TRANSPORTATION SYSTEM PRIORITY IMPROVEMENTS $\mathbf{3}$

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EXECUTIVE SUMMARY 3.1

ANALYSIS & CONCLUSIONS 3.2

IMPLEMENTATION 3.3

3.1 EXECUTIVE SUMMARY

The Transportation System Priority Improvements within the Historic Northeast are identified through the development of an inventory of existing transportation modes and routes, identification of access barriers, analysis of how the transportation systems currently function and relate to one another, and assessment of impacts and relationships of future enhanced public transit options on the system. The specific improvements identified are intended to:

- Improve modal connectivity
- Strengthen transit oriented development
- Increase commerce and business investment
- Attract new employment
- Improve or address safety issues
- Increase attractiveness of the corridor, and
- Enhance quality of life within the corridor.

The transportation element is geared to provide stakeholders with the tools to select and prioritize transportation system improvement projects.

An integrated review of vehicle, bicycle, pedestrian and transit conditions and characteristics was completed. The primary focus for identifying the priority transportation system improvements within the Historic Northeast is upon a series of nodes along the key corridors of Independence Avenue and 9th Street at Prospect Avenue, Benton Boulevard, Van Brunt Boulevard and Hardesty Avenue. The potential future transportation investments at these nodes need to respond to the surrounding opportunities happening in land use and development and coordinate with the other elements of the Invest Northeast Sustainable Places Project. Therefore, the projects should not be viewed as an ordered list but as a complete set of projects to improve infrastructure and stimulate economic development.

A matrix was developed that identifies current projects in the Study Area, as well as projects identified through this effort. The matrix describes each project including type of improvement by the Invest Northeast transportation goals, financial information and the recommended type of action the community can take in order to achieve implementation. The summary matrix shown here lists the projects and the community action to carry the project to implementation. Further detail on implementation steps is included for each project on the implementation matrix in Section 3.3.

DESCRIPTION Paseo Gateway Independence and Benton Bouleva Redesign In District Existing Neighborhood C Projects Independence Avenue Subway Re Independence and Van Brunt Inter Improvements Sidewalk Gaps and Enhanced Cro Streetscape Continuation KCT Bridge Clearance Barrier Ren Modify Major Street Plan Typology NextRail on Independence Avenue Transit Amenities Implement Trails KC Plan Implement Bike KC Plan Implement Complete Streets

	ACTION								
1	Community Advocacy	Invest Northeast Program	Apply for Funding	FUNDED					
			✓	~					
ard Intersection				~					
Conservation				~					
econstruction	\checkmark								
rsection	\checkmark								
osswalks	\checkmark	~	✓						
	\checkmark	✓	\checkmark						
noval	\checkmark								
r (Area Plan)	\checkmark								
9	\checkmark								
	\checkmark								
	\checkmark								
	\checkmark		\checkmark						
	\checkmark		\checkmark						

3.2 ANALYSIS & CONCLUSIONS

> Existing Plans Review

A review of the following plans notes that they provide general guidelines and statements of design principles as well as direction for the design review of proposed development projects. However, by themselves they do not create a project list or priorities in the Northeast or along Independence Avenue.

- Major Street Plan
- BikeKC
- Trails KC
- KCMO Walkability Study
- Truman Plaza Area Plan
- Kansas City Design Center Independence Avenue Corridor
- KC Area Transportation Authority Comprehensive Service Analysis
- Smart Moves
- KCMO Capital Improvement Program (3rd and 4th Districts)

Several projects in the planning and early implementation stages along the Independence Avenue corridor were identified:

- Independence Avenue Subway Reconstruction
- Paseo Gateway
- Independence and Benton Boulevard Intersection Redesign
- Independence Avenue and Van Brunt Boulevard Intersection Improvements

• Independence Avenue Subway Reconstruction

The Independence Avenue rail bridge, which carries freight and Amtrak passenger rail traffic over Independence Avenue subway, is frequently struck by trucks due to its low vertical clearance. This presents a safety risk to motorists, pedestrians, shippers, Amtrak passengers, and the Class I railroads that traverse the tracks overhead. The Independence Avenue Subway Reconstruction project aims to reconstruct a 100-year old railroad bridge to add additional capacity for freight and passenger rail operations, to reconfigure the roadway geometry to allow acceptable clearance for commercial trucks, and to accommodate improved bus transit service, pedestrian and bicycle travel. The goal of this project is to ensure the uninterrupted movement of goods and to improve safety and quality of life conditions for the Kansas City neighborhood businesses and citizens. Currently there is no funding secured for this \$25 million project.

• Paseo Gateway

The Housing Authority of Kansas City, in partnership with the City of Kansas City and the Greater Kansas City Local Initiatives Support Corporation, developed a neighborhood transformation plan to leverage the redevelopment of the 140-unit Chouteau Courts family public housing site as a catalyst for the revitalization of the surrounding Paseo Gateway neighborhood. The plan includes a potential gateway at the intersection of The Paseo and Independence Avenue as a component of the neighborhood plan. While the physical infrastructure improvements and their specific costs are not yet defined, it could include transit oriented development along with new housing opportunities. The funding received to date includes Public Improvements Advisory Committee (PIAC) Neighborhood Conservation funds for FY 2013-2014 of \$125,000. It is anticipated that future PIAC requests will be pursued to assemble matching funds for an application for around \$14 million in Federal funds for construction implementation in 2017.

Independence and Benton Boulevard Intersection Redesign

The intersection redesign is the final phase in the Independence Boulevard Streetscape Improvements project, which began in 1996. One of the main goals for redesigning Benton and Independence Boulevard is to improve both traffic and pedestrian safety. The parks department received a \$1.4 million grant through the Missouri Department of Transportation Surface Transportation Program (STP) funding and \$660,000 in matching PIAC funds to improve the intersection and implement improvements along other sections of the boulevard. Construction will most likely begin in 2016.



INDEPENDENCE & BENTON BOULEVARD INTERSECTION REDESIGN

INDEPENDENCE AVENUE SUBWAY RECONSTRUCTION



PASEO GATEWAY

• Independence Avenue and Van Brunt Boulevard Intersection Improvements

These intersection improvements are intended to address past crash history and the non-standard intersection geometry. The project would realign the south leg of Van Brunt Boulevard. Left-turn lanes would be added to Independence Avenue to improve traffic flow. A roundabout at 6th Street assists in redirecting traffic. These intersection improvements are at a concept stage with an estimated construction cost of \$2-4 million.



INDEPENDENCE & VAN BRUNT BOULEVARD INTERSECTION IMPROVEMENTS



> Existing Conditions Analysis

An integrated review of vehicle, bicycle, pedestrian and transit conditions and characteristics was completed. The Kansas City Major Street Plan provides information on the number of through lanes and street typology. Various changes in the street typology were recommended in the Truman Plaza Area Plan. The Kansas City Bike and Trail plans show existing and future onand off-street facilities throughout the Invest Northeast Study Area. There are numerous bus routes through this area that are heavily utilized by residents, employees and those passing through the area.

The Truman Plaza Area Plan took a comprehensive view of Connectivity Improvements that highlight the area's primary and secondary intersections, crosswalk improvement locations along with major barriers and improvements locations along those barriers. These locations helped guide the selection and prioritization of Invest Northeast transportation system improvement projects.

The City-wide Traditional and Third and Fourth District Neighborhood Conservation projects funded in the FY 2014-2018 Capital Improvement Program were reviewed to understand the types of improvements that are being completed in the area.







The Northeast street network is characterized by a grid pattern typically in a block pattern defined by 300 feet by 600 feet. North of Independence Avenue the block is generally oriented with the longer width in the north-south direction, while south of Independence Avenue the block is generally oriented with the longer width in the east-west direction. The grid is defined by the Missouri River bluffs to the north, the Blue River and railroads to the east. The grid is bisected diagonally by the Kansas City Terminal (KCT) railway as well as by Interstate 70 in the southwest corner of the Study Area and includes the point commonly known as the "Benton curve." The bluffs, KCT and I-70 form several of the barriers in the Northeast area.

The major east-west streets through the majority of the Study Area include Independence Avenue, 9th Street, 12th Street and Truman Road. These four roadways are located 0.25 miles apart. At the far western edge of the Study Area, 9th and 12th Streets form a one-way couplet with 9th Street (WB) and 10th Street (EB), and 11th Street (WB) and 12th Street (EB) until Woodland Avenue. In terms of traffic volumes on these east-west streets, segments of Independence Avenue and Truman Road have similar 24-hour traffic volumes, on the order of 13,000 to 14,000 vehicles per day, yet a review of hourly distribution by direction shows very different travel patterns. Truman Road exhibits a typical commuter pattern with the majority of traffic traveling westbound in the AM into Downtown and eastbound in the PM out of Downtown. Independence Avenue on the other hand, has a nearly balanced distribution of directional traffic throughout the day and even during peak hours. A review of the peak hour distribution on 9th and 12th Streets shows these streets at a fraction of the traffic volumes on Independence Avenue and Truman Road









2²⁵⁵

East-West Directional Traffic - PM





Bent

n Brunt Mint



PEAK HOUR TRAFFIC DISTRIBUTION

A greater number of north-south streets occur in the Study Area. These include The Paseo Boulevard, Woodland Avenue, Brooklyn Avenue, Prospect Avenue, Benton Boulevard, Jackson Avenue, Van Brunt Boulevard, and Hardesty Avenue. The streets can be spaced as close at 0.2 miles apart or as far as 0.6 miles apart. Amongst the eight streets reviewed at a common point (either north or south of 12th Street), the highest north-south traffic volumes occur along Prospect Avenue and Benton Boulevard.

The Paseo Boulevard and Hardesty Avenue have the next highest volumes, yet it is worth noting that The Paseo has six lanes, while Hardesty is only two lanes in the Study Area. Typically the north-south streets are only two lanes, with Belmont Boulevard / Chouteau Trafficway with four lanes, and Chestnut Trafficway with three lanes. North of Independence Avenue only Chestnut Trafficway and Chouteau Trafficway cross the railroad tracks north of the river bluffs to Front Street.





3rd and 4th District Projects and FY 2014 CIP

cture improvements along old Wayne Minor Towers area tween 6th and 7th from Chestnut tio G 6. Budd Park - Security and safety impro

- trical upgrad 8. Paseo Bridge Gateway - Impro nts on Paseo and Ind ndale and Topping, extent unknow
- 10. Resurface alley between Norledge and Scarritt, which one unkn
- en Norledge and Saida, which one unkow
- 12. Resurface alley between Scarritt and Windsor west of Clinton Place
- 14. FY 2014 CIP

> Gap Analysis

A gap analysis is a technique that is often used to determine what steps need to be taken in order to move a current state to a desired, future state. Gap analysis consists of listing characteristic factors of the present situation ("what is"), listing factors needed to achieve future objectives ("what should be") and then highlighting the gaps that exist and need to be filled. The future objective for the transportation system can be summed by a Complete Streets policy. Complete Streets are streets, highways, and bridges that are routinely planned, designed, operated and maintained with the consideration of the needs and safety of all travelers along and across the entire public right of way. This includes people of all ages and abilities who are walking, driving vehicles such as cars, trucks, motorcycles, or buses; bicycling; using transit or mobility aids; and freight shippers. Complete Streets seek to achieve a safe, balanced, multimodal, equitable transportation system that is coordinated with land use planning and protective of the environment by implementing context-sensitive solutions.

Literally speaking, a gap can also be defined as a physical space where something is missing. In transportation, the system gaps could be a lack of continuous roadway network forcing travelers to use circuitous routes like one-way street systems or dead ends. A common form of a pedestrian gap is when sidewalks end and are discontinuous. Another form of a sidewalk gap is when physical condition or adjacent conditions make the sidewalk impassable. No sidewalks near transit routes, especially at bus stops, are a type of gap. Another element of pedestrian mobility is the ability to safely cross streets particularly with marked crosswalks.

The older street network was developed at a time when sidewalk construction was considered an inclusive element of development. Consequently, the majority of the grid network has sidewalk. Yet due to the infrastructure's age, many intersections may not be current with ADA standards. Also within some



neighborhood areas, sidewalk condition can be poor and in other areas, sidewalks may not be present at all. The City's policy in terms of sidewalk condition is to typically assess the adjacent property owner for sidewalk improvements. Unfortunately, many of the sidewalk locations known to be in poor condition reside in blighted or impoverished areas. Consequently, the ability to improve conditions in these areas may be limited unless changes to financial policy are considered.

In terms of specific sidewalk "gaps," some identified areas to concentrate on are adjacent to community facilities as well as along transit routes and particularly at bus stops. These sidewalk gaps should be looked at in concert with the Connectivity Improvements recommended in the Truman Plaza Area Plan.

- Chestnut Trafficway to and through Kessler Park
- 9th Street sidewalk missing on north side from Hardesty Avenue to Winner Road beneath the KCT tracks
- 12th Street, including:
 - Conditions on the south side deteriorate east of Norton Avenue to Van Brunt Boulevard
 - Gap west of Van Brunt Boulevard, including several bus stops

Other "gaps" in the transportation network include barriers to mobility. These can include both natural and manmade barriers such as rivers, interstate highways and railroad corridors that physically limit the locations of crossings as well as potential constraints with a crossing. The KCT railroad diagonally cuts through a portion of the Northeast for a distance of approximately 2.4 miles. Within this distance six crossings are provided (Truman Road, Jackson Avenue, 12th Street, Hardesty Avenue, 9th Street and Independence Avenue). These crossing have limited vertical clearance as well as lateral clearance for vehicles. Pedestrian mobility issues also arise. The Independence Avenue and KCT bridge was the subject of a recent TIGER grant application that would improve the vertical clearance addressing a common truck collision point as well as providing an accessible sidewalk route on the north side of Independence Avenue. While that round of TIGER grants did not fund the project, it could be a viable project for future TIGER programs. A systematic enhancement of all the KCT bridges could also be considered.

9TH STREET:



12TH STREET:



> Complete Streets Approach

A less motor vehicle centered transportation system and more of a complete streets approach is desired while still serving the residential, retail and industrial uses within the Northeast. The desired transportation system is defined here as not only a complete street but a network of complete streets that in a coordinated and connected manner achieve the desired results. In this regard, the Major Street Plan begins to address the transportation and land use connection by identifying unique context that can include activity centers, high-quality public spaces, and commercial areas as well as connecting neighborhoods. The Major Street Plan typology includes typical roadway sections with pedestrian / amenity zones, bicycle and parking accommodations, as well as raised medians or a twoway-left-turn lane. The switch from an auto-centric number of lanes and speed often associated with a roadway's functional classification to a street typology that incorporates adjacent land uses offers a means to create a balanced transportation

system amongst modes where motor vehicles travel at appropriate speeds and opportunities are afforded for safe pedestrian crossings.

The complete streets approach suggests that in conjunction with restricted parking along portions of 9th and 12th Streets during peak hours, the typical roadway section could be restriped to incorporate a 'road diet' from four lanes (as striped from Woodland Avenue to Bales Avenue) to a similar operation east of Bales Avenue to Hardesty Avenue with two lanes including unrestricted on-street parking on both sides. Low traffic volumes can comfortably accommodate on-street bicycle traffic either as a shared lane or, if desired, through a striped bicycle lane. Segments of 12th Street are five lanes (from Woodland Avenue through Prospect Avenue) and then four lanes to Van Brunt Boulevard. Four lanes on 12th Street may have been appropriate for some of the adjacent industrial uses, although from an operations and capacity perspective three lanes would provide more than adequate capacity. With north-south routes typically only two lanes, there is little opportunity for vehicular road diets, except potentially The Paseo Boulevard. The often generous widths along the boulevard system such as along Benton and Van Brunt Boulevards afford the opportunity to provide wide shared bicycle lanes or striped bicycle lanes along with existing parking lanes. Along Hardesty Avenue, the roadway width is wide enough for three lanes and is striped for three lanes at the Truman Road intersection. While turning movements at other intersections may not be high enough to warrant exclusive turn lanes, turn pockets could assist in allowing through traffic the ability to have a consistent flow of speed which reduces driver frustration. There is also the potential to consider providing exclusive left turn lanes at intersections along Prospect Avenue to facilitate through traffic flow even if the cross product or number of turning movements during peak hours are less than typical applications.



Hardesty Avenue is 37 feet wide and is striped for two lanes at the 12th Street intersection while at the Truman Road intersection it is striped for three lanes.





PLAN AND SECTION AT INDEPENDENCE AVENUE AND PROSPECT AVENUE

Bus Route		Weekday Daily Ridership			
71	Prospect	6,021			
24	Independence	3,406			
108	Indiana	1,657			
25	Troost	1,259			
12	Twelfth Street	942			
30	Northeast	938			
15	Truman Road	659			
109	Ninth Street	528			
121	Cleveland	525			
110	Woodland/Brooklyn	112			

CURRENT BUS RIDERSHIP

> Public Transit

Input on the transportation system has also focused upon transit service including the addition of recent Bus Rapid Transit (BRT) service on Troost and the potential BRT service on Prospect Avenue. In addition, fixed rail options including a streetcar extension along either Independence Avenue or 12th Street are currently being explored by the City of Kansas City, Missouri under the NextRail initiative. While a corridor has yet to be selected at this stage as part of that project, and no specific station locations have been identified, a review of recent daily ridership of the existing bus routes within the Study Area indicate that the Independence Avenue #24 route has the most ridership wholly within the Study Area. Technically the #71 Prospect has greater ridership, though that route through the Northeast is limited in comparison to the Independence Avenue route. If the streetcar were to be along Independence Avenue, then stations would likely occur at major nodes and transfer points such as, but not limited to, the Prospect Avenue and Hardesty Avenue nodes.

PLAN AND SECTION AT INDEPENDENCE AVENUE AND HARDESTY AVENUE

The streetcar is envisioned to be curbside running at least at the stations. Following the Main Street streetcar design approach, schematic concepts for station locations are shown at Independence Avenue and Prospect Avenue and at Independence Avenue and Hardesty Avenue. The streetcar requires a platform of approximately 140 feet in length. At the Prospect Avenue node, this is likely to remove several parallel parking stalls on both the north and south sides of Independence Avenue. At the Hardesty Avenue node, on-street parking is not currently provided. The inbound or westbound station on the north side appears to have sufficient room in front of Walgreens, yet the outbound or eastbound station on the south side may be constrained by a retaining wall supporting the sidewalk at the U-Haul Storage Building. Such design issues may affect the location of station platforms at this or other nodes. A street car turnaround design through the Hardesty Renaissance complex could include a station within the site.



POTENTIAL STREET CAR TURNAROUND DESIGN THROUGH HARDESTY RENAISSANCE SITE



The streetscape theme should continue to extend its design elements eastward along Independence Avenue and then fill in sections between critical nodes to enhance north-south connections between Independence Avenue and 9th Street. Nodal streetscapes could be easily created along 9th Street in conjunction with a Complete Streets approach. Some already established streetscape connections occur along the boulevard system of Benton and Van Brunt Boulevards.

> Streetscapes

In terms of typology, Kansas City's Parks and Recreation Department's boulevards and parkways, including commercial streets such as Independence Avenue, often provide an enhanced pedestrian amenity zone. Along Independence Avenue from Admiral Boulevard through Chestnut Trafficway, sidewalk pavers, pedestrian street lights, street trees and monument markers enhance the street character and experience. In general, the boulevard system through older mature residential neighborhoods provides wide grass strips and mature shade trees. Even local streets have grass strips and street trees, especially within the Historic District sections of Pendleton Heights and Scarritt Renaissance. Other existing streetscape locations include:

- St John Avenue
 - from North Brighton to Hardesty Avenue
- 9th Street
 - from Van Brunt Boulevard to Bales Avenue, along the north side of the park
- 12th Street
 - from Garfield Avenue to Park Avenue

> Parking

On-Street parking was reviewed to identify where restrictions are in place. The majority of the local streets have unregulated on-street parking. However several of the activity, mixed-use, collector and thoroughfare streets have segments of parking restrictions. As part of the complete streets approach, it is believed that parking restrictions could be lessened or even removed under the principle that within an older established neighborhood with a traditional street transportation grid network, on-street parking is serving adjacent land uses as well as providing a pedestrian buffer, slowing vehicular speeds and visually confirming commercial character at critical nodal intersections.

For example, parking is restricted along 12th Street and Truman Road westbound or 'inbound' to Downtown in the morning and eastbound or 'outbound' from Downtown in the PM periods. This type of restriction is often implemented to provide additional capacity by direction along multi-lanes streets. Similar restrictions also occur on 9th Street between Woodland Avenue and Benton Boulevard. In reviewing traffic volumes and available roadway capacity along the area's parallel street network, many of these parking restrictions could be removed and allow unrestricted on-street parking.

A total of seventy parking lots within the Study Area were observed in an attempt to identify areas where off-street parking may be insufficient and could overflow onto surrounding streets. The status of the lots fell into three categories.

- 1. Green lots are predicted to be sufficient and unlikely to ever overflow.
- 2. Yellow lots were either nearing capacity at the time they were observed or they are locations with limited parking that hold regular events, such as churches. These locations may be nearly empty most of the time, but have the potential to overflow during events.
- 3. The red lots indicate those that were at capacity and overflowing onto surrounding streets when observed.



Off-street parking areas were divided into sections for discussion. Sections 2, 8, 9, 12, 13, and 15 all contain one or more churches with potentially insufficient lots; section 4 is a Union office that may be insufficient when meetings are held; section 6 contains parking lots for residences and offices which are permit-required but appeared very near capacity; section 10 is the parking lot for a large soccer facility with a very limited amount of spaces; section 14 is the Kansas City Museum at Corinthian Hall which has very limited off-street parking and overflows onto the street during events such as the summer concert series; and section 3 is a Salvation Army shop which was near capacity at the time observed. The red lot in section 2, along with others in the vicinity, belong to the multiple cab companies in this area. The lots were completely full and on-street parking on the surrounding streets was also lined with cabs. Section 5 contains parking lots for KCUMB and the red lots north of Independence Avenue were completely full. In addition, many on-street parking spaces on surrounding streets were utilized. The yellow lot south of Independence Avenue in this section was near capacity. Section 7 contains a grocery store lot which was full and onstreet parking spaces on the surrounding streets with higher utilization. Section 11 contains the Northeast High School which has limited off-street parking that at the time of observation appeared to overflow onto the surrounding streets.





3.3 IMPLEMENTATION

The primary focus for identifying the transportation system priority improvements within the Historic Northeast is upon a series of nodes along the key corridors of Independence Avenue and 9th Street at Prospect Avenue, Benton Boulevard, Van Brunt Boulevard and Hardesty Avenue. The potential future transportation investments at these nodes need to respond to the surrounding opportunities happening in land use and development and coordinate with the other elements of the Invest Northeast Sustainable Places Project. Therefore, the projects should not be viewed as an ordered list but as a complete set of projects to improve infrastructure and stimulate economic development.

A matrix was developed that identifies current projects in the Study Area, as well as projects identified through this effort. The matrix uses three categories to describe each project including type of improvement by the Invest Northeast transportation goals, financial information including construction costs or budgets (if known for projects) or estimated construction costs for budgetary programming purposes (for potential future projects). The last category involves the recommended type of action the community can take in order to achieve implementation: community advocacy, Invest Northeast specific program development and direct funding applications.

Several existing projects have received funding for implementation or partial implementation in the Invest Northeast Study Area. The Paseo Gateway is in process for partial funding from the Public Improvements Advisory Committee (PIAC) for the establishment of an iconic gateway entrance into downtown from the east through a realignment and reconfiguration of the intersection at The Paseo Boulevard and Independence Avenue. Independence Avenue at Benton Boulevard has received STP money from MARC / MoDOT with matching funds from the city. Several local Neighborhood Conservation projects (i.e., alley repaving, park security features) are being funded by in-district PIAC funding.

DESCRIPTION		TYPE OF IMPROVEMENT					FINANCIAL INFORMATION	ACTION				
		Strengthen Transit Oriented Design	Increase Investment	New Employment	Address Safety	Attractiveness	Enhance Quality of Life	Cost Data	Community Advocacy	Invest Northeast Program	Apply for Funding	FUNDED
Paseo Gateway	~	~	~	~	~	~	~	\$125,000			~	~
Independence and Benton Boulevard Intersection Redesign	~	~	~	~	~	~	~	\$2.1M				~
In District Existing Neighborhood Conservation Projects												
3rd District Curb/Sidewalk/ Driveway Improvements	~	~			~	~	~	\$348,000				~
3 rd District Parks and Recreation	~				~	~	~	\$266,000				~
3 rd District Street Improvements	~				~			\$450,000				~
4 th District Parks and Recreation					~			\$130,000				~
4 th District Street Improvements	~				~			\$534,000				~
Independence Avenue Subway Reconstruction	~				~	~	~	\$25M	~			
Independence and Van Brunt Intersection Improvements	~		~		~	~	~	\$4.0M	~			
Sidewalk Gaps and Enhanced Crosswalks	~	~			~	~	~	Varies	~	~	~	
Streetscape Continuation	~	~			~	~	~	Varies	~	~	~	
KCT Bridge Clearance Barrier Removal	~				~	~	~	Varies	~			
Modify Major Street Plan Typology (Area Plan)	~	~	~			~	~	\$0	~			
NextRail on Independence Avenue	~	~	~	~		~	~	\$0	~			
Transit Amenities	~	~			~	~	~	Varies	~			
Implement Trails KC Plan												
Chouteau Trail	~		~			~	~	\$350,000	~			
Blue Valley Trail	~		~			~	~	\$3.0M	~			
Implement Bike KC Plan												
St. John Ave (Benton to Belmont)	~		~			~	~	\$95,000	~		~	
9th Street (Woodland to Winner)	~		~			~	~	\$200,000	~		~	
Van Brunt Boulevard (Truman Rd to Gladstone Blvd)	~		~			~	~	\$150,000	~		~	
Implement Complete Streets												
9th Street (Convert to 2-lanes with Bike Facility)	~		~	1		1	~	\$400,000	~		~	
12th Street (Convert to 3-lanes with Shared Lane)	~		~	1	1	1	✓	\$800,000	~		✓	

TRANSPORTATION SYSTEM PRIORITY IMPROVEMENTS MATRIX

> Project Implementation Details

The unfunded projects within the implementation matrix are discussed below giving more detail on how to advocate and what funding resources should be investigated. It will be important that the Invest Northeast partners be cognizant of the timing of any funding requests as funding for multiple projects in the same year is unlikely.

Independence Avenue Subway Reconstruction (new railroad bridge over Independence Ave), KCT Bridge Clearance Barrier Removal

The Independence Avenue Subway Reconstruction project is a major project that will need to be self-funded by the railroad or apply for funding at the federal level like past efforts to secure a TIGER grant.

Implementation of this project would require working with city departments (Public Works and Planning and Development) to raise the priority of this project during future rounds of federal grant cycles. This project would also require coordination with the KCT which should happen through city elected officials or executive-level staff.

The Invest Northeast partners should also consider advocacy for a systematic enhancement of all the KCT bridges as a long-term investment.

Independence and Van Brunt Intersection Improvements

Like the Independence and Benton Boulevard intersection project, this project at Van Brunt Boulevard is likely to require funding from multiple sources. This project would likely be funded through Traditional CIP, PIAC, Surface Transportation Program or other grant programs.

Implementation of this project would require working with city departments (Public Works and Parks and Recreation) to raise the priority of this project as it is competing with city-wide needs for funding.

Sidewalk Gaps and Enhanced Crosswalks, Streetscape Continuation

PIAC provides an important program to compete for neighborhood improvements. It is recommended that several significant segments of sidewalk gaps become projects that pursue PIAC funding. In addition to the sidewalk gaps, a nodal improvement approach, in conjunction with a Complete Streets project along 9th Street, is recommended so additional extensions of streetscapes begin to occur along key north-south corridors to further enhance the area.

PIAC's primary function is to solicit citizen input and make recommendations on both the citywide and neighborhood portions of the capital budget that comprise up to 20% of the annual \$1 billion budget. PIAC holds a series of public hearings in early summer to hear project requests. To increase the likelihood of a request being funded it is suggested to:

- Collaborate on Projects instead of small projects, create a more comprehensive project
- Leverage Resources Projects with other sources of funding are assigned a higher priority
- Demonstrate Viability Projects with a high chance of completion are preferred
- Prioritize Projects Decide as a community which projects are the most crucial and concentrate on those
- Dream Big Ask for everything you want in a project, but realize that you won't get it all
- Apply, Apply, Apply PIAC representatives cannot campaign for a community's needs without project applications

During recent years, various Invest Northeast partners, including NEAT and the Northeast Kansas City Chamber of Commerce, have come together to discuss various projects and provide a forum to prioritize PIAC requests for the area. This approach follows the suggested method for increasing the likelihood for projects to receive funding and should be continued. Using the mapping provided in this document, partners can identify and prioritize sidewalk and streetscape projects to add to the list of project priorities being presented in a forum for selecting projects to request PIAC funds. Local match funding is required for nearly all types of projects seeking state or federal funding. Invest Northeast partners are encouraged to work through local financing districts like the Independence Avenue Community Improvement District to understand the local investment that can be leveraged for project implementation.

Modify Major Street Plan Typology (Area Plan)

The Truman Plaza Area Plan previously identified modifications to street typology in selected segments throughout the area. The community can advocate for the modifications to typology, yet what may be more important than an administrative change is advocating for physical change to occur along those segments that are identified for streetscape continuation or implementation of complete streets or bicycle accommodations.

Modification of the Major Street Plan should be coordinated with the Area Plan Implementation Committee.

NextRail on Independence Avenue

NextRail KC is a community-based and data-driven process, for the City of Kansas City, Missouri to develop a plan for the expansion of the Downtown Streetcar starter line into a citywide network that creates new connections between people and places and catalyzes the revitalization of our neighborhoods. Independence Avenue is one of the eight corridors under review. As of September 2013, NextRail KC has received five letters of support from community leaders along Independence Avenue. Those neighborhoods and organizations in support include Columbus Park, Pendleton Heights Neighborhood Association, Scarritt Renaissance Neighborhood Association, Northeast Community Center and NEAT. Continuing these advocacy efforts will be important as future implementation decisions are made.

Transit Amenities

Independent of the results of the NextRail KC, the #24 bus route along Independence Avenue is well traveled. Many stops have transit amenities like bus shelters and trash receptacles, but not all stops are so equipped. Basic principles for installation of transit amenities are based on the volume of boarding passengers. While those thresholds may not be met today, a review of Independence Avenue as a corridor suggests that at least on the inbound direction (north side) that all bus stops along Independence Avenue are provided with a shelter for a consistent corridor image or branding. Equally important for the myriad of bus routes and bus stops throughout the area is to have acceptable sidewalk conditions at all Metro bus stop locations and include appropriate landing areas when bus stops are located at mid-block locations. Several bus routes have bus stop signs yet are without sidewalks.

The Kansas City Area Transportation Authority's (KCATA) Comprehensive Service Analysis identifies key corridor routes including high volume local routes that carry over 1,000 passengers per weekday, serve major activity centers and have extended hours of operation. Both the 12th Street and the Independence Avenue routes were identified as key corridors providing direct path routes along the arterial network. These routes are easy to understand and often provide familiar geographic points of reference. Transfer connections should be prioritized to have passenger amenities.

Local match funding is required for nearly all types of projects seeking state or federal funding. Invest Northeast partners are encouraged to work through local financing districts like the Independence Avenue Community Improvement District to understand the local investment that can be leveraged for project implementation.

Invest Northeast partners need to leverage their community support with the KCATA and CID for additional transit investments.

Implement Trails KC Plan

Community advocacy for trail completion will benefit the northeast as the system is completed along the Blue River and through Kessler Park.

Chouteau Trail: The length of this trail in the Study Area is only 1/3rd of a mile and represents a portion of the trails contiguous segment. The cost of the trail is dependent upon the extent

of retaining walls. The largest cost of this trail (not included here in the cost estimate) will be associated with the more than 2,000 foot long bridge over the railroad track in the East Bottoms. Study Area segment cost is estimated at \$150,000 to \$350,000.

Blue Valley Trail: The length of this trail in the Study Area along the winding path is approximately 2.9 miles. Being built along top of or within the levee banks of the Blue River requires extensive coordination with US Corps of Engineers and other agencies. Several river crossings are included, although they may utilize existing bridge structures. Study Area segment cost is estimated at \$2,000,000 to \$3,000,000.

Invest Northeast partners should coordinate with Kansas City's Bike / Pedestrian Coordinator Deb Ridgeway and participate in prioritization discussions through MARC's Bicycle Pedestrian Advisory Committee (BPAC). These projects will likely need funding from a combination of sources including City CIP and Transportation Alternatives funding from MARC / MoDOT.

Local match funding is required for nearly all types of projects seeking state or federal funding. Invest Northeast partners are encouraged to work through local financing districts like the Independence Avenue Community Improvement District to understand the local investment that can be leveraged for project implementation.

Implement Bike KC Plan

At a more neighborhood level, advocacy for on-street bike facilities combined with efforts to implement complete streets in the Northeast will enhance the sustainability of the area.

St. John Avenue: This 1.9 mile long length of roadway is assumed to only require the installation of bike route signing which is estimated at \$50,000 per mile. Study Area cost is estimated at \$95,000.

9th Street: This 2.4 mile long length of roadway is assumed to need the installation of bike route signing, removal of existing parking regulation signing and likely the inclusion of pavement markings for a "sharrow" facility. This work is estimated at approximately \$75,000 per mile. It is also strongly suggested that the inclusion of a bicycle facility on 9th Street be fully coordinated with the Complete Streets recommendations and potential inclusion with streetscape and transit enhancements as well whose costs are not included here. Traffic signal modifications or upgrades may also be necessary. Traffic signals are located at the intersections of Woodland, Prospect, Benton and Bales. Study Area cost is estimated at \$180,000 to \$200,000.

Van Brunt Boulevard: This 1.9 mile long length of roadway is assumed to need the installation of bike route signing and likely the inclusion of pavement markings for a "sharrow" facility. This work is estimated at approximately \$75,000 per mile. It is also strongly suggested that the inclusion of a bicycle facility on Van Brunt Boulevard be fully coordinated with the intersection improvements recommended at Independence Avenue. Those streetscape improvements and transit enhancement costs are not included here. Study Area cost is estimated at \$150,000.

Invest Northeast partners should coordinate with Kansas City's Bike / Pedestrian Coordinator Deb Ridgeway and participate in prioritization discussions through MARC's Bicycle Pedestrian Advisory Committee (BPAC). These projects will likely need funding from a combination of sources including City CIP and Transportation Alternatives funding from MARC / MoDOT.

Local match funding is required for nearly all types of projects seeking state or federal funding. Invest Northeast partners are encouraged to work through local financing districts like the Independence Avenue Community Improvement District to understand the local investment that can be leveraged for project implementation.

Implement Complete Streets

Comprehensive coordination by Invest Northeast partners is required for implementation of a Complete Streets program on 9th Street or 12th Street. These projects overlap with other elements discussed in the project implementation matrix and should be viewed comprehensively and in a coordinated manner. 9th Street: This 1.1 mile long length of roadway from Woodland to Bales is assumed for initial budgeting purposes to include streetscape enhancements and transit amenities at critical nodal intersections including Woodland, Prospect, Benton and Van Brunt. The improvement costs could range from \$50,000 to \$125,000 at each intersection depending upon the design effort which is focused upon 9th Street. Study Area cost is estimated at \$275,000 to \$400,000.

12th Street: This 2.0 mile long length of roadway from Woodland to Winner / Van Brunt is assumed for initial budgeting purposes to include restriping as well as streetscape enhancements such as curb extensions to reinforce locations of on-street parking and provide areas for transit amenities. The improvement costs are estimated at \$50,000 per mile plus \$50,000 at each signalized intersection which includes Woodland, Brooklyn, Prospect, Benton, Jackson / Spruce and Winner / Van Brunt. The dual multi-legged intersections of Jackson / Spruce and Winner / Van Brunt are estimated at \$250,000 each and include complete traffic signal upgrades. Study Area cost is estimated at \$800,000.

Invest Northeast partners should coordinate with Public Works and City Planning and Development for implementation of these projects. Because these projects modify travel lanes, a formal engineering study may be required to document impacts to traffic volumes. These projects will likely need funding from a combination of sources including City CIP and STP funding from MARC / MoDOT.

The Complete Streets projects may be viable candidates for future implementation grants through MARC's Creating Sustainable Places program. This program is overseen by a Consortium Coordinating Committee that includes nonprofit organizations that meet regularly. Becoming an active participant in the Committee would allow the Northeast to obtain advice and expertise on sustainable development as well as gaining keen insight into the priorities and policies for fund allocation. Utilizing the resources of the University Partner, Kansas City Design Center, could create a linkage between planning efforts and implementation.