is a data platform that analyzes cell phone movements in order to track mobility patterns and trends. The map to the right represents Replica's most up-to-date data from 2021 and showcases the origins of trips ending in Wyandotte County. Darker areas on the map are indicative of locations that have the greatest number of trips (per square mile) ending in the County. As shown, the County is drawing trips from throughout the greater Kansas City region, especially Johnson County and Jackson County, as well as areas to the west in Leavenworth County. The map also highlights the geographic dispersion of trips to the various job and activity centers across the County.

550,000

average daily drives

3.4

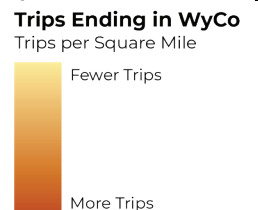
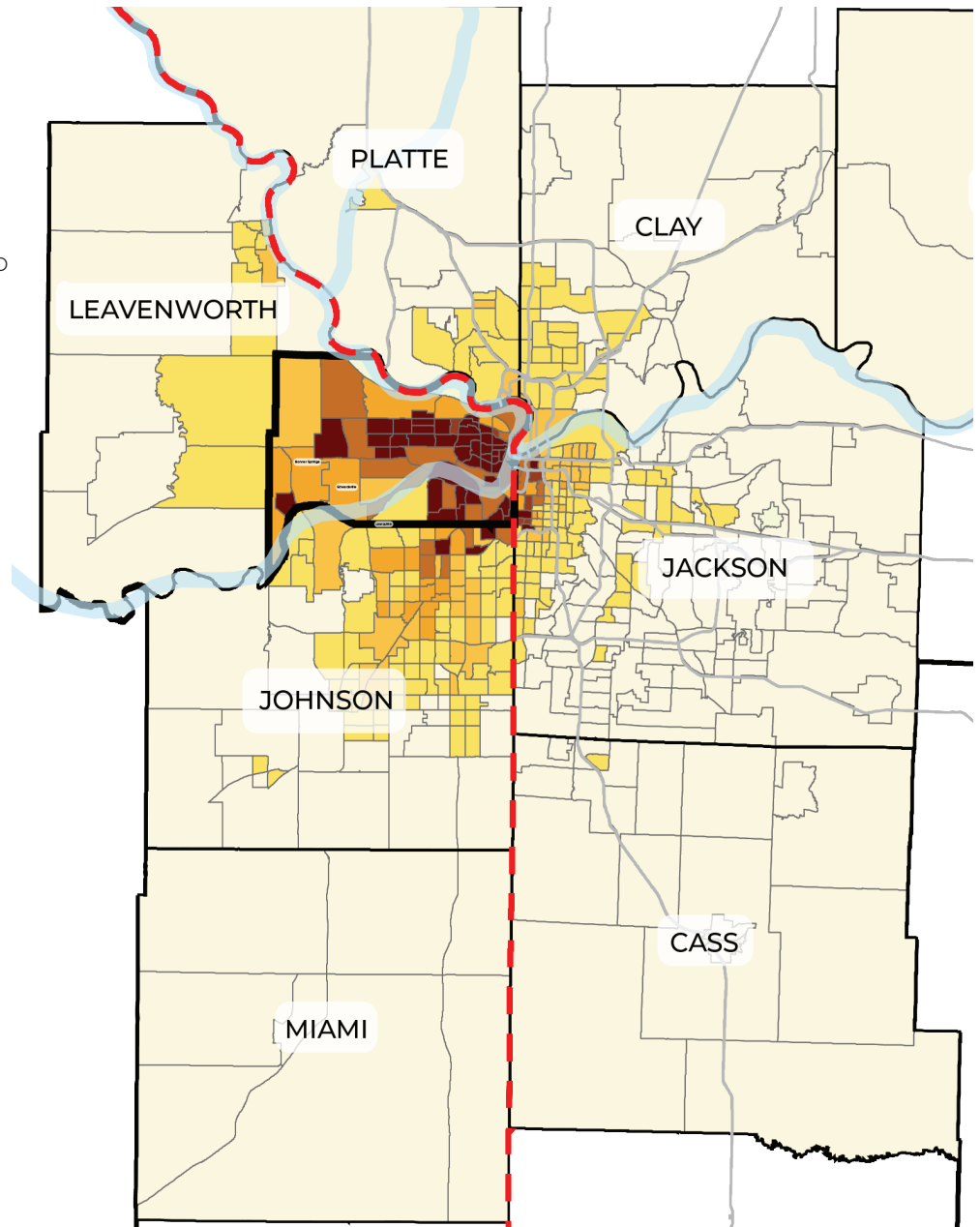
daily trips per capita

54.7%

of trips start and end in Wyandotte County

31%

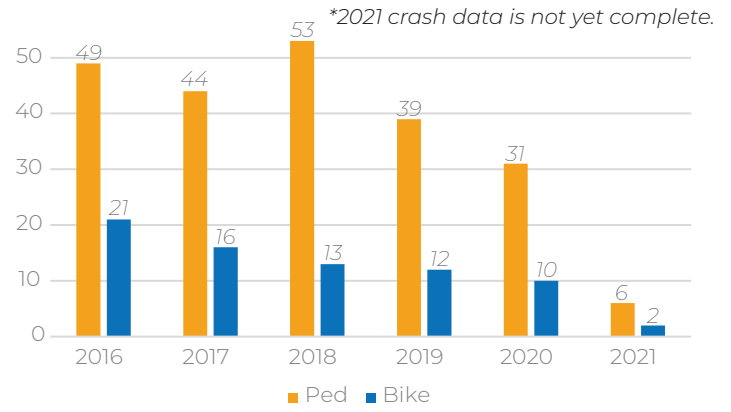
increase in average daily trips from 2020-2021



SAFETY

Bicycle/Pedestrian Crashes

Since 2016, there have been nearly 50 pedestrian or bicycle-involved crashes yearly, this includes zero bicycle deaths and 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 Kansas City and the eastern half of the County.



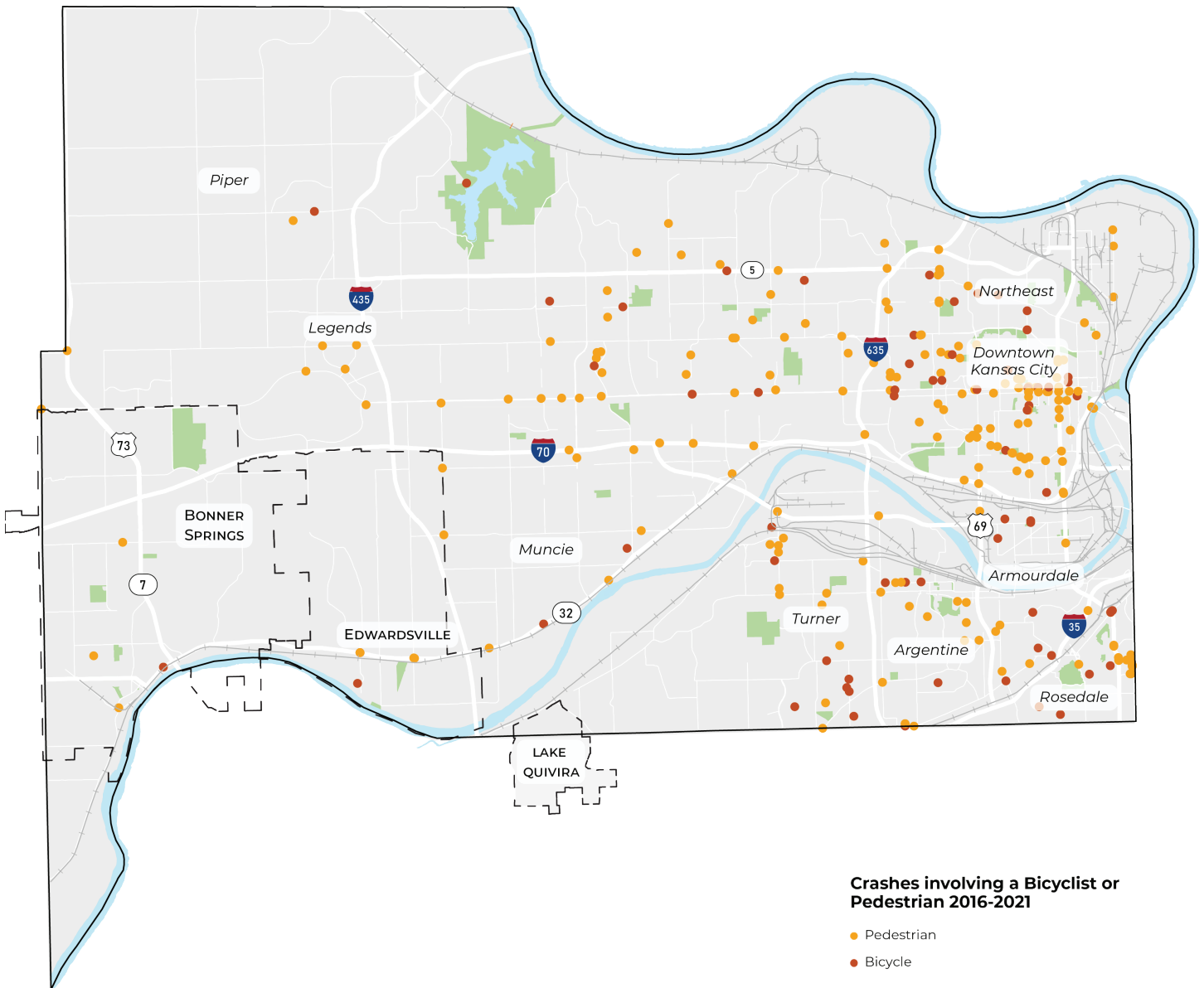
Pedestrian and Bicycle Involved Crashes 2016-2021*

49

average pedestrian or bicycle-involved crashes per year 2016-2021

14

pedestrians killed since 2016



Vehicular Crashes

Since 2016, Wyandotte County has averaged 4,280 crashes per year, with a peak of 4,807 crashes in 2018. Typically, these crashes are occurring in the denser parts of the County on the east side, concentrated around major roadways and interstates. These darker areas may signify heavy traffic volumes, congestion, and/or safety hazards for vehicles and alternate modes of transportation.

Vision Zero

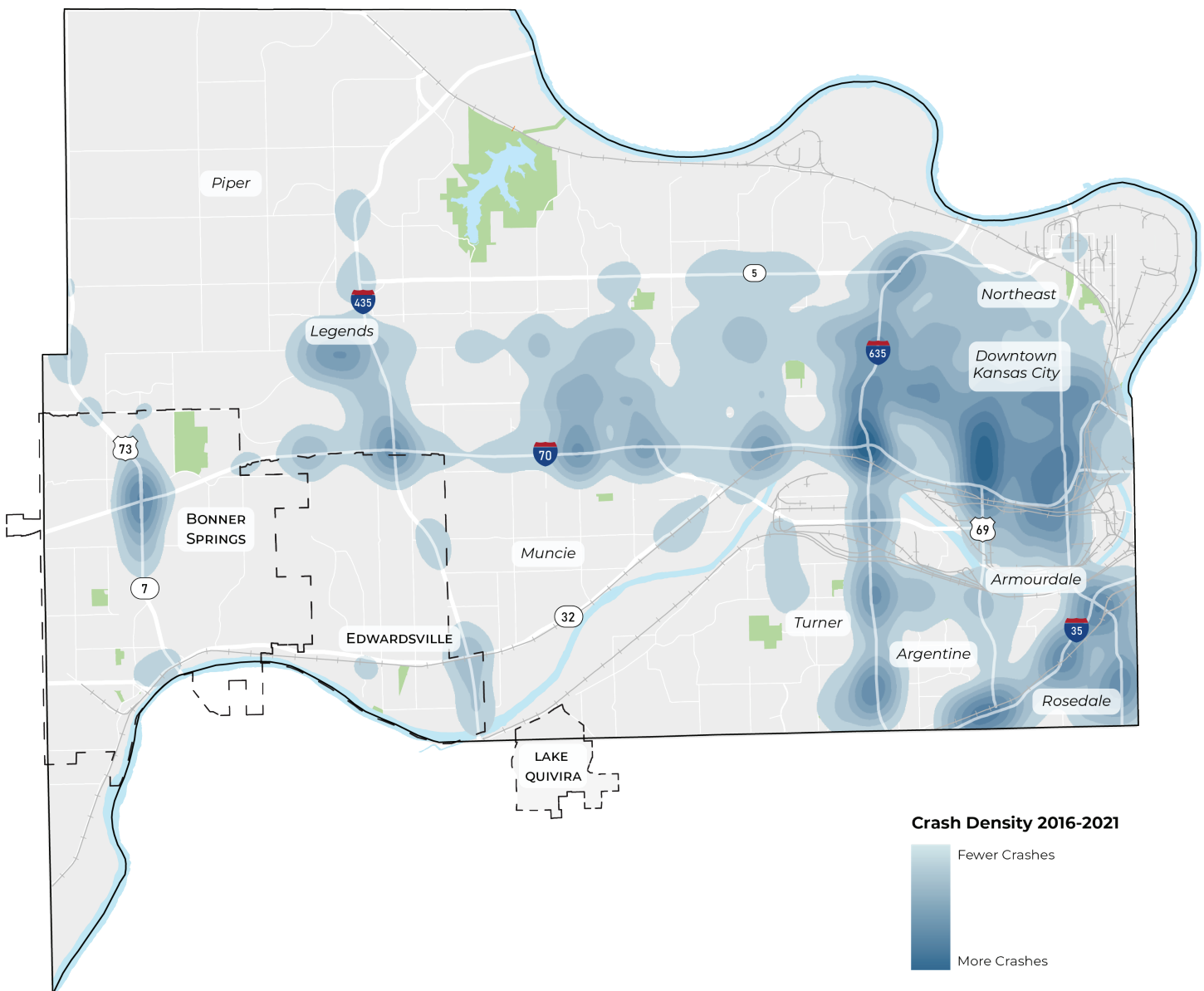
Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. The County's recently-codified Complete Streets Ordinance highlights Vision Zero and emphasizes that Complete Streets include elements to optimize public safety.



Crash Outcomes 2016-2021

4,280

average vehicle crashes per year 2016-2021



TRANSIT

Existing Network

Fixed route transit service in Wyandotte County includes bus service operated by the Unified Government, as well as service operated by the Kansas City Area Transportation Authority (KCATA), all under the RideKC moniker. The RideKC network connects the region through a variety of different types of bus and streetcar service. In Wyandotte County, transit service is generally characterized by coverage rather than frequency, with over 330 miles of existing bus route mileage. A few select routes currently run on 30-minute headways during weekday operations, while most local routes run on 60-minute headways or greater. In addition, Bonner Springs and Edwardsville offer on-demand transit services (Tiblow Transit), plus a few selected fixed shuttle routes.

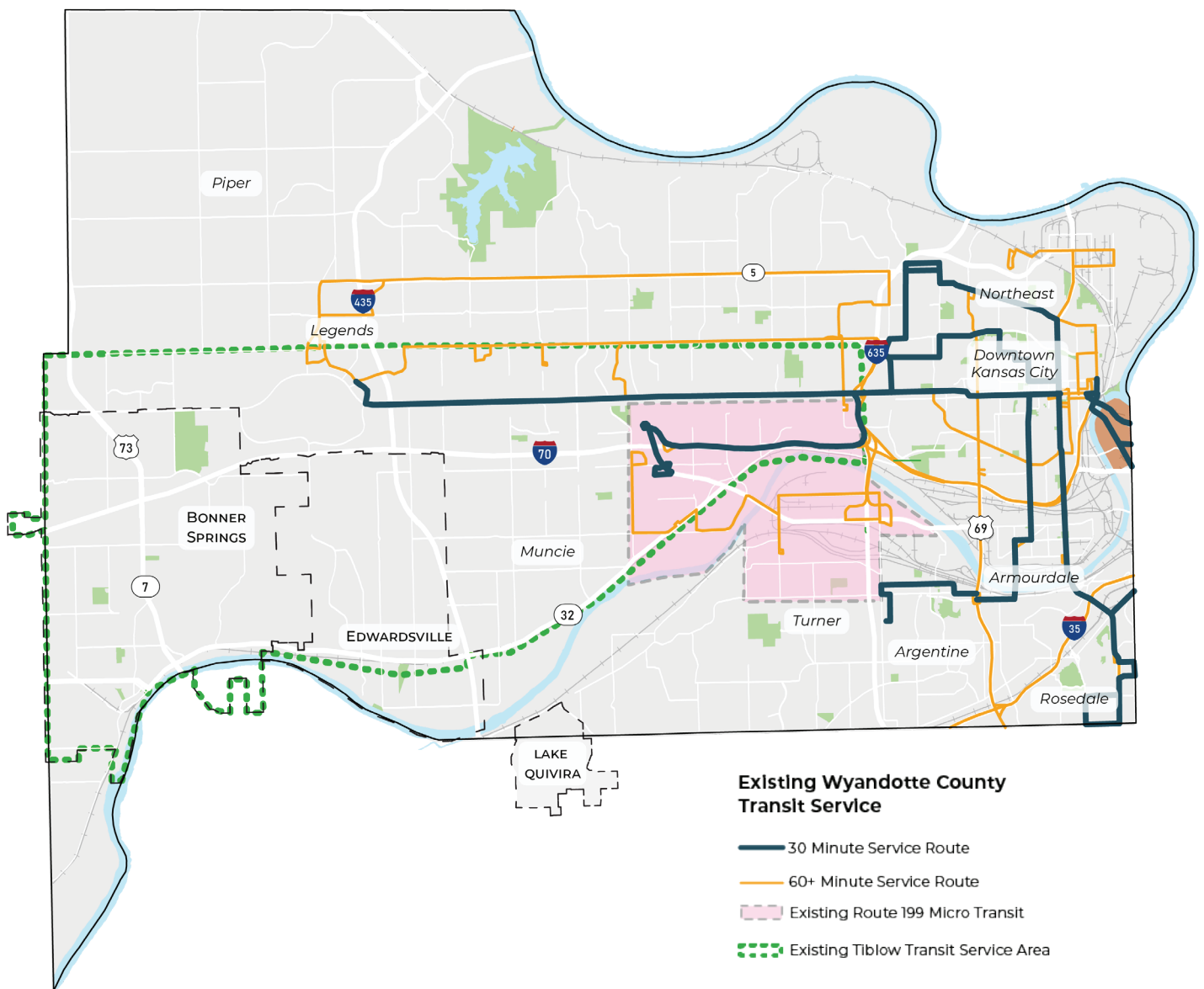
Higher frequency bus service is more conducive to daily commuting and is likely to encourage more ridership.

232

miles of 30 minute service bus routes (inbound + outbound)

116

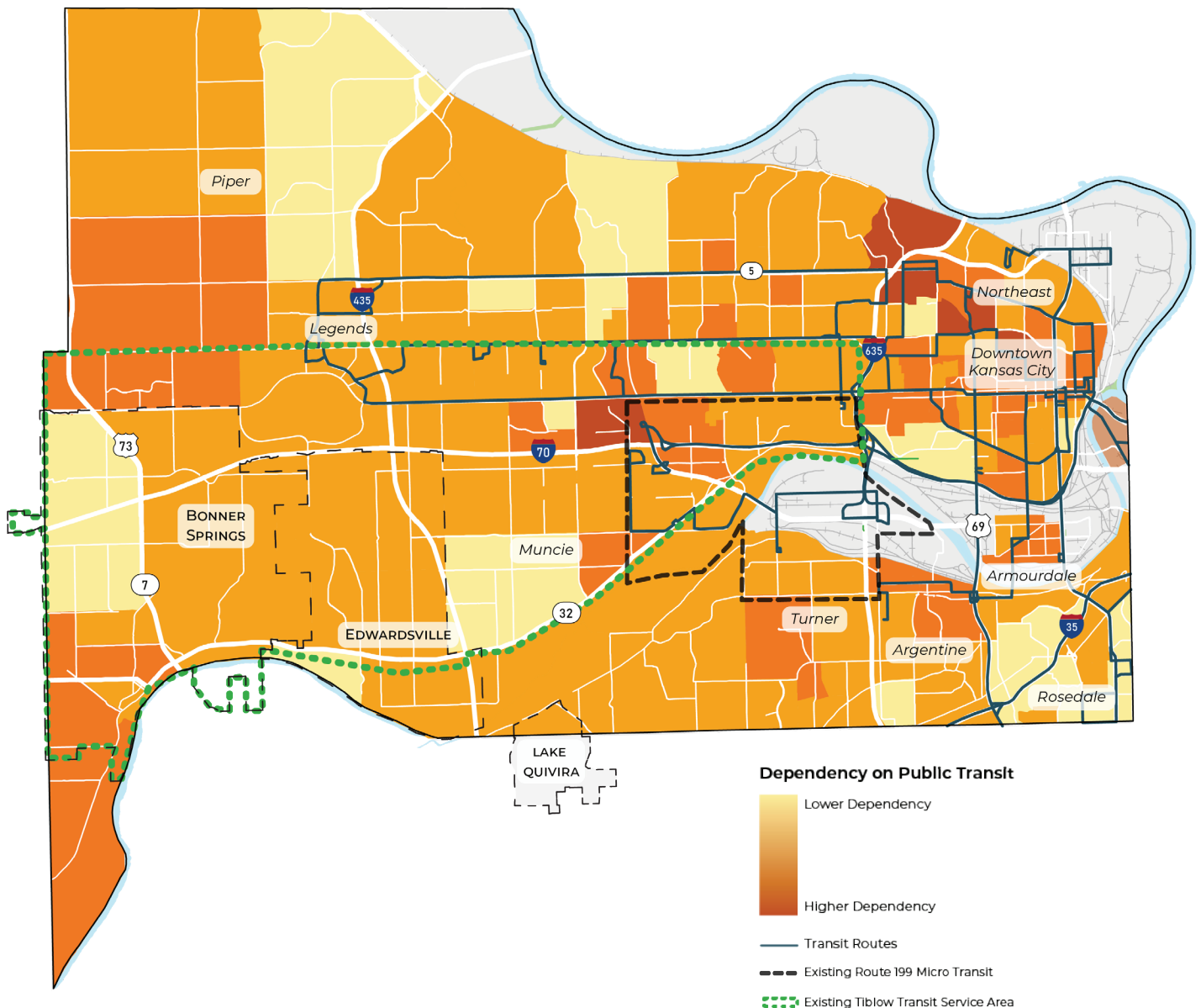
miles of 60+ minute service bus routes (inbound + outbound)



Transit Dependency

Transit dependency can be measured by vehicle access and the age of residents (younger populations and elderly populations tend to rely more on transit access). In Wyandotte County, the most heavily transit-dependent populations are in the eastern portion of the County, near Downtown Kansas City, as well as the central portion of the County near I-70. The density in these areas provides an opportunity for increased transit investment to support these populations.

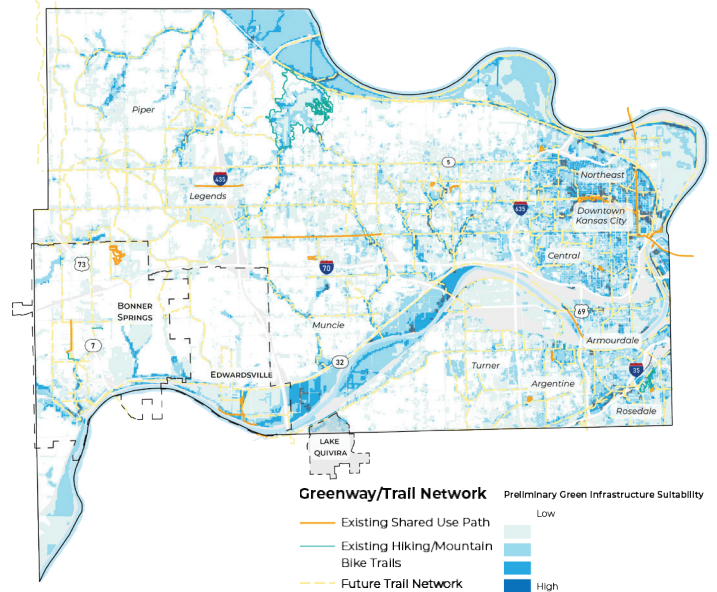
Areas with the highest transit dependency generally are also areas with high minority populations, areas with low access to healthy foods, and areas with high social vulnerability. These patterns represent a general disparity of access to opportunity through the County, as shown throughout this report.



ACTIVE TRANSPORTATION

Greenway/Trail Network

Greenways and urban trails are a critical part of the regional multimodal network. Greenways have the ability to make regional connections and act as multimodal superhighways throughout the community. In Wyandotte, there are very few greenway and trail options, none of which 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. There is a clear opportunity to prioritize investment in the regional greenway network as a part of future mobility investment in Wyandotte County. Furthermore, there is an opportunity to align investment in trails with green infrastructure. The map to the right shows a preliminary assessment for site suitability and prioritization of green infrastructure within the County, which aligns with much of the County's proposed trail network.



42

miles of existing trail, including shared-use paths, biking trails, and equestrian trails

350

total miles of proposed trail in the County's Sidewalks and Trails Master Plan

22

miles of shared-use paths

10

miles of mountain biking trails

Sidewalk Network

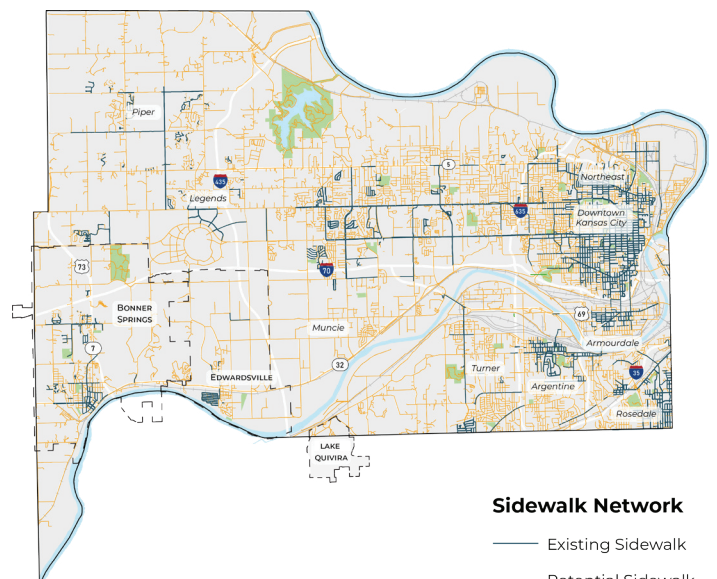
The County's Sidewalk and Trails Master Plan noted a lack of sidewalks in significant portions of the County, as many areas developed prior to today's current sidewalk requirements. Many sidewalks are in poor condition, especially in older parts of the County, and where sidewalks currently exist, there is a limited network with significant gaps between important destinations such as schools, parks, and transit lines. Currently, the most robust sidewalk infrastructure is in and around downtown KCK, as well as downtown areas of Bonner Springs and Edwardsville. Connecting residences to opportunity - jobs and key destinations throughout the County - is a critical role of the sidewalk network, and there's significant opportunity to improve this network throughout the County.

362

miles of existing sidewalk

19%

of potential network currently in place



Sidewalk Network

- Existing Sidewalk
- Potential Sidewalk Network

Bikeway Network

The bicycle network is a critical part of the mobility system. Biking is affordable for almost every resident and allows for critical first and last mile connections to transit options for more regional connectivity. In Wyandotte County, the bicycle network is fairly limited, with only 22 miles of existing shared-use path and another 9 miles of striped on-street bike lanes. There are few All Ages and Abilities (AAA) bike facilities. These are facilities with separated and/or protected bikeways that allow for safe and easy use by riders of all ages and riding abilities. The County's Sidewalk and Trails Master Plan ultimately calls for a network of nearly 350 miles of trails, with an additional supporting network of on-street bikeways.

22

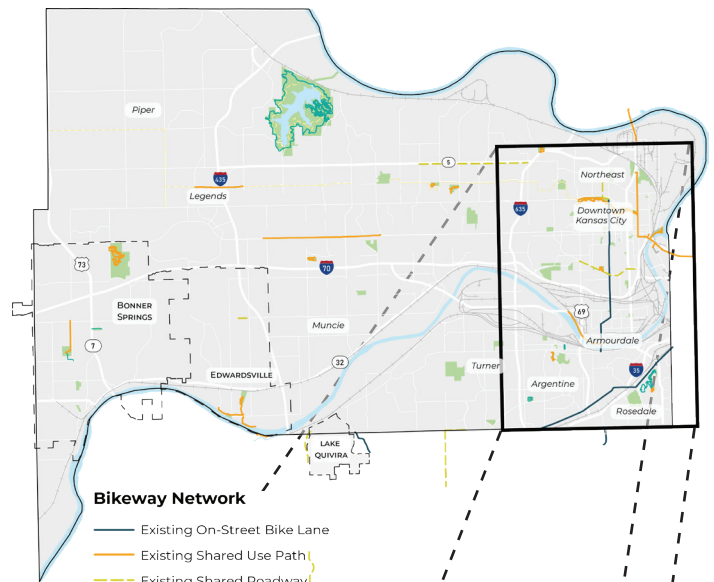
miles of existing shared-use path

9

miles of existing striped on-street bike lanes along 2 main corridors

31

additional miles of shared roadways (10 currently signed)



Micromobility

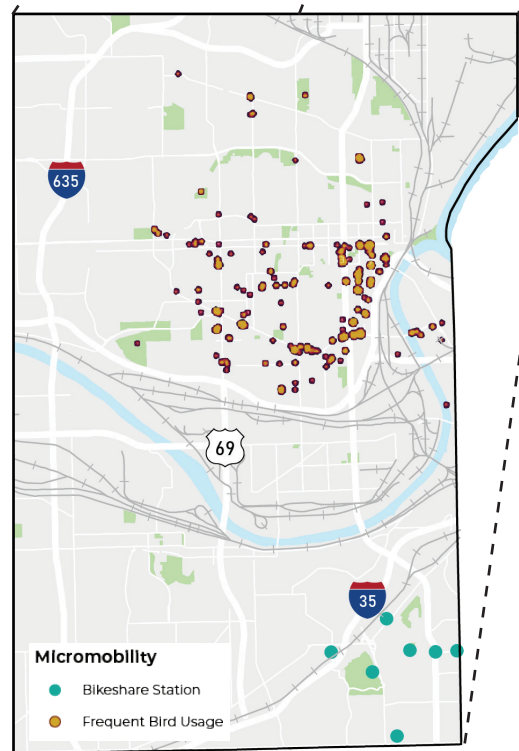
Emerging trends like micromobility are quickly becoming more commonplace in transportation networks across the country. Micromobility is indicative of bikeshare programs and electric scooter companies. For example, Bird has recently begun service in the Kansas City, Kansas area, and the map to the right showcases the concentrations of Bird scooter trips. Since the program began in Wyandotte County, there have been almost 1,000 trips each month on average. Additionally, there is a bikeshare pilot program currently in operation in the southeastern corner of the County, near the University of Kansas Hospital in the Rosedale neighborhood.

969

average monthly Bird scooter trips

136

average monthly bikeshare trips



Park Access

The Trust for Public Land (TPL) manages a running calculation of park scores for urbanized areas across the Country. The information to the right showcases the data for Kansas City, Kansas, not Wyandotte County as a whole.

2,351

Park Acres

3%

Of land is used for parks and recreation

47%

Of residents live within a 10 minute walk of a park

15% national median

55% national average

ROADWAY

Daily Traffic Volumes

Daily traffic volume is a measure of the average of the total number of cars on a particular roadway during a given day. Not surprisingly, the highest volume roadways in the County are the interstates: I-70, I-635, I-435, and I-35. The interchanges with each of these major interstates are critical access points for regional connection to and from Wyandotte County.

35,900

average one-way daily traffic volume on I-70

45,200

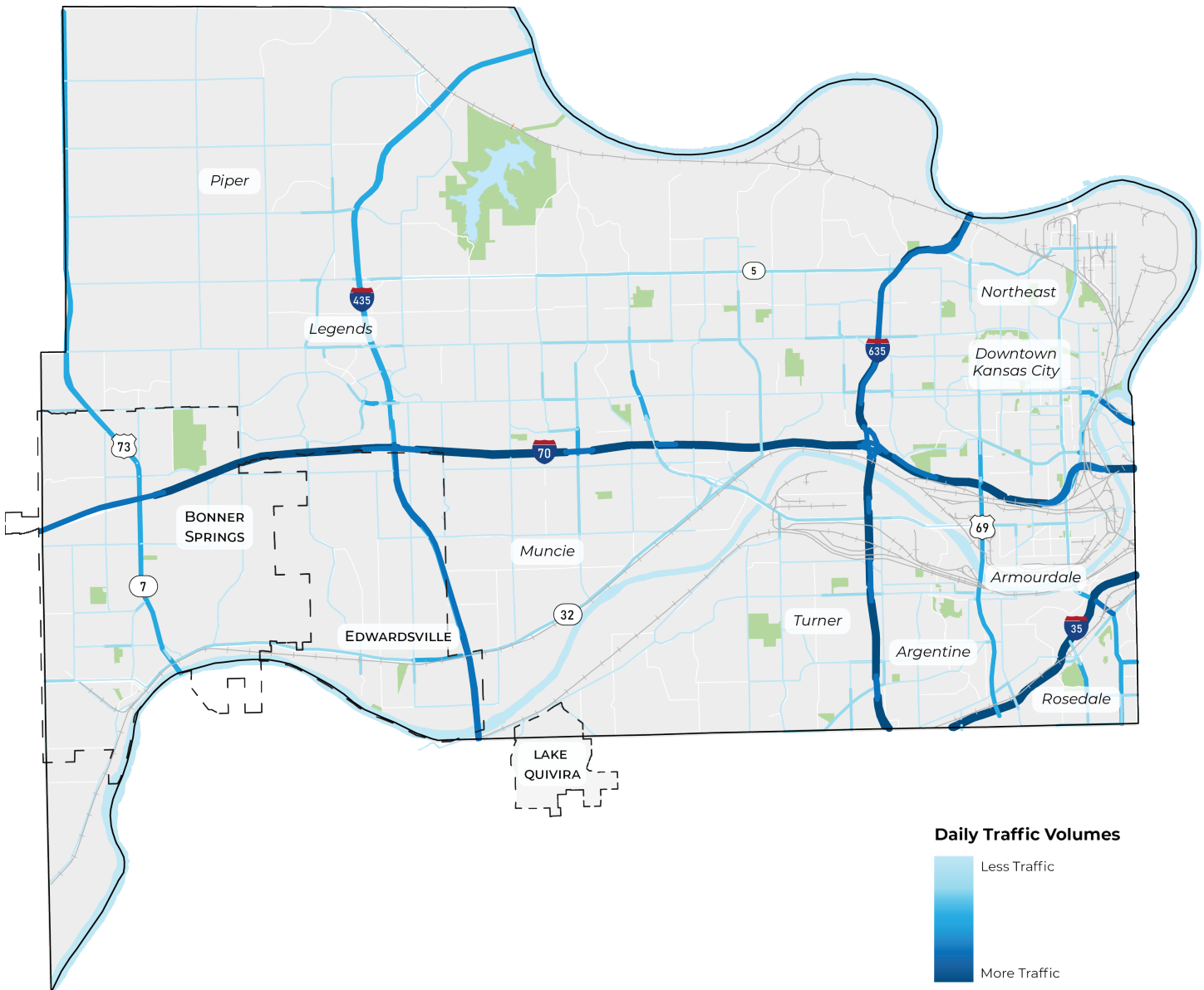
average one-way daily traffic volume on I-35

18,200

average one-way daily traffic volume on I-435

34,100

average one-way daily traffic volume on I-635



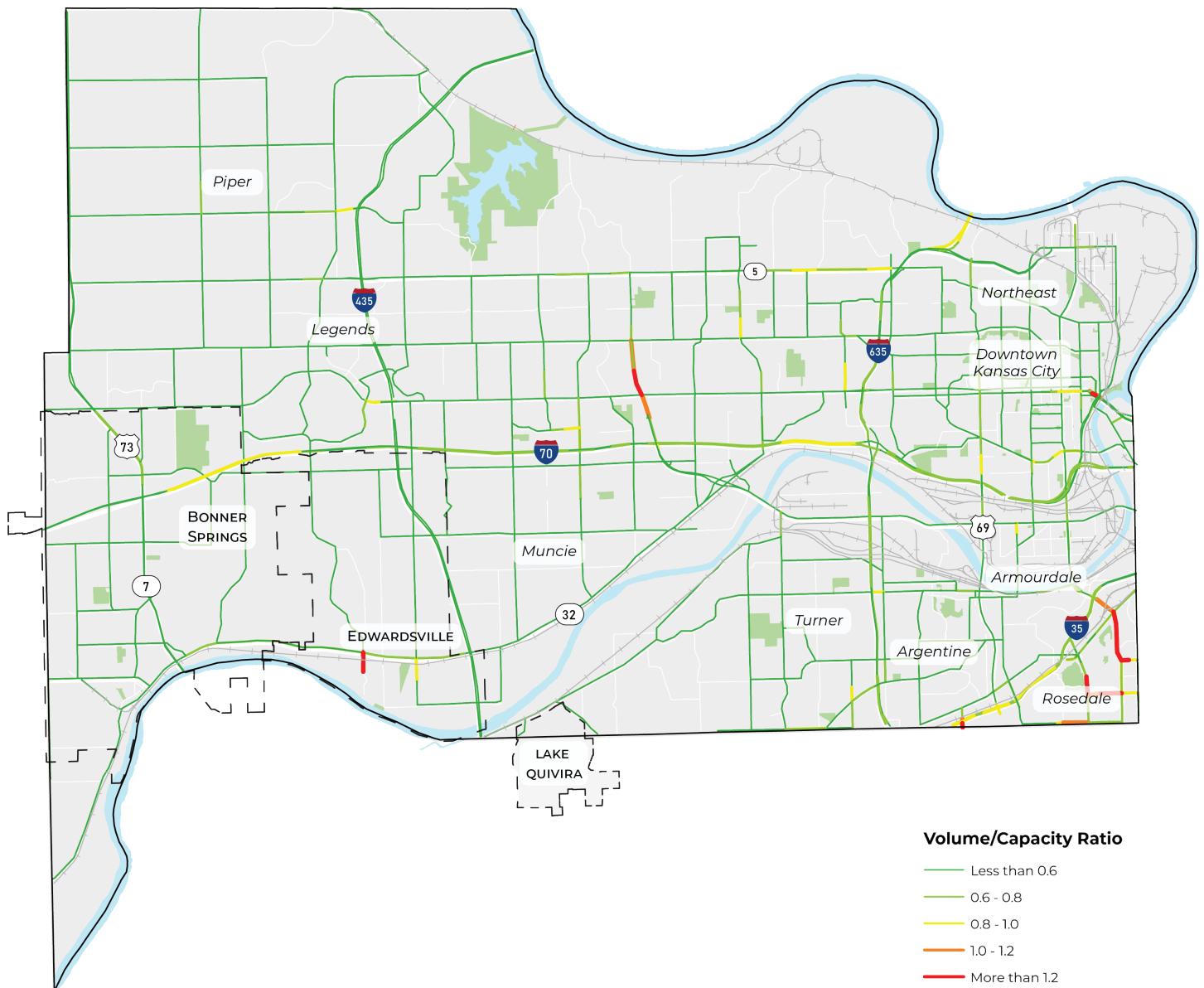
Volume-to-Capacity Ratio

The Volume-to-Capacity 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.

96%

of roads have acceptable Volume-to-Capacity Ratios

Compared to other parts of the region, the roadway network generally does not experience significant traffic congestion. Many of the roadways in the County, however, are designed to facilitate high-speed traffic, sometimes at the expense of other modes.



FREIGHT

Existing Infrastructure

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 Wyandotte, with rail yards and junction points. Whether on rail, road, or waterway, the freight movement throughout the County needs to be supportive of and supported by a future mobility vision and strategy.

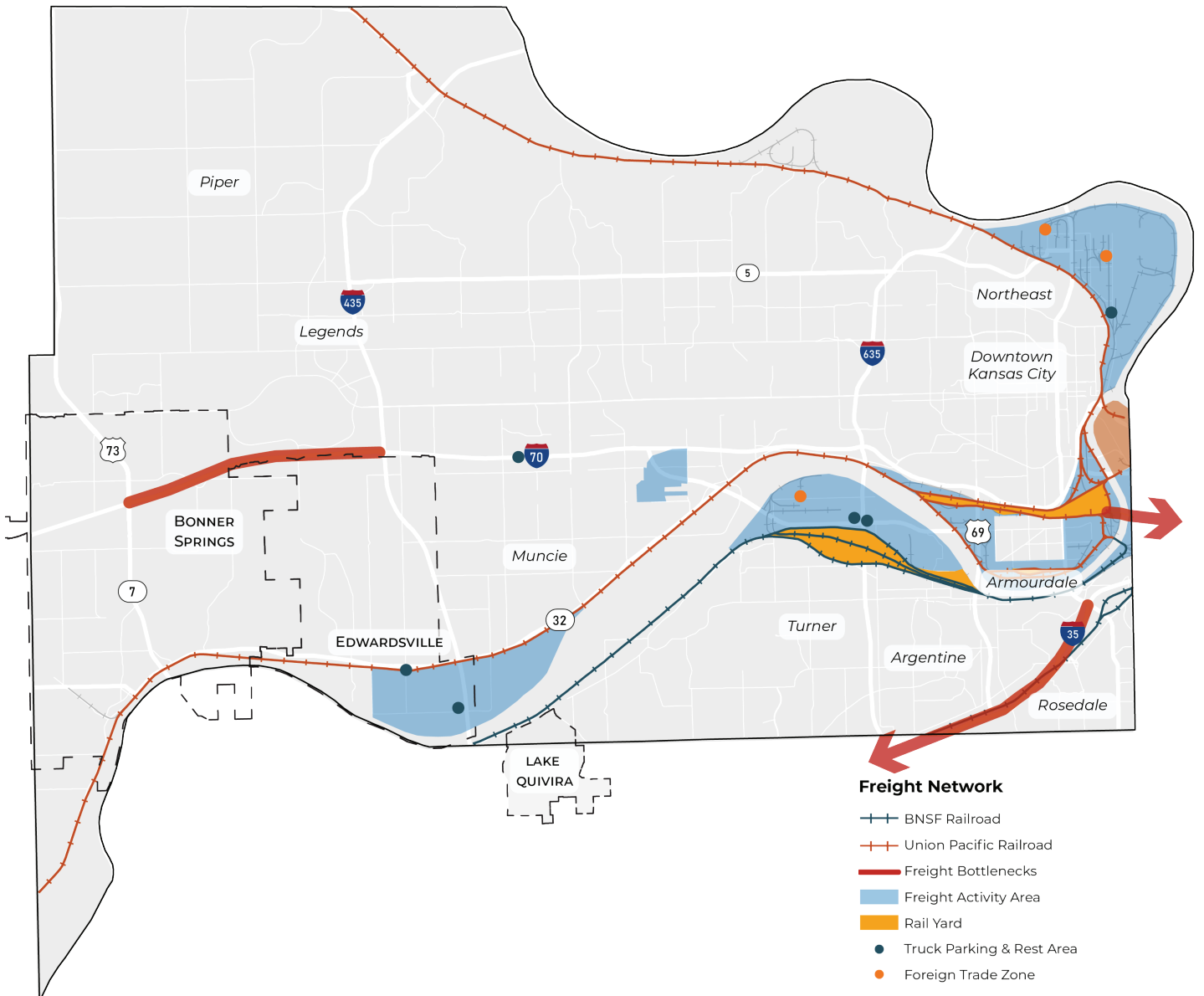
285

miles of railroad

9.7

square miles of rail yard and freight activity areas

Wyandotte County is home to a large section of “freight activity areas,” as well as significant freight bottlenecks identified in the greater Kansas City region’s long-range Master Transportation Plan (MTP) and shown below. These illustrate the importance of a multimodal planning effort that provides for the movement of people while considering ways to improve goods movement.



Regional Impact

Freight is fundamental to the region's economy, supporting over 100,000 regional jobs. The Kansas City region currently ranks as the second largest rail center in the United States, and as one of the top five trucking centers in the nation. Kansas City International Airport ranks as one of the most important airfreight hubs in a six-state region, in terms of total volume. Perhaps most importantly, Kansas City is well-positioned to take advantage of national trends toward intermodal freight movement, and to benefit from international trade.

Because of the importance to the local and regional economy, MARC conducts regular freight planning exercises, in coordination with the states of Kansas and Missouri. Most recently, the 2050 MTP defines a series of trends reshaping logistics, and identifies several important improvements.

Forces Reshaping Logistics

Looking into the future, five major forces are reshaping supply, demand and the movement of goods.

E-commerce. E-Commerce is reshaping customer expectations of delivery times and product availability. This is stretching supply chains capabilities and forcing companies to reshape their logistics network.

Technology. Five major technological advances will have a significant impact on freight in the next 10 years: the sharing economy, internet of things and big data, on-demand logistics, autonomous equipment, and alternative energy.

Infrastructure. Poorly maintained infrastructure and increasing congestion is impacting the cost of doing business, as well as logistics companies ability to deliver on-time.

Regulations. Changing rules governing freight operations, driving hours, and parking are having a significant impact on freight operations.

Global Economy. With increasing globalization, supply chain challenges now reach all parts of the globe, along with increased opportunities to serve emerging markets.

Projected Freight Value	2020	2045 (Projected)
Total value of all freight destined to or from the region	\$293 Billion	\$440 Billion (50% Increase)

2019 Freight System Totals

Mode	Tons
Air	10,000
Multimodal	6,418,000
Pipeline	23,265,000
Rail	34,237,000
Truck	149,814,000
Water	101,836

KEY INSIGHTS

Through the development of this Foundations Report, several key takeaways have emerged:

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 natural barriers. As 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.

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.

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, and economic competitiveness in Wyandotte County.

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 robust greenway network.

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 region. Creating a mobility system that is designed to provide better access to opportunity is critical to building up our community and established a more economically vibrant County.

Green infrastructure investments should be used as opportunities to improve mobility at the same time.

The need for a more robust 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 to better align processes across departments, especially Planning, Economic Development, and Public Works.

The Time to Invest is Now.

While the state of our transportation infrastructure is not the only factor that influences community outcomes – it is clear that disparities and issues within our community cannot be adequately addressed without significant mobility investments that meaningfully expand the quality, safety and reliability of our transportation system.







• • • • • APPENDIX C

Public and Stakeholder Engagement

Public and Stakeholder Engagement Summary

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

- A website and online survey
- A Stakeholder Advisory Committee that met regularly throughout the process
- Community outreach at local events
- Coordination and interviews with the Cities of Bonner Springs and Edwardsville, partner agencies within the UG, KDOT, the City of Kansas City, Missouri, and neighboring jurisdictions in Johnson County
- Infrastructure Action Team updates
- A Mobility Summit in-person collaborative workshop held in March 2022, which brought together over a hundred community stakeholders from all areas of the County and region to discuss the long-term mobility vision.

This Appendix contains detailed reports for each of the following:

- 1) General Outreach Summary: Community Outreach, Social Media Engagement, and Surveys
- 2) Stakeholder Advisory Committee Coordination
- 3) Listening Sessions with the Cities of Bonner Springs and Edwardsville
- 4) Mobility Summit Event

These reports are summarized in the following pages.

1. General Engagement and Community Outreach Summary

1.1. Purpose

The purpose of this interim report is to summarize the community outreach, social media engagement, and surveys collected for the goDotte Strategic Mobility Plan from August to November 2021.

1.2. Background

The goDotte Strategic Mobility Plan is a plan for Wyandotte County that strives to reimagine mobility to focus on moving people and not just vehicles. The plan will ensure that future transportation investments support the community's goals to improve the quality of life for the people who live, work, and play in Wyandotte County.

1.3. Goal

To connect with stakeholders and constituents countywide by introducing them to the goDotte Strategic Mobility Plan and requesting their feedback on key modes of transportation they would like improved within the County.

1.4. Target Audiences

The primary target audiences for community outreach include, but are not limited to City of Kansas City, Kansas, Bonner Springs, Edwardsville, and Lake Quivira administrators and commissioners, employees and residents, KCK Chamber of Commerce, community health and revitalization organizations, educational institutions, business, and residential stakeholders, neighborhood associations and those who live, work and play throughout the Wyandotte County.

1.5. Outreach Efforts

In August 2021, Parson + Associates (P+A) created a calendar of upcoming events for Wyandotte County and began efforts to coordinate goDotte pop-up outreach opportunities for the public. During events, P+A shared educational information about goDotte and invited attendees to complete the plan's survey.

- Survey available to the public from October 1 - November 30, 2021.
- Collected a total of 368 completed surveys of which 127 were completed at pop-up events.

Pop-Up Events

The following is a schedule of events where P+A staffed pop-up tables:

Event Name	Dates	Time	Location	Surveys Collected	Website
Downtown KCK 3rd Friday Art Walk	October 15, 2021	5:00-9:00 PM	EPIC Clay Studio, 609 N 6th St, Kansas City, KS 66101	32	https://www.facebook.com/events/1041059846429141
NE KCK Heritage Trail Events	October 23, 2021	12:00-2:30 PM	Parkwood Park, 952 Quindaro Blvd, Kansas City, KS 66101	39	
Spooktacular	October 29, 2021	6:00-8:00 PM	Swartz Field, 5142 Swartz Rd, Kansas City, KS 66106	1	https://www.turnerrecreation.org/departments/spooktacular.php
Rosedale Haunted Trail Walk	October 30, 2021	4:00-6:00 PM	Rosedale Memorial Arch, Park Dr, Kansas City, KS 66103	11	http://rosedale.org/
KCK Day of the Dead Celebration!	November 6, 2021	2:00-9:00 PM (onsite from 2:00-5:00 PM)	1120 Central Ave, Kansas City, KS 66102-5317	44	https://www.facebook.com/CABAKCK/
Total:				127	

Direct Outreach

P+A created a Survey Toolkit and emailed it to 54 area stakeholders and organizations in Wyandotte County. A comprehensive list is available in **Attachment 1: Engagement & Outreach**.

1.6. Photos

P+A captured the below image of outreach at the October 23 Downtown KCK 3rd Friday Art Walk.



Schylon Kubic, P+A, assists a Kansas City, Kansas resident complete the goDotte survey.

1.7. Social Media Statistics and Data

A complete list of outreach performed through social media by P+A, Unified Government of Wyandotte County, City of Bonner Springs, Edwardsville, and other organizations is tracked in **Attachment 2: Social Media**.

2. Stakeholder Advisory Committee Coordination Summary

2.1. Purpose

The purpose of this report is to summarize the engagement with the Stakeholder Advisory Committee (SAC) and the meetings and discussions in coordination with the goDotte Strategic Mobility Plan team and Unified Government of Wyandotte County and Kansas City, Kansas (UG) staff.

2.2. Background

The goDotte Strategic Mobility Plan is a plan for Wyandotte County that strives to reimagine mobility to focus on moving people and not just vehicles. The plan will ensure that future transportation investments support the community’s goals to improve the quality of life for the people who live, work, and play in Wyandotte County.

2.3. Goal

To convene a select group of key technical stakeholders representing the interests of the community, municipal, and business entities located countywide to provide ongoing input into the planning process for the goDotte Strategic Mobility Plan. Stakeholders were engaged on an ongoing basis and asked to provide feedback during committee meetings.

2.4. Target Audiences

The SAC comprised representatives from Wyandotte County including persons from the cities of Kansas City, Bonner Springs, Edwardsville, and Lake Quivira, Kansas, key municipal staff, and the private sector, economic development, community organizations for housing and healthcare.

P+A emailed introductory invitation letters to the following stakeholders approved by UG and the project team:

Name	Organization	Industry
Jen Anders	Bonner Springs/Edwardsville Chamber of Commerce	Economic Development
Rev C.L. Bachus	Mount Zion Baptist Church	Religious Organization
Chistina (Chris) Brake	City of Bonner Springs, KS	Government/Transportation
Kathy Bounds	City of Lake Quivira, KS	Government
Alan Carr	Visit KCK	Economic Development

Name	Organization	Industry
Zack Daniel	City of Edwardsville, KS	Government
Ryan Eidson	Wil Fischer of Kansas	Private Sector
Sarah Frost	TranSystem Corporation	Infrastructure/Economic Development
Chris Gardner	Kansas City Kansas Community College	Education
Marcia Harrington	Wyandotte Economic Development Council	Economic Development
Bradley Hocevar	City of Edwardsville, KS	Government
Greg Kindle	Wyandotte County EDC	Economic Development
Erin Leckey	City of Lake Quivira, KS	Government
Mark Lee	City of Bonner Springs, KS	Government
Beto Lugo-Martinez	CleanAirNow	Health
Megan Painter	Community Housing of Wyandotte County	Housing
Kevin Rowald	University of Kansas School of Medicine	Health
Troy Shaw	UG Public Works	Government
Erin Stryka	Rosedale Development Association	Economic Development
Gary Wyss	Security Bank	Economic Development

Name	Organization	Industry
Donna Young	Community Health Council of Wyandotte County	Health

2.5. Committee Meetings

SAC Meeting #1 - November 16, 2021

SAC members received an introductory email in September 2021 to request their participation in the first virtual Stakeholder Advisory Committee Meeting on November 16, 2021. The meeting agenda included the following topics:

- Introduction & Background
- Committee Feedback
- Engagement Process
- Foundation Report: Key Insights
- Open Discussion

The project team opened the meeting with an introduction to the goDotte Strategic Mobility Plan and background. During the Community Feedback section, SAC members were invited to respond to polling questions to rank the priorities most important to them and whether there were other priorities missing from the list presented. Polling questions were used throughout the meeting to encourage ongoing interactive dialogue.

SAC members learned about the engagement process, upcoming meetings, and what the project team heard from community members countywide who shared in online surveys completed during outreach opportunities in fall 2022. The project team shared regional data and geographic information about the county’s transportation needs and existing conditions.

During the open discussion, the SAC was asked to provide additional feedback on priorities and to share the names of other people who would be added to the SAC. The project team requested the SAC promote the goDotte online survey and offer suggestions on who else the project team should reach out to encourage community participation.

Following the meeting, the project team emailed the SAC the following information:

- Slides from the meeting are attached, including the poll question results
- Relevant links (all can be found on the project website, www.godotte.com)
 - Survey ([English](#) / [Spanish](#)) – open until end of November
 - Foundations Report Summary presentation ([English](#) / [Spanish](#))
 - Foundations Report – [full document](#)

- One-pager handouts for goDotte and the goDotte link

SAC Meeting #2 - January 13, 2022

The second meeting of the SAC was held virtually via Teams on January 13, 2022, and included the following topics for discussion:

- Project Update
- Public Survey #1 results
- Data analysis findings
- How do we prioritize?
- Infrastructure Bill overview/opportunities
- Next steps/action items

The project team kicked off the meeting with an update on the project schedule and highlighted the expected outcomes of the plan. The SAC received a report on the results of the online survey that included the key takeaways, priorities, and desired types of improvements most respondents would like to see from the goDotte plan. The online survey was live from October 1 to November 30, 2021.

The project team presented data analysis findings along with a detailed explanation of the data reviewed and posed the question to the SAC about how best to prioritize future projects and transportation initiatives. A brief overview of the infrastructure bill was discussed with the SAC and the consideration of how shovel-ready projects will be needed to take full advantage of the funds that will eventually be given to Wyandotte County.

The meeting concluded with the project team inviting the SAC to the March 2022 Mobility Summit and requesting the committee provide feedback on prioritization.

The notes from the SAC meetings are available in **Attachment 3: SAC Meeting Notes**.

Note: All SAC members were invited to attend the Mobility Summit on March 2, 2022 in lieu of an SAC meeting during that period.

SAC Meeting #3 - June 14, 2022

The final SAC meeting was held virtually via Teams on June 14, 2022. During this meeting, the SAC members were briefed on the draft goDotte Plan.

3. Municipal Listening Sessions Summary

3.1. Purpose

The purpose of this report is to summarize the discussions shared with municipalities in Wyandotte County and the transportation priorities identified as specific to their individual needs.

3.2. Background

The goDotte Strategic Mobility Plan is a plan for Wyandotte County that strives to reimagine mobility to focus on moving people and not just vehicles. The plan will ensure that future transportation investments support the community's goals to improve the quality of life for the people who live, work, and play in Wyandotte County.

3.3. Goal

To foster an in-depth conversation about transportation needs that are priorities for individual municipalities in Wyandotte County to align with and be reflected in the goDotte Strategic Mobility Plan.

3.4. Target Audiences

The primary target audiences for the municipal listening sessions include the cities of Bonner Springs, Edwardsville, and Lake Quivira, Kansas, and key administrative staff as identified by each municipality.

3.5. Outreach Efforts and Meetings

Parson + Associates (P+A) sent an introductory letter to request a one-hour, virtual meeting via email to the City Administrators at Bonner Springs, Edwardsville, and Lake Quivira, Kansas. P+A placed follow-up calls to each municipality and proposed meeting dates for consideration. The cities of Bonner Springs and Edwardsville confirmed their availability for individual listening sessions conducted on the following dates:

- November 10, 2021 - City of Edwardsville
- November 18, 2021 - City of Bonner Springs

P+A opened each virtual meeting with a standard greeting and advised all participants that the meetings were not being recorded. All comments shared during the meeting were transcribed by P+A team members and a summary of key points was shared with the project team.

During each meeting, municipal representatives were asked a series of questions to determine the following information:

- Community's top transportation priorities - immediate and future
- Other top community priorities
- Major transportation or development projects planned
- Major challenges to implementing transportation projects

- Most helpful to be included in a Countywide plan
- Major destinations the community needs better access to (inside or outside of Wyandotte County)

Key takeaways shared during municipal listening sessions with the Cities of Bonner Springs and Edwardsville, Kansas is available in **Attachment 4: Municipal Listening Sessions.**

4. Mobility Summit Summary

4.1. Purpose

The purpose of this report is to summarize the outreach efforts and feedback gathered from the goDotte Mobility Summit hosted on March 2, 2022.

4.2. Background

The Unified Government of Wyandotte County and Kansas City, Kansas' Countywide Strategic Mobility Plan defines a 5-10-year strategic vision to enhance mobility. The plan focuses on moving people and not just vehicles, leveraging transportation investments to support overarching community goals, integrating transportation and land-use decision-making, and modernizing transportation policy to respond to 21st-century challenges.

The goDotte Strategic Mobility Plan focuses on ensuring future transportation investment supports and reflects countywide community goals. The planning process is being completed through the Unified Government of Wyandotte County and Kansas City, KS (UG) in partnership with the Mid-America Regional Council (MARC), with input from the City of Bonner Springs, Kansas, City of Edwardsville, Kansas, City of Lake Quivira, Kansas, City of Kansas City, Missouri, strategic partner agencies, and key stakeholders.

4.3. Goals

- To gather feedback from key stakeholders through collaborative exercises about Wyandotte County's challenges and opportunities.
- To elicit innovative ideas to help shape the future of several opportunity corridors throughout the county.

4.4. Target Audiences

The primary target audiences for the Mobility Summit included, but were not limited to: UG mayor and Board of Commissioners, Parks & Recreation, Planning and Urban Design, Police and Fire, Public Works, Transportation, MARC, municipalities located in Wyandotte County, transportation, business, civic and community organization representatives who share an interest in improving multimodal options throughout the county.

4.5. Outreach Efforts

Parson + Associates (P+A) completed the following outreach to key stakeholders to promote attendance at the Mobility Summit:

- January 28, 2022 - Save the Date for a Mobility Summit (Mailchimp email)
- February 8, 2022 - Join us March 2 for the Mobility Summit (Mailchimp email)
- February 17, 2022 - REMINDER - Unified Government: Mobility Summit (email from Kimberly Portillo)
- March 1, 2022 - REMINDER - Unified Government: Mobility Summit (email from Schylon Kubic)

To support outreach efforts, the project team made follow-up calls to prospective participants and shared information during goDotte presentations to area organizations.

4.6. Mobility Summit

On Wednesday, March 2, 2022, the goDotte project team hosted a Mobility Summit from 10 a.m. to 12 p.m. in the ballroom at Memorial Hall, 600 N 7th Street Trafficway. The UG donated the space for the event.

The Mobility Summit set out with the following objectives:

1. Educate participants on the planning process
2. Inform the establishment of a coordinated mobility strategy by consulting key stakeholders
3. Gather feedback on a variety of plan elements, including,
 - a. Priority Modal Networks
 - b. Integrated Corridor Strategy
 - c. Policy Modernization

A total of 65 participants, including project team members, received a welcome from Gunnar Hand, UG director of Planning + Urban Design followed by a special greeting from UG Mayor Tyrone Garner. An introductory presentation by Stephen Stansbury, Kimley-Horn set the stage for interactive activities participants would complete. Participants completed real-time polling on transportation-related matters throughout the presentation.

The Mobility Summit agenda featured the following activities:

- Introductory Presentation and Polling
- Small-Group Activities
 - Idea Wall
 - Operationalize Solutions
- Wrap-up

Small-Group Activities

Idea Wall - Identify Solutions

Participants were invited to collaborate in small groups to identify strategies, initiatives, or projects they identified as challenges and opportunities that may have a positive impact on mobility within the county. Participants wrote their ideas on a card, and each one was collected by project team members and posted on the idea wall in categories where they best align - Urban, Suburban, and Rural.

Participants were then invited to use colored dots to “vote” for ideas they supported and also identified as areas of emphasis.

Urban

The following are recurring themes identified as Challenges and Opportunities:

Challenges Recurring	Opportunities Recurring
Access to destinations (i.e. childcare)	Affordable transportation to destinations
Affordable housing (housing crisis)	Connections to amenities and destinations
Aging/poor infrastructure conditions	Downtown major destinations
Connections between transportation and destinations	Infill development
Transit options	Restoration projects

The following identified Challenges and Opportunities received the most votes from participants:

Challenges	Opportunities
Demographics at this road do not reflect our community (racially, socio-economically)	Infill development!! (incremental development, too)
Urban pedestrian, bicycle, walkability safety	KC levees and comprehensive complete trails

Challenges	Opportunities
Lack of affordable housing	One stop shop for all social services
Prioritizing infrastructure conditions: River crossings, sidewalks, roads; cost: benefit	Repurpose existing roadway capacity (shrink..), (bus lanes on highway)

Suburban

The following are recurring themes identified as Challenges and Opportunities:

Challenges Recurring	Opportunities Recurring
Affordable housing; quality, condition, and diversity	Utilization of the river
Affordable and quality apartments	Designing for people with disabilities
Sidewalk connectivity and access (to destinations, amenities)	New housing types
Retail	Development near major employment centers
Transportation options	Infrastructure and corridor investments
Accessibility for people with disabilities	
Transit timing and level of access	

The following identified Challenges and Opportunities received the most votes from participants:

Challenges	Opportunities
Connectivity (sidewalks, bus stops)	Build new mixed housing types; Development

Challenges	Opportunities
	right next to major employment centers
Need to address retail	Utilize the river
Sidewalk access to neighborhood retail and transit	Build recreational/transport corridor along KS River Bonner - Edwardsville - Turner - Argentine - Armourdale - KCK

Rural

The following are recurring themes identified as Challenges and Opportunities:

Challenges Recurring	Opportunities Recurring
Transit	Investments and plans
Connectivity (to transportation and jobs)	Prioritization (safety; projects; etc.)

The following identified Challenges and Opportunities received the most votes from participants:

Challenges	Opportunities
Transit	State Ave corridor investments/plan

The project team briefly shared the challenges and opportunities on the idea wall and led a discussion for participants to share thoughts and expand on posted ideas. A list of Challenges and Opportunities shared by participants is available in **Attachment 5: Idea Wall**.

Operationalize Solutions

Participants were asked to provide ideas and feedback on three identified “demonstration” priority corridors in the goDotte plan:

1. **Urban Corridor:** 7th Street - Downtown Kansas City
2. **Rural Corridor:** K-32/Kaw Dr - Bonner Springs to Edwardsville

3. **Suburban Corridor:** State Avenue - College Parkway to N 86th Street

Stations were set up with large-scale basemaps and each showed one “demonstration” corridor. Participants used colored dots, markers, and sticky notes to mark each map with key opportunities and challenges, and to brainstorm projects and connections. Participants were encouraged to consider transportation opportunities and incorporate housing, economic development, and land use in the comments on the basemaps.

The following is a sampling of areas and/or comments participants identified as **Challenges / Opportunities** in the demonstration Urban, Rural, and Suburban Corridors:

Challenges	Opportunities
Intersection of Parallel Ave & N Tremont St	Connect sidewalks for people w/disabilities
On Parallel Ave between N 7th St Trfy (69 Hwy) & N 8th St	Increase transit & other mobility options to accom. hospital users while decreasing need for access parking (further S of I-35 to 39th / KU Med campus)
State Ave just east of N 78th St	Along Jersey Creek - east and west of N 7th St Trfy & south of Parallel Pkwy
	Transportation connection hub
	Sidewalks all the way on State Ave

The following are major themes and comments the project team heard from participants about the three demonstration corridors displayed on the basemaps:

Urban Corridor - 7th Street - Downtown Kansas City	Rural Corridor - K-32/Kaw Dr - Bonner Springs to Edwardsville	Suburban Corridor - State Avenue - College Parkway to N 86th Street
Sidewalks - connect, maintain and improve ADA accommodations	River - parking, bike and walking trails, community connection, mixed use tourism	Bike/Ped - safe crossing points, KCKCC ped access and sidewalks along State Ave, shared use paths

Urban Corridor - 7th Street - Downtown Kansas City	Rural Corridor - K-32/Kaw Dr - Bonner Springs to Edwardsville	Suburban Corridor - State Avenue - College Parkway to N 86th Street
Housing - affordable, mixed-use and reuse existing parking lots; placemaking community opportunities	Transportation - connection hub, transit, bike, multi-modal bike lanes, sidewalks, bus stops and bus lanes	Housing - retrofit a strip mall, need affordable and quality apartments, mixed use
Health & social services - centers for Black/Hispanic citizens; located in centralized area	Parks - invest for natural enhancement, EDW Park rehab	Roadways - opportunity to remove lanes (reduce capacity), safer for non-auto use

The project team briefly discussed the demonstration corridors and posed follow-up questions to participants to expand on ideas shared and comment on concerns overlooked. A list of comments posted by participants on the basemaps is available in **Attachment 6: Operationalize Solutions Activity**.

4.7. Outcome

The goDotte project team shared high-level information collected during the Idea Wall and Operationalize Solutions activities and invited participants to continue their engagement with the plan. Participants were encouraged to mingle upon the conclusion of the Mobility Summit.

4.8. Photos

The P+A team captured the following images of participant interactions during the Mobility Summit.

The goDotte Mobility Summit assembled a diverse group of representatives from Wyandotte County and surrounding municipalities to collaborate on countywide multimodal mobility strategies.



Mobility Summit participants place dots on the opportunities and solutions identified during the Idea Wall activity.



Mobility Summit participants add challenges, opportunities, and ideas using sticky notes and markers on one of three basemaps that showed “demonstration” corridors.



The goDotte project team highlighted some of the thoughts shared on one of the demonstration corridor basemaps.



4.9. Social Media Statistics and Data

The following is a list of social media posts, including participant live tweets and posts shared immediately following the Mobility Summit:

- Unified Government of Wyandotte County and KCK - Twitter
<https://twitter.com/UnifiedGovt/status/1499054480305786884>
- Melissa Brune Bynum (Commissioner) - Facebook
<https://www.facebook.com/bynumforcommission/posts/368912911723499>
- Unified Government of Wyandotte County and KCK - LinkedIn
https://www.linkedin.com/posts/unified-government-of-kansas_godotte-

[bonnersprings-edwardsville-activity-6905316257831141377-W6Hz?utm_source=linkedin_share&utm_medium=member_desktop_web](https://www.facebook.com/BSEDWChamber/posts/4843547015730793)

- Bonner Springs Edwardsville Area Chamber of Commerce - Facebook <https://www.facebook.com/BSEDWChamber/posts/4843547015730793>

4.10. Earned Media

The Mobility Summit extended invitations to a diverse group of participants, however, to foster participation news media was not invited.

4.11. Creative Assets

P+A created the following digital and print assets to publicize the Mobility Summit:

<p>Save the Date graphic -</p> <p>Shared via Mailchimp and email</p>	
<p>Invitation letter -</p> <p>Shared via Mailchimp and email</p>	

Attachment 1: Engagement & Outreach

Attachment 2: Social Media

Attachment 3: SAC Meeting Notes

Attachment 4: Municipal Listening Sessions

Attachment 5: Idea Wall

Attachment 6: Operationalize Solutions Activity

Attachment 1: Engagement & Outreach

Direct Outreach - Agency List

American Cancer Society	Cottages of Cedar Springs	Junior Achievement of Greater Kansas City	Strugler's Hill Neighborhood Association
Advocates for Immigrant Rights and Reconciliation (AIRR)	Cross-Lines Community Outreach Inc.	KCK Farmers Market	Sunflower House, Inc.
Argentine Betterment Corpooeration	Downtown Shareholders	KVC Health Systems	The Black MasterMind Group Charitable Foundation
Argentine Neighborhood Development Association	Douglass-Sumner Neighborhood Association	Leavenworth Road Association	The First Tee of Greater Kansas City
Armourdale Renewal Association	El Centro	Lei Valley	The Salvation Army
Big Brothers Big Sisters of Greater Kansas City	Friends of Yates, Inc.	Mattie Rhodes Center	Turner Community Connection Inc.
Break Free Kansas City Hip Hop School	Girl Scouts of NE Kansas & NW Missouri	Metro Organization for Racial and Economic Equity (MORE2)	Turtle Hill Neighborhood Association
Catholic Charities of Northeast Kansas	Giving the Basics	Mt. Carmel Redevelopment Corporation	Unbound
Cedar Ridge Subdivison	Goodwill of Western Missouri and Eastern Kansas	Organization for Community Preservation	United Way of Wyandotte County
Central Avenue Betterment Association	Greater Kansas City LISC	Parkwood Colony Inc.	Wyandot Behavioral Health Network

City Union Mission	Groundwork Northeast Revitalization Group	Project Eagle -- The Children's Campus of Kansas City	Wyandotte Health Foundation
Community Blood Center	Heartland Black Chamber of Commerce	Providence YMCA/Ball Family Center	Young Women On The Move
Community Capital Fund	Heartstrings Community Foundation	Quindaro Homes Neighborhood Watch	Livable Neighborhoods Task Force
Community Housing of Wyandotte County, Inc.	Historic Westheight Neighborhood Association	Rosedale Development Association	

Direct Email - sent October 1, 2021



Good morning,

The Unified Government of Wyandotte County and Kansas City, Kansas (UG) is conducting the goDotte Strategic Mobility Plan in Wyandotte County. This plan will develop a transportation strategy to help guide the next 10 years of projects.

The plan will be centered around five main priorities:

- Equity
- Safety
- Public Health
- Economic Vibrancy and
- Connectivity

Beginning October 1, 2021, goDotte will launch a [project website](#) and [transportation survey](#) to gather input from those who live, work, and play in Wyandotte County. We have identified you as a key stakeholder within the study area and would appreciate your assistance in sharing information with your neighborhood, organization, and/or constituency groups.



Thank you for your time and support of this study. Should you have any questions about the toolkit, please feel free to contact Schylon Kubic at schylon@parsonkc.com or 816-601-1667.

Best regards,

Attachment 2: Social Media Log

Date	Source	Location	Link to post or article	Results (if applicable)	Comments
7/20/21	Bonner Springs Planning Commission Meeting - Minutes	Website	https://www.bonner-springs.org/ArchiveCenter/ViewFile/Item/793	N/A	City Planner's Report - Staff spoke about the ongoing "GoDotte" County wide mobility plan. This plan is meant to address public transportation needs, walkability and other transportation modes throughout Wyandotte County. The plan is just getting underway; as more information becomes available staff will deliver it.
10/1/21	Community/Neighborhood Organization List	Full List			list of recipients and email located in Attachment 1: Engagement & Outreach
10/4/21	Unified Government of Wyandotte County and KCK	Twitter	https://twitter.com/UnifiedGovt/status/1445126629626458120	3 Retweets, 2 Quote Tweets, 5 Likes	
10/8/21	Livable Neighborhoods	Newsletter (weekly)	https://mailchi.mp/cbb03708dd7c/do-something-good-in-your-neighborhood?e=59ae92eaf9		Shared goDotte survey "Give us 5 Minutes"
10/8/21	MARC Transportation	Twitter	https://twitter.com/MARCKCTrans/status/1446470796583579654	1 Quote Tweet, 2 Likes	
10/11/21	Unified Government of Wyandotte County and KCK	Twitter	https://twitter.com/UnifiedGovt/status/1447581505409196034	1 Retweet, 2 Quote Tweets, 2 Likes	
10/11/21	Unified Government of Wyandotte County and Kansas City KS	Facebook	https://www.facebook.com/cityofkck/posts/234305922071966	2 Likes, 2 Comments, 1 Share	link shared in post
10/11/21	Parson + Associates	Twitter	https://twitter.com/ParsonKC/status/1447586498459602950	2 Retweet, 8 Likes	
10/12/21	RideKC	Twitter	https://twitter.com/RideKCTransit/status/1447901616087212035	1 Retweet, 1 Like	

Date	Source	Location	Link to post or article	Results (if applicable)	Comments
10/13/21	RideKC	Twitter	https://www.facebook.com/RideKC/posts/10158178871750718	1 Like	
10/14/21	MARCKCMetro	Twitter	https://twitter.com/MARCKCMetro/status/1448675470170599430	1 Like	
10/14/21	RideKC	Facebook	https://www.facebook.com/RideKC/posts/10158180362040718	3 Likes	
10/15/21	Unified Government of Wyandotte County and Kansas City KS	Facebook	https://www.facebook.com/cityofkck/posts/236897258479499	16 Likes, 4 Shares	
10/20/21	City of Edwardsville - Board of Zoning Appeals and Planning Commission	Website	https://www.edwardsvilleks.org/AgendaCenter/ViewFile/Agenda/10202021-333	N/A	Planning Commission Agenda - goDotte Countywide Mobility Strategy Presentation - Gunnar Hand - Director of Planning and Urban Design (Unified Government of Wyandotte County)
10/22/21	Schylon Kubic	Twitter	https://twitter.com/schylonn/status/1451544792962326532	1 Retweet, 3 Likes	
11/23/21	Bonner Springs	Twitter	https://twitter.com/BonnerSpringsKS/status/1463226688331042825		
11/23/21	Bonner Springs	Facebook	https://www.facebook.com/BonnerSpringsKansas/posts/264140885736294	3 Shares, 3 Likes	
1/27/22	Lauren Aiello	Twitter	https://twitter.com/laur_aiello/status/1486722982735085692	2 Likes	Thread - https://twitter.com/laur_aiello/status/148672298440028362 ; https://twitter.com/laur_aiello/status/1486722985784320002 ; https://twitter.com/laur_aiello/status/1486803334996578316 ;
1/27/22	Mark Masloski	Twitter	https://twitter.com/laur_aiello/status/148672298578432000		Replying to Lauren Aiello @laur_aiello

Date	Source	Location	Link to post or article	Results (if applicable)	Comments
			2		
1/27/22	Unified Government of Wyandotte County and KCK	Twitter	https://twitter.com/UnifiedGovt/status/1486805600382115845	1 Like	Replying to Lauren Aiello @laur_aiello thread
1/28/22	Livable Neighborhoods	Newsletter (weekly)	https://us10.campaign-archive.com/?u=177d930401661bb5b1c12bb9f&id=a00c2978f2		Shared Mobility Summit save the date card
3/2/22	Unified Government of Wyandotte County and KCK	Twitter	https://twitter.com/UnifiedGovt/status/1499058397760483328		
3/2/22	Unified Government of Wyandotte County and KCK	Twitter	https://twitter.com/UnifiedGovt/status/1499061520637956099		
3/2/22	Unified Government of Wyandotte County and KCK	Twitter	https://twitter.com/UnifiedGovt/status/1499063837248692231		
3/2/22	Bonner Springs Edwardsville Area Chamber of Commerce	Facebook	https://www.facebook.com/BSEDWChamber/posts/4843547015730793	2 Likes	
4/18/22	BenjaminRPCityCouncil	Twitter	https://twitter.com/Benjamin4RP/status/1516242643575001090		

Attachment 3: SAC Meeting Notes

SAC Meeting #1 - November 16, 2021

Attendees:

- Alan Carr - Visit KCKS - tourism focus
- Chris Brake - City Clerk, Bonner Springs - manages public transportation
- Erin Leckey - City of Lake Quivira
- Sarah Frost - Transystem - KC Regional transit alliance and KCK Chamber
- Christopher Gardner - Dir of Facilities - KCK Community College
- Kevin Rowland - University of Kansas School of Medicine
- Marcia Harrington & Monica Bready (?) - Wy Econ Dev Council - working on workforce transportation (left meeting at 11 am - Foundations Report section)
- Megan Painter - Comm Housing of WyCo, Dir of Housing

Project Team:

- Kimberly Portillo - Unified Government
- Stephen Stansbury - KH
- Lydia S - KH
- Anthony Gallo - KH
- Laura Machala - MARC Liaison
- Schylon Kubic - P+A
- Kaley Wells - P+A

Open Discussion

Committee Feedback - Poll Questions

Other Priorities

Poll Question #2:

Which priorities are most important to you? Rank them in order...(ranking after poll)

- Equity - 4
- Public Health - 5
- Economic Vibrancy - 3

- Connectivity - 1
- Safety - 2

Poll Question #3:

Is there anything missing from the current list of priorities? (type in keywords)

- Sense of Community
- Sustainability
- Innovation
- Ownership
- Car
- Opportunity
- Access
- Childcare

Discussion from Poll Question #3

- Laura M. All resonate and highlight in MARC's long-range transportation plans - smart move 3.0 and
- Sara F - references Vision Zero plan - falls in line with initiatives
- Marsha: We hear from the businesses that individuals have transportation either getting to work or even interviewing for jobs. We're working on workforce transportation and mobility resolution in Edwardsville Industrial Park. There are 3,000 employees. People have transportation problems such as getting to work and interviewing for jobs. Working on the synergy between the workforce and connecting to the job opportunity.
 - Stephen: pleased to hear you guys are already planning for that. Employment centers don't always pop up in the easiest get to locations

Engagement Process

Poll Question #4:

"Uniquely Wyandotte" - How well is Wyandotte County currently fulfilling this vision?

Responses - 100% - Doing ok, but could do better

Poll Question #5 :

Which category of transportation improvements is the greatest priority in Wyandotte County?

Responses - 100% - Improvements to increase travel choice (more bike, walk, and transit options)

Discussion from Poll Question #5

- Erin Leckey: One of the things we're missing is support for bike lanes and more walking trails. Would go along with "B" of course but a seemed to fit in the most with what we're (Lake Quivira) looking for.
- Alan C: Struggled and almost chose "E". Not an expert on transportation but how is it easier for people and visitors to get around in the community? How they do it doesn't really matter to me, but Village West has a lot of locals and visitors and one of the challenges we've talked about is there are all the big venues out there but it's not super easy to navigate around and get from building to building. How do we connect those? How do we connect some of these neighborhoods together? Important for us to find connections to key things, spaces, and neighborhoods around the County.
- Megan P - Run into the quality of life for people in neighborhoods. Safety or feel good/don't. Can you live here and get where you need to go? Can you live here and not have a car? If too far away from the bus system, things could fall apart. Wants area recognized as a desirable place to live in Wyco - enveloped inaccessibility to activities and living in a walkable community.
 - Stephen - Important to diversify the number of options to experience space.

Foundations Report: Key Insights**Poll Question #6:**

Now that we've walked through the Foundation's Report findings, how well is Wyandotte County currently fulfilling its vision?

- 50% - poorly - we're a long way off
- 50% - We're doing ok, but could do better

Poll Question #7:

What's missing? What do you think would help the County achieve this vision?

- More transit
- More trails
- Bike and walking paths
- Better connectivity
- Safer communities

- Funding commitments to multimodal
- Enhanced corridors
- Wide range of housing types. School systems that draw families in.

Discussion from Poll Question #7

- Megan P - a lot of our area has underutilized corridors. Some businesses are tucked away. Most corridors are built up and walkable. But walkability is a huge deal. W side of 18th St lost all walkability in the corridor and suburban makeup. Other considerations for land availability, parking expectations, and construction costs - corridors have a long way to go to meet their full potential.
- Stephen - don't see mixed-use development that dominates the area. Puzzling to the team. Like it skipped over most of the county, Need to understand that - economist on the team to do the research. A lot of space is there to work with.

Poll Question #8:

What category of transportation improvements are the greatest priority in Wyandotte County?

- 100% - Improvement that increases travel choice

Discussion from Poll Question #8

Anthony: A lot of safety issues come from only having one choice of mobility. The lack of options makes using them unsafe.

Poll Question #9:

What Three changes would you most like to see through the goDottee process? (poll)

Discussion from Poll Question #9

- Stephen: Are you struggling to capture post-event stays and activities?
- Alan C - Yes, our focus is on how to get ppl to spend more time and do more things. Clearly, we need improved options for connectivity and wayfinding system to do placemaking or brand a place is an important part of some of this
 - Stephen - capture this ingredient - Quick Wins for plan
- Stephen: Erin Leckey - what concerns or excitement do you have about this process? We want to be conscious of creating synergy.
 - For Lake Quivira, the main concern Holiday Dr is bordered by Cliff and Railroad on the other side - better connected. We don't have a separate listserve for Wyco vs Johnson County - need to find ways to connect with the correct demographics

- Chris Brake - Bonner Springs - The biggest challenge is integrating Bonner Spring's transportation to Wyco Transpo or walkable neighborhoods to make it easier for people going to appointments to make connections when crossing municipalities.

SAC Meeting #2 - January 13, 2022

Attendees:

- Terry Rouse - UG Citizen, uses bicycles as the main mode of transportation. Invited by Megan Painter
- Mark Lee - Bonner Springs, City Planner
- Monica Brede - Wyco EDC (took place of Marcia Harrington) - update on the SAC contact list
- Blake Hensley - UG, Public Health
- Bradley Hocevar - Edwardsville, City Planner
- Alan Carr - Visit KCK
- Kevin Rowald - University of Kansas School of Medicine
- Chris Brake - Bonner Springs, City Clerk and Tiblow Transit
- Megan Painter - Community Housing of Wyco, Dir of Neigh Dev,
- Sarah Frost - KCRTA and KCK Chamber of Commerce

Project Team:

- Kimberly Portillo - UG
- Gunnar Hand - UG
- Stephen Stansbury - KH
- Lydia S - KH
- Anthony Gallo - KH
- Laura Machala - MARC Liaison
- Schylon Kubic - P+A
- Kaley Wells - P+A

Agenda

1. Project Update

2. Public Survey #1 results
3. Data analysis findings
4. How do we prioritize?
5. Infrastructure Bill overview/opportunities
6. Next steps/action items

Open Discussion

- Megan P. - what about equity and sidewalks? How is that being addressed?
- Sarah F - sidewalk connectivity
- Blake H- community health improvement plan (health dept) to look at. Meatpacking plants and other larger manufacturing employers are providing transport to/from work for their employees. Refer to it as “population that lacks societal support” vs vulnerable population. Community Health Assessment is planned for this summer 2022. (input on slides 26-27)
- Alan C - making sure ppl have more access to things in the metro area, including visitors. Options for non-car options would be nice. 7th Street ops for development and a more attractive entry point into the community.
- Troy S - You should reach out to Rob Anderson with PW Asset Management and be sure he is included in this discussion about project priority. He has developed a project priority ranking system that he has developed based on criteria approved by the commission.
- Megan P - consider pop that could be served if in the future meet econ development, jobs, and density for the area. If opportunity zones work, it would be great.
- Blake Hensley - [12:29 PM] Hensley, Blake C (Guest)
- Before we end, I just want to add that connection to destinations is my number one when thinking about transportation projects. There is almost a 13-year difference in life expectancy within the County. When looking at overall health outcomes and life expectancy, your zip code is more important than your genetic code.

Attachment 4: Municipal Listening Sessions

City of Edwardsville - Municipal Listening Session

November 11, 2021

Attendees: Schylon Kubic (P+A), Kaley Wells (P+A), Anthony Gallo (Kimley-Horne), Gunnar Hand (UG), Bradley Hocevar (City of Edwardsville - City Planner), Michael Webb (City of Edwardsville - City Manager)

Major Projects

- Efforts to revitalize Riverfront Park (at the end of 9th St)
 - Cemetery, Parks, and Public Spaces Board (CPPS) are on board.
 - Incorporate some of the trail systems and overall area improvements.
 - Stantec hired and is currently in the design phase and determining funding sources
 - Construction plans should be done in 2022 with a phased approach
 - Probably a three-year project.
- 98th Street and 110th Street
 - Both have 10-foot multipurpose trails
 - 98th St is funded by Edwardsville but no UG investment
- Other general road improvement projects

Transportation Priorities and Challenges

- The ability to connect to UG (at State Ave.) at 98th St and 110th St
- Big road projects have federal money and the push to make them multi-modal.
- Locally, management of roads and owner's driveways and access onto major roadways.
- Creating a safe crossing on K-32, funded through STP

Citizen Priorities

- Roads - safe, smooth, and better roadways

Policy and Procedural Structure

- No formal adopted trails or sidewalk plan exists.
- No planned layer for the trail system, but could put together a map with proposed routes. (Bradley)
- There is language in a comprehensive plan about trails, but it needs to be updated.
- Walkability exists on the south side of the City

Economic Development

- Primarily industrial sector development
 - Limitation in housing stock to support development
 - Using RHID (Rural Housing Incentive District) program to build 27 units of townhomes (phased over 3 years)
 - Public hearing on December 13 to pass the TIF
- Most plans for development expansion will occur on the K-32 corridor and 4th St
 - 37,000 square foot office and fleet distribution center on K-32 to the E of 4th St (platted, site and development planned and to start in 2022)
 - Possible 2nd building on additional 155 acres
 - Timeline 18-24 months
 - [The Medline Project](#) in Bonner Springs at 110th and Riverview on the southeast side
 - Pending litigation and \$52M funding
- Industrial Park area -
 - TIF is being used and in process of approval
 - Located at 435 and Woodend (major entrance to the City)
- Employers and workers commuting from outside the community could benefit from public transportation

Challenges to Implementing Transportation Projects

- Learning curve - newly elected Mayor and council member
 - Questions of affordability and taxes seem to be driving factors
 - Council retreat planned to focus on governing rather than priorities
- “Transportation” - interpreted as busses
 - Use “Mobility and Access” as alternate terms
- Broader political feeling that things that have been promised in the past to the communities haven’t been fulfilled - some animosity and distrust

Long-Range Planning

- Supports the parkway project conversion, along K-32
 - Needs KDOT and the state to convert the parkway from an open 5-lane, 60 MPH parkway to a 45 MPH road with medians and trails

- Requires coordination between Bonner Springs, Edwardsville, KDOT, and the County
- Future trail systems and creeks
 - Betts Creek from the river to Riverview and 110th St. was part of the Metro green (?), but now it's not. Thinks it needs to go back into the plan. Anticipates resistance.
 - Using the creek for infrastructure improvements (trails) and extending the sewer system

Level of Importance (1-10 scale)

- Transit service coverage - 7 to 8
 - Depends on where in the community. External use.
- Transit frequency -?
 - Workforce transit biggest issue
 - Very important to an employer - not for the average citizen
- Bike Facilities - 7
 - If it was there, people would use it and it will be important to them.
 - Will require recognition of the importance
- Pedestrian Facilities - 8 to 9
 - Higher priority - feels like they're really lacking in that area
 - Industrial developments don't have to install sidewalks

Barriers to Major Destinations

- Infrastructure is in place to get them where they want to go - 35-45 mins.

Community Outreach

- Hot Shot newsletter - over 1K go out
- Active community on Facebook
- December Events
 - Ho-Ho Express - community parade - Fire, PD & community ppl
 - Ends w./Mayor's Christmas tree lighting
- Bonner/Edwardsville Chamber of Commerce

- December Luncheon - business event
- Contact - Jen Anders, Executive Director

City of Bonner Springs - Municipal Listening Session

November 18, 2021

Attendees: Schylon Kubic (P+A), Kaley Wells (P+A), Kim Portillo (UG), Gunnar Hand (UG), Anthony Gallo (KH), Darryl Fields (MARC), Sean Pederson (City Manager), Mark Lee (City Planner), Amber Vogran (Assistant City Planner), Chris Brake (City Clerk), Justine Spease (Recreation Manager)

Major Projects

- 138th St Phase I
 - Located on W side of Bonner Springs near the YMCA, high and junior high schools
 - Multimodal design - including curb, gutter, walking trail, bike facilities (racks in designated spaces)
 - Currently at 80% design; let in 2022 with construction in 2023
- Riverview @ 110th St -
 - NE border of Bonner-
 - Industrial project going in - completes Riverview going west in Bonner
- K-7 and I-70
 - Ongoing discussions with KDOT planning
 - Bonner Springs would like to see it improved as an arterial with dedicated right/left turns lanes, improved signals, and ADA access.
 - KDOT is focused on freeway plans from 15 yrs ago, but present-day vehicular volumes don't support

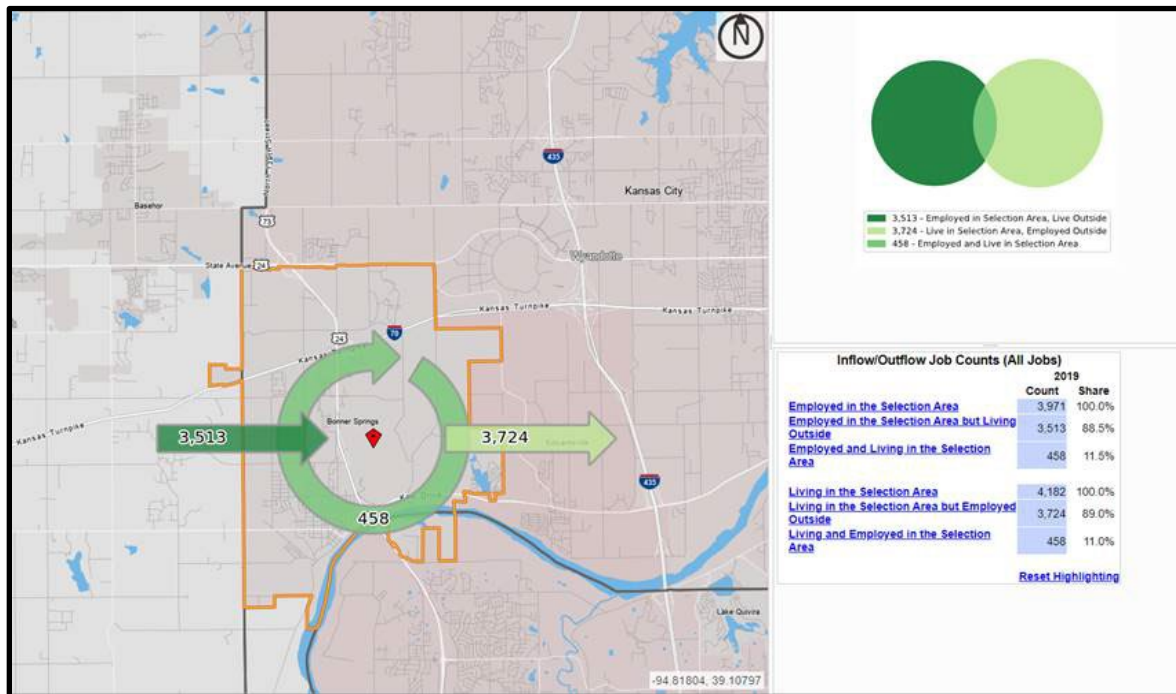
Transportation Priorities and Challenges

- Completing 138th St to Kansas Ave
- Inventory of existing sidewalks, identifying gaps and improvements to existing sidewalks - high demand from citizens
- Trail plans and connections into Johnson County and Wolf Creek to Leavenworth
 - Bonner Springs is in three counties - Wyandotte (a bit less than 90%), Johnson, and Leavenworth
- Tiblow Transit - challenge getting residents to downtown Wyandotte County











- Not staffed to provide the service
- Demand for transit to downtown KCK and evening/weekend service; rather than just having a service available during weekend/evening wherever the destination may be.
- KDOT funds 80% of operating costs - 5311 funded

Provided by Sean Pederson - (email 11/20/21)

"I wanted to provide some context (you may already have it) for our commuting patterns as well... please see below for an inflow/outflow map and associated data. It can get drilled down more if needed..."



Residents of Bonner, and where they work:

Jobs Counts by Places (Cities, CDPs, etc.) Where Workers are Employed - All Jobs 2019		
	Count	Share
All Places (Cities, CDPs, etc.)	4,182	100.0%
 Kansas City city, KS	787	18.8%
 Overland Park city, KS	472	11.3%
 Bonner Springs city, KS	458	11.0%
 Kansas City city, MO	430	10.3%
 Lenexa city, KS	333	8.0%
 Olathe city, KS	298	7.1%
 Shawnee city, KS	253	6.0%
 Edwardsville city, KS	119	2.8%
 Leawood city, KS	68	1.6%
 De Soto city, KS	62	1.5%
All Other Locations	902	21.6%

Citizen Priorities

- Sidewalks - indicated in a recent citizen survey

Policy and Procedural Structure

- Future land use map for zoning and development - needs to be updated
 - Mark Lee is working to update it with Planning Commission
- Bonner Springs Parks and Recreation Master Plan -
 - https://www.bonnerrsprings.org/DocumentCenter/View/4472/BonnerSprings_MasterPlan_updated

Economic Development

- Residential - diversity of housing stock and availability
 - Not many middle (housing stock) to moderate, or market-rate apartments; need more senior housing
 - Targeting areas where utilities are available or nearby - mostly on the fringe of city borders

Challenges to Implementing Transportation Projects

- Funding and availability of land
 - For trails, been able to get some easements, but ppl are still conservative when it comes to their land.
- Quality of life issues (police, fire, etc.) tend to be more important

Long-Range Planning

- Wyandotte County Park and its connection to Bonner Springs
 - A lot of amenities - amphitheater and Sunflower existing trail system
 - Disconnected from rest of the City - wants to try to bridge it (separated because of K-7)
 - Ultimate plan - connect to the urban core and to downtown Bonner Springs - proposed multimodal hub.
 - Goal to have all roads lead to downtown
- Electric charging stations - (follow up email sent by Sean Pederson)
 - Envisioned as part of a transit hub for citizens and electric buses to use
 - I-70 and K-7 area is a prime location for future build-out

Level of Importance (1-10 scale)

- Transit service coverage - 8
 - Significant to residents who need service to go to appointments
- Transit frequency - (not ranked)
 - Goal to expand to evenings and weekends - high demand exists
 - Transportation to/from employment -
 - No PM service leaves people to walk on highways to get back home
 - Favors larger discussion with Shawnee and Johnson County about regional connectivity to/from areas with high concentrations of jobs
- Bike Facilities - (not ranked)
 - Incorporated into the centralized hub; it would be ideal to ride a bike to the station and hop on Tiblow Transit
- Pedestrian Facilities - (not ranked)
 - Centered around creating a centralized hub
 - In the K-32 plan are preliminary costs and designs, but more discussion is required

Additions to the Countywide Plan

- Inner Urban - included in the K-32 plan and if Amtrak makes more investment, Bonner Springs is situated nicely

- Wants plan to reflect the detriment a highway flying past major retail centers in Bonner Springs (K-7 and I-70)

Barriers to Major Destinations

- None discussed

Community Outreach

- Have Twitter, Facebook, Insta, and Nextdoor (used commonly)
- Have an e-newsletter once a month and quarterly newsletters
 - Audience: ~5k
 - Amber is the best contact
- Recreation opportunities - reach out to Justine Spease

Follow Up

- Setup a working meeting with Bonner Springs, Edwardsville, and UG
- Coordinate meeting with Chris Brake and Justice Welker to discuss transit - Gunnar

Attachment 5: Idea Wall

Note: Table entries listed below reflect comments recorded as submitted by participants.

Urban Areas

Challenges	Opportunities
Prioritizing Infrastructure Conditions: River crossings, sidewalks, roads; cost: benefit	Restore native woodlands in urban areas/trails in Kaw point, Rozarks
Demographics at this road do not reflect our community (racially, socio-economically)	KC Levees and Comprehensive Complete Trails
Negative perceptions of housing safety; transit options and availability	Connect to local resources/amenities (ex. WyCo Lake)
Transit facilities no signage or way finding	Repurpose existing roadway capacity (shrink..), (bus lanes on highway)
Lack of affordable housing	Transit growth: adopt incremental approach (if you build it..)
Higher Ed for Residents: Advanced vocational/advanced skills (currently undertrained/under skilled)	Grow understanding of street typologies- particularly cross section- to help community understand the difference and value (model scenarios)
Community Health --> outcomes social detriment of health	Capitalize on hometown pride and "below the radar" quality of life
Access to transportation --> linking affordable housing to transportation	Infill Development!! (incremental development too)
Childcare availability and access	Make Parallel Pkwy like KCMO's Gillham
Lack of transportation options and availability	Urban --> Rural (household income) Affordable transportation to education and to higher paying jobs

Challenges	Opportunities
Limited transit funding to serve areas of need (income, car access)	Downtown KCK -- KCMO aerial lift
Urban pedestrian, bicycle, walkability safety	KCKCC downtown education, health, and wellness center
Aging infrastructure	Bike/Pedestrian connectivity on 18th st Expressway (WyCo <-> Johnson County)
Funding + competing budget priorities	ID/Grow local employment centers (focus on sectors to grow too)
Low density/vacant land	One stop shop for all social services
Geographic division via state lane	Creative engagement with developers for transit and other services for workers
Adjacent to wealth counties	Meet in the middle for the good of the whole
Lack of care for the community from residents	State Ave corridor investments/plan
Inability to differentiate urban/suburban/rural in WyCo	

Suburban Areas

Challenges	Opportunities
Housing Conditions and Diversity	Reduce multimodal roads
No available or affordable apartments with good quality (suburban Wyandotte)	Mixed use development and increase density
Lack of care for the community from residents	Infill housing

Challenges	Opportunities
Inability to differentiate urban/suburban/rural in WyCo	Beautify destination markers, wayfinding, and placemaking
Connectivity (sidewalks, bus stops)	Invest in basic human needs (home, health, education)
Lack of density (population and job)	Efficient, frequent transit options
Sidewalk access to neighborhood retail and transit	Repurpose excess road capacity (traffic calming, bike lanes, bus lanes, in-lane sidewalks)
Align potential growth to identified places (map of development)	Build recreational/transport corridor along KS River. Bonner - Edwardsville - Turner - Argentine - Armourdale - KCKC
Job growth and access to living wage employment	Mobility Hubs (1st/last mile)
Higher education for residents (advanced vocational/advanced skills; undertrained/underskilled)	Affordable and nice apartment housing in suburban Wyandotte
Access to transportation (making affordable housing to transportation)	Nice parks/trails (ALL)
Childcare availability and access	Build new mixed housing types; Development right next to major employment centers)
Need to address retail	Meet in the middle for the good of the whole
Lack of transit options	State Ave corridor investments/plan

Challenges	Opportunities
Lack of accessibility for people with disabilities	Utilize the river
Community isolation	Sidewalk/Bike investments
Lack of affordable housing	24 hours access to key destinations
Bus times across state line	Connect people to jobs and at irregular times
Excessive Infrastructure	Increase trails for travel, improved health outcomes
Community doesn't always trust local government	Infrastructure designed with people with disabilities in mind
Aesthetic of County especially at entry points	

Rural Areas

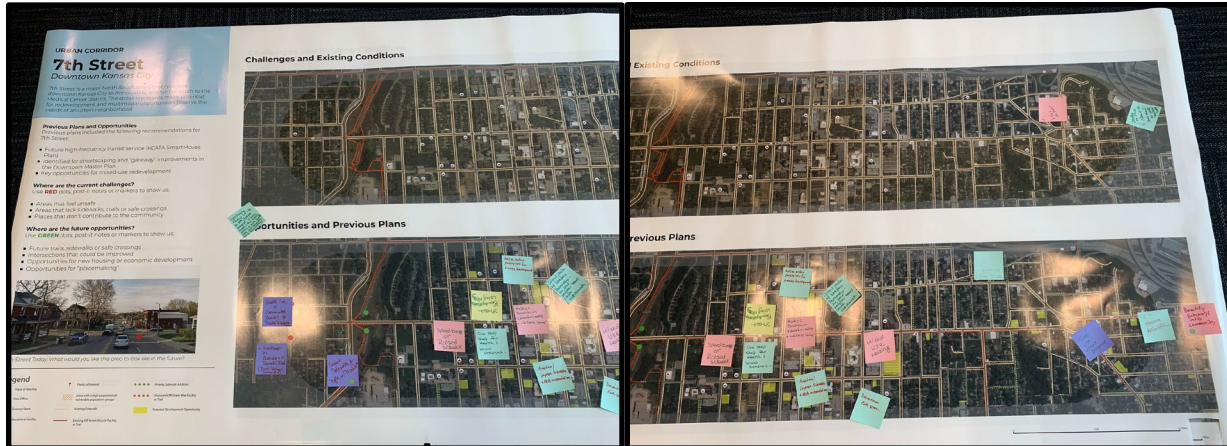
Challenges	Opportunities
Transit	Prioritize (think big and of future needs/opportunities)
Connectivity (Tiblow Transit to metro transportation; Edwardsville; Jobs)	Access to quality education at all levels
Politics	Expand jobs focused microtransit
Unused space and excessive parking (heat wave)	"Limit" dollar stores, increase grocery
Access to food, walking, transit	Implement K-32/Kaw Dr Corridor Plan

Challenges	Opportunities
Getting to quality destinations	Use Rec Trail for economic development in small towns
Safety	Prioritize K7 safety improvements
Access to jobs/housing through transit	Mobility hubs (1st and last mile)
Connecting people to high paying jobs	State Ave corridor investments/plan
Inability to differentiate urban/suburab/rural in WyCo	

Attachment 6: Operationalize Solutions Activity

Note: Table entries listed below reflect comments recorded as submitted by participants.

Urban Corridor: 7th Street - Downtown Kansas City



Corridor Challenges and Opportunities

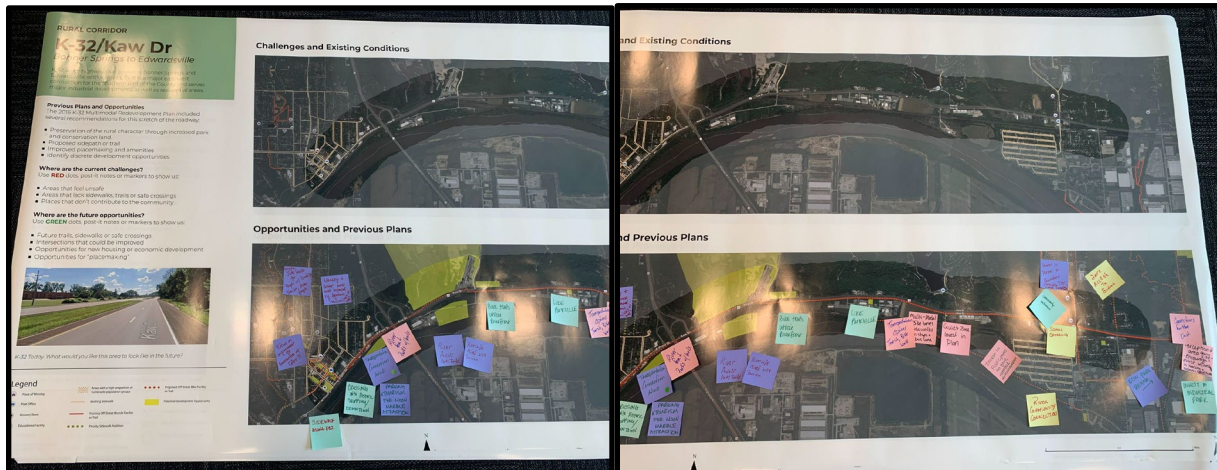
#	Future Opportunities (green dots)	Current Challenges (red dots)
1	Along Jersey Creek - east of N 7th st Trfy & south of Parallel Pkwy	Intersection of Parallel Ave & N Tremont St
2	Along Jersey Creek - west of N 7th St Trfy & south of Parallel Pkwy	On Parallel Ave between N 7th St Trfy (69 Hwy) & N 8th St
3	Connect sidewalks for people w/disabilities (Comment)	
4	Further S of I-35 to 39th / KU Med campus - increase transit & other mobility options to accom. hospital users while decreasing need for access parking	
5	South of N 7th St Trfy - Beautify entryways into community	

Comments (sticky notes)

#	Location	Comment
1	On Parallel Ave between N Tremont St & N 7th St Trfy (69 Hwy)	Health care & Communities Centers for Black/Hispanic Citizens
2	North of Parallel Ave near N 8th St	Investment in Quindaro & Parallel Blvd (Black/Hispanic Communities)
3	N 8th St between Garfield Ave & Parallel Pkwy	Connect sidewalks for people w/disabilities
4	Oakland Ave & N 7th St	Speed bumps or raised sidewalk
5	Washington Blvd between N 7th St Trfy and N 8th St	One stop shop for health & social services
6	Washington Blvd between N 6th St and N 7th St Trfy	Street beautification using history
7	State Ave and N 7th St Trfy	KCKCC Downtown education, health & wellness center
8	State Ave and N 8th St	Maintain / improve sidewalks to ADA accommodations
9	N 6th St between Nebraska Ave and State Ave	Utilize surface parking lots for housing development
10	Minnesota Ave and N 6th St (arrow pointing to existing yellow structure)	Current locatoin of Workforce Partnership - the local workforce board/center - 626 Minnesota
11	N 7th St between Ann Ave and Barnett Ave	Mixed use housing
12	West of N 8th Ave between Ann Ave and Barnett Ave	Downtown park space

#	Location	Comment
13	East of N 6th St and Ohio Ave	Place-making community shared opportunity (?)
14	Central Ave and Simpson Ave / S Pyle St	Mixed use walkable development
15	N 7th St Trfy and Bunker Ave	Housing affordable
16	South on N 7th St Trfy	South on 7th St should be considered as well ped/bike safety
17	N 6th St Trfy and N 6th St	Is this a safe intersection?

Rural Corridor: K-32/Kaw Dr - Bonner Springs to Edwardsville



Corridor Challenges and Opportunities

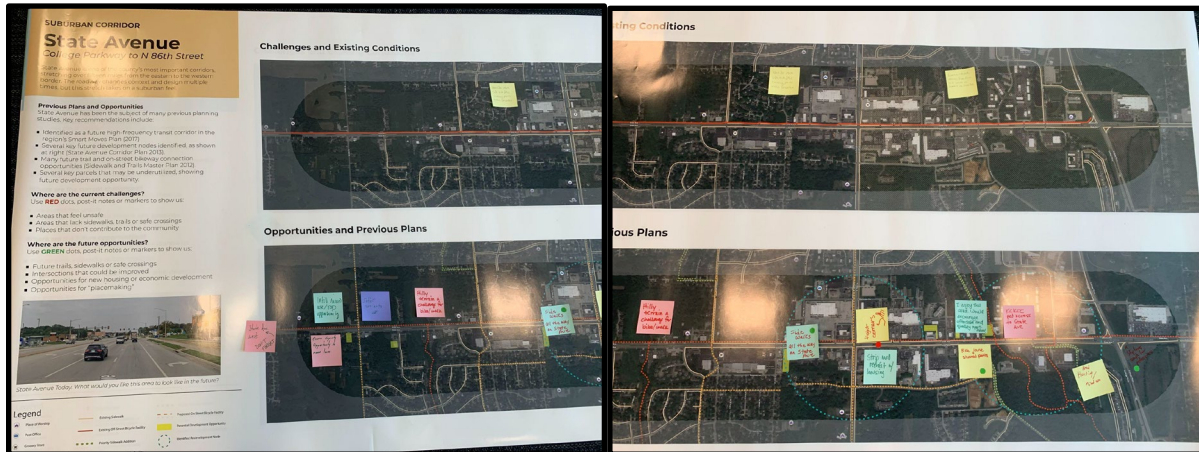
#	Future Opportunities (green dots)	Current Challenges (red dots)
1	Transportation connection hub	

Comments (sticky notes)

#	Location	Comment
1	north of E Front St and west of Highway K 7	Complete sidewalks for people w/disabilities, families, older people
2	north of E Front St and west of Highway K 7	Identify & center areas most impacted by systemic racism (not on map)
3	between S Park St and S Nettleton Ave	Focus on improvement for communities of color!!!
4	south of W Front St	Sidewalk along K32
5	south of E Front St and west of Highway K 7	Crossing into historic shopping/downtown
6	south of E Front St and west of Highway K 7	Transportation connection hub
7	south of E Front St and west of Highway K 7	Parking & tourism for Moon Marble attraction (600 E Front St, Bonner Springs KS)
8	south of E Front St and west of Highway K 7	River front parking w/trails
9	south of Kaw Dr and east of Highway K 7 (near Kansas River)	River access park /trails
10	south of Kaw Dr and east of Highway K 7 (near Kansas River)	Riverside mixed use tourism
11	south of Kaw Dr and east of Swingster Rd	Bike trails utilize Riverfront
12	south of Kaw Dr and near businness park area	Like Parkville

#	Location	Comment
13	south of Kaw Dr and near businness park area	Transportation options transit, bike, walk
14	south of Kaw Dr and near businness park area	Multi-modal bike lanes, sidewalks, bus stops & bus lane
15	south of Kaw Dr and S 111th St	Quiet zone invest in plan
16	along the Kansas River and Mission Creek Road	Invest in public parks to give natural enhancement
17	along the Kansas River and White St	River community connection
18	intersection of Kaw Dr and N 4th St	School crossing
19	north of Kaw Dr and west of N 4th St	Community entrances
20	between Edwardsville Dr and S 104th Terrace	Invest in Parrell (sp) & Quindaro (historically disinvested neighborhoods)
21	S 104th St at Edwardsville Elementary School	Safe access to school
22	Blake St - Edwardsville City Park	EDW Park rehab
23	south of Kaw Dr and east of S 98th St	Invest in industrial park
24	south of Kaw Dr and east of S 98th St	Perception of area along K-32. Encourage & assist w/investment in housing & business conditions
25	north of Kaw Dr at S 98th St	Connections further east

Suburban Corridor: State Avenue - College Parkway to N 86th Street



Corridor Challenges and Opportunities

#	Future Opportunities (green dots)	Current Challenges (red dots)
1	Sidewalks all the way on State Ave (Comment)	State Ave just east of N 78th St
2	Bike lane & shared paths	
3	Slip lanes tough for pedestrians	

Comments (sticky notes)

#	Location	Comment
1	North of State Ave and N 79th Terrace	Need for more safe bike/ped crossing points across State Ave
2	N 75th Dr and north of Nebraska Ave	Limited sidewalk access from north and south to connect to State Ave
3	North of State Ave and west of N 86th St	State Ave west - don't forget
4	North of State Ave and west of N 86th St	Excess capacity opportunity to remove lanes

#	Location	Comment
5	South of State Ave and west of N 86th St	Infill mixed use / TOD opportunity
6	North of State Ave and east of N 86th St	Safer non-auto use
7	North of State Ave and west of N 82nd St	Hilly terrain a challenge for bike/walk
8	North of State Ave and N 79th St	Sidewalks all the way on State Ave
9	East of N 78th st and north of State Ave	Tight corners
10	East of N 78th st and south of State Ave	Strip mall retrofit w/housing
11	South of State Ave and west of N 75th Dr	Bike lane & shared paths
12	North of State Ave and west of N 75th Dr	I enjoy this area. Would encourage affordable and quality apartments!
13	North of State Ave between N 75th Dr and Campus Blvd	KCKCC ped access to State Ave
14	South of State Ave between State Ave and N 70th St	Need housing / mixed use
15	Intersection of State Ave and College Pkwy	Slip lanes tough for pedestrians



• • • • • APPENDIX D

Major Streets Plan Framework

Major Streets Plan Framework

1. Purpose

This report defines a set of street design typologies for Wyandotte County that support the goDotte Strategic Mobility Plan goal of better aligning land use and transportation. GoDotte defines these typologies in three steps: updating the existing functional classification system for streets, identifying generalized land use character zones, and 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 and illustrated in a series of sample cross-sections.

2. Functional Classifications

The first step in defining street design typologies is to develop a functional classification system for streets. Functional classifications are defined by the Federal Highway Administration (FHWA) and are used to designate the characteristics and purposes of streets. This system categorizes streets based on travel speed, traffic volumes, and other characteristics. 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) adopted a functional classification system and design criteria based on the FHWA system. To ensure regional consistency, goDotte has modified Wyandotte County's functional classification categories and definitions to align with these APWA guidelines.

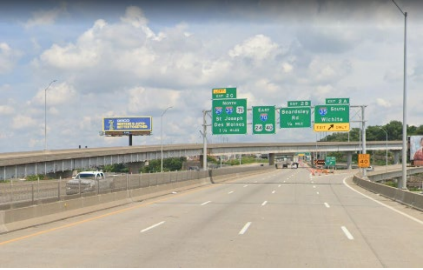

The Unified Government of Wyandotte County recently completed a Major Street Plan in which the County grouped and categorized street type within the county (excluding streets in Bonner Springs, Edwardsville, and Lake Quivira). These street types and definitions from the Kansas City Unified Development Ordinance (Code 1988, § 27-1417; Ord. No. 64690, § 1(27-77.3), 8-30-1984) are as follows:

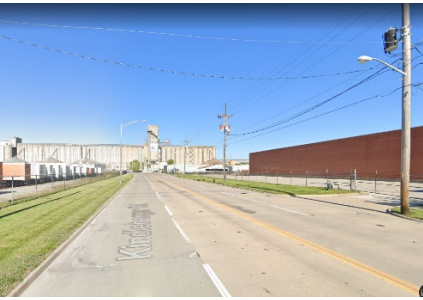

- **Freeways and expressways** - "A freeway or expressway is a limited access, high speed highway with grade separated interchanges..."
- **Class A Thoroughfare** - "The proposed right-of-way of a class A thoroughfare is 120 feet. These are thoroughfares having up to six lanes with a traffic handling capacity of up to 40,000 vehicles per day. Medians may be required, and such streets may be selectively developed as parkways."
- **Class B Thoroughfare** - "The proposed right-of-way of a class B thoroughfare is 100 feet. These are thoroughfares having up to four lanes. Medians may be required, and such streets may include on-street parking in the older commercial areas of the city."
- **Class C Thoroughfare** - "The proposed right-of-way of a class C thoroughfare is 80 feet. These are thoroughfares having up to four lanes."

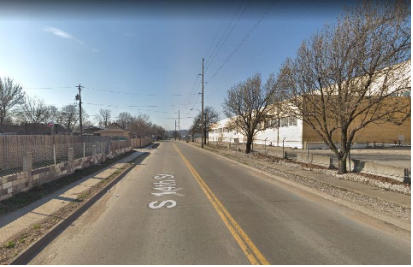

- **Collector Street** - “The proposed right-of-way of a collector street is 60 feet. A collector street's primary role is to collect traffic from the local streets it serves and move it to an arterial or thoroughfare. Residential collectors are typically spaced at one-half mile intervals from thoroughfares and provide the bulk of the mileage of streets on the major street plan. A collector street should be a wide two-lane improvement.”

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. **Table 1** summarizes proposed functional classification system for Wyandotte County based on these APWA and FHWA guidelines. This table references the corresponding category from the Major Street Plan, describes their major characteristics, and provides local examples.

Table 1. Functional Classification System

Street Type	Corresponding Major Street Plan Type	Characteristics	Local Examples
<p>Freeways and Expressways</p> 	<p>Freeways and Expressways</p>	<ul style="list-style-type: none"> • Limited access, exclusive to vehicular travel • Multi-lane roadways for higher speeds and longer distance travel • Design does not change based on surrounding land use • Local jurisdictions typically have very little control over these facilities 	<p>I-35, K-5 Highway</p>
<p>Major Arterials</p> 	<p>Class A Thoroughfares</p>	<ul style="list-style-type: none"> • Multi-lane thoroughfares that mainly serve commuting or regional travel needs • Designed to connect regional destinations with minimal travel interruption, but may respond somewhat to the surrounding land use context • Any multimodal facilities along these routes should be separated from the roadway to maintain safety and comfort for all travelers 	<p>Kansas Avenue, from 18th St to 55th St; State Avenue, from I-635 to western city limits</p>

Street Type	Corresponding Major Street Plan Type	Characteristics	Local Examples
<p>Minor Arterials</p> 	<p>Class B Thoroughfares</p>	<ul style="list-style-type: none"> • Streets that interconnect and augment major arterial streets • Multi-lane roadways that link local activity centers • Allows for faster travel than local roads, and may carry transit routes • Multimodal facilities along these roads may be needed to provide a degree of separation based on traffic volumes and speeds 	<p>Central Ave, from James St to 7th St; Fairfax Trafficway, from Kindleberger Rd to 3rd St</p>
<p>Major Collectors</p> 	<p>Class C Thoroughfares</p>	<ul style="list-style-type: none"> • Streets that collect traffic to and from local streets and distribute it to arterial streets. • Lower travel speeds and traffic volumes than arterials • Serve areas with higher density or more traffic generators and are used for longer trips. • Tend to be limited in width by the built environment and design, and provide a high degree of access • Design should vary based on the surrounding land use • Good candidates for multimodal facilities 	<p>Metropolitan Ave, from 7th St to 59th St; Donahoo Rd, from 99th St to western city limits</p>

Street Type	Corresponding Major Street Plan Type	Characteristics	Local Examples
<p>Minor Collectors</p> 	<p>Collectors</p>	<ul style="list-style-type: none"> • Streets that collect traffic to and from local streets and distribute it to arterial streets. • May serve areas with less density than major collectors and are used for shorter trips than major collectors • Tend to be limited in width by the built environment and design, and provide a high degree of access • Design should vary based on the surrounding land use • Good candidates for multimodal facilities 	<p>14th Ave, from Kansas Avenue to Argentine Boulevard; 51st Street, from Leavenworth Road to Parallel Parkway</p>
<p>Local Roads</p> 	<p>Local Roads</p>	<ul style="list-style-type: none"> • Local, slow-moving streets in primarily residential neighborhoods • Streets that provide direct access to adjacent land. • Streets that only carry traffic that has its origin and destination within the immediate neighborhood. • Other than sidewalks, dedicated multimodal facilities may not be necessary due to lower traffic volumes and slow speeds 	<p>108th Terrace; 9th St</p>

The map in **Figure 1** shows this functional classification system at a county scale. This map is based on the Master Street Plan, which did not include street classifications for Bonner Springs, Edwardsville, or Lake Quivira. This map shows an extension of the classification for Major Arterials and Freeways and Expressway streets within those cities, but other streets are not classified in this report.

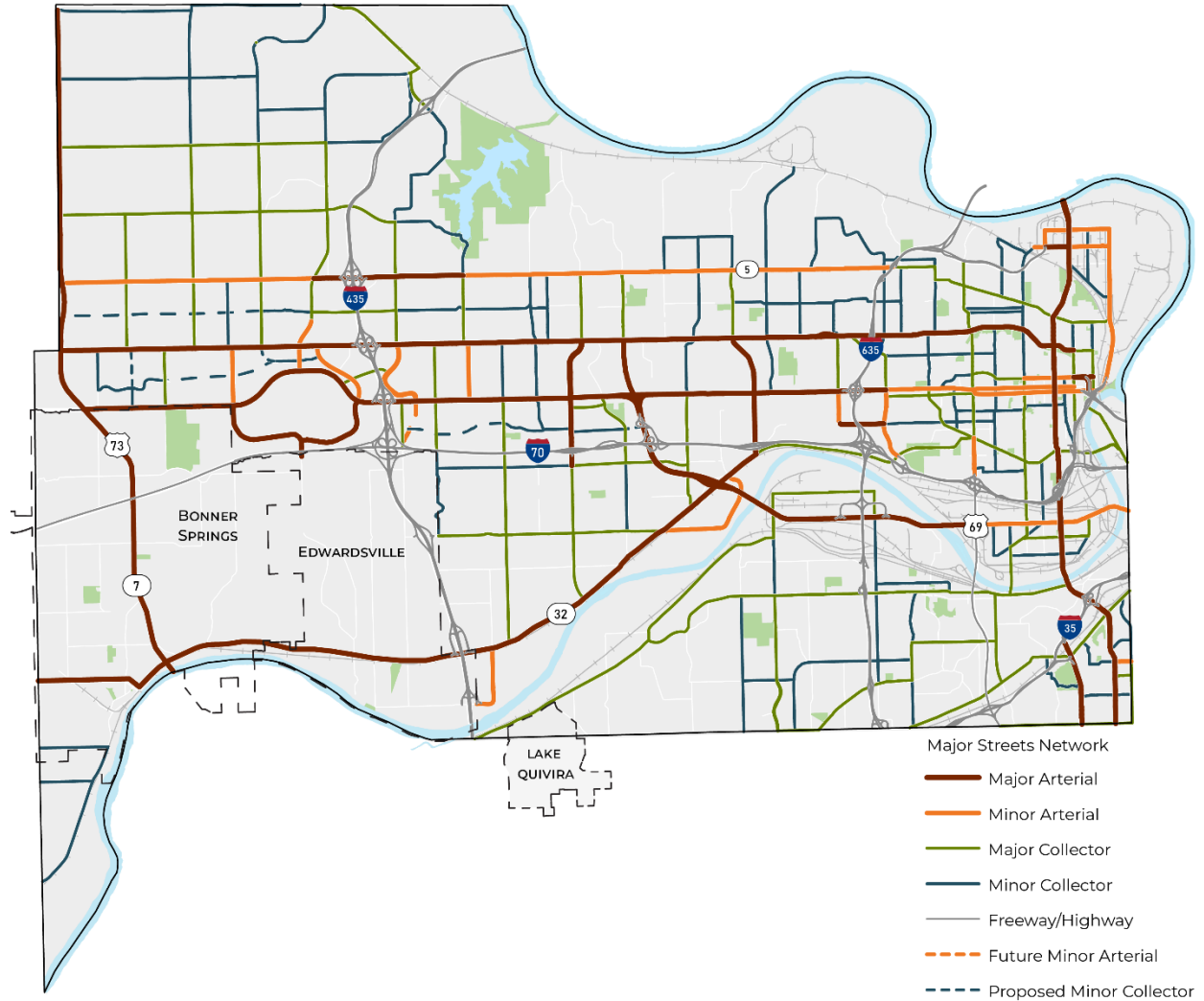


Figure 1. Functional Classification System Map

3. Land Use Character Zones

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 Citywide Master Plan. These zones are shown at a county-scale in **Figure 2**.

- **Urban Core:** Areas east of Interstate 635, including downtown Kansas City. This area is characterized by higher density and older infrastructure. This zone is roughly equivalent to the Downtown and Urban Revitalization policy areas from the Unified Government of Wyandotte County/Kansas City Citywide Master Plan.
- **Suburban Realm:** Areas west of Interstate 635 that have a more suburban land use character. This zone is roughly equivalent to the Community Development and Neighborhood Conservation policy areas from the Citywide Master Plan.
- **Rural Edge:** Areas with the lowest levels of density and planned development. This zone is roughly equivalent to the Rural Development and Rural Conservation policy areas from the Citywide Master Plan.
- **Industrial:** Areas along major railroad and freight corridors that have an industrial character and support existing and future employment opportunities. This zone is roughly equivalent to the Employment Revitalization policy areas from the Citywide Master Plan.
- **Commercial:** Areas that have a commercial character, primarily along State Avenue and portions of Interstate 435. This zone is roughly equivalent to the Mixed Use and Regional Entertainment policy areas from the Citywide Master Plan.

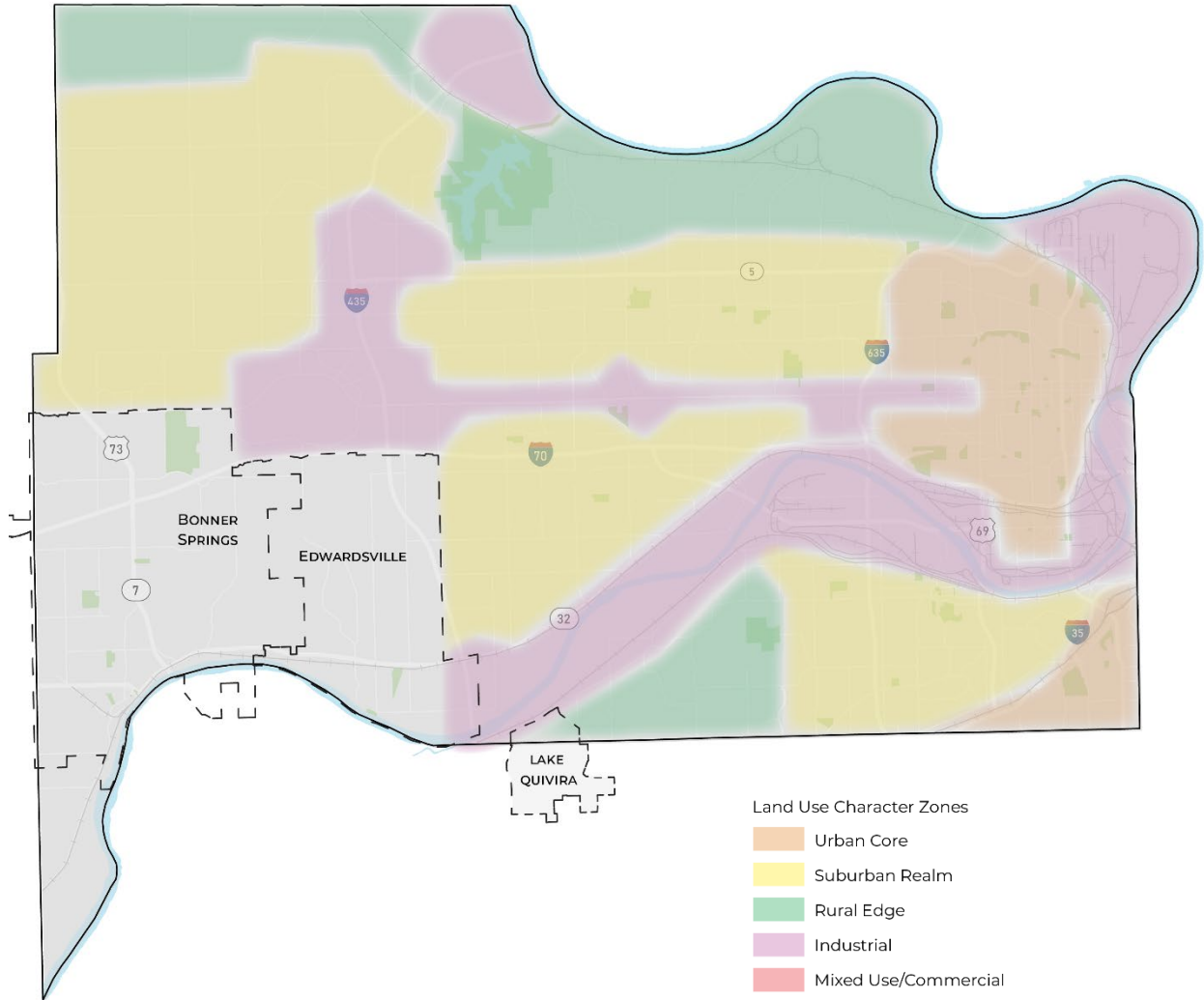


Figure 2. Land Use Character Zones Map

4. Street Design Typology

When put together, the functional classification system map (**Figure 1**) and land use character zones map (**Figure 2**) create a street design typology map (**Figure 3**) 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.

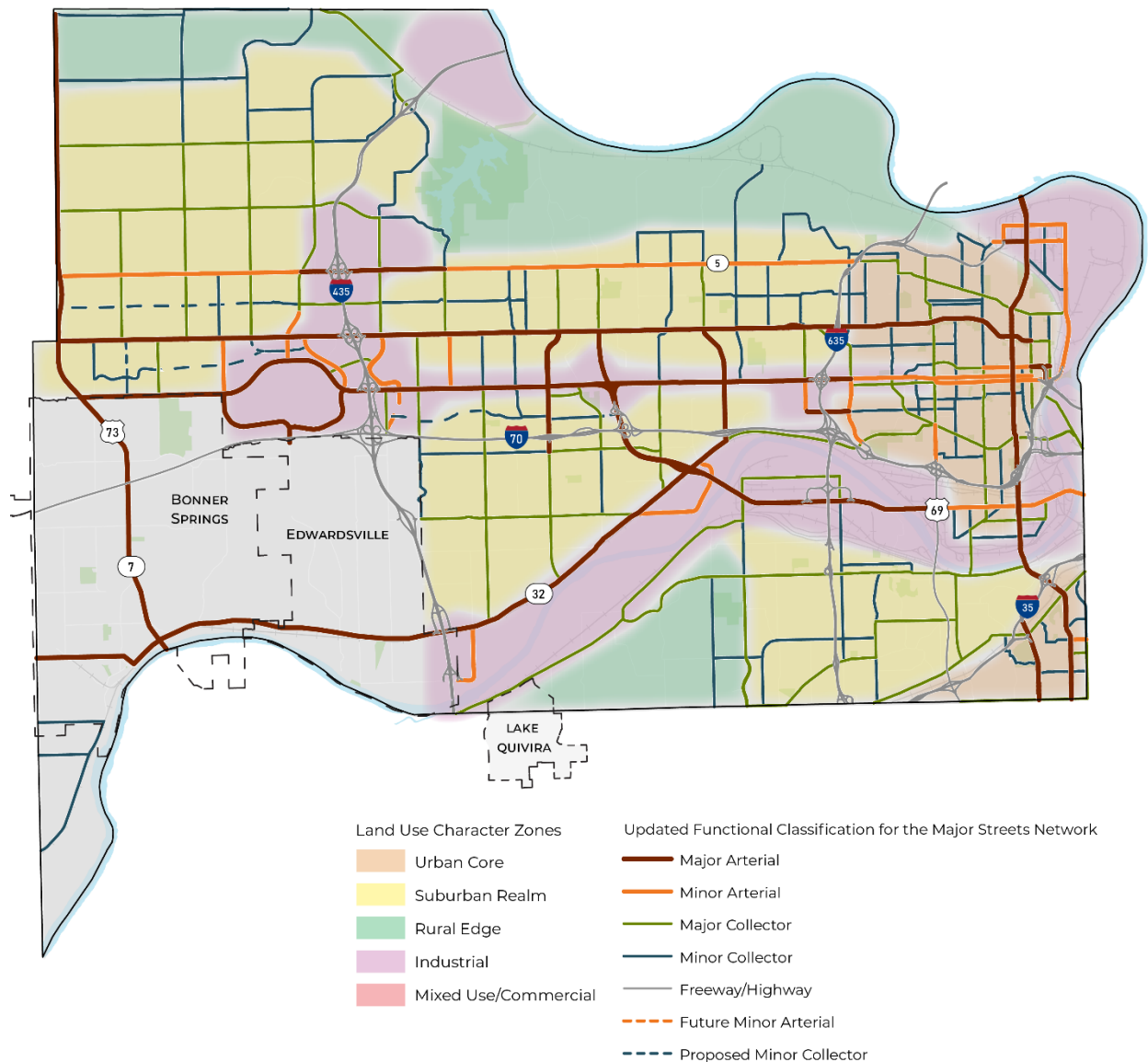


Figure 3. Street Design Typology Map

5. Street Design 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 by 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.

Each matrix is accompanied by 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 high priority.

5.1. 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

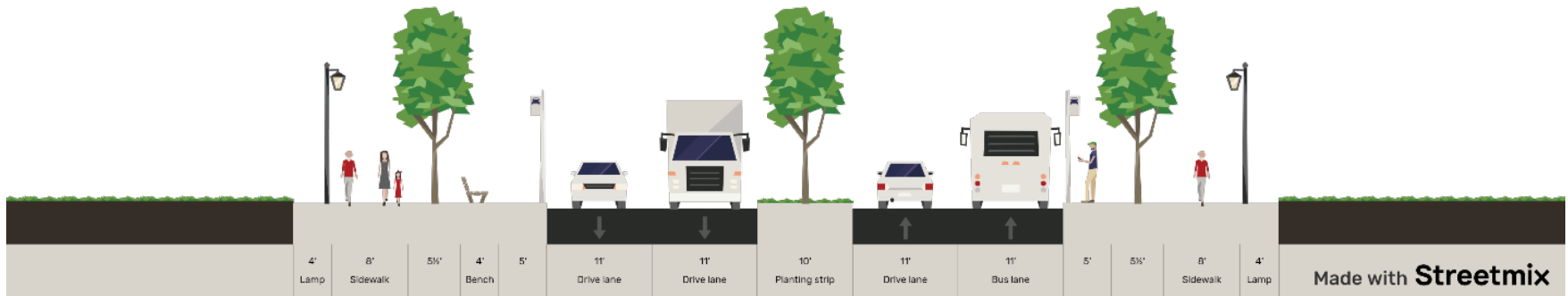
	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local Street
Street Furniture/Amenities	High	High	High	High	Medium
Buffer Zone	High	High	Medium	Medium	Low
Landscaping/Street Trees	High	High	Medium	Medium	Medium
Pedestrian Accommodation	High	High	High	High	High
Preferred Pedestrian Facility	Sidewalk on both sides of roadway	Sidewalk on both sides of roadway	Sidewalk on both sides of roadway	Sidewalk on both sides of roadway	Sidewalk on both sides of roadway

Urban Core Sample Cross-Sections

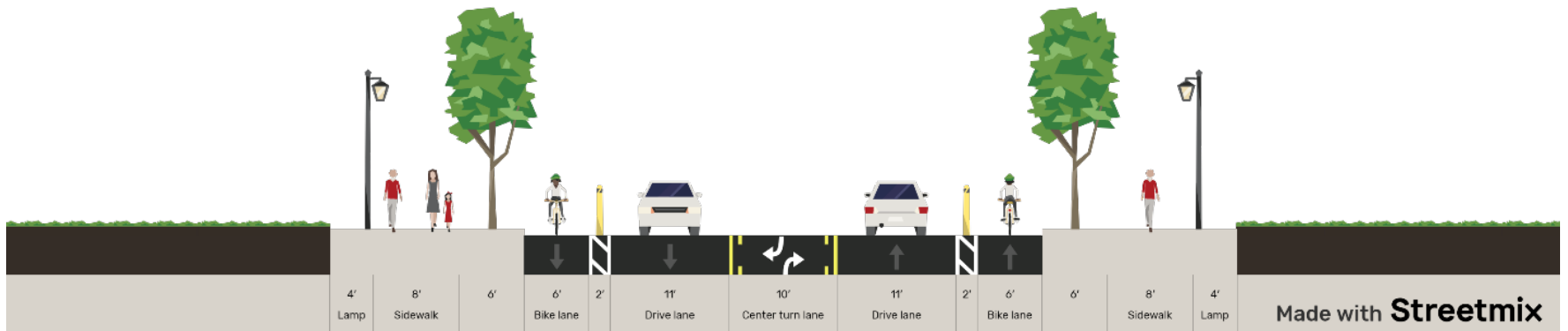
The cross sections on the following pages illustrate ideal design examples of each of the street types in the Urban Core zone.¹

¹ All cross sections were created using Street Mix.

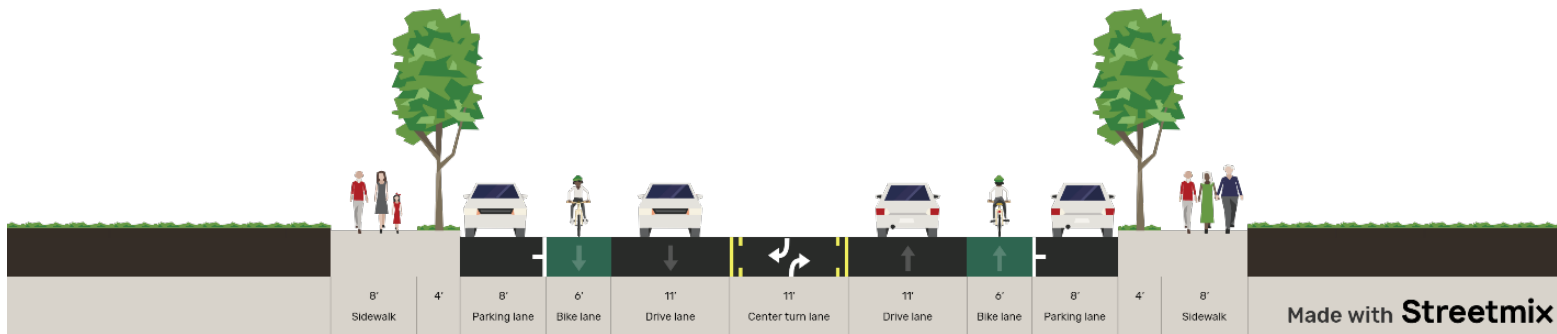
Urban Core Major Arterial



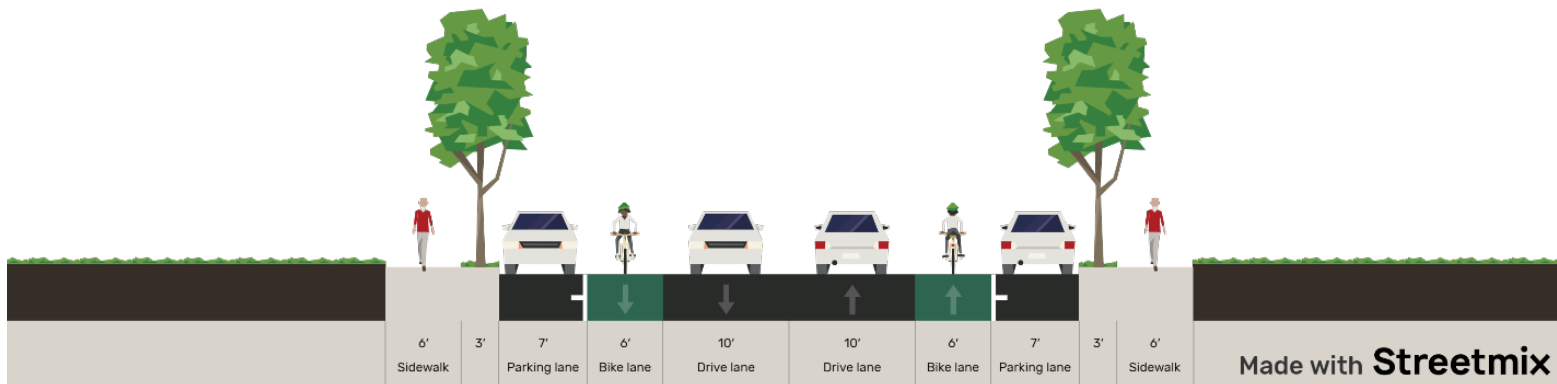
Urban Core Minor Arterial

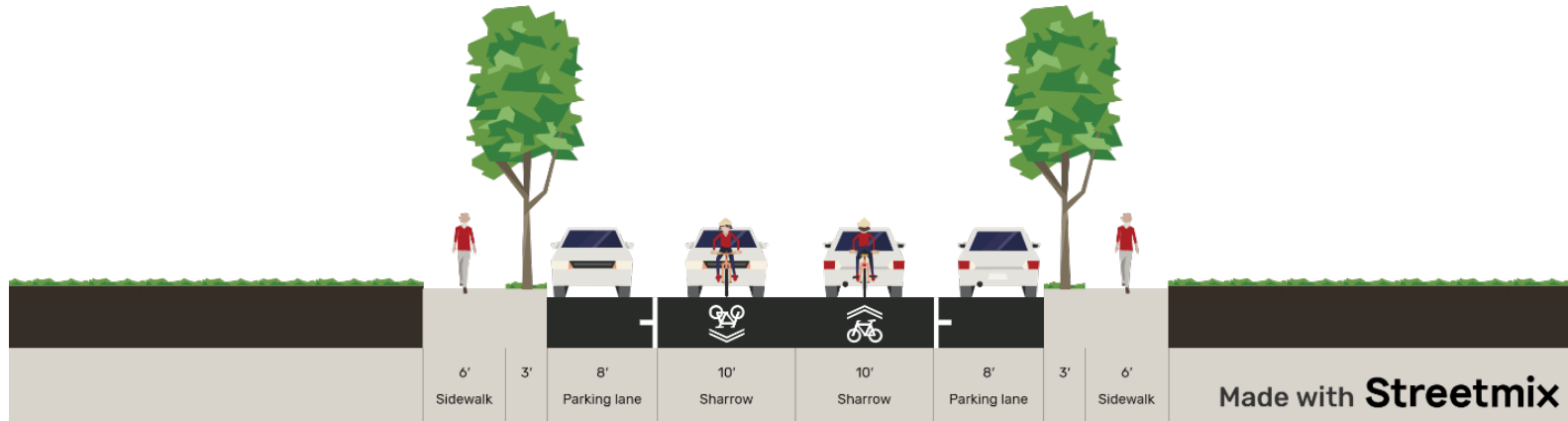


Urban Core Major Collector



Urban Core Minor Collector





5.2. 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	Medium	Low	Low	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

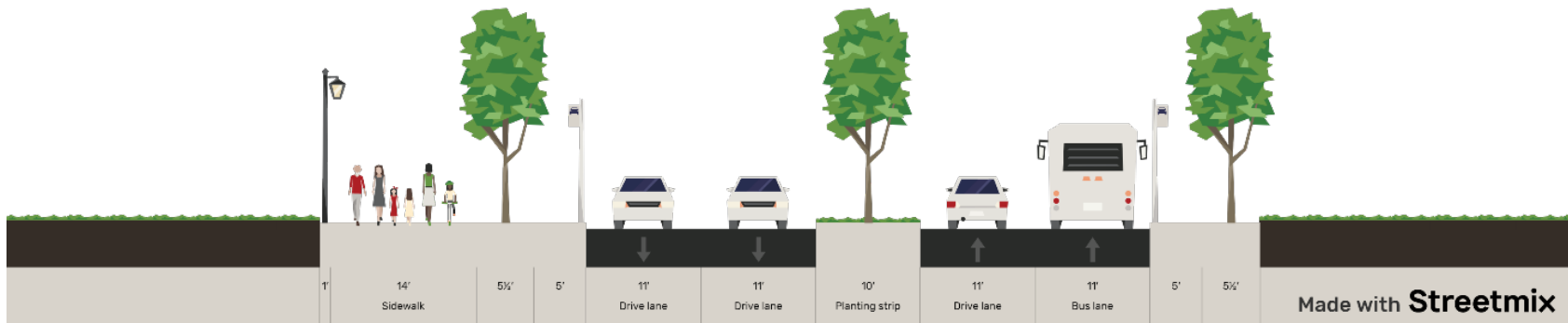
	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local Street
Street Furniture/Amenities	Medium	Low	Low	Low	Low
Buffer Zone	High	High	Medium	Medium	Low
Landscaping/Street Trees	Medium	Medium	Medium	Low	Low
Pedestrian Accommodation	High	High	High	High	High
Preferred Pedestrian Facility	Sidewalk on one side of roadway	Sidewalk on one side of roadway	Sidewalk on one side of roadway	Sidewalk on one side of roadway	Sidewalk on one side of roadway

Suburban Realm Sample Cross-Sections

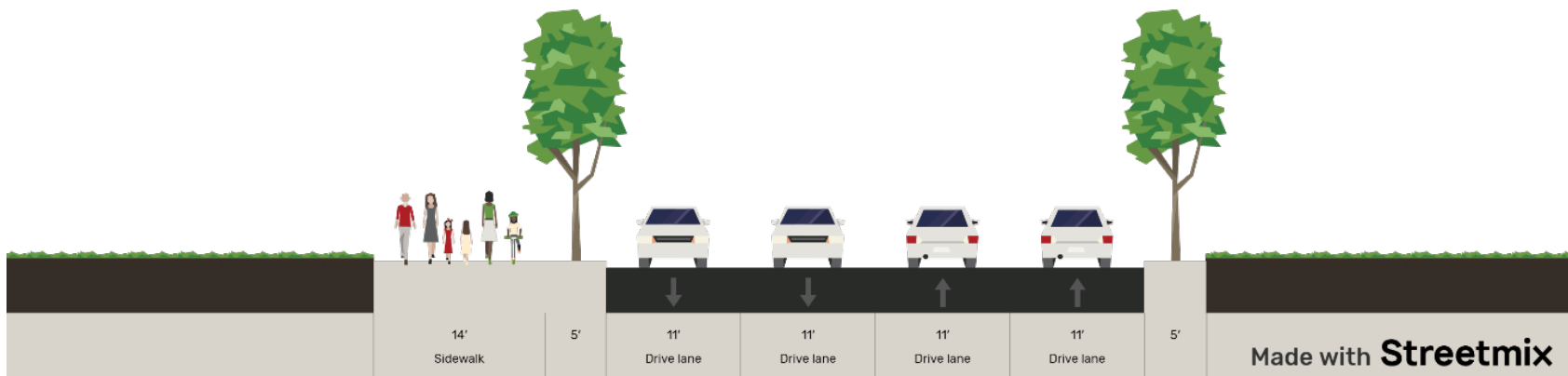
The cross sections on the following pages illustrate ideal design examples of each of the street types in the Suburban Realm zone.²

² All cross sections were created using Street Mix.

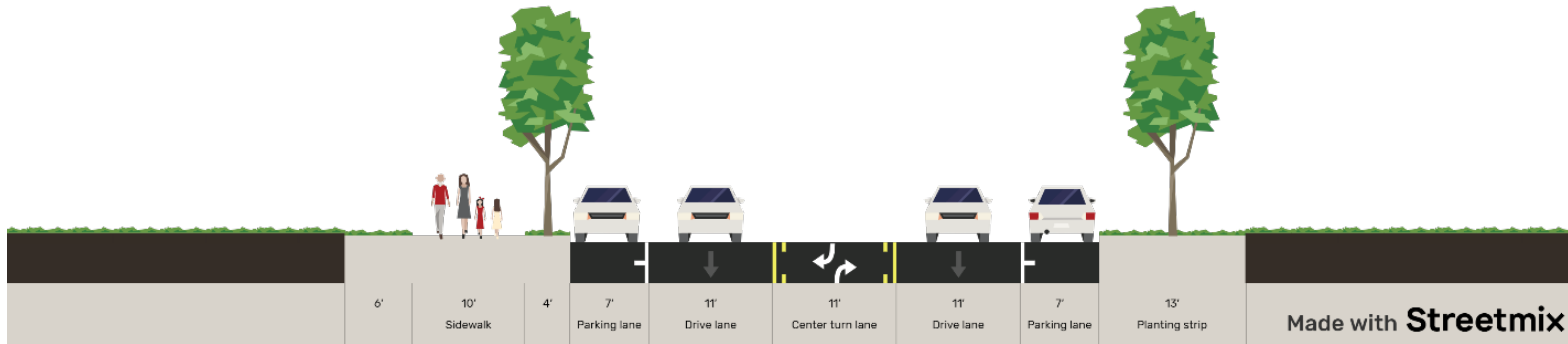
Suburban Realm Major Arterial



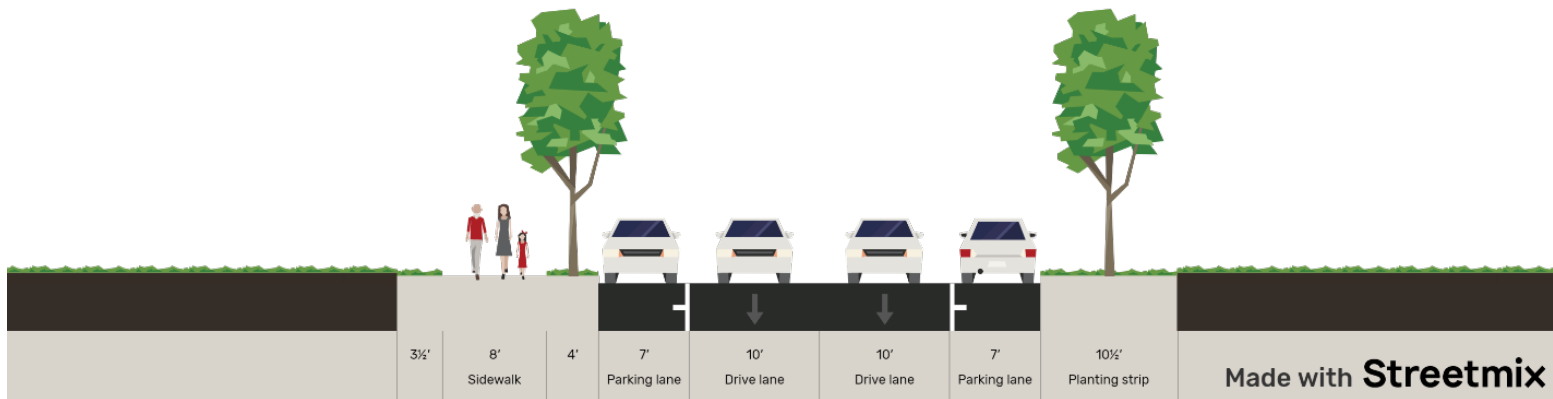
Suburban Realm Minor Arterial



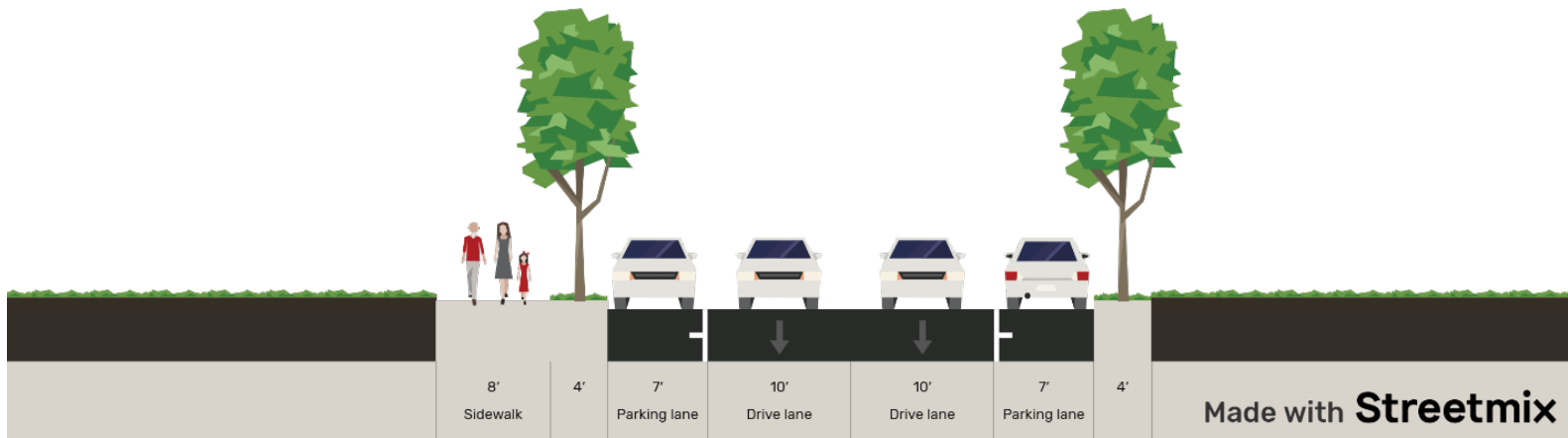
Suburban Realm Major Collector



Suburban Realm Minor Collector



Suburban Realm Local Street



5.3. 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

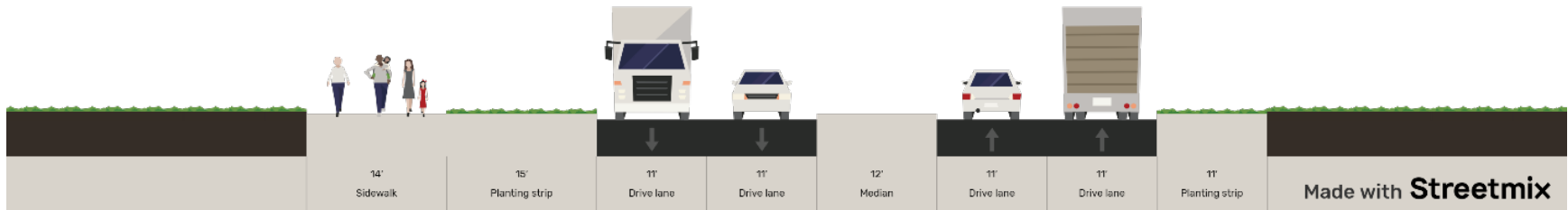
	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local Street
Street Furniture/Amenities	Low	Low	Low	Low	Low
Buffer Zone	Medium	Medium	Medium	Medium	Low
Landscaping/Street Trees	Low	Low	Low	Low	Low
Pedestrian Accommodation	Low	Low	Low	Low	Low
Preferred Pedestrian Facility	Sidepath	Sidepath	Paved Shoulder	Paved Shoulder	Paved Shoulder

Rural Edge Zone Sample Cross-Sections

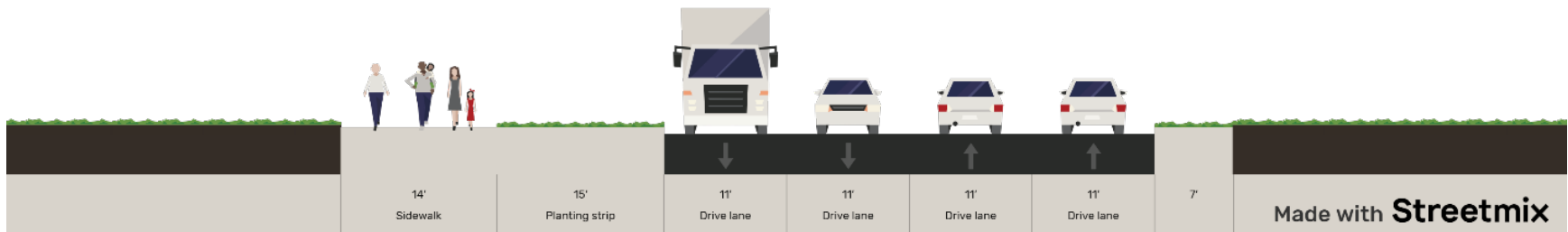
The cross sections on the following pages illustrate ideal design examples of each of the street types in the Rural Edge zone.³

³ All cross sections were created using Street Mix.

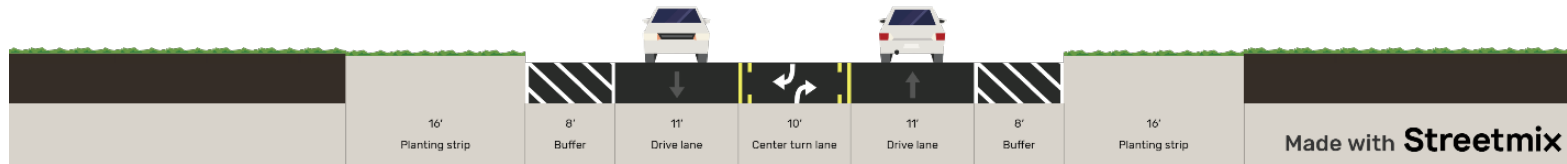
Rural Edge Major Arterial



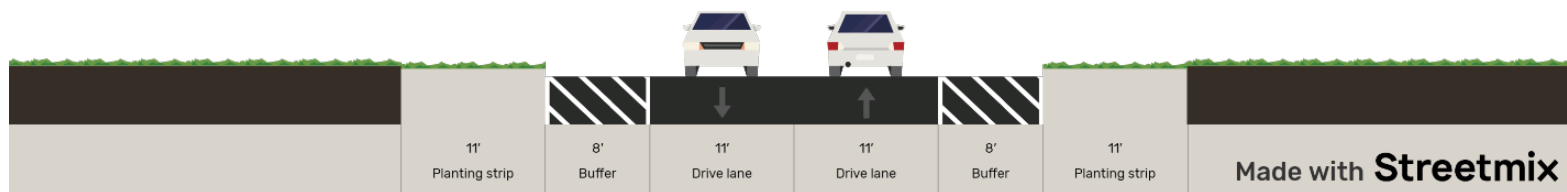
Rural Edge Minor Arterial

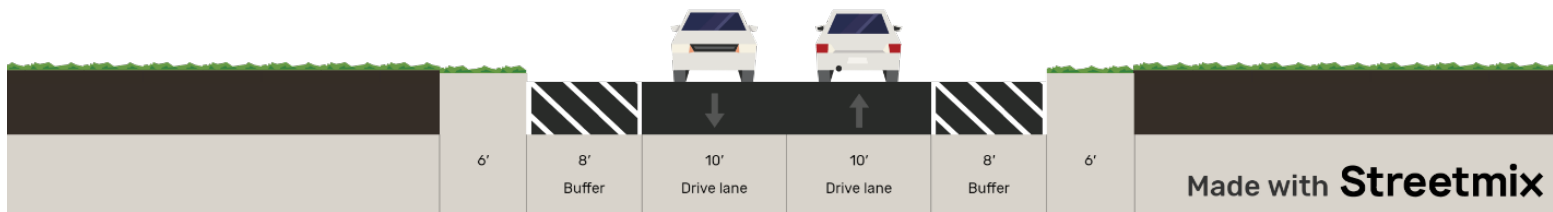


Rural Edge Major Collector



Rural Edge Minor Collector





5.4. 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.

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	Low	Low	Low
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

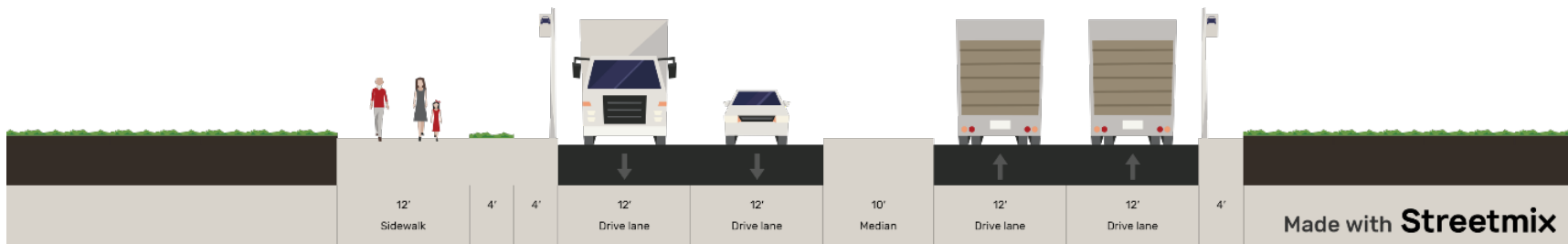
	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local Street
Street Furniture/Amenities	Low	Low	Low	Low	Low
Buffer Zone	Medium	Medium	Low	Low	Low
Landscaping/Street Trees	Medium	Medium	Low	Low	Low
Pedestrian Accommodation	Medium	Medium	Medium	Medium	Medium
Preferred Pedestrian Facility	Sidewalk on one side of roadway	Sidewalk on one side of roadway	Sidewalk on one side of roadway	Sidewalk on one side of roadway	Sidewalk on one side of roadway

Industrial Zone Sample Cross-Sections

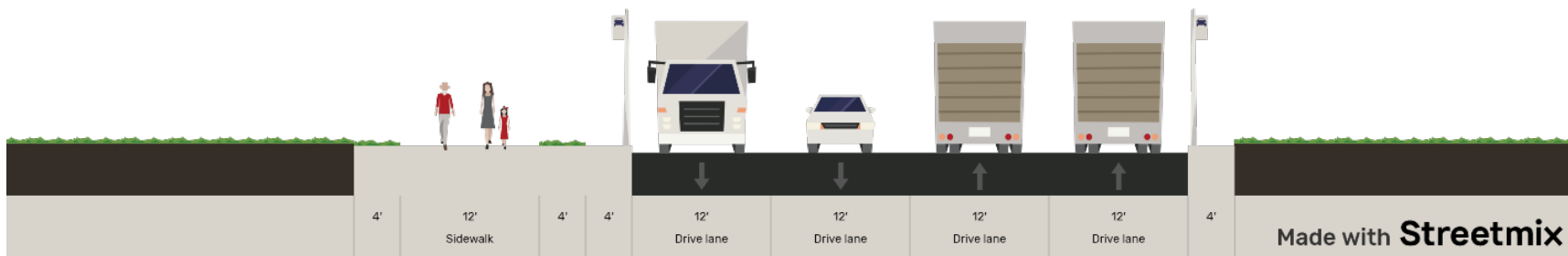
The cross sections on the following pages illustrate ideal design examples of each of the street types in the Industrial zone.⁴

⁴ All cross sections were created using Street Mix.

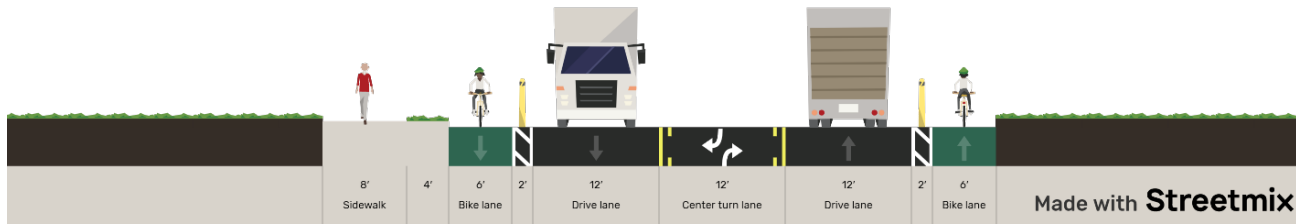
Industrial Zone Major Arterial



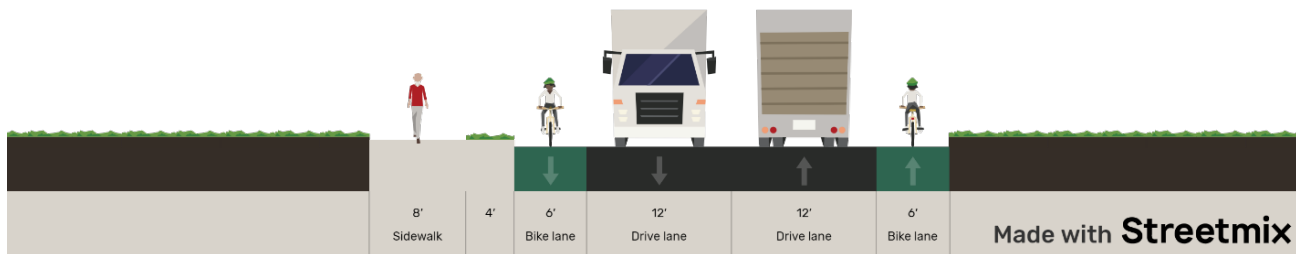
Industrial Zone Minor Arterial



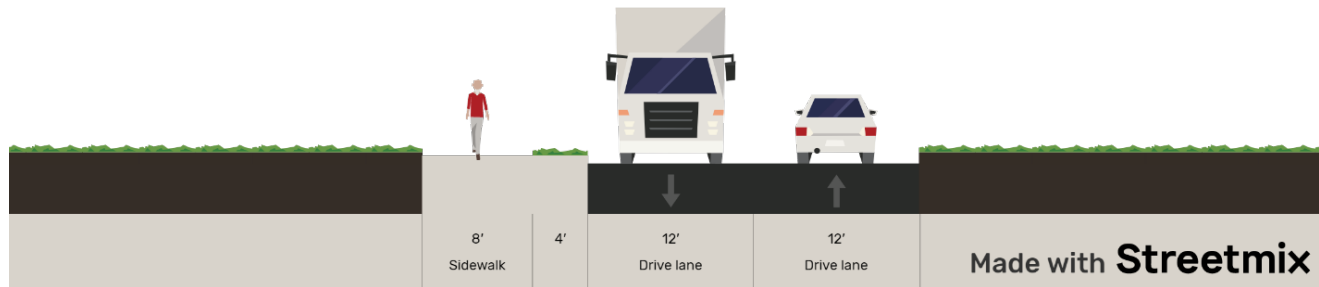
Industrial Zone Major Collector



Industrial Zone Minor Collector



Industrial Zone Local Street



5.5. Commercial/Mixed Use Zone

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	Curb and Gutter	Curb and Gutter	Curb and Gutter	Curb and Gutter

Pedestrian Realm

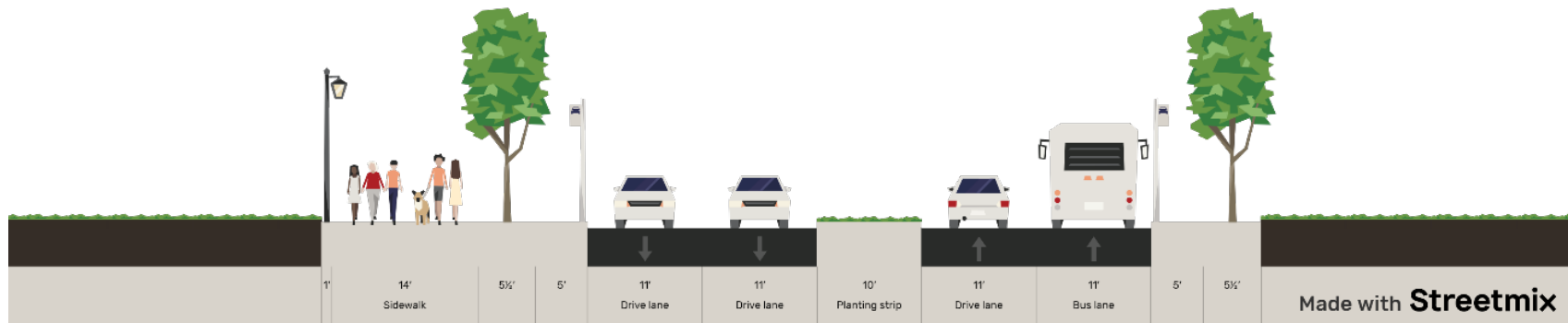
	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local Street
Street Furniture/Amenities	Medium	Low	Low	Low	Low
Buffer Zone	High	High	Medium	Medium	Low
Landscaping/Street Trees	Medium	Medium	Low	Low	Low
Pedestrian Accommodation	High	High	High	High	High
Preferred Pedestrian Facility	Sidewalk 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

Commercial/Mixed-Use Zone Sample Cross-Sections

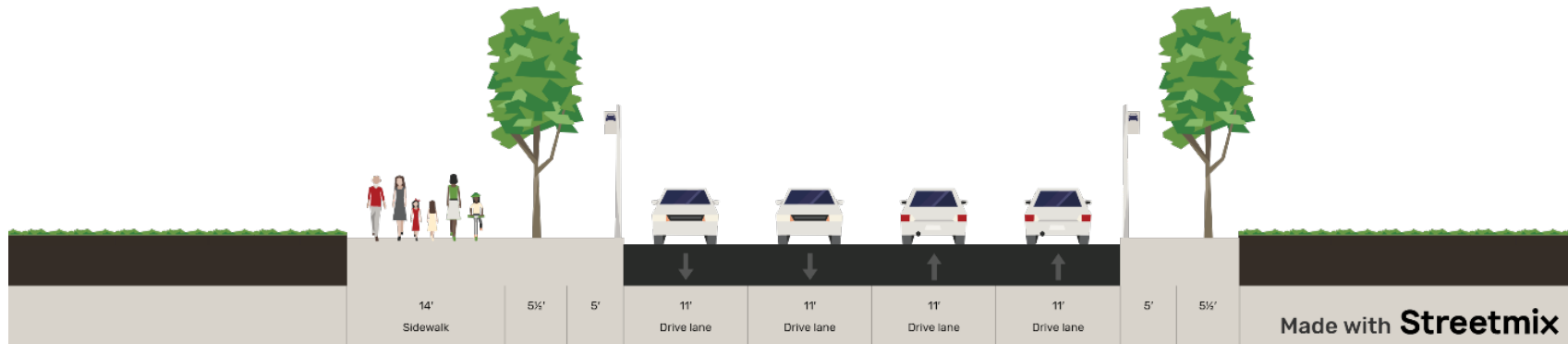
The cross-sections on the following pages illustrate ideal design examples of each of the street types in the Commercial/Mixed-Use zone.⁵

⁵ All cross sections were created using Street Mix.

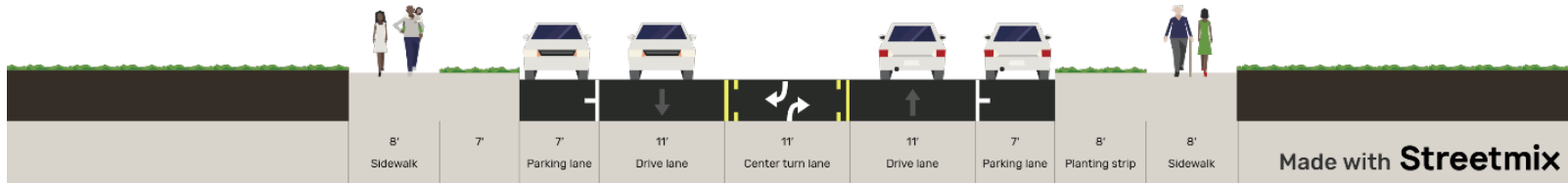
Commercial/Mixed Use Zone Major Arterial



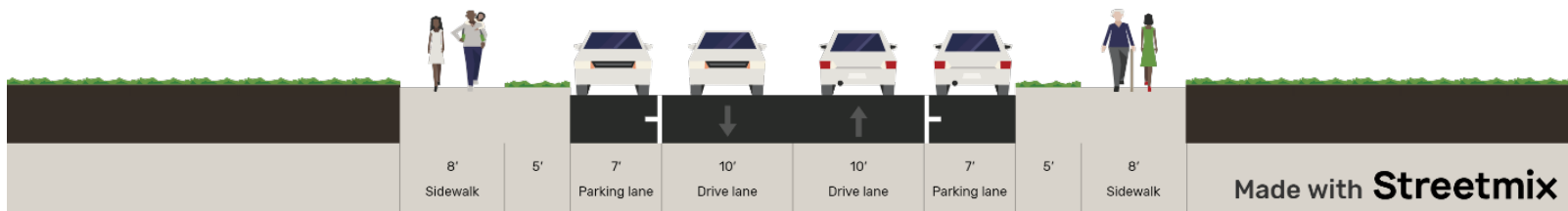
Commercial/Mixed Use Zone Minor Arterial



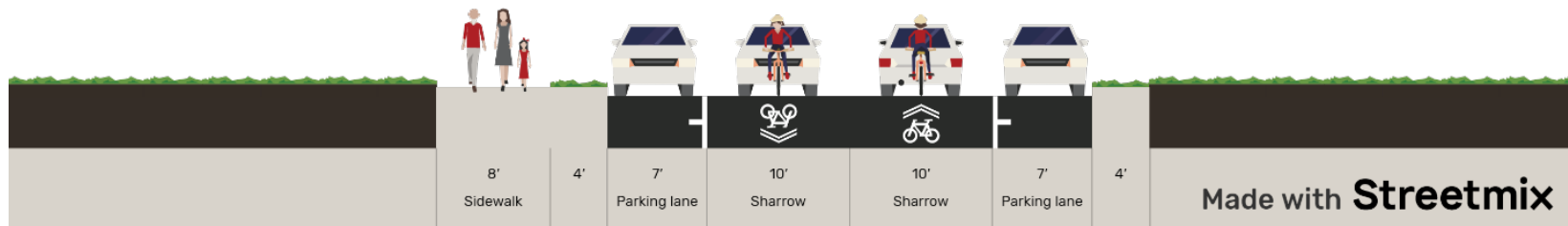
Commercial/Mixed Use Zone Major Collector



Commercial/Mixed Use Zone Minor Collector



Commercial/Mixed Use Zone Local Street





• • • • • APPENDIX E

Regional Long-Range Plan Projects in Wyandotte County

Projects Associated with Wyandotte County in Connected KC 2050 (Regional Long-Range Plan)

ORGANIZATION	PROJECT	TYPE	DESCRIPTION
BikeWalkKC	Regional Safe Routes to School Programming (KS)	✓	Continues existing SRTS non-infrastructure funding currently being provided by BikeWalkKC and in partnership with other jurisdictions; includes Youth Bicycle Education and walking school bus programs at K-12 school sites, technical assistance and student travel planning for schools/school districts, and other outreach/encouragement events.
	Shared Use Mobility Expansion and Renewal (KS)	✓	This project focuses on two parts: (1) renewal of the current bike share system by replacing bikes, kiosks, docks, and other equipment and (2) expansion of the shared use mobility network with addition of more bikes and stations, plus the introduction of new technologies like e-bikes, scooters, and other technologies that may emerge.
Bonner Springs	Kansas Avenue Improvements	✓	Project includes widening of Kansas Avenue to accommodate pedestrian and vehicle traffic. Improvements include curb and gutter, sidewalks, storm sewers, street lighting, and replacement signing.
	Metropolitan Avenue Improvements	✓	Widening of Metropolitan Avenue. Improvements include curb and gutter, sidewalks, grading improvements, storm sewer, pavement markings, street lighting, and replacement signing.
	South 134th Street Improvements	✓	Improvements include curb and gutter, sidewalks, storm sewer, pavement markings, street lighting, and replacement signage. Project will significantly enhance pedestrian and driver safety.
	138th Street Improvements	✓	Includes widening of 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.
	Nettleton Avenue Extension	✓	The project includes the construction of 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.
	Multi-Modal Transit Hub	➔	Multi-modal Transit Facility intended to incorporate accessibility for pedestrian, bicycle, and traditional transit opportunities with a downtown location that fits multiple connections, while enhancing access to Tiblow Public Transit System.
Edwardsville	98th Street Connector	✓	Widening of 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.
	Edwardsville Drive - Phase 2	✓	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.
	Riverview Avenue	✓	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
KCATA	Fast and Frequent Service: 101 - State Ave	✓	Develop Fast and Frequent (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.
	Fast and Frequent Service: All Other (39th, 75th, and 7th)	➔	Develop Fast and Frequent (15 minutes or less) transit service along the 7th Street Corridor in KCK. This corridor was identified in Smart Moves 3.0, the region's long-range transit plan.
	Smart Moves/RideKC - All Other Services (Support/Express/Microtransit)	➔	The Smart Moves 3.0 plan envisions a mobility landscape that includes efficient, high-ridership transit service linked by well-located mobility hubs where riders can transfer from one fixed route to another or connect with mobility services to get where they need to go. Transit agencies, local governments, and MARC use this plan to guide development of new projects and initiatives that seek to: increase the number of jobs accessible by transit and mobility services, increase ridership of transit and use of other mobility options, increase development/redevelopment along high-capacity corridors and near mobility hubs, increase availability of customer information and resources through technology, increase funding for transit and mobility services, decrease greenhouse gas emissions and other transportation-related pollutants.
	Smart Moves/RideKC - Mobility Hubs Phase 1	➔	This application is specifically for the network of 63 mobility hubs included in the 3.0 iteration of the Smart Moves update, including several in Wyandotte County. Mobility hubs are central places or districts that act as converging points for public transit and an integrated suite of mobility services, scaled for their respective environments and functions. Mobility hubs are also areas where there is an intensive concentration of working, living, shopping and/or playing in the form of mixed-use development. These locations are also most likely to be integrated into a transit-supportive or transit-oriented development pattern.
KC Streetcar Authority	Kansas City Streetcar - Long-Range Expansion	➔	Planned long-range expansion of the KC Streetcar system; several extensions are proposed including a potential western connection linking downtown KCMO and KCK, and potentially interlining with an Independence Avenue extension

LEGEND: ✓ Constrained ➔ Illustrative

ORGANIZATION	PROJECT	TYPE	DESCRIPTION
KDOT	18th Street Bridge Replacement	✓	Project to replace a bridge that is near its useful life--which was extended by extensive repairs in 2018. The bridge spans both the Kansas River and BNSF rail lines and is served by KCATA/UG Transit routes. There is a potential for bike/ped users to be accommodated on the replacement bridge pending the outcome of the 18th Street Bridge Replacement Study.
	I-435/State Ave Diverging Diamond Interchange (DDI)	✓	Reconstruction of the interchange to a diverging diamond interchange (DDI) to replace an existing partial cloverleaf configuration, providing improved traffic flow and addressing safety concerns, especially for bicyclists and pedestrians, in the growing Village West area.
	Lewis and Clark Viaduct Phase 2	✓	Rehabilitation and/or replacement of the nine Lewis and Clark Viaduct bridges and associated roadway improvements to facilitate safe and efficient traveler mobility Improve infrastructure condition, enhance safety, improve traveler mobility and accessibility, and support KCKs economic (re)development initiatives. Phase 1, replacement of the westbound I-70 bridge, is complete. This project is for Phase 2, the eastbound I-70 viaduct.
	I-70/K-7 interchange (Several Phases)	✓	Reconstruction of the I-70/K-7 interchange and K-7 corridor north and south of I-70, including widening K-7 to 6 lanes and providing C-D roads in locations to improve weave lengths. The project will remove 4 at-grade intersections, addressing crash severity and frequency, by providing 2 service interchanges at Kansas Ave and 130th Street, and a System-to-System interchange at K-7/I-70. Bike/ped crossings are included with the two interchanges at Kansas Ave and 130th Street.
	I-70/I-435 Interchange Flyover Ramp	➔	Construction of a flyover ramp at the I-70/I-435 interchange that replaces an existing interchange ramp of a different design.
	I-70/K-7 interchange (Several Phases)	➔	Further improvements at the I-70/K-7 interchange including additional ramp connections and bridges.
	K-7 Corridor Upgrade Phase 2: Lansing to State Ave	➔	Modify K-7 to freeway design standards and construct expressway intersection enhancements from State Avenue north to the City of Lansing in accordance with the K-7 Corridor Management Plan.
MARC	Dynamic Message Board Arterial Expansion and All-Inclusive Transportation Dashboard (KS)	✓	Expand the use of Dynamic Message Signs on arterials adjacent to key freeway decision points as well as other key arterials. Also develop an integrated software dashboard that merges existing transportation information that includes several transportation modes integrated into one source. Through the use of one website/mobile app, trip information on all modes of travel is displayed to the user allowing them to make the best decision with regard to mode and expected travel times. This data would include real-time transit schedules, interstate travel times, incident data, car-sharing availability, ride-hailing service availability, streetcar arrival times, bike-share locations and availability, etc. The dashboard could be developed and funded through a private Transit Management Association and/or advertising and even include incentivization in order to encourage multi-modalism.
	Expansion and Enhancement of the Operation Green Light Program in the Kansas City Region (KS)	✓	Enhancement of the Operation Green Light Program in Kansas City: This will include expansion of OGL to cover more arterial miles in the metro area, formalized arterial diversion route programs on both OGL routes and non-OGL routes, greater coordination between OGL and KC Scout, and, in the future, providing signal data to connected vehicles via roadside equipment or third party providers.
	Implement Dynamic Lanes / Managed Lanes on Regional Interstates (KS)	✓	Implement Dynamic Lanes/Managed Lanes on major area interstates with multi-purpose traffic management gantries over the highway that can provide for dynamic lane assignments, lane management, variable pricing, variable speed limits, traveler information, bus only lane assignments, etc. to control access and actively manage traffic. Routes include several of the major interstate routes in the Kansas City Region: I-35, I-435, I-470 and I-29.
	Electric Vehicle Carshare Program for Low-Income Communities (KS)	✓	The intent of this project is to provide an EV carsharing network for low-income communities as a means to provide 1) an additional mobility option for low-income residents who cannot afford or would like the option not to own a personal vehicle, 2) a zero-emission transportation option that can help decrease harmful emissions that disproportionately affect the health of low-income and minority populations and contribute to climate change, and 3) greater accessibility to jobs, healthy food, healthcare and other opportunities.
	MetroGreen Stream and Ecosystem Restoration (KS) - Phase 1	✓	Facilitate biking and walking along MetroGreen and connected local trail corridors; project efforts would focus on restoration of streams, wetlands, glades, prairies and riparian corridors adjacent to regional and local trails.
	Native Landscaping on Highway Rights of Way (KS)	✓	An estimated 27,487 acres of highway right of way in the MARC region will be revegetated using native landscaping, replacing current monocultural seed mixes of cool season grasses commonly used throughout the region. Native landscaping will save money and improve air quality(by reducing mowing), and provide other climate resilience, aesthetic, and environmental benefits.

LEGEND: ✓ Constrained ➔ Illustrative

ORGANIZATION	PROJECT	TYPE	DESCRIPTION
MARC (continued)	Wyandotte County Combined Regional Bikeway Network and MetroGreen Trail System	Constrained	An estimated 1,713 miles of unimproved regional bikeway corridors (roadway corridors) and 917 miles of unimproved MetroGreen trails remain to complete these regional networks.
	Tree Planting at Bus Stops	Illustrative	Trees will be planted at every ATA bus stop in the region. An estimated 4,500 bus stops would be planted with an average of one tree per stop, at an estimated cost of \$500/tree. The cost includes planting and watering for three years.
	Tree Planting at Mobility Hubs	Illustrative	Approximately 100 trees will be planted at every mobility hub in the region. The budget assumes a higher cost of \$1000/tree (site preparation, planting, maintenance, replacement if needed) because of site constraints and increased maintenance requirements. Trees will be planted based on allied strategies and plans associated with green and complete streets, local place-making, and environmental and stormwater management needs and opportunities.
Unified Government	Rosedale University Town Complete Streets Project	Constrained	This project includes a combination of a multi-use sidepath trail on Rainbow Boulevard (from Southwest Boulevard to 47th Street) and on-street protected two-way cycletrack on 39th Street. The project also includes enhanced transit facilities and operations on Rainbow Boulevard. The project maintains vehicular facilities to ensure acceptable traffic operations and is paired with land use strategies to increase density around the major corridors within the activity center. This project is an implementation step of the Rosedale University Town Planning Sustainable Places Plan.
	State Highway System Improvements	Constrained	Make upgrades to the state highway system where it meets the local street system. The proposed project consists of mainly intersection/interchange replacements and reconfigurations. Intersections included are I-70 and 110th Street, I-70 and I-435, I-70 and I-635, I-70 and 18th Street, I-70 and US-69; I-435 and State Ave, I-435 and Parallel, K-7 and Parallel, K-7 and Leavenworth, K-7 and Donahoo, K-7 and Hollingsworth, K-7 and Polfer, K-7 and Marxen, State Avenue and Village West Parkway in conjunction with I-435 and State, I-35 and Lamar, I-35 and Mission/SW Boulevard. Additional projects included are the Inner City Viaduct Phases 2 through 6 based on the study completed by KDOT and the Bbridge on US-69 over entering Fairfax.
	Turner Diagonal Corridor Improvements, K-32 to Leavenworth Road	Constrained	Create a more uniform roadway profile to provide effective and efficient travel for every day users and larger commercial type traffic as well. In order to accomplish this, portions of this corridor would be looked at for potential "road diet", appropriate signal timings, routing signage, bike/ped trail access along the corridor (and to near by community centers or point of interest). The characteristics of this corridor would change from the wide open, expressway look that it has currently to a more modern section.
	118th Street and 123rd Street Reconstruction Projects	Constrained	Projects along these corridors are direct improvements needed due to currently planned and future unplanned developments. The southern portions of the project are will involve the re-alignment of 118th Street from State Ave to match up with Parallel Parkway at 123rd St. These improvements will be in relation to a currently planned development at this location. The northern portions of this project from Parallel Parkway to Polfer Road would be reconstruction of the current rural standard profile roadway into a modern collector roadway, as residential development over the last 15 years has increased and is currently seeing a much larger volume of traffic than it was originally designed for. The characteristics of this corridor would change from the older rural standard to a look that has a more modern section.
	Bike/Pedestrian Bridge Crossing the Kansas River Near K-7	Constrained	This project will identify an appropriate location for an exclusive pedestrian and cyclists bridge crossing the Kansas River, near the K-7 highway. The bridge would represent a safe alternative for non-vehicular transportation and serve as a connector for sidewalks, bike trails, and walking paths on both sides of the river. The bridge would preferably connect to or cross K-32 in some manner, both because of K-32's route parallel with the Kansas River and because of efforts in the K-32 Corridor Master Plan to incorporate bicycle/pedestrian accommodations.
	Donahoo Road Reconstruction, Hutton Road to 115th Street	Constrained	This project will serve as the final piece of a series of project that have created improvements along Donahoo Road, from K-7 to I-435. This phase will include widening, storm drainage considerations, and bike/ped trail access along the corridor. The characteristics of this corridor would change from the older rural standard to a look that has a more modern section.

LEGEND: Constrained Illustrative

ORGANIZATION	PROJECT	TYPE	DESCRIPTION
Unified Government (continued)	KCK Urban Trail System and Missouri River Bike Loop		<p>The major streets that make up the KCK Urban Trail System include State Avenue, Central Avenue, Park Drive, Quindaro Boulevard, 18th Street, 10th Street, and 5th/6th Streets. The network also includes enhancements to the Jersey Creek trail system and using abandoned rail right-of-way to create off-street trails. It includes the proposed levee trail along the Kansas and Missouri Rivers. The Missouri River Bike Loop includes high quality bike infrastructure that connects Kansas City, Kansas; Riverside, Missouri; North Kansas City, Missouri; and Kansas City, Missouri. Much of this network is already constructed or in the planning stage.</p> <p>Within KCK, this project includes: off-street multi-use side path on 5th Street between Rowland Avenue and Armstrong Avenue; off-street multi-use side path on 7th between Rowland Avenue and the US 69 Bridge; on-street protected two-way cycle track on 6th Street Between Armstrong and Central; on-street protected two-way cycle track on State Avenue between 6th street and 18th Avenue; enhanced trails along Jersey Creek from 5th Street to 18th Street; enhanced bike facilities along Quindaro Boulevard; on-street protected two-way cycle track on 18th Street; enhanced bicycle facilities on Central Avenue and 10th Street; two-way protected cycle track on Park Drive; off-street trail in abandoned right-of-way between Parallel Parkway and Park Drive; off-street multi-use trail on the Levees of the Kansas and Missouri Rivers. The City of Kansas City, Kansas is implementing interim improvements with re striping projects to implement much of this network. The scope of the MARC 2050 project includes rebuilding these routes as separated and protected routes with curbs, landscape buffer, and a change of grade between the vehicle travel lanes and the pedestrian/bicycle facilities.</p>
	Leavenworth Road Corridor Improvements Projects, 78th Street to K-7		<p>These projects are a continuation of two projects that the UG has been awarded in recent years on Leavenworth Road from 38th Street to 78th Street. Improvements could include a potential "road diet", appropriate signal timings, routing signage, bike/ped trail access along the corridor (and to nearby community centers or point of interest). The characteristics of this corridor would change from the older rural standard to a look that has a more modern section.</p>
	Metropolitan Avenue Improvements		<p>The project will address the two-lane Metropolitan Avenue between the I-635 interchange and South 55th Street. Pedestrian and cyclist countermeasures will be established to make the road safe for all types of users. Safety countermeasures may include designated bike lanes with a median or barrier between the lanes and designated car lanes, sidewalks with a ROW buffer before the street, or visual/environmental cues to slow driving speeds.</p>
	Village West Bike-Ped		<p>This project is intended support the future trail network by providing additional cross-county connections, local and regional trails and bicycle routes that serve a variety of needs, ages and physical abilities. The Trial Network will include three types of trails; regional, local and greenways. This project includes: a regional trail along State Avenue and adjacent to K-7; regional sidewalk connections along Leavenworth Road; a local trail along Parallel Parkway; bike routes along 123rd Streets, Hollingworth Road, Hutton Road, North 99th Street, and Georgia Avenue (these would be on-street, with considerations taken for safety measures and to separate traffic from bikes); and greenway trials connecting to Wyandotte County Lake, along waterways, and through residential neighborhoods.</p>
	West Bottoms Bi-State Gondola		<p>An aerial lift is a clear and permanent public investment that like the streetcar starter line would draw significant economic development. As a people mover, it would serve an immediate environmental benefit pulling cars off the road network and creating greater pedestrian and bicycle connectivity. The benefits of such a connection will expand access to housing, jobs, entertainment and services while transforming our own understanding of a shared "Downtown". Depending on the final route, the gondola would traverse approximately two miles between Downtown KCK and Downtown KCMO. As currently envisioned, the gondola will have four (4) total stops; the termini atop each bluff, and two West Bottoms stations (one at the heart of ongoing redevelopment in the old warehouse district, and another at the James Street pivot, which is necessary to not intrude on any private property air rights).</p>

LEGEND: Constrained Illustrative



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**Policy Inventory,
Assessment, and
Modernization**

Policy Inventory, Assessment, and Modernization

As the Unified Government of Wyandotte County embarks on a new effort to reshape its mobility planning efforts, the project consultant team reviewed existing policies and processes relating to mobility in the County. Following this policy review, the consultant team incorporated public feedback collected throughout the plan development, including the Mobility Summit held in March 2022. This policy review and feedback ultimately fed a series of recommendations for policy modernization intended to further the goals of the goDotte Mobility Plan.

This memorandum summarizes the policy inventory, assessment, and modernization recommendations. It is divided into two parts:

- I. An inventory of existing policies and procedures impacting potential mobility plan goals and outcomes. This inventory includes a brief analysis of:
 - a. What policies support mobility progress
 - b. What existing policies may conflict with one another
 - c. Policies or processes that may hinder mobility goals
- II. Policy modernization recommendations to advance the goDotte Mobility Plan.

1. Policy Inventory and Assessment

1.1. Approach

To best understand the current regulatory environment, the consultant team conducted the following:

- 1) A review of the UG municipal code and municipal codes from incorporated cities in Wyandotte County (Bonner Springs, Edwardsville, and Lake Quivira)
- 2) A review of key planning documents and relevant UG guidelines
- 3) Interviews with stakeholders to discuss what policies are impacting day to day decision making that may impact resident mobility options

At its core, this policy review is centered around mobility policy. However, it is not solely an analysis of the public rights-of-way. This inventory and its set of future recommendations consider a more holistic view, examining mobility and its relationship to other policy issues such as stormwater management, land use, job centers, climate resiliency, and public health.

1.2. Policy Review

UG Municipal Code

The consultant team reviewed the municipal code for any and all current regulations that impact mobility outcomes and policy considerations. The relevant language has been identified and highlighted in **Attachment 1** at the end of this memorandum. Current UG

code includes typical local government and regulatory language. Two (2) policy notes that may impact effectuating mobility planning and policies are as follows:

1. **Street typology and their recommended design and speed limits are codified.**
The UG Traffic Engineer has the authority to change speed limits, design of cross sections and designation of road classifications for specific road segments.
2. Responsibility of the pedestrian: **Current policy places quite a bit of responsibility on the pedestrian** and includes language such as “pedestrian[s]... shall yield to all vehicles in the roadway.”

A standout piece of codified regulation is the recently passed Complete Streets ordinance. While nothing in the code stops or prevents progressive mobility policy, this ordinance is the only language that affirmatively requires the County to uphold the mission, vision, and values likely to come from the goDotte Mobility Plan:

The purpose of [the] Unified Government's complete streets ordinance is to accommodate all road users equally by realizing a balanced road and trail network that safely moves people, not just vehicles... Such an approach contributes toward the safety, health, equity, economic viability, and quality of life in Wyandotte County by providing a multitude of mobility choices between home, school, work, recreation, and retail destinations.

There is an opportunity now to make recommendations to add “teeth” to the above with actual goals, tactics and resources, as well as an opportunity to add mechanisms to provide improved project design and delivery, internal and external communications standards, and oversight and enforcement for the Complete Streets ordinance. Additionally, with the potential provisions included in the infrastructure bill adopted by Congress, and having specific requirements for states to address the worst performing corridors from a safety standpoint, in addition to other requirements, piggybacking will help to synergize with the federal government and potentially overcome hurdles locally.

Bonner Springs, Edwardsville, and Lake Quivira Municipal Codes

The Consultant Team reviewed the municipal codes for any and all current regulations that impact mobility outcomes and policy considerations. The relevant language has been identified and highlighted in **Attachment 2** at the end of this memorandum.

Key Planning Documents and UG Guidelines

The Consultant Team also reviewed relevant planning documents. The documents are summarized below and on the following pages.

Citywide Master Plan (2008)

The [Citywide Master Plan](#) “serves as a ‘big picture’ policy document to guide city decisions that will lead to a desired future.” One of multiple key intentions of the Master Plan is to “Identify a true ‘multi-modal’ transportation network that balances the needs of motorists, transit, pedestrians and cyclists.”

The Master Plan includes five (5) elements:

- 1) Policy Plan

- 2) Land Use Plan
- 3) Urban Design
- 4) Parks, Open Space, and Trails
- 5) Transportation

From a mobility perspective, the Citywide Master Plan envisions better bicycle and pedestrian connections, transit, and improved mobility-focused infrastructure and design throughout different types of land uses.

The Guiding Principles of the Transportation element of the Citywide Master Plan are to:

- “Promote a ‘balanced’ transportation system that considers the needs of vehicles, public transit, pedestrians and bicycles”
- Establish a comprehensive roadway hierarchy system
- Design future transportation in a manner that enhances the built and natural environment
- “Work cooperatively with federal, state, regional and local governments, the private sector, and residents.”

Transportation Management Guide (2018)

The [Transportation Management Guide](#) is primarily an engineering design guide, used as a supplement to the UG Public Works Strategic Plan. The document has five (5) objectives:

- Standardize design criteria consistently across the KC region
- Define best practices and consistency on engineering applications
- Outline general procedures for engineering evaluation and application
- Define guidelines to identify and address public concerns
- Serve as an educational tool to understand engineering principles and practices

It is composed of potentially relevant sections, including the eligibility criteria for calming devices to reduce speed limits. It also contains traffic impact study guidelines, suggested report outlines, technical details, and safety review criteria for a proposed development. Note that, as an action from the goDotte plan, UG Planning and Urban Design should coordinate with UG Public Works to review and update this document accordingly.

Sidewalk and Trail Master Plan (2012)

The Sidewalk and Trail Master Plan “provides a blueprint for the implementation of a sidewalk and trail network that meets the needs of residents, workers and visitors.” The Plan intends to:

- “Improve the health and well-being of residents
- Provide a safe, convenient and attractive transportation alternative to the automobile
- Provide a sidewalk and trail network that meets the needs of all skill levels and physical abilities
- Connect major activity centers and destinations throughout the County
- Connect to surrounding local and regional pedestrian and bicycle networks

The policy-related mobility provisions of the Plan focus on the sidewalk network and the trail network. The sidewalk network recommendations focus on maintaining the current sidewalk infrastructure to improve pedestrian connectivity while looking to design the best sidewalk network going forward. The trail network recommendations focus on improving bicycle and pedestrian connectivity while working with partners to improve the trail network going forward.

Community Health Improvement Plan (2018-2023)

Based on findings from the Wyandotte County Community Health Assessment (CHA), the Community Health Improvement Plan (CHIP) outlines four (4) priority issues:

- Access to Medical, Mental and Dental Health Care
- Access to Safe and Affordable Housing
- Education and Jobs
- Violence Prevention, with an underlying focus on the effects of poverty, discrimination, and exposure to adverse childhood experiences across all four (4) priority areas.

Mobility-related recommendations included in the CHIP primarily focus on removing transportation-related barriers to access to health care and access to jobs and education, including improving the “accessibility and frequency of public and alternative transportation options.”

Area Master Plans (1979-2020)

In addition to the Citywide Master Plan, the Unified Government has multiple Area Master Plans, Corridor Plans, Redevelopment Plans, and Concept Plans that are “intended to serve as the vision and development framework that can guide future redevelopment actions...” The dates of the plans range from 1979, with the Armourdale Master Plan (adopted October 2021)), to 2020 with the Central Area Master Plan. As the Plans become more recent, the mobility policies included also become more modernized, including concepts like complete streets; mobility hubs; sharrows and bike lanes; bike share locations; evaluation of transit service based on performance metrics; and shared mobility services.

RideKC Smart Moves 3.0 (2017)

RideKC Smart Moves 3.0 (Smart Moves) is the Kansas City region’s transit and mobility 20-year plan, most recently updated in 2017. Commissioned by the Mid-America Regional Council (MARC) in association with its partners, Smart Moves helps guide planning for the Unified Government’s Public Transportation Department. Smart Moves’ recommendations for improving the regional transit system include:

- Advance Mobility Innovations: Foster service innovations and technology that expand transit options and provide easier access
- Create a Network of Mobility Hubs: Establish mobility hubs across the region at locations where a variety of transit and mobility services come together
- Enable Vibrant Places: Support placemaking through zoning, planning and other local development strategies that integrate with transit and mobility services

- Focus on High-Demand Corridors: Improve service on key corridors with existing or projected high travel demand, adding new transit routes and adjusting existing ones
- Build Broad Partnerships: Engage employers, developers, nonprofit organizations and transit users to implement the strategies envisioned in this plan

Smart Moves also includes implementation recommendations, projects, and cost estimates.

Connected KC 2050 (2020)

Connected KC 2050 is the Kansas City region's 30-year plan for its transportation system, most recently updated in 2020. Commissioned by MARC, Connected KC 2050 helps guide planning for the Unified Government Transportation and Public Works Departments.

Connected KC 2050 sets a vision, goals, and recommendations for the regional transportation system, and identifies and prioritizes future projects. Connected KC 2050's strategies include:

- Focus on centers and corridors
- Climate protection and resilience
- New funding sources
- Prioritizing investments
- Data and technology

Economic Development Policies (2021)

The Industrial Revenue Bond (IRB) Policy, the Tax Increment Financing (TIF) Policy, and Community Improvement Districts are three (3) mechanisms by which the Unified Government promotes economic development in Wyandotte County. While the TIF Policy and the Kansas CID enabling statute do not directly address mobility, the IRB Policy does give a scoring bonus for projects that "have located on major public transportation corridors, made significant investment into transportation for their workers, or have otherwise demonstrated a commitment to utilizing and enhancing public transportation as a result of this project." Additionally, the Kansas City Area Transportation Authority (KCATA) recently reviewed its bonding authority under its bistate compact organizational structure, which may be another mechanism for the Unified Government to pursue transit-oriented development.

Stormwater Management Plan (2021)

The Unified Government's Stormwater Management Plan addresses "procedures and protocols for implementing the stormwater best management programs" and introduces Best Management Practices and Minimum Control Measures. The Stormwater Management Plan's recommendations include proposed design standards and Best Management Practices for Post-Construction Stormwater Management. However, it does not specifically recommend steps on how stormwater management might be layered into broader discussions around mobility projects or strategies.

Interviews with Stakeholders

During the first phase, in addition to reviewing the code and relevant planning documents, the consultant team interviewed internal and external stakeholders from a variety of different perspectives, including planning, health, public works, and economic development. The goal for these interviews was to learn more from those individuals involved, directly or indirectly,

in mobility issues and to fill in any gaps to the Consultant Team's initial assessment. Notable key takeaways from those interviews include the following:

General

- Mobility plays a key role in both promoting public health and economic/workforce development desired outcomes.
- Wyandotte County's sidewalk network is generally lacking in terms of both improvements to the network and maintenance of the existing network.
- There is a hope that a Mobility Plan can connect communities, which can connect Area Plans.
- A Mobility Plan can define what is important to the community.

Coordination of Policies

- Public Works manages many processes through guidebooks and handbooks, as opposed to codes and ordinances.
- Mobility conversations normally come up on the tail end of the economic development conversation - there is no current formalized coordination process to ensure mobility is considered in the design of economic development focused programs and projects. Conversations develop on a case-by-case basis. The Planning and Urban Design Department often does not become involved until after the negotiations are substantially complete.
- High-level coordination among stakeholders on mobility vision would better align coordination, resources and prioritization of specific opportunities.

Conflicting Policies

- Pavement preservation is a focus with Public Works, but there is not a corresponding conversation about reducing vehicle miles traveled (VMT) to preserve pavement.
- There is the goal of a system that accommodates everyone and is not just focused on vehicle traffic, while recognizing the reality that most people are driving.
- Encouraging an economic development focus on transit while transit is a loss-leader and relatively few people end up using transit options is leading to transit projects that are expensive to the bottom line.
- Developer transit requirements versus developer incentivization: the more requirements there are, the less likely a project will be pursued.
- There is a conflict between the goal of moving people quickly through the transportation system versus opening up and activating public spaces.

1.3. Policy Assessment

Complete Streets

This is a critical addition to the County's municipal code that will best further mobility goals. Some questions and procedures to highlight:

- **SUPPORT:** Section 32.402 Scope of Applicability requires private developers to accommodate for multimodal connections per Chapter 27 (planning requirements)

and any relevant public strategic plans (emphasis added). Given the current lack of requirements for private developers to consider the mobility network, this opens the door to engaging the development community on mobility improvements.

- **SUPPORT:** As mentioned previously, there is an opportunity to improve the economic development process that would allow for mobility infrastructure improvements to be considered earlier in the conversation/negotiation process. The Complete Streets ordinance now requires a process should a deviation for mobility plan requirements take place:
 - Any exception to this Complete Streets ordinance, including for private projects, shall be first reviewed by the county engineer and be documented with supporting data that indicates the basis for the decision. § 32.403(a)
- **SUPPORT:** While “Vision Zero” is defined in the Complete Streets ordinance as “a collaborative campaign helping communities reach their goals of Vision Zero—eliminating all traffic fatalities and severe injuries—while increasing safe, healthy, equitable mobility for all,” there is an opportunity to not only further integrate Vision Zero concepts within other policy areas, including health and land use, but also potentially make Vision Zero its own, standalone initiative.

County Plans

- **SUPPORT:** The more recent the plan is, the greater the likelihood it includes supporting mobility policy.
- **SUPPORT:** Because the Complete Streets Ordinance requires private developers to adhere to County plans, the Mobility Plan is a huge opportunity to create new requirements for this impactful stakeholder group.
- **POTENTIAL ISSUE:** Although the UG’s Area Plans are currently being updated, they remain hyper-local and neighborhood-based and do not cover all areas of the UG. The Mobility Plan has an opportunity to fill mobility policy gaps in the older, existing Area Plans on a county-wide level, consolidate corridor plans, and set a vision for all Area Plans regarding mobility that Area Plans can then execute.

Overall, there is nothing necessarily preventing progress with respect to mobility policy. Either there is an absence of mobility-related policy (with the Complete Streets ordinance being an exception), or the issue is around one of the following:

- 1) Enforceability of plans and policies
- 2) Too many siloed plans, though current plans are improving the provision of mobility policy requirements
- 3) Lack of standardized, cross-departmental processes to address mobility-related policy issues

The Policy Modernization section recommends steps the UG can take to prioritize and address these mobility-related policy gaps and issues.

2. Policy Modernization

2.1. Introduction

The policy recommendations contained in this memo are organized in four categories - *organize, modernize, strengthen, and create* - which will be explained further in the Policy/Organizational Foundations section of this memo. The policy recommendations are guided by the five goals of the goDotte Strategic Mobility Plan - safety, equity, public health, connectivity, and economic vibrancy. These goals and policy recommendations serve to guide the projects and processes and further the UG's efforts to achieve the outcomes identified in the goDotte plan.

The goDotte plan lays out five distinct but interconnected goals:

- Safety - Wyandotte County will be safe for all people, in all neighborhoods, regardless of travel mode.
- Equity - Wyandotte County will prioritize improving safety, access, and opportunity for our most vulnerable communities, including BIPOC, low-income residents, people with disabilities, and older adults.
- Public Health - Wyandotte County's mobility system will promote healthy lifestyles by making walking and bicycling easier, more convenient, and safer, while reducing air pollution and noise.
- Connectivity - Wyandotte County residents and visitors will enjoy reliable physical and digital connectivity, providing access to goods, services, and information, as well as jobs, markets, family, and friends.
- Economic Vibrancy - Wyandotte County will design public space to accommodate and incentivize economic growth by connecting people to jobs, goods, services, and other opportunities and making it easier to walk, dine, and socialize in the public space.

Sitting at the interconnectivity of these goals is where the Unified Government's policy modernization efforts can have the greatest positive impact.

2.2. Policy/Organizational Foundations

The recommendations included in the goDotte plan represent an opportunity for Wyandotte County to significantly move the needle for both the quality of life of its residents and the experiences of its visitors, following on successful big investments like City/County consolidation, Google Fiber, and the Kansas Speedway and Legends. However, big forward moves require a policy framework that is flexible enough to allow innovation, but still has adequate safeguards in place for the responsible stewardship of the public space and mobility system. Policy modernization efforts should be "future proofed," balancing a need for immediate impact while acknowledging potential downstream effects, and while still allowing flexibility for adjustment to future technologies, innovations, plans, or other societal externalities.

Further, mobility policy recommendations should always be considered contextually as part of the larger public policy landscape. Mobility policy is inexorably intertwined and

interrelated with other aspects of Wyandotte County public policy. Sometimes mobility policy initiatives impact other aspects of policy and vice-versa, and oftentimes mobility policy is just one piece of the larger puzzle, from energy-use to cost of living to job-access. Additionally, as discrete initiatives impact other elements of policy, they are also likely to impact other organizational departments within the Unified Government as well. The policy recommendations included in this memo are best considered with these aspects in mind: some recommendations are designed to achieve a specific mobility goal, while others are components of larger goals that should be explored as part of a more expansive planning effort.

Additionally, much policy work has already been done in Wyandotte County and even more work is currently underway. With that fact in mind, as well as with the analysis of current policies and stakeholder interviews, the consultant team has organized its policy recommendations into four categories: **Organize, Modernize, Strengthen, and Create.**

- Organize: recommendations address internal structural and capacity matters within the Unified Government
- Modernize: recommendations address opportunities for the Unified Government to align its policies with best practices
- Strengthen: recommendations address opportunities for the Unified Government to build upon its successes
- Create: recommendations offer new ways for the Unified Government to significantly transform its policy framework in a context-sensitive fashion to address residents' needs

Further, the policy recommendations set forth in this memo are intended to acknowledge the intersection of the goDotte plan's five goals: Safety, Equity, Public Health, Connectivity, and Economic Vibrancy, as each recommendation seeks to achieve all or several of these goals.

2.3. Recommendations

Organize

1. Advocate to increase staffing levels to meet the scale and complexity of the UG, delivering maximum return on investment.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

2. Create a clear framework for project prioritization and implement process improvement interventions by prioritizing projects that align with the UG's mobility goals and assigning staff to fewer concurrent projects.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

3. Improve coordination across departments and agencies, in order to:

- a. Identify common goals
- b. Build a mutual understanding and ability to handle complex tasks
- c. Equip staff with new tools
- d. Increase familiarity with projects and processes across departments
- e. Facilitate process improvement
- f. Dissolve silos and eliminate duplicative work
- g. Improve data and information sharing.

In addition to the Department of Planning & Urban Design, the UG departments whose work impacts mobility policy include, but are not limited to: Community Development, Economic Development, Health, Parking Control, Neighborhood Resource Center, Parks & Recreation, Public Works, and Transportation, as well as the Mayor’s Office and the Board of Commissioners.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

4. Partner with local universities and philanthropic organizations, including Kansas City Design Center (KCDC) and Kansas University Architecture School, to expand department capacity for research and innovation.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

5. Review procurement practices and foster innovative ways for the public and private sectors to collaborate to improve mobility services. Consider public-private partnerships to offer services and amenities historically provided by public agencies alone. Financial backing for potential investments in complete streets initiatives, trail expansion, transit

efficiencies, micro-mobility, and others could include value capture strategies, bond financing, and/or grant funding.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

6. Capitalize on federal funding opportunities to support the implementation of the goDotte Strategic Mobility Plan. Integrate federal funding into existing funding streams and grant programs.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Modernize

1. Expand the conversation around bike and micromobility facilities, not just as a way to increase safety and equity, but also as a mobility option that reduces VMT and requires less pavement maintenance and City/County resources. Bike and micromobility policy considerations can include public engagement, equity policies, right of way usage, data and privacy policies, accessibility requirements, parking requirements, and sidewalk and curb management.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

2. Modernize physical standards for infrastructure to maintain and upgrade infrastructure in safer and more environmentally and fiscally responsible ways (e.g., low carbon asphalt, recycled materials, green alleyways). For example, establish standards that sidewalks must be concrete or Grasscrete (permeable concrete); all trails can be either concrete, asphalt, or some pervious application.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		

- Expand broadband connectivity: broadband connectivity and internet access serve critical needs for residents to flourish economically, and to connect to mobility options, schools and communities. Broadband connectivity is also critical to explore and implement V2I (vehicle to infrastructure) technology that has the potential to make streets safer for vulnerable road users. The UG should focus on providing infrastructure, training, and hardware, particularly to areas with poor access including industrial areas and disadvantaged communities.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
	☑		☑	☑

- Connect communities through innovative, transformative public transportation solutions (e.g., high-frequency transit, microtransit, aerial transit).

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
☑	☑		☑	☑

- Collect, aggregate, and internally share route analytics and anonymized travel pattern data so that mobility services, trip planning, and payment options can be integrated, creating a more seamless transportation experience.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
☑	☑		☑	

- Work across city departments to design a clear data governance strategy so that IT and GIS experts as well as departmental data owners understand their roles and responsibilities, ultimately improving the quality and accessibility of data and driving data-driven decision-making in the UG.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
☑	☑		☑	

7. Conduct a comprehensive analysis to identify current policies and regulations that directly and indirectly incentivize the use of fossil fuels and private vehicles, then capitalize on current federal funding opportunities to update policies and invest in the renewable economy, rather than continuing to invest in 20th century fossil fuels.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Strengthen

1. Prioritize and identify resources to carry out Vision Zero commitments.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

2. Improve performance tracking and reporting by ensuring performance measures are established for all departmental goals and projects, reliable data is collected or accessible to track progress, and performance is regularly reported to the public.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

3. Proactively collaborate with the Economic Development Department, neighborhood organizations, and chambers of commerce to ensure mobility is an early consideration in the development planning process and leverage economic development to increase the volume and frequency of transit.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

4. Improve the sustainability of municipal services through the effective stewardship of assets and the management of risk, while optimizing asset value by:

- a. Continually seeking opportunities for improving efficiencies in operations, maintenance and asset renewal practices.
- b. Exploring new and innovative potential revenue streams.
- c. Strengthening the Complete Streets ordinance by coordinating across departments to ensure that major projects and construction in the right-of-way is done legally, in compliance with the Complete Streets ordinance and in the spirit of the policy.
- d. Installing bike lanes, improving pedestrian facilities, and reimagining the use of the curb space for non-motor vehicle use, creating public spaces that require less frequent maintenance and paving.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

5. Strengthen and expand intra-County and regional collaborative relationships to build upon common strategic interests and take advantage of multi-jurisdictional funding opportunities.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

6. Improve, expand, and maintain bike and pedestrian facilities as we currently do with automobile facilities.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

7. Preserve greenway and trail opportunities by requiring inclusion of greenway and trail designations along major streams and creeks in planning processes and site plans, considering policies like stream buffer requirements, open space dedication requirements, and design guidelines.

Safety	Equity	Public Health <input checked="" type="checkbox"/>	Connectivity <input checked="" type="checkbox"/>	Economic Vibrancy <input checked="" type="checkbox"/>
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8. Shape a community culture of safety for all through [Crime Prevention Through Environmental Design](#) (CPTED), including:
- Street lighting and nighttime visibility
 - Clear and consistent wayfinding
 - Clear designation of public space and its use
 - Maintenance and beautification of public space
 - Improving personal safety when riding transit

Safety <input checked="" type="checkbox"/>	Equity <input checked="" type="checkbox"/>	Public Health <input checked="" type="checkbox"/>	Connectivity <input checked="" type="checkbox"/>	Economic Vibrancy <input checked="" type="checkbox"/>
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9. Strengthen and support existing safety programs focused on youth, older adults, and other vulnerable populations. (e.g., [Safe Routes to School Program](#)).

Safety <input checked="" type="checkbox"/>	Equity <input checked="" type="checkbox"/>	Public Health <input checked="" type="checkbox"/>	Connectivity <input checked="" type="checkbox"/>	Economic Vibrancy
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Create

1. Create a Complete Streets checklist that enables UG engineers and planners to review projects for compliance with the Complete Streets ordinance and related policies and requires any exceptions for the ordinance be signed off on by the Director of Planning and Director of Public Works.

Safety <input checked="" type="checkbox"/>	Equity <input checked="" type="checkbox"/>	Public Health <input checked="" type="checkbox"/>	Connectivity <input checked="" type="checkbox"/>	Economic Vibrancy <input checked="" type="checkbox"/>
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2. Create a pilot framework with the potential to scale good pilots. New technologies have the potential to improve UG services such as traffic management, online permitting, and mobile payments. Creating a pilot framework will allow the UG to both engage with new technologies and support the art of experimentation.

Safety	Equity <input checked="" type="checkbox"/>	Public Health	Connectivity <input checked="" type="checkbox"/>	Economic Vibrancy <input checked="" type="checkbox"/>
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3. Implement data-driven planning decisions by establishing required data inputs and basic cost-benefit analyses before moving projects forward.

Safety <input checked="" type="checkbox"/>	Equity <input checked="" type="checkbox"/>	Public Health <input checked="" type="checkbox"/>	Connectivity <input checked="" type="checkbox"/>	Economic Vibrancy <input checked="" type="checkbox"/>
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4. Develop a curb management strategy to guide the UG’s decision-making when it comes to allocating curb space to competing uses, including creating a curb prioritization framework to reflect how curb needs vary in different land use contexts.

Safety <input checked="" type="checkbox"/>	Equity <input checked="" type="checkbox"/>	Public Health <input checked="" type="checkbox"/>	Connectivity <input checked="" type="checkbox"/>	Economic Vibrancy <input checked="" type="checkbox"/>
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5. Create a permanent outdoor dining and retail program to establish consistent opportunities to activate public space for people to gather.

Safety <input checked="" type="checkbox"/>	Equity <input checked="" type="checkbox"/>	Public Health <input checked="" type="checkbox"/>	Connectivity <input checked="" type="checkbox"/>	Economic Vibrancy <input checked="" type="checkbox"/>
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6. Create design considerations for intersection upgrades including safety interventions like improved crosswalk markings and roundabouts.

Safety <input checked="" type="checkbox"/>	Equity <input checked="" type="checkbox"/>	Public Health <input checked="" type="checkbox"/>	Connectivity <input checked="" type="checkbox"/>	Economic Vibrancy <input checked="" type="checkbox"/>
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7. Use benchmark cross-section standards from world class cities to upgrade the UG’s streets to current standards.

Safety <input checked="" type="checkbox"/>	Equity	Public Health	Connectivity <input checked="" type="checkbox"/>	Economic Vibrancy <input checked="" type="checkbox"/>
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8. Update local zoning code and policies to establish development standards for natural infrastructure (e.g., natural filtration, green roofs, and street trees) and for protecting water quality (e.g., greenways and stream buffers).

Safety	Equity <input checked="" type="checkbox"/>	Public Health <input checked="" type="checkbox"/>	Connectivity	Economic Vibrancy <input checked="" type="checkbox"/>
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9. Develop an incentives policy to encourage developers to provide mobility access in lieu of, or in addition to, parking access thereby aligning our various county goals with private sector profitability.

Safety	Equity <input checked="" type="checkbox"/>	Public Health <input checked="" type="checkbox"/>	Connectivity	Economic Vibrancy <input checked="" type="checkbox"/>
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10. Establish a strategic framework to pilot electrified mobility hubs to improve first-last mile connectivity to transit, address transportation inequities, reduce congestion, and make transit a more appealing alternative to driving a private car.

Safety <input checked="" type="checkbox"/>	Equity <input checked="" type="checkbox"/>	Public Health <input checked="" type="checkbox"/>	Connectivity <input checked="" type="checkbox"/>	Economic Vibrancy <input checked="" type="checkbox"/>
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11. Reconnect to the waterfront - parks, boat access, greenways to better connect residents and county investments to facilitate recreational use vs. industrial where appropriate

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
	☑	☑	☑	☑

12. Identify corridors that are best positioned to accommodate new growth by engaging in rigorous data collection and cost-benefit analysis.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
☑			☑	☑

13. Conduct a local climate risk and vulnerability assessment in compliance with the "Resolution Endorsing the Mid American Regional Council's Regional Climate Action Plan" adopted by the Commission of the Unified Government of Wyandotte County/Kansas City, Kansas in June 2022.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
☑	☑	☑	☑	☑

14. Explore opportunities for Community Improvement Districts (CIDs) and Transportation Improvement Districts (TIDs) as effective ways to coordinate and finance transportation infrastructure improvement projects.

Safety	Equity	Public Health	Connectivity	Economic Vibrancy
☑	☑		☑	☑

2.4. Conclusion

Transportation is experiencing a cultural evolution in cities, with a focus on mobility, safety, health and equity, rather than simply focusing on moving cars. Planning, transportation, and public works departments are also evolving and no longer viewing transportation as just a maintenance activity but rather, a multimodal transportation and infrastructure system. While Wyandotte County has evolved in many ways with this trend, there is significant opportunity

to create a connected mobility system that is safe, equitable, creates more enjoyable public space, and therefore welcomes economic growth.

The time is ripe for Wyandotte County to make bold moves toward a modernized mobility system, with billions of dollars in federal funding available through the Infrastructure Investment and Jobs Act and American Recovery Plan Act, and companies deciding where to locate based on where their employees desire to live and the long-term investments governments are making to create livable communities.

Attachment 1: Unified Government Municipal Code Review

Below are relevant sections to the UG municipal code to the development of the Mobility Plan. Highlighted sections and comments are provided to call out particularly relevant language.

Zoning: Major Street System - Sec. 27

Sec. 27-762. - Generally.

This division presents in words the streets embodied in the major street plan, adopted in map form by the planning commission. Its purpose is to provide for the safe and efficient movement of traffic at a reasonable cost. This division furthers that purpose by establishing minimum setbacks for all buildings, signs or structures along major streets. Article VII of this chapter includes additional standards regarding major streets.

(Code 1988, § 27-1416; Ord. No. 64690, § 1(27-77.1), 8-30-1984)

Sec. 27-763. - Major street classifications

(a) Generally. The components of the major street system are divided into five classifications with corresponding right-of-way widths. All yards or setbacks abutting a major street as designated herein shall be measured from the proposed street line, that is, from a line one-half the proposed right-of-way width from the centerline of the major street.

(b) Freeways and expressways. A freeway or expressway is a limited access, high speed highway with grade separated interchanges. Freeways are of regional significance and the interchanges may have a significant impact on land use due to their desirability as locations for commerce and industry. They may, however, create barriers to cross vehicular and pedestrian traffic except where such crossings are provided for. Freeways are included in the major street system but are generally controlled entirely by higher government jurisdictions, and their right-of-way width shall be set by those jurisdictions. The following are freeways or expressways:

- (1) I-35 Highway, from the eastern city limits to the southern city limits.
- (2) I-435 Highway, from the northern city limits to the southern city limits.
- (3) I-635 Highway, from the northern city limits to the southern city limits.
- (4) I-70 Highway, from the eastern city limits to the western city limits.
- (5) I-670 Highway, from the eastern city limits to I-70 Highway.
- (6) K-5 Highway, from Sunshine Road to 635 Highway.

(7) Turner Diagonal, from 55th Street to State Avenue.

(8) 18th Street Expressway, from I-70 Highway to the southern city limits.

(c) Class A thoroughfares. The proposed right-of-way of a class A thoroughfare is 120 feet. These are thoroughfares having up to six lanes with a traffic handling capacity of up to 40,000 vehicles per day. Medians may be required and such streets may be selectively developed as parkways. The following are class A thoroughfares:

(1) Kansas Avenue, from 18th Street to 55th Street.

(2) Kaw Drive, from 57th Street to the western city limits.

(3) Parallel Parkway, from 3rd Street to the western city limits.

(4) State Avenue, from I-635 Highway to the western city limits.

(5) 3rd Street, from Parallel Parkway to Minnesota Avenue.

(6) 77th/78th Street, from Parallel Parkway to Kaw Drive.

(d) Class B thoroughfares. The proposed right-of-way of a class B thoroughfare is 100 feet. These are thoroughfares having up to four lanes. Medians may be required and such streets may include on-street parking in the older commercial areas of the city. The following are class B thoroughfares:

(1) Central Avenue, from James Street to 7th Street.

(2) W. H. Dickinson Road and W. H. Dickinson Road extended, from 10th Street to 79th Street.

(3) Fairfax Trafficway, from Kindelberger Road to 3rd Street.

(4) Holliday Drive, from Inland Drive to I-435 Highway.

(5) Inland Drive, from 55th Street to Holiday Drive.

(6) James Street, from the eastern city limits to I-70 Highway.

(7) Kansas Avenue, from the eastern city limits to 18th Street and from Kaw Drive to the western city limits.

(8) Kindelberger Road, from Fairfax Trafficway to McCormick Road.

(9) Leavenworth Road, from 77th Street to the western city limits.

(10) Meadowlark Lane, from Parallel Parkway to State Avenue.

(11) McCormick Road, from Kindelberger Road to Sunshine Road.

(12) Minnesota Avenue, from the Lewis & Clark Viaduct to 6th Street and from 8th Street to 18th Street.

(13) Southwest Boulevard, from the eastern city limits to Mission Road.

- (14) State Avenue, from 5th Street to 11th Street.
- (15) Sunshine Road, from Fairfax Trafficway to 10th Street.
- (16) Washington Boulevard, from the Lewis & Clark Viaduct to 11th Street.
- (17) Waterway Drive, from Washington Boulevard to State Avenue.
- (18) Wolcott Drive, from 79th Street to the northern city limits.
- (19) 5th Street, from Parallel Parkway to I-70 Highway.
- (20) 6th Street, from State Avenue to Minnesota Avenue.
- (21) 7th Street Trafficway, from the northern city limits to Southwest Boulevard.
- (22) 8th Street, from State Avenue to Minnesota Avenue.
- (23) 10th Street, from Sunshine Road to W. H. Dickinson Road extended.
- (24) 18th Street, from Central Avenue to I-70 Highway.
- (25) 55th Street, from Kansas Avenue to Inland Drive.
- (26) 57th Street, from State Avenue to Kaw Drive.
- (27) 59th Street/Breener Drive, from W. H. Dickinson Road to Parallel Parkway and from Inland Drive to the southern city limits.
- (28) 77th Street/Pomeroy Drive/79th Street, from W. H. Dickinson Road to Parallel Parkway.
- (29) 107th Street/Hutton Road/110th Street, from Wolcott Drive to I-70 Highway.

(e) Class C thoroughfares. The proposed right-of-way of a class C thoroughfare is 80 feet. These are thoroughfares having up to four lanes. The following are class C thoroughfares:

- (1) Argentine Boulevard, from 10th Street to 12th Street.
- (2) Armourdale Parkway, from Osage Avenue to Cheyenne Avenue.
- (3) Armstrong Avenue, from 74th Street Drive to 78th Street.
- (4) Brown Avenue/Leavenworth Road, from 27th Street to 77th Street.
- (5) Barnett Avenue, from 6th Street to 8th Street.
- (6) Central Avenue, from 7th Street to Orville Avenue.
- (7) Cheyenne Avenue, from Armourdale Parkway to 12th Street.
- (8) County Line Road, from Shawnee Drive to 65th Street.
- (9) Donahoo Road, from 99th Street to the western city limits.
- (10) Douglas Avenue, from Inland Drive to 74th Street.
- (11) Georgia Avenue, from 99th Street to Hutton Road.

- (12) Holliday Drive, from 59th Street to Inland Drive.
- (13) Kansas Avenue/59th Street Lane, from Kaw Drive to Kaw Drive.
- (14) Kaw Drive, from 38th Street to 57th Street.
- (15) Merriam Lane, from Southwest Boulevard to the southern city limits.
- (16) Metropolitan Avenue, from 7th Street to 59th Street.
- (17) Minnesota Avenue, from 18th Street to 38th Street.
- (18) Mission Road, from Southwest Boulevard to the southern city limits.
- (19) New Jersey Avenue and New Jersey Avenue extended, from 98th Street to 110th Street.
- (20) Olathe Boulevard, from State Line to Rainbow Boulevard.
- (21) Orville Avenue, from 38th Street to 47th Street.
- (22) Osage Avenue, from 2nd Street to Argentine Boulevard.
- (23) Park Drive, from 18th Street to 38th Street.
- (24) Polfer Road, from Hutton Road to the western city limits.
- (25) Prairie Drive (proposed), from Leavenworth Road to 110th Street.
- (26) Quindaro Boulevard, from Fairfax Trafficway to 27th Street.
- (27) Quivira Cut Off/Quivira Lane, from Holliday Drive to the southern city limits.
- (28) Rainbow Boulevard, from 7th Street Trafficway to the southern city limits.
- (29) Riverview Avenue, from 65th Street to 86th Street.
- (30) Roe Lane, from Merriam Lane to the southern city limits.
- (31) Shawnee Drive, from 18th Street to County Line Road.
- (32) Southwest Boulevard, from Mission Road to Merriam Lane.
- (33) Speaker Road, from 42nd Street to 55th Street.
- (34) Stanley Road, from Fairfax Trafficway to 7th Street Trafficway.
- (35) State Avenue, from 11th Street to I-635 Highway.
- (36) State Line Road, from 39th Avenue to Olathe Boulevard.
- (37) Steele Road, from 14th Street to 18th Street.
- (38) Victory Drive, from 38th Street to Parallel Parkway.
- (39) Washington Boulevard, from 11th Street to State Avenue.
- (40) Westview Drive, from Minnesota Avenue to Orville Avenue.

- (41) Woodend Avenue, from 88th Street to I-435 Highway.
- (42) 2nd Street, from Kansas Avenue to Osage Avenue.
- (43) 6th Street, from Washington Boulevard to State Avenue and Minnesota Avenue to Barnett Avenue.
- (44) 7th Street Trafficway, from Southwest Boulevard to Rainbow Boulevard.
- (45) 8th Street, from Washington Boulevard to State Avenue and Minnesota Avenue to Barnett Avenue.
- (46) 10th Street, from Washington Boulevard to Osage Avenue.
- (47) 12th Street, from Argentine Boulevard to Metropolitan Avenue.
- (48) 18th Street, from Quindaro Boulevard to Central Avenue.
- (49) 27th Street, from Brown Avenue to Quindaro Boulevard.
- (50) 29th Street, from State Avenue to Minnesota Avenue.
- (51) 34th Street/Woodland Boulevard, from Metropolitan Avenue to Merriam Lane.
- (52) 38th Street, from Victory Drive to Park Drive.
- (53) 42nd Street, from Speaker Road to Kansas Avenue.
- (54) 47th Street, from Parallel Parkway to Orville Avenue.
- (55) 55th Street, from Speaker Road to Kansas Avenue and from Inland Drive to County Line Road.
- (56) 65th Street, from State Avenue to Riverview Avenue.
- (57) 72nd Street (proposed), from Parallel Parkway to the Turner Diagonal.
- (58) 74th Street, from Douglas Avenue to Holliday Drive.
- (59) 74th Street Drive/72nd Street, from State Avenue to Riverview Avenue.
- (60) 86th Street, from State Avenue to Kaw Drive.
- (61) 88th Street, from Kaw Drive to Woodend Avenue.
- (62) 90th Street, from Parallel Parkway to State Avenue.
- (63) 91st Street, from Leavenworth Road to Parallel Parkway.
- (64) 93rd Street/97th Street/99th Street, from Hutton Road to Parallel Parkway.
- (65) 98th Street, from Parallel Parkway to State Avenue.
- (66) 107th Street, from Hutton Road to Leavenworth Road.
- (67) 115th Street, from Polfer Road to Parallel Parkway.

(68) 126th Street, from Parallel Parkway to State Avenue.

(69) 39th Avenue, from State Line Road to Rainbow Boulevard.

(70) 43rd Avenue, from State Line Road to Mission Road.

(71) 47th Avenue, from Rainbow Boulevard to Mission Road.

(f) Collector streets. The proposed right-of-way of a collector street is 60 feet. A collector street's primary role is to collect traffic from the local streets it serves and move it to an arterial or thoroughfare. Residential collectors are typically spaced at one-half mile intervals from thoroughfares, and provide the bulk of the mileage of streets on the major street plan. A collector street should be a wide two-lane improvement. The following are collector streets:

(1) Argentine Boulevard, from Mill Street to 10th Street and from 12th Street to 14th Street.

(2) Barnett Avenue, from 8th Street to 9th Street.

(3) Bell Crossing Drive, from 34th Street to W. H. Dickinson Road.

(4) Cernech Avenue, from 59th Street to 67th Street.

(5) County Line Road, from Mission Road to Roe Lane, from Merriam Lane to 39th Street, and from 47th Street to Shawnee Drive.

(6) Douglas Avenue, from 10th Street to 14th Street and from Key Lane to 55th Street.

(7) Eaton Street, from Southwest Boulevard to State Line Road.

(8) Espenlaub Lane, from Shawnee Drive to Merriam Lane.

(9) Fiberglass Road, from Kindelberger Road to Stanley Road.

(10) Funston Road, from Fairfax Trafficway to 7th Street Trafficway.

(11) Georgia Avenue and Georgia Avenue extended, from 27th Street to 67th Street, from 72nd Street to 77th Street, from 81st Street to 99th Street, and from Hutton Road to the western city limits.

(12) Grandview Boulevard, from 9th Street to Park Drive.

(13) Greystone Avenue, from the eastern city limits to Shawnee Road.

(14) Gibbs Avenue, from 34th Street to 53rd Street and from Woodend Drive to 71st Street.

(15) Hoel Parkway, from Washington Boulevard to Minnesota Avenue.

(16) Hollingsworth Road, from 97th Street to the western city limits.

(17) Hurrelbrink Avenue/Hurrelbrink Lane, from Wyandotte County Lake Road to 99th Street.

(18) Independence Boulevard and Independence Boulevard extended, from 107th Street to the western city limits.

(19) Key Lane, from Douglas Avenue to Gibbs Road.

- (20) Longwood Avenue, from 77th Street to 81st Street.
- (21) Metropolitan Avenue, from the eastern city limits to 7th Street Trafficway and from 88th Street to 94th Street.
- (22) Mill Street, from Central Avenue to Cheyenne Avenue and from 37th Avenue to 40th Avenue.
- (23) Muncie Drive, from Armstrong Avenue to 57th Street.
- (24) Oak Grove Avenue, from 53rd Street to 65th Street.
- (25) Pacific Avenue, from 10th Street to 18th Street.
- (26) Puckett Road, from 40th Avenue to County Line Road.
- (27) Riverview Avenue, from 61st Street to 65th Street and from 86th Street to 94th Street.
- (28) Rosedale Drive, from Mill Street to 10th Street.
- (29) Rosedale Park Drive, from Mission Road to Puckett Road.
- (30) Ruby Avenue, from 12th Street to 30th Street.
- (31) Sam Clark Lane, from the northern city limits to Pulfer Road.
- (32) Shawnee Road, from Greystone Avenue to Douglas Avenue.
- (33) Sorter Drive, from 38th Street to 49th Street.
- (34) Speaker Road, from 65th Street to 72nd Street.
- (35) State Line Road, from Eaton Street to 39th Avenue and from Olathe Boulevard to the southern city limits.
- (36) Steele Road, from 18th Street to 34th Street.
- (37) Stine Avenue, from Shawnee Road to 7th Street Trafficway.
- (38) Strong Avenue, from 24th Street to 42nd Street.
- (39) Swartz Avenue, from 42nd Street to 59th Street and from Kaw Drive to the western city limits.
- (40) Tauomee Avenue, from 72nd Street to 86th Street.
- (41) Washington Boulevard, from State Avenue to Westview Drive.
- (42) Wilson Boulevard, from Grandview Boulevard to Central Avenue.
- (43) Wood Avenue, from 7th Street Trafficway to 10th Street.
- (44) Woodend Lane/Woodend Avenue/Woodend Drive, from Espenlaub Lane to 34th Street and from 65th Street to Gibbs Avenue.
- (45) Wyandotte County Lake Road, from 91st Street to Hurrelbrink Lane.

- (46) 3rd Street, from Quindaro Boulevard to Parallel Parkway.
- (47) 5th Street, from Quindaro Boulevard to Parallel Parkway.
- (48) 9th Street, from Washington Boulevard to Grandview Boulevard.
- (49) 10th Street, from W. H. Dickinson Road extended to Washington Boulevard, from Osage Avenue to Cheyenne Avenue, and from Douglas Avenue to Rosedale Drive.
- (50) 12th Street, from Kansas Avenue to Argentine Boulevard and from Metropolitan Avenue to Ruby Avenue.
- (51) 13th Street, from Quindaro Boulevard to Grandview Boulevard.
- (52) 14th Street, from Kansas Avenue to Argentine Boulevard and from Metropolitan Avenue to Merriam Lane.
- (53) 18th Street, from W. H. Dickinson Road extended to Quindaro Boulevard and from Steele Road to Merriam Lane.
- (54) 21st Street, from Metropolitan Avenue to Steele Road.
- (55) 24th Street, from Strong Avenue to Metropolitan Avenue.
- (56) 26th Street, from Steele Road to Shawnee Drive.
- (57) 27th Street, from Quindaro Boulevard to Parallel Parkway.
- (58) 29th Street, from Parallel Parkway to State Avenue.
- (59) 30th Street/Haas Drive, from Strong Avenue to Steele Road.
- (60) 34th Street, from Bell Crossing Drive to Brown Avenue.
- (61) 38th Street/Praun Lane, from Sorter Drive to Victory Drive.
- (62) 42nd Street/Oliver Avenue/39th Street, from Kansas Avenue to County Line Road.
- (63) 47th Street, from Georgia Avenue to Parallel Parkway and from Gibbs Road to County Line Road.
- (64) 49th Street, from W. H. Dickinson Road to Leavenworth Road.
- (65) 50th Street, from State Avenue to Armstrong Avenue.
- (66) 51st Street, from Leavenworth Road to Parallel Parkway and from Swartz Avenue to County Line Road.
- (67) 53rd Street/53rd Street Lane, from Gibbs Avenue to Oak Grove Avenue.
- (68) 55th Street/Nearman Drive, from W. H. Dickinson Road to State Avenue.
- (69) 61st Street, from State Avenue to Kaw Drive.
- (70) 63rd Street, from Cernech Avenue to Parallel Parkway.

- (71) 63rd Street Drive, from Parallel Parkway to 64th Street Terrace.
 - (72) 64th Street Terrace, from 63rd Street Drive to State Avenue.
 - (73) 65th Street, from Riverview Avenue to Kaw Drive and from Holliday Drive to County Line Road.
 - (74) 67th Street, from W. H. Dickinson Road to Parallel Parkway.
 - (75) 70th Street/69th Lane/69th Street, from Parallel Parkway to State Avenue.
 - (76) 71st Street, from Holiday Drive to Gibbs Avenue.
 - (77) 72nd Street, from 73rd Street Drive to Parallel Parkway and from Riverview Avenue to Kaw Drive.
 - (78) 73rd Street Drive, from Pomeroy Drive to 72nd Street.
 - (79) 74th Street, from Holliday Drive to the southern city limits.
 - (80) 78th Street, from Holliday Drive to Quivira Lane.
 - (81) 82nd Street and 82nd Street extended, from Parallel Parkway to Tauromee Avenue and from Riverview Avenue to Kansas Avenue.
 - (82) 83rd Street/Luke Lane, from Pomeroy Drive to Parallel Parkway.
 - (83) 86th Street, from Parallel Parkway to State Avenue.
 - (84) 88th Street, from Swartz Avenue to Kaw Drive.
 - (85) 91st Street, from Wyandotte County Lake Road to Leavenworth Road.
 - (86)
94th Street/94th Street Lane, from Parallel Parkway to Riverview Avenue and from I-435 Highway to Kaw Drive.
 - (87) 97th Street, from K-5 Highway to Hollingsworth Road.
 - (88) 98th Street, from State Avenue to I-70 Highway.
 - (89) 101st Street (proposed), from Leavenworth Road to Georgia Avenue.
 - (90) 118th Street, from Parallel Parkway to I-70 Highway.
 - (91) 36th Avenue, from State Line Road to Rainbow Boulevard.
 - (92) 37th Avenue, from I-35 Highway to Mill Street.
 - (93) 40th Avenue, from Puckett Road to Mill Street.
 - (94) Such other streets in the developing portions of the city as may be mutually agreed upon by the planning commission, the director of public works, and the individual developers.
- (Code 1988, § 27-1417; Ord. No. 64690, § 1(27-77.3), 8-30-1984)

Sec. 27-764. - Exceptions.

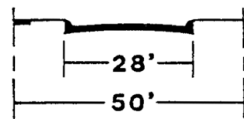
Any street or street segment which is included in the major street plan and which is therefor listed as part of the major street system, but for which no alignment to reasonable survey accuracy has been determined, shall be exempted from the setback requirements of this article until such time as the alignment is determined to reasonable survey accuracy.

(Code 1988, § 27-1418; Ord. No. 64690, § 1(27-77.3), 8-30-1984)

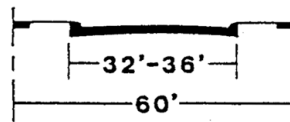
Sec. 27-765. - Street cross section diagrams

COMPARE VERSIONS

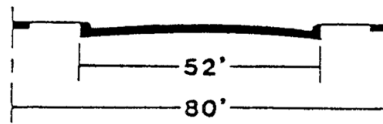
The following diagrams are to serve as guides only:



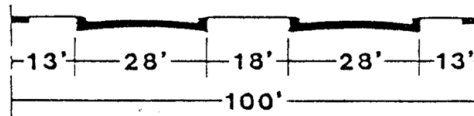
Local Residential Street



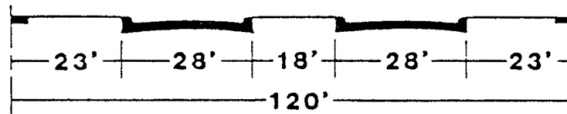
Collector Street



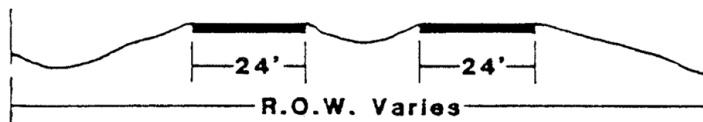
Class C Thoroughfare



Class B Thoroughfare



Class A Thoroughfare



Freeways & Expressways

(Code 1988, § 27-1419; Ord. No. 64690, § 1, 8-30-1984)

Complete Streets Ordinance - Sec. 32

Sec. 32-400. - Intent.

(a)

Vision.

(1)

Complete streets is an approach to the planning, design, construction, operation, and maintenance of our roadways and trail systems that provides safety and accessibility for all users, including, but not limited to, pedestrians, bicyclists, public transit riders, motorists, emergency responders, and freight and commercial drivers, and people of all ages and abilities, including children, families, older adults, and individuals with disabilities. Such an approach contributes toward the safety, health, equity, economic viability, and quality of life in Wyandotte County by providing a multitude of mobility choices between home, school, work, recreation, and retail destinations.

(2)

The purpose of Unified Government's complete streets ordinance is to accommodate all road users equally by realizing a balanced road and trail network that safely moves people, not just vehicles. Furthermore, this article directs staff to consistently plan, design, construct, operate, and maintain streets to accommodate all road users, including, but not limited to, pedestrians, bicyclists, public transit riders, motorists, emergency responders, and freight and commercial drivers, and people of all ages and abilities, including children, families, older adults, and individuals with disabilities.

(b)

Diverse users.

(1)

The Unified Government recognizes that promoting a diversity of transportation options has multiple benefits, namely access to opportunity, public safety, active living, and economic, social, and environmental resiliency, and as such, all users, including, but not limited to, pedestrians, bicyclists, public transit riders, motorists, emergency responders, and freight and commercial drivers, and people of all ages and abilities, including children, families, older adults, and individuals with disabilities, are legitimate and deserving of adequate facilities.

(2)

While this article applies throughout Wyandotte County, the Unified Government shall work toward successful implementation of complete streets in neighborhoods with historic

disinvestment, with poor health outcomes, that are a low- to moderate-income community, or where fewer than 75 percent of households have access to an automobile.

(c)

Full commitment.

(1)

The Unified Government recognizes that all new roadway projects or major maintenance projects are opportunities to apply complete streets design principles as developed in the most current comprehensive complete street design manual.

(2)

While any such roadway and trail projects are being constructed or repaired, the Unified Government shall provide appropriate accommodations to support the safe, reliable movement of all road users within the project area, regardless of their preferred mode of transportation.

([Ord. No. O-103-20](#), § 1, 11-19-2020)

Sec. 32-401. - Definitions.

The following words, terms, and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning. Where words and phrases used in this article are defined by state law, such definitions shall apply to the use of such words and phrases in this article and are adopted by reference. Those definitions so adopted that are further defined or are reiterated in this section shall have the meanings set out in this section.

Complete street means a street or street network that is designed and operated to enable safe access for all users, in that pedestrians, bicyclists, public transit riders, motorists, emergency responders, and freight and commercial drivers, and people of all ages and abilities, including children, families, older adults, and individuals with disabilities, are able to safely move along and across a street. Complete streets aid in providing access to employment and activity centers for citizens with limited mobility or lack of access to automobiles.

Geometric redesign means the widening or narrowing of a roadway pavement width.

Green streets means a stormwater management approach that incorporates vegetation (perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks). Green Streets are designed to capture rainwater at its source, where rain falls. Whereas, a traditional street is designed to direct stormwater runoff from impervious surfaces into storm sewer systems (gutters, drains, pipes) that discharge directly into surface waters, rivers, and streams.

Low- to moderate-income community means at least 20 percent of the census tract is at or below the poverty rate, the median family income (MFI) for a census tract does not exceed 80 percent of the greater of statewide MFI or metropolitan area MFI, or any population whose income is between 81 and 95 percent of the MFI for the area.

Major maintenance means any construction or repair activity which removes more than 50 percent of the pavement structure for a given street segment.

Multimodal means a transportation system that addresses the modes of travel for the movement of people that includes, but is not limited to, pedestrians, bicyclists, public transit riders, motorists, emergency responders, and freight and commercial drivers, and people of all ages and abilities, including children, families, older adults, and individuals with disabilities.

Operations means non-capital activities required to keep roadways and rights-of-way in safe and effective operation condition.

Rehabilitated intersections means intersection construction which alters the width or elevation of the intersection.

Right-sizing means the practice of redesigning a public right-of-way or portion of a public right-of-way to make it context-sensitive.

Vision Zero means a collaborative campaign helping communities reach their goals of Vision Zero—eliminating all traffic fatalities and severe injuries—while increasing safe, healthy, equitable mobility for all.

([Ord. No. O-103-20](#), § 1, 11-19-2020)

Sec. 32-402. - Scope of complete streets applicability.

(a) All transportation facilities owned by the Unified Government in the public right-of-way, including, but not limited to, streets, bridges, and all other connecting sidewalks and pathways shall be planned, designed, constructed, operated, and maintained to adhere to the intent of complete streets.

(b) The Unified Government shall maintain complete street elements within the general scope of roadway projects.

(c) The Unified Government shall incorporate complete street elements and principles into relevant public strategic plans, capital improvement plans, design standards, design manuals, rules, regulations, and programs.

(d) The Unified Government shall coordinate with the State of Kansas, public transportation providers, and neighboring jurisdictions so that streets, bridges, and all other sidewalks and pathways connecting to other jurisdictions comply with the intent of complete streets. School districts, community improvement districts, and other special taxing districts shall comply with this complete streets ordinance to ensure that streets, bridges, and all other connecting sidewalks and pathways not owned by the Unified Government but which are within the city limits comply with the intent of complete streets.

(e) Private developments shall accommodate multimodal connections in accordance with [chapter 27](#) of the Code of Ordinances and any relevant public strategic plans.

(f) The Unified Government shall approach every new roadway or major maintenance project and project phase as an opportunity to create safer, more accessible streets for users. These phases include, but are not limited to programming, studies, pre-design, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation, and major maintenance.

(g) The Unified Government shall require all maintenance and ongoing operations to account for the needs of all modes and all abilities to the best of its abilities.

(h) The Unified Government shall include any improvements recommended by relevant public strategic plans.

(i) New, geometrically redesigned, or rehabilitated intersections along existing bike routes or proposed bike routes included in the capital maintenance and improvement plan (CMIP) shall be built with sufficient widths for safe bicycle and pedestrian use, including crosswalks and appropriate pedestrian signalization equipment.

(j) Any new bridge or bridge rehabilitated by major maintenance that is likely to remain in place for 25 years or longer shall be designed and built with the intent to accommodate sufficient widths for safe bicycle facilities as identified on public strategic plans and pedestrian use. Bridges, viaducts, overpasses, and underpasses shall be designed and built with a sidewalk. Bridges, viaducts, overpasses, and underpasses shall be designed and built with facilities recommended in the adopted ordinance. Sidewalks and bike facilities as identified in any relevant public strategic plans shall be included regardless of the presence of such facilities on the approach roadway.

(k) *Jurisdiction.*

(1) Implementation of the Unified Government complete streets ordinance will be carried out cooperatively within all relevant departments in the Unified Government and, to the greatest extent possible, among private developers, as well as state, regional, and federal agencies.

(2) The Unified Government shall, when applicable, work to encourage collaboration across jurisdictions within its borders on appropriate projects.

(3) The infrastructure action team (IAT), as defined by the department of public health, shall serve as the permanent advisory committee for complete streets projects throughout Wyandotte County.

a. The IAT shall gather and facilitate both internal UG and external stakeholder input.

b. The IAT shall continue to foster public engagement and bring a diversity of community voices to bear on all complete streets projects and how the complete streets policy relates to any relevant public strategic plan.

Duties.

1. The IAT will define goals and develop metrics, including, but not limited to, safety, public health, performance, need, and equity, to track implementation of the complete streets ordinance and its impact on Wyandotte County's diverse neighborhoods and report to the board of commissioners on an annual basis.

2. The IAT, in collaboration with other appropriate departments and community stakeholders, shall collect and publicize the identified performance measures, and annual reporting documents.

([Ord. No. O-103-20](#), § 1, 11-19-2020)

Sec. 32-403. - Alternatives and exceptions.

(a) Any exception to this complete streets ordinance, including for private projects, shall be first reviewed by the county engineer and be documented with supporting data that indicates the basis for the decision. Exceptions may be considered for approval under one or more of the following circumstances:

- (1) A viable alternative is presented that provides for the appropriate multimodal accommodation;
- (2) The cost for accommodating a particular mode or category of users would be excessively disproportionate to the benefits of that improvement, with due consideration to future users, latent demand, and the social and economic value of a transportation system for all users;
- (3) The cost for accommodating long-term maintenance of a complete street would be excessively disproportionate to the benefits of that improvement, with due consideration to future users, latent demand, and the social and economic value of a transportation system for all users;
- (4) The application of complete streets principles would be contrary to public safety; or
- (5) An absence of current and future need to serve a category of users is documented (e.g., in a rural or low-density area which lacks water or sewer utilities). In determining future need, applicants must consult relevant public strategic plans.

(b) Measures such as, but not limited to, vehicular level of service, average daily traffic, pedestrian counts, or bicycle counts, each on their own shall not be justification for an exception to the intent of complete streets.

([Ord. No. O-103-20](#), § 1, 11-19-2020)

Sec. 32-404. - Design guidelines.

S

(a) Complete streets design recommendations shall be incorporated into all publicly and privately funded projects, as appropriate. All transportation infrastructure and street

design projects requiring funding or approval by the Unified Government, as well as projects funded by the state and/or federal government, shall adhere to the Unified Government's complete streets policy.

(b) The Unified Government shall develop and regularly update a comprehensive complete street design manual that provides context sensitive design guidance for how complete streets will be implemented and incorporated in each phase of every project to meet the intent of this complete streets ordinance. This includes, but is not limited to, the design of sidewalks, refuge islands, curb extensions, traffic-calming measures, traffic signals, accessible curb ramps, bicycle lanes, separated bikeways, multi-use trails, bicycle parking facilities, signage, street trees, public transportation stops, and roadway right-sizing, in conjunction with construction, reconstruction, or other investment in a public right-of-way.

(c) The Unified Government complete streets ordinance will focus on developing a connected, integrated network that serves all road users, including, but not limited to, pedestrians, bicyclists, public transit riders, motorists, emergency responders, and freight and commercial drivers, and people of all ages and abilities, including children, families, older adults, and individuals with disabilities. Complete streets will be integrated into policies, planning, and design of all types of public and private projects.

(d) The latest design guidance, standards, and recommendations available will be used in the implementation of the complete streets policy. The following are approved organizations which produce manuals and guides, and the latest edition of each may be consulted if relevant to the purpose of the planning, design, construction, operation, and maintenance of complete streets; including but not limited to:

- (1) American Association of State Highway Transportation Officials (AASHTO);
- (2) The United States Department of Transportation Federal Highway Administration's (FHWA) Manual of Uniform Traffic Design Controls;
- (3) National Association of City Transportation Officials (NACTO) Design Guides;
- (4) Small Town and Rural Design Guide, Federal Highway Administration;
- (5) United States Access Board Guidelines and Standards;
- (6) Public Rights-of-Way Access Guidelines;
- (7) Americans with Disabilities Act (ADA) Standards for Accessible Design;
- (8) Urban Street Stormwater Guide;
- (9) Documents and local plans created for the Unified Government or Wyandotte County;
- (10) Institute of Transportation Engineers (ITE);
- (11) Transportation Research Board (TRB);
- (12) National Cooperative Highway Research Program (NCHRP);
- (13) Manual on Uniform Traffic Control Devices (MUTCD);

(14) Multimodal Level of Service Analysis for Urban Streets, NCHRP.

(e) All sidewalks, street crossings, and other street elements shall meet or exceed the accessibility guidelines set forth by the United States Access Board in the most recent edition of the Public Rights-of-Way Accessibility Guidelines (PROWAG) and ADA Standards for Accessible Design.

(f) *Right-sizing.*

(1) The department of public works is automatically authorized to right-size any non-exempt public right-of-way if all of the following criteria are met:

- a. The average daily traffic on that portion of right-of-way is less than 20,000 vehicles; and
- b. The peak hour traffic on that portion of right-of-way is less than 1,000 vehicles per hour.

(g) *Green streets.*

(1) Complete streets includes elements to integrate stormwater management and biomimicry best practices in accordance with green streets principles.

(h) *Vision zero.*

(1) Complete streets includes elements to optimize public safety and work toward the elimination of traffic injuries and fatalities in accordance with Vision Zero principles.

([Ord. No. O-103-20](#), § 1, 11-19-2020)

Sec. 32-405. - Land use and context sensitivity.

(a)

The endeavor to realign Wyandotte County towards the principles of complete streets also necessitates a greater consideration for how transportation intersects with broader land use decisions. As a result, all new or revised land use policies, plans, zoning ordinances, and other relevant public strategic plans shall comply with this complete streets policy.

(b)

In order to ensure that full consideration is being given to Wyandotte County's physical, economic, and social setting, complete streets principles shall include community context as a factor in decision making. A context-sensitive approach will give significant consideration to stakeholder and community values. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historic, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions.

([Ord. No. O-103-20](#), § 1, 11-19-2020)

Sec. 32-406. - Implementation.

(a)

The Unified Government shall make complete streets principles a routine part of everyday operations when feasible, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve complete streets.

(b)

The Unified Government shall work to mitigate any unintended consequences related to the implementation of complete streets principles.

(c)

Further, the Unified Government will work to ensure that this article remains in accordance with the optimal standards of the latest ordinance elements as authored by the National Complete Streets Coalition.

(1)

The Unified Government shall review this policy every three years and adopt changes as technologies and design standards evolve.

(d)

The public works department, the department of planning and urban design, and other relevant departments, agencies, or committees shall incorporate complete streets principles into all existing and future plans, manuals, checklists, decision trees, rules, regulations, and programs as appropriate. Said entities shall review current design standards including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and implement complete streets where feasible.

(e)

The Unified Government shall promote inter-departmental project coordination among UG departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources.

(f)

When available, the Unified Government shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.

([Ord. No. O-103-20](#), § 1, 11-19-2020)

Traffic - Sec. 35

Sec. 35-108. - Designation of crosswalks and safety zones.

The traffic engineer may designate by regulation and maintain by appropriate devices marks or lines on the surface of the roadway, crosswalks at intersections where, in the traffic engineer's opinion, there is particular danger to pedestrians crossing the roadway and at such other places as may be deemed necessary. The traffic engineer may also establish and mark safety zones of such kind and character and at such places as may be deemed necessary for the protection of pedestrians.

(Code 1964, § 36-37; Code 1988, § 35-79)

State Law reference— Authority to restrict use of crosswalks, K.S.A. 8-2007.

Sec. 35-109. - Play streets.

(a)

The traffic engineer may declare, by regulation, any street or part of a street a play street and may place appropriate signs or devices in the roadway indicating the existence of the play street.

(b)

Whenever authorized signs are erected indicating any street or part of it as a play street, no person shall drive a vehicle upon any such street or part of it except drivers of vehicles having business or whose residences are within such closed area, and then such driver shall exercise the greatest care in driving upon any such street or part of it.

ARTICLE V. - SPEED REGULATIONS[8]

Footnotes:

--- (8) ---

State Law reference— *Municipal authority to regulate speed, K.S.A. 8-2002(5), (10), (15), 8-1560; speed limits generally, K.S.A. 8-1557 et seq.*

Sec. 35-280. - Generally.

(a)

No person shall drive a vehicle at a speed greater than is reasonable and prudent under the conditions and having regard to the actual hazards then existing. Consistent with the foregoing, every person shall drive at a safe and appropriate speed when approaching and crossing an intersection or railroad grade crossing, when approaching and going around a

curve, when approaching a hill crest, when traveling upon any narrow or winding roadway, and when special hazards exist with respect to pedestrians or other traffic or by reason of weather or highway conditions.

(b)

Any conviction or forfeiture of bail or bond for violating a maximum posted or authorized speed limit of 30 miles per hour or more but not exceeding 54 miles per hour on any road, highway, by not more than six miles per hour, shall not be construed as a moving traffic violation and shall not be reported to the division pursuant to K.S.A. 8-1560d, and amendments thereto.

(Code 1964, § 36-66; Code 1988, § 35-261; Ord. No. 53410, § I, 1-7-1975; Ord. No. O-8-08, § 4, 1-31-2008)

State Law reference— Similar provisions, K.S.A. 8-1557.

Sec. 35-281. - Maximum speed limits.

(a) Except as provided in subsection (c) of this section, and except when a special hazard exists that requires lower speed for compliance with [section 35-280](#) of this article, the limits specified in this section or established as authorized by law shall be maximum lawful speeds and no person shall operate a vehicle at a speed in excess of such maximum limits:

- (1) In any residence district, 25 miles per hour;
- (2) In any urban district, 30 miles per hour;
- (3) On any separated multilane highway, as designated and posted by the secretary, 75 miles per hour;
- (4) Fifty-five miles per hour on any county or township highway;
- (5) Sixty-five miles per hour on all other highways; and
- (6) In any park, as defined by [section 25-41](#) of this Code, 20 miles per hour.

(b) The maximum speed limits established by or pursuant to this section may be altered as authorized in [section 35-286](#) of this article.

(c) No person shall drive a school bus to or from school or interschool or intraschool functions or activities at a speed greater than the maximum speed limits provided in subsection (a) of this section. The provisions of this subsection shall apply to buses used for the transportation of students enrolled in community colleges or area vocational schools when such buses are transporting students to or from school or functions or activities.

(Ord. No. [O-13-19](#), §§ 1, 2, 3-7-2019)

Editor's note— Ord. No. [O-13-19](#), §§ 1, 2, adopted March 7, 2019, repealed the former [§ 35-281](#), and enacted a new [§ 35-281](#) as set out herein. The former [§ 35-281](#) pertained to similar subject matter and derived from the Code of 1964, § 36-67; the Code of 1988, § 35-262;

Ord. No. 53410, § 1, adopted Jan. 7, 1975; Ord. No. 55191, § 3, adopted Aug. 3, 1976; Ord. No. 65347, § 1, adopted Sept. 1, 1988; Ord. No. 66164, [§ 19](#), adopted Oct. 17, 1996; Ord. No. O-2-05, § 12, adopted Jan. 6, 2005; Ord. No. O-51-12, § 9, adopted Sept. 6, 2012.

State Law reference– Similar provisions, K.S.A. 8-1558.

Sec. 35-282. - Minimum speed regulation.

(a)

No person shall drive a motor vehicle at such a slow speed as to impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law.

(b)

Whenever the traffic engineer determines, on the basis of an engineering and traffic investigation, that slow speeds on any highway or part of a highway consistently impede the normal and reasonable movement of traffic, **the traffic engineer may determine and declare a minimum speed limit below which no person shall drive a vehicle except when necessary for safe operation or in compliance with law**, and that limit shall be effective when posted upon appropriate fixed or variable signs.

(Code 1964, § 36-68; Code 1988, § 35-263; Ord. No. 53410, § 1, 1-7-1975)

State Law reference– Similar provisions, K.S.A. 8-1561.

Sec. 35-283. - Special limitation on motor-driven cycle.

No person shall operate any motor-driven cycle at any time mentioned in [section 35-784](#) at a speed greater than 35 miles per hour unless such motor-driven cycle is equipped with a head lamp or lamps which are adequate to reveal a person or vehicle at a distance of 300 feet ahead.

(Code 1964, § 36-69; Code 1988, § 35-264; Ord. No. 53410, § 1, 1-7-1975)

State Law reference– Similar provisions, K.S.A. 8-1562.

Sec. 35-284. - Charging speed violations.

In every charge of violation of any speed regulation in this article, except charges of violation of [section 35-280](#), the complaint, and the summons or notice to appear shall specify the speed at which the defendant is alleged to have driven, and shall also specify the speed limit applicable within the district or at the location.

Sec. 35-286. - Authority to change from statutory speed limits.

(a)

The traffic engineer may determine on the basis of an engineering and traffic investigation that any maximum speed permitted by ordinance or statute is greater or less than is reasonable and safe under the conditions found to exist upon a highway or part of a highway.

The traffic engineer may then determine and declare by regulation a reasonable and safe maximum limit on such highway which:

(1)

Decreases the limit at intersections;

(2)

Increases the limit within an urban district but not to exceed the maximum speed of 65 miles per hour;

(3)

Decreases the limit outside an urban district, but not to less than 20 miles per hour, except as authorized by K.S.A. 8-1560a;

(4)

Decreases the limit within an urban district in a school zone to not less than 20 miles per hour, except that any such decreased limit shall apply only during the hours in which students are normally en route to or from school, such zones and hours to be established by regulation adopted and published by the traffic engineer; or

(5)

Decreases the limit within any residence district, but not to less than 20 miles per hour.

(b)

The traffic engineer shall determine by an engineering and traffic investigation the proper maximum speed for all arterial streets and shall declare a reasonable and safe maximum limit which may be greater or less than the maximum speed permitted under state law for an urban district or other location in which the arterial street is situated, except that in no event shall the traffic engineer establish any such maximum limit in excess of 65 miles per hour.

(c)

Except as otherwise provided in subsection (a)(4) of this section, any altered limit established pursuant to this section shall be effective at all times or during hours of darkness or at other times as may be determined when appropriate signs giving notice are erected upon such street or highway.

(d)

Any alteration of maximum limits on city connecting links by the traffic engineer shall not be effective until such alteration has been approved by the secretary of transportation.

(Code 1964, § 36-74; Code 1988, § 35-267; Ord. No. 53410, § 1, 1-7-1975; Ord. No. 55191, § 4, 8-3-1976; Ord. No. 58345, § 4, 7-27-1978; Ord. No. O-2-05, § 13, 1-6-2005)

State Law reference– Similar provisions, K.S.A. 8-1560.

ARTICLE IX. - PEDESTRIANS[11]

State Law reference– *Municipal authority to regulate pedestrians, K.S.A. 8-2002(a)(18), (a)(19); pedestrians generally, K.S.A. 8-1532 et seq.*

Sec. 35-398. - Obedience to traffic-control devices and traffic regulations.

(a)

A pedestrian shall obey the instructions of any official traffic-control device specifically applicable to such person, unless otherwise directed by a police officer.

(b)

Pedestrians shall be subject to traffic- and pedestrian-control signals as provided in sections [35-102](#) and [35-103](#).

(c)

At all other places, pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this chapter.

(Code 1964, § 36-123; Code 1988, § 35-386; Ord. No. 53410, § 1, 1-7-1975)

State Law reference– Similar provisions, K.S.A. 8-1532.

Sec. 35-399. - Crosswalks, etc.

(a)

When traffic-control signals are not in place or not in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to do so, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

(b)

No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard.

(c)

Subsection (a) of this section shall not apply under the conditions stated in [section 35-400\(b\)](#).

(d)

Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

(Code 1964, § 36-124; Code 1988, § 35-387; Ord. No. 53410, § 1, 1-7-1975)

State Law reference— Similar provisions, K.S.A. 8-1533.

Sec. 35-400. - Crossing at other than crosswalks; jaywalking.

(a)

Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.

(b)

Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

(c)

Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

(d)

No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements.

(Code 1964, § 36-125; Code 1988, § 35-388; Ord. No. 53410, § 1, 1-7-1975)

State Law reference— Similar provisions, K.S.A. 8-1534.

Sec. 35-401. - Drivers to exercise due care.

Notwithstanding other provisions of this article, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian, give warning by sounding the horn when necessary, and exercise proper precaution upon observing any child or any obviously confused or incapacitated person.

(Code 1964, § 36-126; Code 1988, § 35-389; Ord. No. 53410, § 1, 1-7-1975)

State Law reference— Similar provisions, K.S.A. 8-1535.

Sec. 35-402. - Pedestrians to use right half of crosswalks.

Pedestrians shall move, whenever practicable, upon the right half of crosswalks.

(Code 1964, § 36-127; Code 1988, § 35-390; Ord. No. 53410, § 1, 1-7-1975)

State Law reference— Similar provisions, K.S.A. 8-1536.

Sec. 35-403. - Pedestrians on highways.

(a)

Where a sidewalk is provided and its use is practicable, it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

(b)

Where a sidewalk is not available, any pedestrian walking along and upon a highway shall walk only on a shoulder, as far as practicable from the edge of the roadway.

(c)

Where neither a sidewalk nor a shoulder is available, any pedestrian walking along and upon a highway shall walk as near as practicable to an outside edge of the roadway, and, if on a two-way roadway, shall walk only on the left side of the roadway.

(d)

Except as otherwise provided in this article, any pedestrian upon a roadway shall yield the right-of-way to all vehicles upon the roadway.

(Code 1964, § 36-128; Code 1988, § 35-391; Ord. No. 53410, § 1, 1-7-1975)

State Law reference— Similar provisions, K.S.A. 8-1537.

Sec. 35-404. - Pedestrians soliciting rides or business.

(a)

No person shall stand in a roadway for the purpose of soliciting a ride.

(b)

No person shall stand on a highway for the purpose of soliciting employment, business or contributions from the occupant of any vehicle.

(c)

No person shall stand on or in proximity to a street or highway for the purpose of soliciting the watching or guarding of any vehicle while parked or about to be parked on a street or highway.

(Code 1964, § 36-129; Code 1988, § 35-392; Ord. No. 53410, § 1, 1-7-1975)

State Law reference— Similar provisions, K.S.A. 8-1538.

Sec. 35-405. - Driving through safety zone prohibited.

No vehicle shall at any time be driven through or within a safety zone.

(Code 1964, § 36-130; Code 1988, § 35-393; Ord. No. 53410, § 1, 1-7-1975)

State Law reference— Similar provisions, K.S.A. 8-1539.

Sec. 35-406. - Pedestrians' right-of-way on sidewalks.

The driver of a vehicle shall yield the right-of-way to any pedestrian on a sidewalk.

(Code 1964, § 36-131; Code 1988, § 35-394; Ord. No. 53410, § 1, 1-7-1975)

State Law reference– Similar provisions, K.S.A. 8-1540.

Sec. 35-407. - Pedestrians must yield right-of-way to authorized emergency vehicle.

(a)

Upon the immediate approach of an authorized emergency vehicle making use of an audible signal meeting the requirements of K.S.A. 35-714(d) and visual signals meeting the requirements of [section 35-801](#) or of a police vehicle properly and lawfully making use of an audible signal only, every pedestrian shall yield the right-of-way to the authorized emergency vehicle.

(b)

This section shall not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway nor from the duty to exercise due care to avoid colliding with any pedestrian.

(Code 1964, § 36-132; Code 1988, § 35-395; Ord. No. 53410, § 1, 1-7-1975)

State Law reference– Similar provisions, K.S.A. 8-1541.

Sec. 35-408. - Blind pedestrian right-of-way.

The driver of a vehicle shall yield the right-of-way to any blind pedestrian carrying a clearly visible white cane or accompanied by a guide dog.

(Code 1964, § 36-133; Code 1988, § 35-396; Ord. No. 53410, § 1, 1-7-1975)

State Law reference– Similar provisions, K.S.A. 8-1542.

Sec. 35-409. - Pedestrians under influence of alcohol or drugs.

A pedestrian who is under the influence of alcohol or any drug to a degree which renders such pedestrian a hazard shall not walk or be upon a highway except on a sidewalk.

(Code 1964, § 36-134; Code 1988, § 35-397; Ord. No. 53410, § 1, 1-7-1975)

State Law reference– Similar provisions, K.S.A. 8-1543.

Sec. 35-410. - Bridge and railroad signal.

(a)

No pedestrian shall enter or remain upon any bridge or approach thereto beyond the bridge signal, gate or barrier after a bridge operation signal indication has been given.

(b)

No pedestrian shall pass through, around, over or under any crossing gate or barrier at a railroad grade crossing or bridge while such gate or barrier is closed or is being opened or closed.

(Code 1964, § 36-135; Code 1988, § 35-398; Ord. No. 53410, § 1, 1-7-1975)

State Law reference– Similar provisions, K.S.A. 8-1544.

Sec. 35-411. - Engaging in sport so as to obstruct traffic.

No person shall engage in any sport upon any street or highway that will be likely to injure pedestrians or hinder or obstruct the passage of vehicles.

(Code 1964, § 36-136; Code 1988, § 35-399; Ord. No. 53410, § 1, 1-7-1975)

State Law reference– Similar provisions, K.S.A. 8-1540.

Sec. 35-697. - Operation of electric-assisted scooters.

(a)

Electric-assisted scooters are to be operated in bike lanes and bike paths where available. Electric-assisted scooters are to offer the right of way to bicycles in bike lanes and on bike paths.

(b)

Electric-assisted scooters shall not be operated on any interstate highway, federal highway or state highway.

(c)

Electric-assisted scooters shall not be operated on any street within the corporate limits of the city with a speed limit in excess of 35 miles per hour unless the electric-assisted scooter is operated within a bike lane or bike path.

(d)

Electric-assisted scooters shall not be operated on any public sidewalk.

(e)

Electric-assisted scooters shall not be operated at a speed of more than 15 miles per hour.

(f)

No person under the age of 18 shall operate or ride upon an electric-assisted scooter on any public street, road or highway.

(g)

The use of protective bicycle helmets is highly encouraged while operating electric-assisted scooters.

(Ord. No. [O-2-19](#), § 1, 2-14-2019; Ord. No. [O-56-19](#), § 1, 8-15-2019)

Sec. 35-698. - Parking of shared small vehicles; parking of privately-owned electric-assisted bicycles and scooters.

(a)

Shared small vehicles shall be parked upright on hard surfaces in the area of the sidewalk closest to the travel lanes, beside a bicycle rack or in another area specifically designated for bicycle parking, or on the street next to an unmarked curb.

(b)

Shared small vehicles shall not be parked in such a manner as to block pedestrian movement on the sidewalk; any fire hydrant, call box, or other emergency facility; bus bench; or utility pole or box. The sidewalk shall have a minimum of four feet of clear space for pedestrian movement.

(c)

Shared small vehicles may be parked on blocks without sidewalks only if the travel lane(s) and a six-foot pedestrian clear zone are not impeded.

(d)

Shared small vehicles shall not be parked directly adjacent to or within the following areas, such that access is impeded:

(1)

Transit zones, including bus stops, shelters, passenger waiting areas and bus layover and staging zones, except at existing bicycle racks;

(2)

Loading zones;

(3)

Disabled parking zone;

(4)

Street furniture that requires pedestrian access (for example—benches, parking pay stations, bus shelters, transit information signs, etc.);

(5)

Curb ramps;

(6)

Entryways; and

(7)

Driveways.

(e)

Privately owned electric-assisted bicycles and electric-assisted scooters shall be parked areas specifically designated for bicycle parking. Privately owned electric-assisted bicycles and electric-assisted scooters shall not be parked on the sidewalk, in the right-of-way, or in any of the areas prohibited in [section 35-698](#).

(Ord. No. [O-2-19](#), § 1, 2-14-2019)

Sec. 35-699. - Shared small vehicle operation agreements.

Shared small vehicle operation agreement. Any person or company wishing to operate a shared small vehicle program, as defined in [section 35-1](#), within the corporate limits of Kansas City, Kansas, shall enter into either an operating agreement or interim operating agreement with the unified government setting forth the rules and regulations governing such operation. **The county administrator shall have the authority to approve all such operating agreements and interim operating agreements if the county administrator believes, in his or her discretion, that the agreement sufficiently addresses safety, education, costs, data-sharing and other regulatory needs of the unified government and its citizens.**

Attachment 2: Bonner Springs, Edwardsville, and Lake Quivira Municipal Code Review

Below are relevant sections to the Bonner Springs, Edwardsville, and Lake Quivira municipal codes to the development of the Mobility Plan. All three municipalities incorporate by reference the Standard Traffic Ordinance for Kansas Cities, a review of which is included below the review of municipal code provisions.

Bonner Springs Municipal Code Review

Chapter XV Traffic

Article 1. Standard Traffic Ordinance

15-101. Standard Traffic Ordinance incorporated.

There is hereby incorporated by reference for the purpose of regulating traffic within the corporate limits of the City, that certain standard traffic ordinance known as the "Standard Traffic Ordinance for Kansas Cities," 2019 Edition prepared and published in book form by the League of Kansas Municipalities, 300 S. W. 8th Street, Topeka, Kansas, 66603-3912, save and except sections, parts or portions as are hereafter omitted, deleted, modified or changed by this Ordinance, such incorporation being authorized by K.S.A. 12-3009 through 12-3012, inclusive, as amended. Not less than one (1) copy of said Standard Traffic Ordinance shall be marked or stamped "Official Copy as Incorporated by Ordinance No. 2480 of the City of Bonner Springs, Kansas", with all Sections or portions thereof intended to be omitted or changed clearly marked to show any such omission or changes and to which shall be attached a copy of this ordinance, and filed with the City Clerk to be open to inspection and available to the public at all reasonable hours. All persons duly charged with enforcing and administering said Standard Traffic Ordinance shall be provided copies thereof.

Ord. 2186; Ord. 2233; Ord. 2254; Ord. 2284; Ord. 2320; Ord. 2345; Ord. 2368; Code 2014; Ord. 2390; Ord. 2395; Ord. 2414; Ord. 2437; Ord. 2453; Ord. 2480)

15-102. Traffic Infractions and Traffic Offenses.

(a) An ordinance traffic infraction is a violation of any Section of this ordinance that prescribes or requires the same behavior as that prescribed or required by a statutory provision that is classified as a traffic infraction in K.S.A. 8-2118;

(b) All traffic violations which are included within this Article, and which are not ordinance traffic infractions as defined in Subsection (a) of this Section, shall be considered traffic offenses.

(Ord. 2368; Code 2014; Ord. 2390; Ord. 2414; Ord. 2437; Ord. 2453; Ord. 2480)

15-107. Maximum Speed Limits.

Article 7, Section 33(a) of the Standard Traffic Ordinance is amended as follows:

(a) Except when a special hazard exists or except as provided by Subsection (b) of this Section that requires lower speed for compliance with Section 32, the limits specified in this Section or established as hereinafter authorized shall be maximum lawful speeds and no person shall drive a vehicle at a speed in excess of such maximum speed limits:

- (1) Twenty (20) miles per hour in any business district.
- (2) Thirty (30) miles per hour in all other districts of the City not enumerated herein.
- (3) Ten (10) miles per hour in any park.
- (4) On any separated multilane highway, as designated and posted by the Secretary of Transportation, 75 miles per hour or such lower speed as posted.
- (5) Sixty (60) miles per hour on all State Highways within the City where signs indicating such speeds are posted.
- (6) Notwithstanding any other ordinance to the contrary, the Governing Body of this City by separate ordinance may specify and establish other speed limits for specific streets or portions of streets.

(Ord. 2368; Code 2014; Ord. 2390; Ord. 2414; Ord. 2437; Ord. 2453; Ord. 2480)

Article 2. Local Traffic Regulations

15-201. Local Control Traffic Regulations Code.

There is hereby incorporated by reference the "City of Bonner Springs Local Control Traffic Regulations Code" that contains Section 15-201 through 15-202 prepared by the City Clerk's Department, 205 East Second Street, P. O. Box 38, Bonner Springs, KS 66012. The City Clerk shall mark and stamp one (1) copy as an "Official Copy as Adopted by Ordinance No. 2316" to be incorporated in the City of Bonner Springs, Kansas Code. Such copy shall be open to public inspection and available at all regular business hours.

Said traffic regulation code has subsequently been amended by Ordinance Nos. 2340, 2367, 2420 and 2431.

City of Bonner Springs Local Traffic Control Regulations Code

14-203 LOCATIONS OF SPECIFIC SPEED LIMITS.

The following speed limits for the streets identified shall be in effect at all times except as otherwise posted:

<u>Name of Street</u>	<u>Portion of Street</u>	<u>Maximum Speed Limit</u>
126 Street	Riverview to State	35 MPH
130 Street	K-7 to State	30 MPH
138 Street	Kump to Metropolitan	35 MPH
Bluegrass Drive-North	Morse to Insley 7:15-8:00 a.m. & 2:45 – 3:15 p.m.	20 MPH
Clark Middle School Dr.	All	20 MPH
Elm	Nettleton to Front	20 MPH
Front (K-32 Highway)	Cedar to 300' East of Southbound K-7 Off & On Ramp	35 MPH
Front (K-32 Highway)	300' East of Southbound K-7 Off & On Ramp 1200' East of Northbound K-7 On Ramp	45 MPH
High School Drive	All	20 MPH
Kump	Park to Nettleton 8-8:30 a.m. & 3:30–4:10 p.m. (369' East to 380' West) from Bluegrass 7:15-8 a.m. & 2:45-3:15 p.m. 400' East of Scheidt Lane to 142 Street Nettleton Avenue to 400' East of Scheidt Lane Nettleton to Front 142nd to 138th	20 MPH 20 MPH 45 MPH 30 MPH 20 MPH 45 MPH
Lilac Lane	Woodend to Southwest Dr.	20 MPH
Loring/Front	Elm to Woolf Creek Bridge Woolf Creek Bridge to Stillwell Road Forest to Stillwell Road	35 MPH 45 MPH 35 MPH
Neconi	Coronado to Second 8-8:30 a.m. & 3:30-4:10 p.m. 400' From Each Direction of the Intersection of Neconi & Pratt	20 MPH 20 MPH
Nettleton	Insley to Elm	20 MPH
Oak Street	Nettleton Front	20 MPH
Second	Elm to Maple 325' East of Neconi to 395' West of Neconi 8–8:30 a.m. & 3:30–4:10 p.m.	20 MPH 20 MPH
Shadyside	Neconi to South Park 8–8:30 a.m. & 3:30–4:10 p.m.	20 MPH
Southwest Drive (Ordinance 2210 – Feb 08)	Woodend to Tracy	20 MPH

14-204. MAIN TRAFFICWAYS AND TRAFFICWAY CONNECTIONS.

(1) The following streets or portions of streets are hereby designated as Main Trafficways as provided by K.S.A. 12-685.

1. 118th Street - Kansas Turnpike to 1 Mile South of Riverview.
2. 138th Street - Kump to Kansas Avenue.
3. 142nd Street - City Limits North to Kump and Kansas Avenue to US
4. 24-40 (State).
5. Cedar - Front to Nettleton.
6. Front - East City Limits to Loring.
7. K-7 Highway - K-32 Highway to US 24-40 (State).
8. Kansas Avenue - 142nd to 122nd.
9. Kump - 142nd to Front.
10. Loring Drive - Stilwell to Scheidt.
11. Metropolitan - 138th to Nettleton.
12. Morse - 138th to K-32 Highway.
13. Nettleton - Oak to K-7 Highway.
14. Oak - Nettleton to Front.
15. Riverview - 134th to 110th.
16. Scheidt Lane.
17. Second Street - Oak to Front.
18. Stilwell - 142nd to Loring Drive.

14-204B. TRAFFICWAY CONNECTIONS.

The following streets or portions of streets are hereby designated as Trafficway Connections as provided by K.S.A. 12-686:

1. 40th Street.
2. 130th Street - K-7 Highway to State Avenue.
3. 118th Street.
4. 121st Street - 122nd to 1 Mile South of Riverview.

5. 122nd Street.
6. Hall of Fame Drive (126 Street)
7. 134th Street - Metropolitan to K-7 Highway.
8. Bluegrass Drive, North.
9. Bluegrass Drive, South.
10. Bonner Industrial Drive approximately 1,255 feet east of the intersection of Highway K-7 and 43rd Street thence north 2,186 feet more or less.
11. Canaan Center Drive - K-7 Highway to 134 Street.
12. Cornell.
13. Garfield.
14. Lakewood Road.
15. Neconi.
16. Nettleton - Oak to Second.
17. Pine.
18. Pioneer Drive.
19. Pratt - North Bluegrass to 138th Street.
20. Riverview - 142nd to 134th.
21. Second - Oak to Pine.
22. Sheidley - Walnut to Nettleton.
23. Spring.
24. Swingster Road commencing at 121st Street and K-32 Highway.
25. Third - Cedar to Sheidley.
26. Woodend Avenue.
27. An unnamed street along the south right-of-way of the Union Pacific Railroad boundary from 118th Street to the K-7 right-of-way.
28. An unnamed reverse frontage road - A 60-foot-wide street right-of-way beginning at Riverview and extending south 1,000 feet parallel to and 506 feet west of the east line of the northwest quarter of Section 17, Township, 11, Range 23. (Ord. 1556, Sec. 1; Ord. 1568, Sec. 2; Ord. 1731, Sec. 1, Ord. 2340)

Edwardsville Municipal Code Review

Chapter 12 Traffic and Vehicles

Article 12.02 Standard Traffic Ordinance

(a) Incorporating standard traffic ordinance.

To regulate traffic within the corporate limits of the city, there is hereby incorporated, by reference, the "Standard Traffic Ordinance for Kansas Cities, 2021" (hereinafter referred to as "STO"), prepared and published in book form by the League of Kansas Municipalities, Topeka, Kansas, save and except such articles, sections, parts or portions thereof which are hereafter omitted, deleted, modified, or changed. No less than one copy of the STO will be marked or stamped "Official Copy, As Adopted by Ordinance No. 1019;" all sections or portions thereof that are to be omitted or changed will be clearly marked; and a copy of this ordinance will be attached thereto and filed with the city clerk, to be available to the public for inspection at all reasonable hours.

(b) Amendments.

Section 33, "Maximum speed limits," of the STO is hereby amended to read as follows:

Sec. 33. Maximum speed limits.

(a) Except as provided in subsection (b), and except when a special hazard exists that requires lower speed for compliance with K.S.A. 8-1557 (section 32 of the "Standard Traffic Ordinance for Kansas Cities, 2021"), and amendments thereto, the limits specified in this section or established as hereinafter authorized shall be maximum lawful speeds, and no person shall drive a vehicle at a speed in excess of such maximum limits:

1.0 Ten (10) miles per hour: In any park.

1.5 Fifteen (15) miles per hour. Pursuant to the agreement with the owner thereof, on any street that is open to public use within the area of the mobile home park that is bounded by Fourth Street to the east, Mission Creek Drive to the west, Williamson Street to the north, and White Street to the south.

2.0 Twenty (20) miles per hour: As posted in the designated school zone of South 104th Street beginning 100 feet northeast of the centerline of 4th Street; thence north on South 104th Street to 690 feet north of the most northern property line of 1700 South 104th Street, Edwardsville School, between the hours of 7:45 a.m. and 8:45 a.m., and between the hours of 3:00 p.m. and 4:00 p.m. on regular school days as designated by the school calendar of the Edwardsville School; on 5th, 6th, 7th, and 8th Streets south of K-32 Highway; on Newton Street; on Beach Street; on Kansas Avenue from 110th Street west to the western city limits; on 110th Street south of Kansas Avenue; on Trant Street from 4th Street to 9th Street; and in any business district not otherwise designated.

2.5 Twenty-five (25) miles per hour: On 5th and 7th Streets north of K-32 Highway; on High Street; on Blake Street from 4th Street to the City Park; on 4th Street from the railroad tracks

south to the southern City Limits; on 11th Street; on Orchard Street; on Shearer Road; on Crestwood Street; on Steele Road; and on Shawnee Street from Edwardsville Drive to 106th Street.

3.0 Thirty (30) miles per hour: On 96th Street; on 4th Street from K-32 Highway north to Edwardsville Drive; on Riverview; and in any urban, non-business district not otherwise designated.

3.5 Thirty-five (35) miles per hour: On Edwardsville Drive from 4th Street north to Kansas Avenue; on Woodend Road from 98th Street to 9th Street; on Kansas Avenue from 102nd Street to the east City limit.

4.0 Reserved.

4.5 Forty-five (45) miles per hour. On K-32 highway beginning 0.512 miles east of the intersection of the section line common to Sections 26 and 27, T-11-S, R- 23-E, and the centerline of the said highway, and continuing thence easterly for a total Distance of 0.37 miles; on Woodend Road from the Eastern City limits to 98th Street; and on 110th Street from the northern City Limits south to Kansas Avenue.

5.0 Reserved.

5.5 Fifty-five (55) miles per hour. On K-32 Highway, in all areas not forty-five (45) miles per hour as set out in section 4.5 above.

6.0 Reserved.

6.5 Sixty-five (65) miles per hour. On all other highways except for any separated multi-lane highway, so designated and posted by the Secretary of Transportation.

7.0 Reserved.

7.5 Seventy-five (75) miles per hour. On any separated, multi-laned highway as designated and posted by the Secretary of Transportation.

Section 136, "Use of coasters, roller skates and similar devices restricted," of the STO is hereby amended as follows:

Section 136. Use of coasters roller skates and similar devices restricted.

(a) No person upon roller skates, or riding in or by means of any coaster, roller blades, skateboard, or similar device shall operate such device upon:

(1) any roadway, street or highway, except when the roadway is temporarily designed as a play street; or

(2) any public tennis or futsal court; or

(3) any private or public parking lot or area where signs are posted, in accordance with this section, giving notice that operation of such devices is prohibited. The provisions of this

subsection shall not be applicable to any private or public parking lot or area unless the following signage is clearly and properly posted at all entrances to said private or public parking lot or area:

NOTICE PURSUANT TO MUNICIPAL ORDINANCE, NO ROLLER SKATES, COASTER, ROLLER BLADES, SKATEBOARDS OR SIMILAR DEVICE MAY BE OPERATED IN THIS PARKING LOT OR AREA. CONVICTION OF A VIOLATION OF THIS SECTION SHALL RESULT IN A FINE IN ACCORDANCE WITH SECTION 1.01.009 OF THE CODE OF ORDINANCES.

(b) Except as otherwise provided in section (c) hereof, use of roller blades, skates, or skateboards is permissible on trails and sidewalks unless otherwise posted.

(c) Whenever a person is operating such a device in any area or place where such use is permitted, such person shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.

(d) Any person found guilty of a violation of this section shall be fined in accordance with section 1.01.009 of the Code of Ordinances.

Article 12.03 Local Traffic Regulations

Division 1. Generally

Sec. 12.03.003 Main trafficways and trafficway connections

(a) The following list of streets are hereby designated as main trafficways with primary functions of said trafficways for the moving of through traffic between areas of concentrated activities within the city and traffic facilities outside the city performing the function of a major trafficway, all pursuant to K.S.A. 12-685, and amendments thereto. Use of the term "city limits" shall include property subsequently annexed or which otherwise is added to the corporate boundaries of the city.

- (1) Edwardsville Drive within the city limits.
- (2) Kansas Avenue within the city limits.
- (3) Kouns Lane within the city limits.
- (4) Riverview Avenue within the city limits.
- (5) Shawnee Road within the city limits.
- (6) Swartz Road within the city limits.
- (7) Woodend Road within the city limits.
- (8) 4th Street within the city limits.
- (9) 9th Street within the city limits.
- (10) 94th Street within the city limits.

(11) 98th Street within the city limits.

(12) 102nd Street within the city limits.

(13) 104th Street within the city limits.

(14) 110th Street within the city limits.

(b) The following list of streets are hereby designated as trafficway connections with primary function of said streets, to provide adequate connection with or between any main trafficways or for the purpose of relieving traffic congestion at certain points on such designated main trafficways, all pursuant to K.S.A. 12-686 and amendments thereto.

(1) Blake Street from 4th Street to its eastern terminus.

(2) Edge Hill Drive from 102th Street to 104th Street.

(3) Newton Street from 4th Street to 9th Street.

(4) Richland Avenue from 102nd Street to 106th Street.

(5) Riverfalls Drive from 4th Street to 9th Street.

(6) Trant Street from 4th Street to 9th Street.

(7) 106th Street from Richland Avenue to Shawnee Drive.

Lake Quivira Municipal Code Review

Title VII Traffic and Vehicle Regulations

Section 1 Adoption of Standard Traffic Ordinance with Amendments

A. Incorporating Standard Traffic Ordinance.

There is incorporated by reference for the purpose of regulating traffic within the corporate limits of the City of Lake Quivira, Kansas, that certain standard traffic ordinance known as the "Standard Traffic Ordinance for Kansas Cities," Edition of 2016, prepared and published in book form by the League of Kansas Municipalities, except such articles, sections, parts or portions as are hereafter omitted, deleted, modified or changed. No fewer than three copies of said Standard Traffic Ordinance shall be marked or stamped as an official copy as adopted by Ordinance No. 293, with all sections or portions thereof intended to be omitted or changed clearly marked to show any such omission or change and to which shall be attached a copy of this ordinance, and filed with the City Clerk to be open to inspection and available to the public at all reasonable hours. The Police Department, Municipal Judge, Municipal Prosecutors, and all Administrative Departments of the City charged with enforcement of this Ordinance shall be supplied, at the cost of the City, such number of official copies of the Standard Traffic Ordinance similarly marked, as may be expedient.

Traffic Regulations on Private Property. Whenever the person or organization in possession or control of any private property used by the public for purposes of vehicular traffic by permission of the owner shall cause to be posted at each entrance thereto a permanently lettered clearly legible sign, approved in form by the City of Lake Quivira Chief of Police, with the following legend:

"TRAFFIC REGULATIONS OF THE CITY OF LAKE QUIVIRA, KANSAS ENFORCED ON THIS PROPERTY. SPEED LIMIT 20 M.P.H. (OR AS POSTED)."

Such private property shall thereafter be deemed to be under the speed regulations of the city and such traffic regulations as contained in Sections 32, 59, 81, and 82 of the Standard Traffic Ordinance for Kansas Cities, Edition of 2016.

B. Amendments to Standard Traffic Ordinance.

Section 29 of said Standard Traffic Ordinance is hereby amended to read as follows:

Section 33 of said Standard Traffic Ordinance is hereby amended to read as follows:

Section 33. Maximum Speed Limits.

(a) Except when a special hazard exists that requires a lower speed for compliance with Section 32 of the Standard Traffic Ordinance, the limits of speed specified in this section or established as hereinafter authorized shall be maximum lawful speeds and no person shall drive a vehicle at a speed in excess of such maximum limits:

- (1) Twenty (20) miles per hour in all locations within the private gated community of Quivira Incorporated within the City of Lake Quivira.
 - (2) Twenty-five (25) miles per hour in all other locations, unless otherwise posted.
 - (3) Thirty (30) miles per hour in the following locations: Holliday Drive, beginning at the East city limit of Lake Quivira, and continuing West as posted; Renner Rd., as posted.
 - (4) Thirty-five (35) miles per hour in the following locations: Holliday Drive, as posted; Quivira Lane.
- (c) Whenever the Chief of Police or City Public Works Department determines that any speed limit set forth in this section should be greater or less than the posted speed limit to insure safety under the conditions found to exist upon any part of a street, said Chief of Police or City Public Works Department shall determine and declare a reasonable and safe speed limit thereon which shall be effective at all times or during the daytime or nighttime or at such other times as may be determined when appropriate signs giving notice thereof are erected on such street, pursuant to K.S.A. 8-1560 and 8-2002. Accordingly, the Chief of Police or City Public Works Department may post appropriate signs giving notice thereof, pursuant to K.S.A. 8-1560 and 8-2002 of an increased fine which doubles the scheduled fine amount for exceeding the speed limit within construction zones.

Section 1.5 Standard Traffic Ordinance Provisions Omitted

Sections 30(DUI), 114.4 (Golf carts), and 114.5 (Work-site utility vehicles) and 126.2 (Use of Wireless Communication Devices) of the Standard Traffic Ordinance for Kansas Cities, Edition of 2016, are deleted and hereby declared to be omitted from this incorporating Ordinance and the Code of the City of Lake Quivira, Kansas, and expressly omitted from incorporation by reference.

(Ordinance 262, 2011; Ordinance 264, 2011; Ordinance 270, 2012; Ordinance 286, 2014; Ordinance 293 Passed October 3, 2016, Effective January 1, 2017)

Section 4 Operation and Use of Golf Carts

- A. Definitions. As used herein, the term "Golf Cart" means a motor vehicle that has not less than three wheels in contact with the ground, an unladen weight of not more than 1,800 pounds, is designed to be operated at not more than 25 miles per hour and is designed to carry not more than four persons, including the driver.
- B. Operation of a Golf Cart within the Corporate City Limits of Lake Quivira, Kansas.

The operation of a Golf Cart is authorized on private property and on public roadways within the city limits of Lake Quivira, except the operation of a Golf Cart within the corporate city limits of Lake Quivira, Kansas is hereby prohibited on the following roadways:

1. Holliday Drive
2. Quivira Lane
3. Renner Road
4. 85th Street

C. Every person operating a Golf Cart on the public highways, streets, roads and alleys of the City shall be subject to all of the duties applicable to a driver of a vehicle imposed by law.

D. Penalty.

Any Person violating any provisions of this Section shall, upon conviction, be punished by a fine of not more than Five Hundred Dollars. Each day that any violation occurs or continues shall constitute a separate offense. A violation of this Section shall be deemed an ordinance traffic infraction.

(Ordinance 258, 2010; Ordinance 261, 2010)

Standard Traffic Ordinance for Kansas Cities

Article 4. Traffic Signs, Signals and Markings

Sec. 19. Designation of Crosswalks and Safety Zones.

The chief of police, subject to the approval of the governing body, may designate and maintain by appropriate devices, marks or lines on the surface of the roadway, crosswalks at intersections where in his/her opinion there is particular danger to pedestrians crossing the roadway and at such other places as may be deemed necessary. The chief of police may also, subject to such approval, establish and mark safety zones of such kind and character and at such places as may be deemed necessary for the protection of pedestrians. (K.S.A. 8-2001 and K.S.A. 8-2006) Ref.: Driving Through Safety Zones, see Sec. 70.

Sec. 20. Play Streets.

(a) The chief of police shall have authority to declare any street or part thereof a play street and to place appropriate signs or devices in the roadway indicating and helping to protect the same.

(b) Whenever authorized signs are erected indicating any street or part thereof as a play street, no person shall drive a vehicle upon any such street or portion thereof except drivers of vehicles having business or whose residences are within such closed area, and then any such driver shall exercise the greatest care in driving upon any such street or portion thereof. (K.S.A. 8-2002(a)(14))

Article 7. Speed Regulations

Sec. 32. Speed Limitations; Basic Rule.

No person shall drive a vehicle at a speed greater than is reasonable and prudent under the conditions and having regard to the actual hazards then existing. Consistent with the foregoing, every person shall drive at a safe and appropriate speed when approaching and crossing an intersection or railroad grade crossing, when approaching and going around a curve, when approaching a hill crest, when traveling upon any narrow or winding roadway, and when special hazards exist with respect to pedestrians or other traffic or by reason of weather or highway conditions. (K.S.A. 8-1557)

Sec. 33. Maximum Speed Limits.

(a) Except as provided in subsection (b) and except when a special hazard exists that requires lower speed for compliance with K.S.A. 8-1557, and amendments thereto, the limits specified in this subsection or established as authorized by law shall be maximum lawful speeds, and no person shall operate a vehicle at a speed in excess of such maximum limits: (1) In any urban district, 30 miles per hour; (2) On any separated multilane highway, as designated and

posted by the secretary of transportation, 75 miles per hour; (3) On any county or township highway, 55 miles per hour; and (4) On all other highways, 65 miles per hour.

(b) No person shall drive a school bus to or from school, or interschool or intraschool functions or activities, at a speed in excess of the maximum speed limits provided in subsection (a), except that the board of education of any school district may establish by board policy lower maximum speed limits for the operation of such district's school buses. The provisions of this subsection relating to school buses shall apply to buses used for the transportation of students enrolled in community colleges or area vocational schools, when such buses are transporting students to or from school, or functions or activities.

(c) The maximum speed limits in this section may be altered as authorized in K.S.A. 8-1559 and K.S.A. 8-1560, and amendments thereto. (K.S.A. 8-1558)

Sec. 34. Minimum Speed Regulation.

(a) No person shall drive a motor vehicle at such a slow speed as to impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law.

(b) Whenever the governing body determines on the basis of an engineering and traffic investigation that slow speeds on any highway or part of a highway consistently impede the normal and reasonable movement of traffic, the governing body may determine and declare a minimum speed limit below which no person shall drive a vehicle except when necessary for safe operation or in compliance with law, and that limit shall be effective when posted upon appropriate fixed or variable signs. (K.S.A. 8-1561)

Article 11. Pedestrians

Sec. 63. Pedestrians; Obedience to Traffic-Control Devices and Traffic Regulations.

(a) A pedestrian shall obey the instructions of any official traffic-control device specifically applicable to such person, unless otherwise directed by a police officer. (b) Pedestrians shall be subject to traffic and pedestrian control signals as provided in Sections 13 and 14. (c) At all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this ordinance. (K.S.A. 8-1532)

Sec. 64. Pedestrians' Right-of-Way in Crosswalks; Control Signals.

(a) When traffic-control signals are not in place or not in operation the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian entering or crossing the roadway within a crosswalk.

(b) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard.

(c) Subsection (a) of this section shall not apply under the conditions stated in subsection (b) of Section 65.

(d) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle. (K.S.A. 8-1533)

Sec. 65. Crossing at Other Than Crosswalks; Jaywalking.

(a) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.

(b) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

(c) Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

(d) No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements. (K.S.A. 8-1534)

Sec. 66. Drivers to Exercise Due Care.

Notwithstanding other provisions of this article, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian, and shall give warning by sounding the horn when necessary, and shall exercise proper precaution upon observing any child or any obviously confused or incapacitated person. (K.S.A. 81535)

Sec. 67. Pedestrians to Use Right Half of Crosswalks.

Pedestrians shall move, whenever practicable upon the right half of crosswalks. (K.S.A. 8-1536)

Sec. 68. Pedestrians on Highways.

(a) Where a sidewalk is provided and its use is practicable it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

(b) Where a sidewalk is not available, any pedestrian walking along and upon a highway shall walk only on a shoulder, as far as practicable from the edge of the roadway

(c) Where neither a sidewalk nor a shoulder is available, any pedestrian walking along and upon a highway shall walk as near as practicable to an outside edge of the roadway, and, if on a two-way roadway, shall walk only on the left side of the roadway.

(d) Except as otherwise provided in this article, any pedestrian upon a roadway shall yield the right-of-way to all vehicles upon the roadway. (K.S.A. 8-1537)

Sec. 70. Driving Through Safety Zone Prohibited.

No vehicle shall at any time be driven through or within a safety zone. (K.S.A. 8-1539)

Sec. 71. Pedestrians Right-of-Way on Sidewalks.

The driver of a vehicle shall yield the right-of-way to any pedestrian on a sidewalk. (K.S.A. 8-1540)

Sec. 73. Blind Pedestrian Right-of-Way.

The driver of a vehicle shall yield the right-of-way to any blind pedestrian carrying a clearly visible white cane or accompanied by a guide dog. (K.S.A. 8-1542)

Sec. 74. Pedestrian Under Influence of Alcohol or Drugs.

A pedestrian who is under the influence of alcohol or any drug to a degree which renders such pedestrian a hazard shall not walk or be upon a highway except on a sidewalk. (K.S.A. 8-1543)

Article 5. Operation of Bicycles, Motorized Bicycles, and Play Vehicles

Sec. 127. Effect of Regulations.

(a) Violation of any provision of Sections 128 to 133, inclusive, is a traffic infraction.

(b) The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of Sections 128 to 133, inclusive.

(c) The provisions of Sections 128 to 133, inclusive, which are applicable to bicycles shall apply whenever a bicycle is operated upon any highway or upon any path set aside for the exclusive use of bicycles, subject to those exceptions stated herein. (K.S.A. 8-1586)

Sec. 128. Traffic Laws Apply to Persons Riding Bicycles.

Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this ordinance, except as otherwise provided in Sections 127 to 133, inclusive, of this article and except as to those provisions of this ordinance which by their nature can have no application. (K.S.A. 8-1587)

Sec. 129. Riding on Bicycles; Seats; Riders Limited.

(a) A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto.

(b) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped. (K.S.A. 8-1588)

Sec. 130. Clinging to Vehicles.

No person riding upon any bicycle, coaster, roller skates, sled or toy vehicle shall attach the same, himself or herself to any vehicle upon a roadway. (K.S.A. 8-1589)

Sec. 131. Riding on Roadways and Bicycle Paths.

(a) Every person operating a bicycle or a moped upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as near to the right side of the roadway as practicable, except under any of the following situations when:

- (1) Overtaking and passing another bicycle or vehicle proceeding in the same direction;
 - (2) Preparing for a left turn at an intersection or into a private road or driveway; or
 - (3) Reasonably necessary to avoid conditions including, but not limited to, fixed or moving objects, parked or moving bicycles, pedestrians, animals, surface hazards or narrow width lanes that make it unsafe to continue along the right hand edge of the roadway
- (b) Any person operating a bicycle or a moped upon a one way highway with two or more marked traffic lanes may ride as near to the left side of the roadway as practicable.
- (c) Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.
- (d) Wherever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway. (K.S.A. 8-1590)

Sec. 132. Carrying Articles.

No person operating a bicycle shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the handlebars. (K.S.A. 8-1591)

Sec. 133. Lamps and Other Equipment on Bicycles.

- (a) Every bicycle when in use between sunset and sunrise shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and either: (1) A red reflector on the rear which shall be visible from all distances from 100 feet to 600 feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle; (2) a lamp on the rear that shall emit a red light visible from a distance of 500 feet to the rear; or (3) the operator of such bicycle shall be wearing a device that emits a red or amber light that shall be visible from a distance of 500 feet to the rear.
- (b) Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.
- (c) No person shall sell a pedal for use on a bicycle, unless such pedal is equipped with a reflector which is visible from the front and rear of the bicycle to which it is attached during

darkness from a distance of 200 feet, and no person shall sell a new bicycle, unless it is equipped with pedals meeting the requirements of this subsection. (K.S.A. 8-1592)

Sec. 134. Application of Sec. 127 to Sec. 133 to Motorize Bicycles.

The provisions of Sections 127 to 133, inclusive, shall be applicable to motorized bicycles, and every person operating a motorized bicycle shall be subject to the provisions thereof. (K.S.A. 8-1592a)

Sec. 135. Electric-Assisted Bicycles, Traffic Law Application.

Vehicle registration and driver's license shall not be required for operation of an electric-assisted bicycle. Traffic regulations applicable to bicycles shall apply to electric-assisted bicycles, except tricycles with no brake horsepower. (K.S.A. 8-1592b)

Sec. 135.1. Electric-Assisted Scooters, Traffic Law Application.

(a) It shall be unlawful for any person to operate an electric-assisted scooter on any interstate highway, federal highway or state highway.

(b) Notwithstanding the provisions of subsection (a), traffic regulations applicable to bicycles, Sections 127 to 133, inclusive, shall be applicable to electric-assisted scooters.

(c) The governing body of a city or county may adopt an ordinance or resolution that further restricts or prohibits the operation of electric-assisted scooters on any public highway, street or sidewalk within such city or county.

(d) Except as otherwise provided in subsection (c), the provisions of subsection (a) shall not prohibit an electric-assisted scooter from crossing a federal or state highway. (2019 Kansas Laws Ch. 61(SB63))

Sec. 136. Use of Coasters, Roller Skates and Similar Devices Restricted.

No person upon roller skates, or riding in or by means of any coaster, toy vehicle, or similar device, shall go upon any roadway except while crossing a street at a crosswalk and except upon streets set aside as play streets. (K.S.A. 8-2002(a)(21))

Article 16. Special Rules for Motorcycles

Sec. 137. Traffic Laws Apply to Persons Operating Motorcycles.

Every person operating a motorcycle shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of any other vehicle under this ordinance, except as provided in Section 138 to 142, inclusive, and except as to those provisions of this ordinance which by their nature can have no application. (K.S.A. 8-1593)

Sec. 139. Operating Motorcycles on Roadways Laned for Traffic.

- (a) All motorcycles are entitled to full use of a lane and no motor vehicle shall be driven in such a manner as to deprive any motorcycle of the full use of a lane. This subsection shall not apply to motorcycles operated two abreast in a single lane.
- (b) The operator of a motorcycle shall not overtake and pass in the same lane occupied by the vehicle being overtaken.
- (c) No person shall operate a motorcycle between lanes of traffic or between adjacent lines or rows of vehicles.
- (d) Motorcycles shall not be operated more than two abreast in a single lane. (e) Subsections (b) and (c) shall not apply to police officers in the performance of their official duties. (K.S.A. 8-1595)



• • • • • APPENDIX G

Letters of Support

July 28, 2022

Mr. Gunnar Hand, AICP
Director of Planning + Urban Design
Unified Government of Wyandotte County and Kansas City, Kansas
701 N. 7th Street Trafficway
Kansas City, KS 66101

RE: goDotte Strategic Mobility Plan

Dear Director Hand:

On behalf of BikeWalkKC, I have drafted the following letter to express our organization's **support** for this draft of the goDotte Strategic Mobility Plan.

We have appreciated the opportunity to participate in the planning process for this critical document, a first of its kind which assembles transportation plans and policies from across Wyandotte County. We have reviewed the draft plan document and provided feedback and comments to the project team to incorporate into the final plan.

We agree that all of Wyandotte County and its neighbors must come together to address our varied transportation issues to realize new mobility solutions which spur community investment and improve our community's access to opportunity. For us, that means placing an emphasis on improving safe and reliable options for people who walk, roll, bike, and use transit. We believe this is important for two key reasons:

- 1) **It aligns with key portions of the Bipartisan Infrastructure Law (BIL).** The BIL is clear that communities need to do more to protect their most vulnerable road users. This is spelled out in several sections of the legislation (including Sections 11109, 11111, 11119, and 11206). Through its identified actions, the goDotte plan can follow those directives in a way which creates new funding opportunities for the UG.
- 2) **The plan will mesh well with the update to the statewide active transportation plan.** As KDOT updates this critical document, it is clear that future transportation funding will be based on policy and planning steps which prioritize vulnerable road users. The goDotte plan, coupled with the already adopted Complete Streets ordinance, will help ensure the UG is able to remain competitive for those emerging funding options.

We look forward to continuing to work with the UG on implementing the actions from the goDotte plan. If you have questions or need additional information, please contact me at michael.kelley@bikewalkkc.org.

Respectfully,



Michael Kelley
Policy Director
BikeWalkKC



July 29, 2022

Mr. Gunnar Hand, AICP
Director of Planning + Urban Design
Unified Government of Wyandotte County and Kansas City, Kansas
701 N 7th Street Trafficway
Kansas City, KS 66101

RE: goDotte Strategic Mobility Plan

Dear Mr. Hand:

We are excited to have participated in the planning process for the goDotte Strategic Mobility Plan, a first-of-its-kind document that assembles transportation plans and policy from all municipalities within Wyandotte County. We have reviewed the draft plan document and provided feedback and comments to the project team to incorporate into the final plan. The result will be a transportation plan that represents our shared values and documents an agreed upon strategy for transportation investments.

This interjurisdictional collaboration is exactly the type of effort that the new federal infrastructure bill prioritizes. We agree that 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.

We look forward to continuing to work with the UG on implementing the actions from the goDotte plan. If you have any questions or need additional information, please contact me at 913.897.8546

Sincerely,

Monica Mendez
Community Mobilizer
Latino Health For All Coalition



300 E. 39th Street, Ste. 4B
Kansas City, MO 64111
www.cultivatekc.org

July 29, 2022

Mr. Gunnar Hand, AICP

Director of Planning + Urban Design
Unified Government of Wyandotte County and Kansas City, Kansas
701 N 7th Street Trafficway
Kansas City, KS 66101

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This interjurisdictional collaboration is exactly the type of effort that the new federal infrastructure bill prioritizes. We agree that 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.

We look forward to continuing to work with the UG on implementing the actions from the goDotte plan. If you have any questions or need additional information, please contact me at brien@cultivatekc.org, 816-824-2176.

Sincerely,

A handwritten signature in black ink that reads "Brien Darby".

Brien Darby
Executive Director
Cultivate Kansas City