Creating a Regional Destination

K-32 Tri-City Multi-modal Redevelopment Plan

Wyandotte County, Kansas | August 2016 Draft

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EXECUTIVE SUMMARY

The K-32 Tri-City Multimodal Redevelopment Plan outlines the long-term transportation and redevelopment vision for the 8-mile K-32 corridor, spanning K-32 from N. 57th Street on the east to the westernmost limits of Bonner Springs on the west in Wyandotte County, Kansas.

Executive Summary

Vision

The vision for the K-32 corridor is to:

"create a regional destination characterized by green industries and business parks, attractive development, strong downtowns, and recreational areas set within a scenic and friendly environment that is accessible to residents and visitors by walking, biking, riding transit, and driving."

Community Engagement

Twenty-five stakeholder and community meetings were coordinated during the planning process. The meetings and a series of opinion polls helped community members identify key corridor challenges, opportunities, and potential focus areas. They also discussed converting K-32 into a parkway. In community members' opinions:

- Park and recreational amenities are top opportunities
- Transportation options for transit riders, cyclists, and/or pedestrians are the biggest challenge
- Downtowns should be the highest priority focus areas for redevelopment activities
- Landscaping and lighting are the most important features to include if K-32 were to become a parkway
- K-32 could be renamed "Kaw Valley Parkway" or something similar

Recommendations

Community ideas plus additional research and analysis framed the types of recommendations that are included in the ***K-32 Tri-City Multimodal Redevelopment Plan***, including those for:

- Redevelopment
- Parks and greenways
- Transportation
- Infrastructure
- Place-making
- Environmental considerations
- Financing improvements

Top priority recommendations involve:

- Encouraging the continued development of the K-32 corridor as an employment center that draws workers from beyond the planning area to train for and obtain jobs at K-32's green industries and business parks
- Targeting redevelopment activities to top priority activity centers, including K-32 in Historic Downtown Bonner Springs, near K-7, 4th Street, 78th Street, and the 65th Street/Turner Diagonal areas
- Conducting a traffic study to forecast future traffic demand (vehicle, bicycle, pedestrian, and transit) and the corresponding number of travel lanes, bike/pedestrian facility types, ideal widths, and speed limits needed to accommodate all travelers along K-32 safely; and then coordinate the study's results with the State's access management policies
- Preserving and increasing parks/open spaces to expand the idea of "green" in the K-32 corridor, so it not only means jobs, but also recreation, and thereby draws new people to the area
- Allowing the roadway width and amenities along K-32 to respond to the character of the land use and development adjacent to the route
- Improving K-32 by giving it the feel of a "parkway", including curbs and gutters, landscaped medians, turn lanes, tree-lined street edges, lighting throughout, and a new name
- Partnering as "Tri-Cities" to pursue state and federal transportation funding for corridor-wide improvement projects

Anticipated Outcomes

The ***K-32 Tri-City Multimodal Redevelopment Plan*** recommends the implementation of a series of land use, development, and transportation action steps over the next decade or more. If the recommendations were implemented:

- Industry would be the predominant development type in the corridor and help the area reach the transit densities needed to support on-demand bus service by 2025 or thereafter
- Industrial jobs, including those from green industry, would make up over half of the employment opportunities in the K-32 corridor by 2025 or after
- Recommended future land uses would increase tax revenue in the K-32 corridor; assuming full build out and an assessed valuation equal to the current rate, non-residential development would be a large contributor to the revenue generated
- Most of the housing in the K-32 corridor would be low density or large-lot residential after 2026 if the recommended housing density is developed; as a result, most of the density needed to support bus service would come from industry, not housing
- Conservation development (residential and non-residential) parcels would have greater access to alternative modes of transportation than standard residential and employment parcels after 2026
- More conservation parcels (residential and non-residential) would have access to parks, open space, and trails in the future than typical residential and employment parcels after 2026
- Fewer residential and employment parcels woul.d be within the floodplain or stream buffer; conservation developments (residential and non-residential) would help protect natural features after 2026

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INTRODUCTION

The Unified Government of Wyandotte County – Kansas City (UG) and the Cities of Bonner Springs and Edwardsville, Kansas, hereafter referred to as the "Tri-Cities", in coordination with the Kansas Department of Transportation and Mid-America Regional Council (MARC), initiated the K-32 Tri-City Multimodal Redevelopment Plan in Wyandotte County during the fall of 2015. It outlines the long-term transportation and redevelopment vision for the 8-mile K-32 corridor, spanning K-32 from N. 57th Street on the east to the westernmost limits of Bonner Springs on the west.

Introduction

K-32 is an important vehicular route, connecting Wyandotte County to Greater Kansas City. However, its potential as an economic generator, a multimodal corridor, and an environmental asset is yet unrealized. How K-32's opportunities and challenges are leveraged for overall corridor redevelopment began to be uncovered as the Tri-Cities' Technical Advisory Committee worked with community members, the Stakeholder Advisory Committee, and others through a community-based planning process that concluded during the summer of 2016.

The ***K-32 Tri-City Multimodal Redevelopment Plan*** provides the framework for the corridor vision. It recommends the action steps that the Tri-Cities should reference as they implement the vision, engaging and coordinating with residents, business and economic development representatives, property owners, transit providers, technical staff, elected and appointed officials, advocates, and many others throughout implementation efforts. Well over a decade is necessary to implement the vision outlined in the K-32 plan. This planning document represents the first step in the process to improve K-32 in Wyandotte County.

Background

Today the K-32 corridor is Wyandotte County's southern employment center. Over 40% of the planning area from Bonner Springs to Kansas City consists of industrial development and there is countywide interest in pursuing additional industrial development, including green industries, as the corridor redevelops. However, during the 19th century, the corridor was home to traders and farmers, including Delaware Native American Henry Tiblow, Junius G. Groves, and Moses and Annie Grinter (of the Delaware Native American tribe).

Henry Tiblow operated the ferry used to cross the Kansas River for the Chouteau brothers' Four Horses Trading Post. The post was located in the area that would become Bonner Springs. The Bonner Springs Improvement Club promoted the high mineral content of the five springs in the area, along with its trees, parks, and proximity to Kansas City to draw investors to the community via train. The Grinter family operated a trading post a few miles east in Kansas City that sold an estimated 160 different types of goods to the relocated Delaware tribe. Since 1971, the Grinters' Kansas City home and land has been part of the Grinter Place Historic Site located at 78th Street and K-32. It is the oldest home in the county.

By the 1900s, Edwardsville was an agricultural and trading hub

made famous by agricultural entrepreneur Junius G. Groves, who was one of the most successful African Americans in the early twentieth century. Groves was born into slavery, but as a freedman in 1902, he was producing more bushels of potatoes than any other farmer and become known as the "Potato King of the World". He shipped potatoes, other vegetables, and fruit across the United States, Canada, and Mexico.

A railroad spur served the Groves family mansion and rail continues to play a definitive role in the character of the corridor. In fact, some of K-32 was built on the railroad bed for the former Kansas City, Kaw Valley, and Western Railway Interurban Line. The line ran from Lawrence, Kansas to Kansas City, Missouri and through the planning area until the 1960s. It provided both passenger and freight transportation. Union Pacific currently operates a rail line adjacent to the north side of the Kansas River; Burlington North Santa Fe (BNSR) runs a line on the south side of the river. A combined total of 58 freight trains and two AMTRAK passenger trains (Southwest Chief) travel through the corridor, including the town of Muncie (located on the south side of K-32 in Kansas City), on a daily basis.

The rail movements support the corridor's industrial character and likely contribute to the 1,000 trucks that the Kansas Department of Transportation estimates travel through the corridor daily. Trucks enter from the major north-south routes, including I-435 and K-7, and travel to shipping and distribution destinations along K-32. As a result, Bonner Springs has created a truck route that prevents trucks from traveling through the heart of the city's Historic Downtown. An initial Quiet Zone Study was conducted for the corridor as part of the Tri-Cities' planning process to identify potential improvement projects and costs. Such could reduce train noise and make it easier for adults and children to cross K-32 at key locations, such as 4th Street in Edwardsville. The Quiet Zone Study is available in the appendix of this planning document.

Planning Process

The ***K-32 Tri-City Multimodal Redevelopment Plan*** utilized a phased planning process that engaged community members and stakeholders in conversations about the corridor's existing needs and future improvements. The process began during the fall of 2015 and concluded during the summer of 2016.

Schedule for the Planning Process

Goals

The following goals defined the planning process:

- Creating a vision for the K-32 corridor that attracts new "green" industries and business parks with enhanced amenities, including trails, transit stops, and farmers markets
- Increasing community access to healthy foods and a multimodal transportation network
- Creating a realistic and sustainable land use plan that is tailored to each community as well as the designated Employment Revitalization areas south of I-70 in Wyandotte County
- Creating walkable, transit-oriented development that includes affordable housing, green infrastructure and energy-efficient buildings
- Identifying underutilized sites that could be linked to greenways and converted to recreational amenities

Vision

In order to develop a community-inspired vision for the K-32 corridor, the planning team asked community members what single word or phrase they would most prefer to use to describe the K-32 corridor in Wyandotte County. The top three words that they selected were friendly, scenic, and industrial. The top three selected for what they wanted the plan to accomplish included development, look, and corridor. As a result, the vision for the corridor is:

"To create a regional destination characterized by green industries and business parks, attractive development, strong downtowns, and recreational areas set within a scenic and friendly environment that is accessible to residents and visitors by walking, biking, riding transit, and driving."

The K-32 Vision in One Word or Phrase

Ideal K-32 Outcomes

EXISTING CONDITIONS

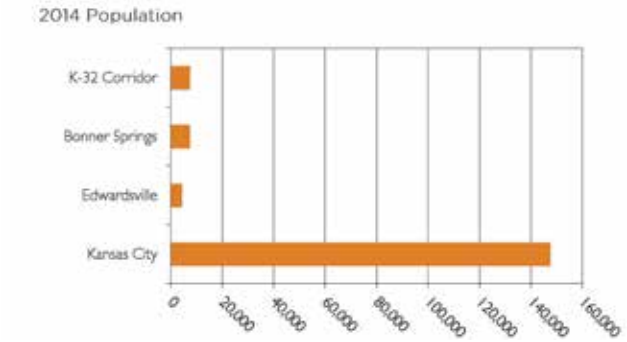
The following is a summary of the existing conditions in the K-32 corridor. They involve: demographics, land use and zoning patterns, transit (bus and rail), and a review of existing adopted plans.

Existing Conditions

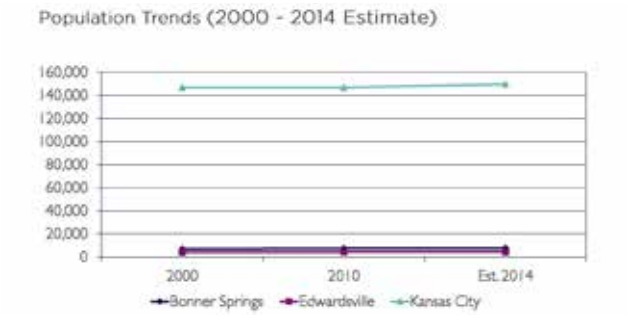
People

According to estimates from the 2014-2010 U.S. Census American Community Survey 5-Year Estimate:

Population: An estimated 7,455 people live within the corridor.

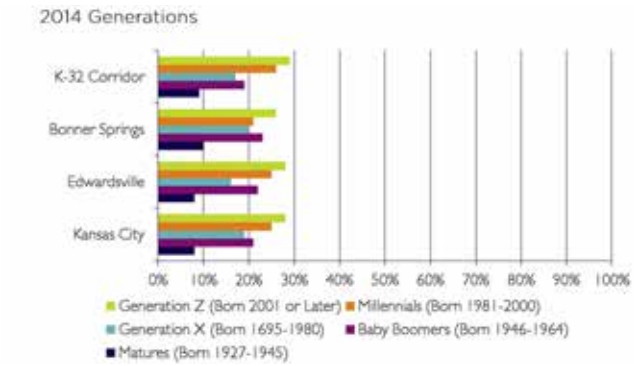


Trends: The Tri-Cities have maintained consistent populations over the last 14 years. Kansas City experienced a loss of less than 1% between 2000 and 2010 but gained an estimated 2.6% more residents in the four years that followed.



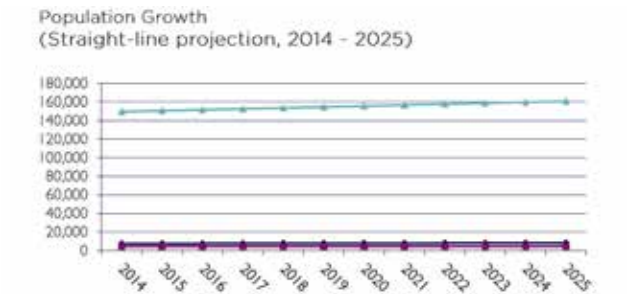
Family Status: Married families make up most of the households in the K-32 corridor and the Tri-Cities.

Generations: Younger generations (Generation Z and Millennials) make up over half of the population in the K-32 corridor. According to Dr. Jill Novak (University of Phoenix and Texas A&M University), each generation offers several characteristics:



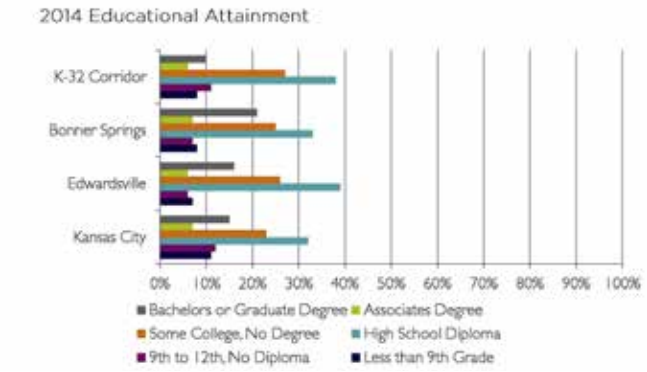
- **Matures:** They are the richest, most free-spending retirees in history; and to them, "retirement" means sitting in a rocking chair and living your final days in peace.
- **Baby Boomers:** For them "retirement" means enjoying life after the children have left home and they are the first generation to have this belief. Their lives are longer because they developed hobbies and exercise.
- **Generation X:** They change careers frequently, often seven changes in a lifespan, and are focused on their neighborhood rather than the world. Xers are survivors as individuals, want to be available for their children, and develop their marriages.
- **Millennials:** Also known as Generation Y, Millennials are unfamiliar with a world that lacks computers as they have never known such. They view the world as accessible 24 hours a day and seven days a week. They desire quick and instant access to information and processing. Millennials typically have strong views and prefer to work in teams.
- **Generation Z:** They are knowledgeable, savvy consumers who are inundated with brands and know how to get exactly what they want. They also have eco-fatigue, so they are tired of messaging that focuses on saving the environment.

Growth: Population estimates in the Tri-Cities were mostly flat from 2000 to 2014. A straight-line projection based on the less than 1% annual population growth that each city experienced in the last four years indicates similar flat growth. However, as the number of industrial jobs in the corridor grows, the daytime population is likely to increase. Greater housing and transportation options would encourage workers to live within the corridor and near their jobs. Major redevelopment initiatives, incentives, and marketing may also trigger population growth.



Education

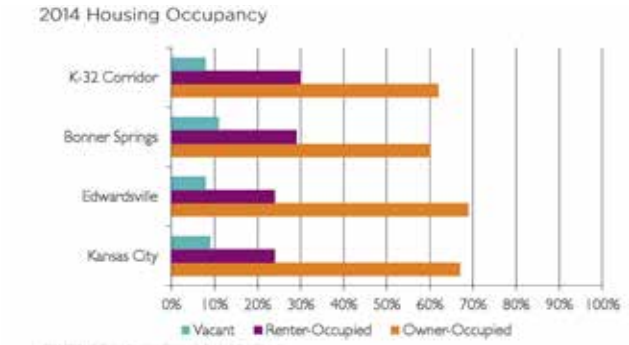
Attainment: The two most common levels of educational attainment in the K-32 corridor and Tri-Cities are a high school diploma and some college (no degree). According to the National Governor's Association's America Works: Education and Training for Tomorrow's Jobs report, "[a] postsecondary degree or relevant workforce certification is the 'new minimum' for the future workforce to meet the demands of the emerging job market and access a middle-class life or beyond…The emerging economy will provide few well-paying jobs for workers who merely have a high school education or less... researchers estimate that approximately half of all job openings over the next decade will require more than a high school diploma, although not necessarily a four-year degree". If green industry and other industrial sectors are emphasized within the K-32 corridor, job-training programs could help residents secure the new jobs.



Housing

Estimates from the 2010-2014 U.S. Census American Community Survey 5-Year Estimate indicate:

Occupancy: The proportions of housing occupancy in the K-32 corridor are comparable to those in the Tri-Cities. There are more owner- than renter-occupied or vacant housing units.



Construction: Housing units were built in greater numbers in Kansas City than within the K-32 corridor, Edwardsville, and Bonner Springs. Housing construction in the Tri-Cities and K-32 corridor has been decreasing since 2010. If the corridor hopes to retain Millennials, Baby Boomers, and Matures, the construction of additional housing that varies in type and/or design may be necessary.

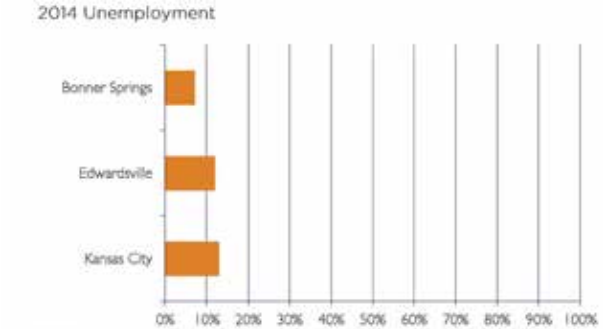
Income

Median Income: The median household income in the K-32 corridor is $39,404 which is similar to that in Wyandotte County overall ($39,326). It is approximately 28% lower than the median incomes of Bonner Springs and Edwardsville and 54% lower than the Kansas City median. The Gini Index indicates that income inequality is greater in Kansas City than in either Edwardsville or Bonner Springs at .434, .362, and .355, respectively. Equality is achieved when the index is zero. New jobs in the K-32 corridor should help improve the income equality outcomes of residents.

Employment

The 2010-2014 U.S. Census American Community Survey 5-Year Estimate indicates:

Concentrations: Approximately 61,700 people worked in Wyandotte County but lived outside of it while an estimated 22,200 both lived and worked within the county during 2014. Most large employment concentrations in the K-32 planning area are located in Edwardsville and Kansas City. Tiblow Transit currently services the Bonner Springs portion of the planning area. If transit were provided throughout the corridor, stops could correspond with employment areas and other activity centers, such as downtowns.



Unemployment: The proportion of unemployed residents is higher in all three communities than the current national average (5%). It is 13% in Kansas City, 12% in Edwardsville, and 7.2% in Bonner Springs. Providing job training programs and on-the-job training for new employees may help decrease proportions of unemployment in the K-32 corridor.

Wages: The U.S. Census provides data on the wages workers earn. Those with low wages earn $1,250/month, medium wage earners receive $1,250-$3,333/month, and high wage earners make over $3,333 a month. Over 40% of workers in the K-32 corridor are medium wage earners, which is comparable to earners in Kansas City (43%). Ideally, when additional jobs, including those in green industries, are added to the K-32 corridor, they will enable workers to earn higher wages.

Job Sectors: Education and Healthcare, Manufacturing, Scientific and Professional, and Retail Trade are among the top industries in Wyandotte County-Kansas City, Kansas. The University of Kansas Hospital and Medical Center, General Motors, Kansas City, Kansas Public Schools (USD #500), and UG are the largest employers. Fast Companies' 2015 article, "The Top Jobs in 10 Years Might Not Be What You Expect", predicts the following:

- 25% of today's full-time workers will be working on-demand as free lancers for short contracts – jobs that can done digitally from anywhere are top candidates
- Free-lance professional managers or directors who specialize in very specific projects
- Free-lance teachers responding to the increasing demand for on-line courses
- Urban/artesian farmers
- End-of life planners (By 2025, the World Health Organization predicts that 63% of the global population will live to over the age of 65—some well past their centenary)
- Senior care-givers for the aging population
- Remote health care specialists who can mange some of the work of local or regional healthcare specialists who need to work on more critical patients and needs
- Neurological implant technicians
- Smart-home handy/repair people
- Virtual reality experience designers
- 3-D print design specialists

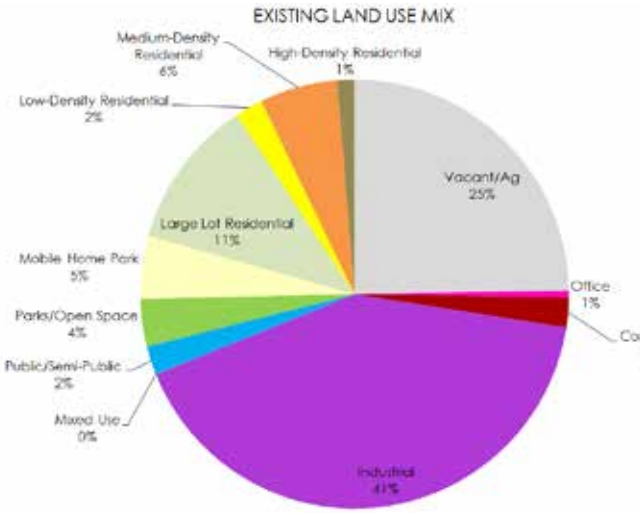
Further, the 2012 U.S. News: Money article, "Where Will the Jobs be in 2020", states:

"urban areas with high demand for educated workers are the best bets for finding work… The U.S. Bureau of Labor Statistics (BLS) projects that positions in healthcare and social assistance, professional and business services, and construction will represent more than half of the 20.5 million new jobs it expects to be created by 2020. More than 34 million additional job openings will be available to replace workers leaving the labor force. And of the five occupations expected to have the largest number of openings, only one of them, nursing, requires an associate's degree or higher. More to the point, those five occupations don't create economic growth but reflect growth that's being driven in other, higher-skilled sectors of a local economy. These "driver" careers increasingly demand college and advanced degrees. Educational attainment is thus a powerful predictor of where you should look for work."

If the K-32 planning area is to continue developing as an employment center that focuses on the development of green industries that pollute less and help solve complicated environmental issues, job training locations should also be identified and created to help workers obtain higher-paying green jobs and those in other industries from the entry-level position and beyond.

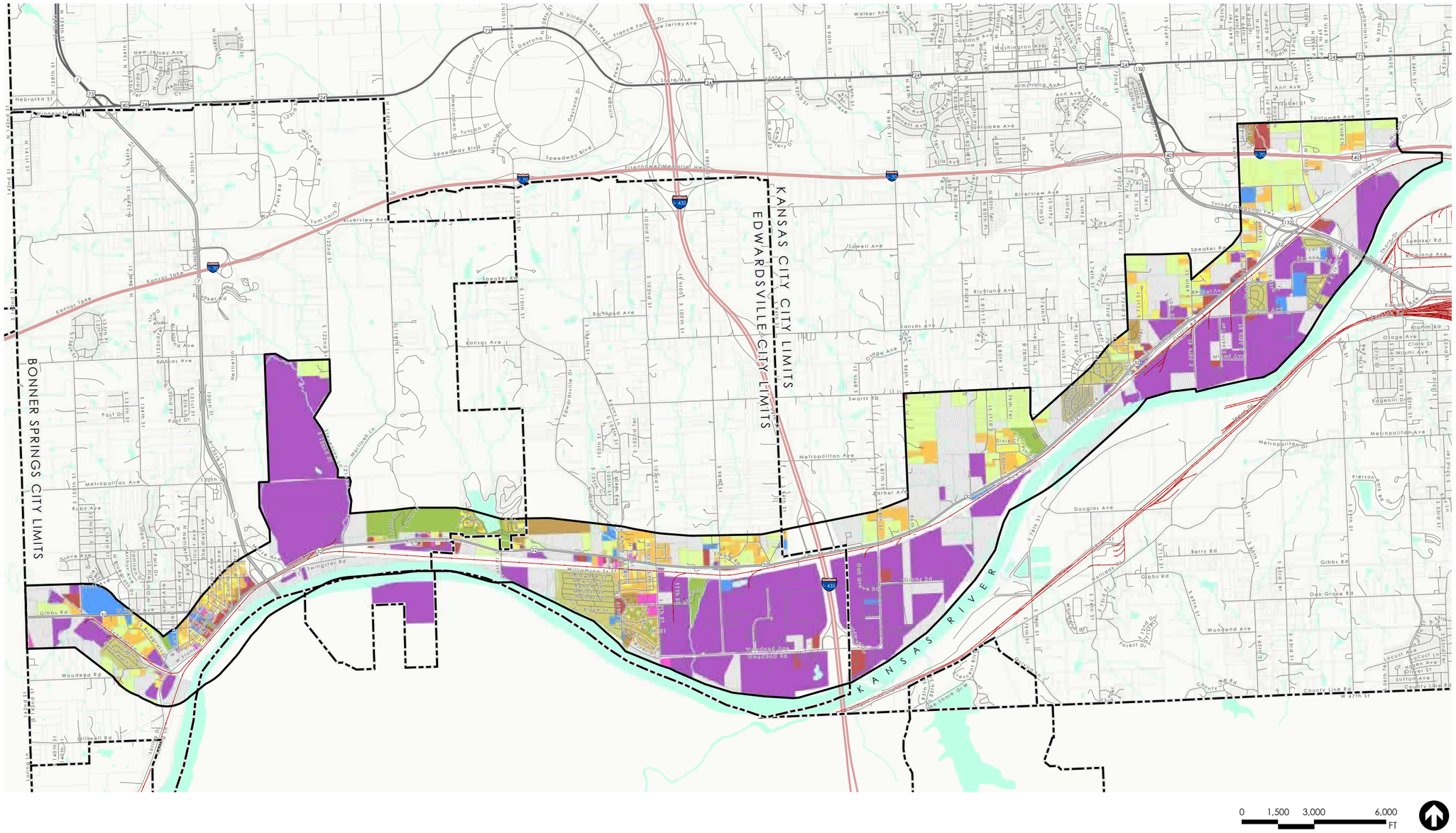
Existing Land Use

The K-32 corridor consists of 7,092 acres. Industrial, vacant/agricultural, and large lot residential land uses make up over 75% of the existing development in the area.



K-32 Tri-City Multimodal Redevelopment Plan

EXISTING LAND USE



LEGEND

- Study Area
- City Limits
- Street
- State Route
- US Route
- Interstate
- Railroad
- Parcel
- Kansas River
- Lakes & Ponds
- Streams

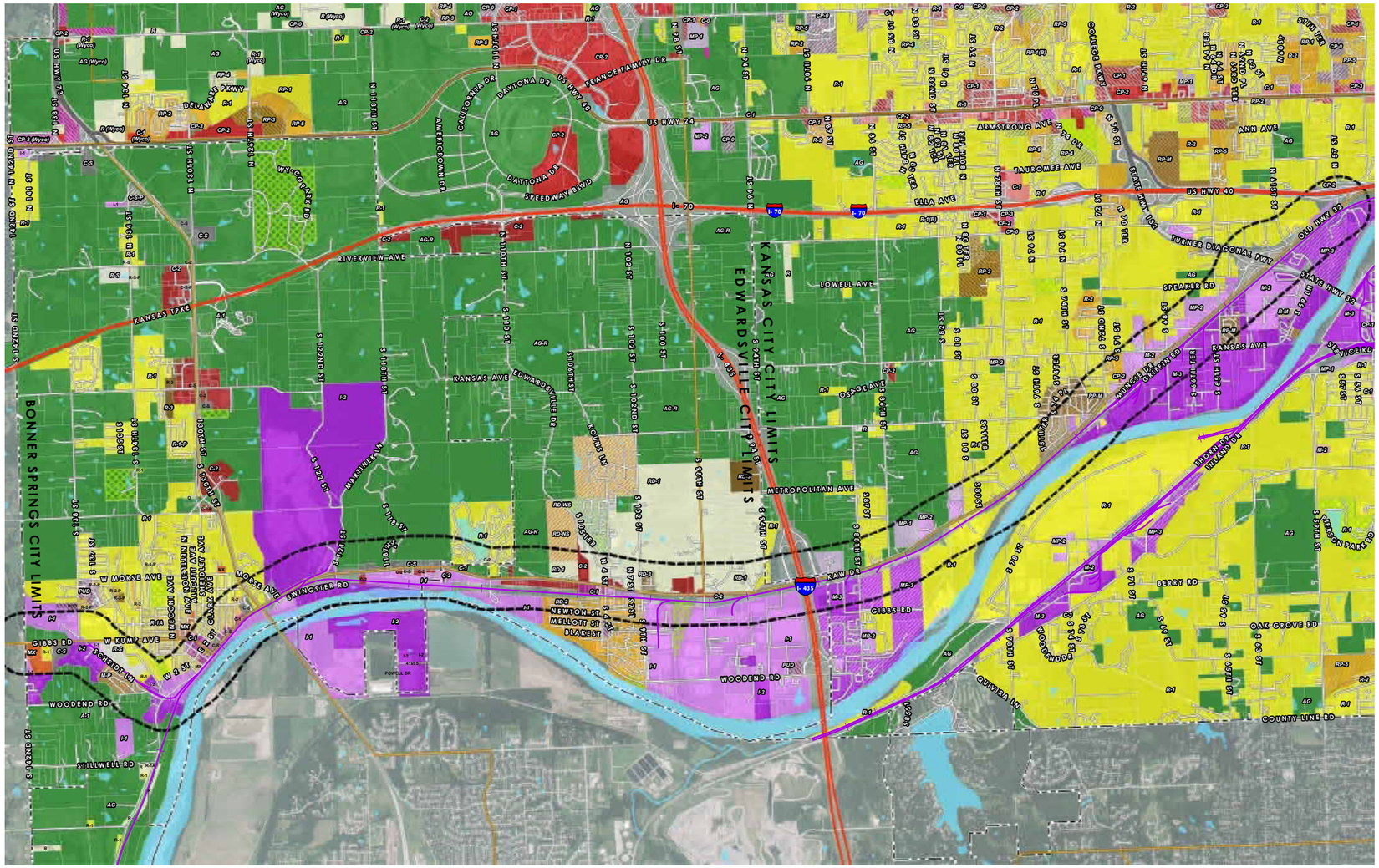
Existing Land Use

- Commercial [126 AC]
- Office [28 AC]
- Industrial [2317 AC]
- Mixed Use [1 AC]
- Mobile Home Park [265 AC]
- Large Lot Residential [634 AC]
- Low-Density Residential [118 AC]
- Medium-Density Residential [328 AC]
- High-Density Residential [74 AC]
- Public/Semi-Public [120 AC]
- Parks/Open Space [201 AC]
- Vacant/Ag [1385 AC]

K-32 Tri-City Multimodal Redevelopment Plan

EXISTING ZONING

Existing zoning is consistent with the land use and supports various types of industrial and residential development.



LEGEND

- K32 CORRIDOR 1/4 M BUFFER AREA
- CITY LIMITS
- PARCEL
- LOCAL ROAD
- STATE ROUTE
- US ROUTE
- INTERSTATE
- EXISTING PARK
- MARC REGIONAL BIKEWAY CORRIDOR (PROPOSED)
- STREAMS, RIVERS & WATERBODIES

KANSAS CITY, KS ZONING

- AG AGRICULTURAL DISTRICT
- C-0 NON-RETAIL BUSINESS DISTRICT
- CP-0 PLANNED NON-RETAIL BUSINESS DISTRICT
- C-1 LIMITED BUSINESS DISTRICT
- CP-1 PLANNED LIMITED BUSINESS DISTRICT
- CP-1 PLANNED LIMITED COMMERCIAL DISTRICT
- C-1 LOCAL BUSINESS DISTRICT
- C-2 GENERAL BUSINESS DISTRICT
- CP-2 PLANNED GENERAL BUSINESS DISTRICT
- C-3 COMMERCIAL DISTRICT
- CP-3 PLANNED COMMERCIAL DISTRICT
- MP-1 PLANNED LIGHT INDUSTRIAL & INDUSTRIAL PARK DISTRICT
- M-2 GENERAL INDUSTRIAL DISTRICT
- MP-2 PLANNED GENERAL INDUSTRIAL DISTRICT
- M-3 HEAVY INDUSTRIAL DISTRICT
- MP-3 PLANNED HEAVY INDUSTRIAL DISTRICT
- R RURAL RESIDENTIAL DISTRICT
- R-1 LARGE LOT SINGLE FAMILY DISTRICT
- R-1 SINGLE FAMILY DISTRICT
- RP-1 PLANNED SINGLE FAMILY DISTRICT
- R-1A SUBURBAN RESIDENTIAL DISTRICT
- R-2 TWO FAMILY DISTRICT
- RP-2 PLANNED TWO FAMILY DISTRICT
- R-3 TOWNHOUSE DISTRICT
- RP-3 PLANNED TOWNHOUSE DISTRICT
- RP-4 PLANNED GARDEN APARTMENT DISTRICT
- RP-5 PLANNED APARTMENT DISTRICT
- RP-6 PLANNED HIGH-RISE APARTMENT DISTRICT
- R-M MOBILE HOME PARK DISTRICT
- RP-M PLANNED MOBILE HOME PARK DISTRICT

EDWARDSVILLE, KS ZONING

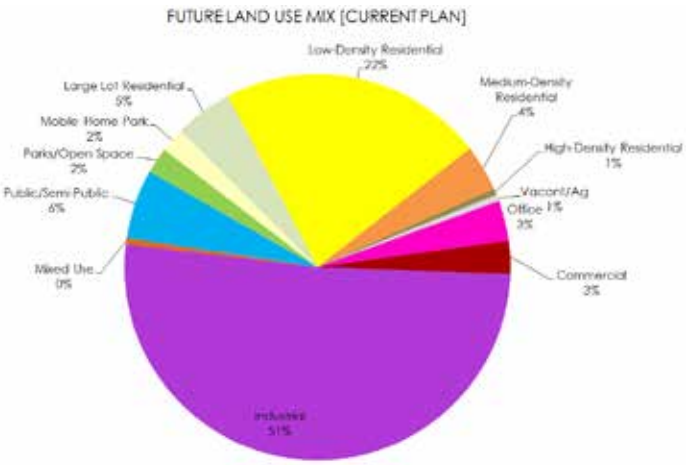
- AG-R AGRICULTURAL / RESIDENTIAL
- C-1 COMMERCIAL INTENSIVE
- C-2 COMMERCIAL EXTENSIVE
- I-1 INDUSTRIAL NON-HAZARD
- I-2 INDUSTRIAL HAZARD
- PUD PLANNED UNIT DEVELOPMENT
- RD-1 RURAL RESIDENTIAL DISTRICT
- RD-2 MEDIUM DENSITY RESIDENTIAL DISTRIC
- RD-3 HIGH DENSITY RESIDENTIAL DISTRICT
- RD-NS RESIDENTIAL DEVELOPED WITHOUT S
- RD-WS RESIDENTIAL DEVELOPED WITH SEWI

BONNER SPRINGS, KS ZONING

- A-1 AGRICULTURAL DISTRICT
- AG AGRICULTURAL DISTRICT LORING
- C-1 CENTRAL BUSINESS DISTRICT
- C-2 GENERAL BUSINESS DISTRICT
- C-2-P PLANNED GENERAL BUSINESS DISTRICT
- C-S HIGHWAY SERVICE DISTRICT
- C-S-P PLANNED HIGHWAY SERVICE DISTRICT
- I-1 LIGHT INDUSTRIAL DISTRICT
- I-2 HEAVY INDUSTRIAL DISTRICT
- M-P MANUFACTURED HOME PARK DISTRICT
- MX MIXED USE DISTRICT
- O OPEN
- PUD PLANNED UNIT DEVELOPMENT
- R RURAL RESIDENTIAL DISTRICT LORING
- R-1 SINGLE FAMILY RESIDENTIAL DISTRICT
- R-1-P PLANNED SINGLE FAMILY RESIDENTIAL DISTRICT
- R-1A RESIDENTIAL SPECIAL DISTRICT
- R-2 DUPLEX RESIDENTIAL DISTRICT
- R-2-P PLANNED DUPLEX RESIDENTIAL DISTRICT
- R-3 MULTI-FAMILY RESIDENTIAL DISTRICT
- R-3-P PLANNED MULTI-FAMILY RESIDENTIAL DISTRICT
- R-S SUBURBAN RESIDENTIAL DISTRICT
- R-S-P PLANNED SUBURBAN RESIDENTIAL DISTRICT

Adopted Future Land Use

Together the City of Bonner Springs' Vision 2025 Comprehensive Plan (adopted in 2008), The Edwardsville Plan (adopted in 2012), and UG's City-wide Master Plan (adopted in 2008) recommend that about half (51%) of the K-32 planning area develop industrially. Low-density residential uses would make up the second most prominent type of development, consisting of 22% of the overall corridor.



In addition, the Vision 2025 Comprehensive Plan recommends the following in relation to K-32 in Bonner Springs:

Parks, Open Space, and Connectivity:

- Plan for a trail along abandoned railroad from 138th at K-32, west and north, with a small park at the head of the trail south of Whispering Woods
- Pursue land and easement donation/dedications for trails and bike lanes, and secure land or easements from landowners and new developments
- Incorporate trails into the design and construction of new developments
- Provide connectivity between all trails and public open spaces

Economic Development:

- Promote community aesthetic improvements to create a "Bonner Springs character" in community gateways, such as at the K-32 entrance to the city
- Establish landscape corridor planting themes for K-7/K-32

Future Commercial Needs:

- Plan for good urban design and implementation of its major transportation plan at key interchanges, including those at and intersections with K-32 through the city
- Extend the "atmosphere" of the central business district boundary to include adjacent residential and commercial areas down side streets, and consider a roundabout at the K-32 intersection
- Provide "way-finding" directional signage from K-32 and incorporate a special design theme consistent with the historic character of downtown that links the downtown with its perimeter districts, both residential and commercial

The Edwardsville Plan recommends that growth and expansion of the community be enhanced south of and along K-32. It recommends continued concentration of development along K-32 at 4th Street and west of 4th due to the steep terrain on the north and floodplain designation on the south of K-32. The Plan also notes the following stormwater and sewer concerns for Edwardsville in relations to the K-32 planning area:

Stormwater: Many of the city's streets use a combination of drainage ditches and culverts to divert stormwater. Newer subdivisions and some recently improved roads include curbs and gutters. Stormwater drainage can be a challenging issue due to the city's proximity to the flat areas near the River and the hilly terrain north of K-32.

Sewer: Sewer lines are currently limited to the southern portion of K-32 and extend slightly north of the highway. Hundreds of septic systems serve residential and other properties throughout Edwardsville. This limits the types of development that can currently occur within the city, and the densities at which they can develop. The following facilities are located within Edwardsville to serve the City's residents:

- Woodend Pump Station (9th and Woodend)
- Lift Station at 106th and Kaw Drive is served by 6" lines
- Lift Station at 11th and Black is served by 8" lines

Betts Creek Sub-Drainage Area: About 2,880 acres in size north of K-32 Highway, the entire Betts Creek sub-drainage area makes up almost half of the total land area for the city of Edwardsville, or 4.5 square miles of the approximately 9.5 square miles of land area within the corporate limits of Edwardsville. There are three branches to the Betts Creek sub-drainage basin. The western leg drains to near the intersection of Edwardsville Road and K-32 Highway and encompasses the drainage area between 104th Street and Edwardsville Road. The main branch of Betts Creek extends essentially from 110th Street and Interstate 70 at the northern extent of the city, south to near the intersection of 98th Street and K-32 Highway. The eastern branch of Betts Creek generally drains only the land area between 98th Street and 94th Street, south of Kansas Avenue.

KawValley: Characterized mostly by the lowland surrounding the Kansas River, the Kaw Valley land area in the city is located mostly south of K-32. This relatively flat land area was formed over many centuries by the Kansas River meandering from its river banks and flooding. The downstream portions of the other sub-drainage basins technically encompass the Kaw Valley area of Edwardsville as each creek drains into the Kansas River. However, the lack of slope to the ground, the unique soils of the valley floor area, and the potential of flash flooding define the unique development characteristics of this southern portion of the city.

The City-wide Master Plan includes the following recommendations for the K-32 area in Kansas City:

Urban Design: Use urban design and streetscape improvements to change 78th Street (from K-32 to Parallel Parkway) and Kansas Avenue (from the Kansas/Missouri state line to the Turner Diagonal) into a Primary Image Streets where they serve as one of the first and final impressions of the city for visitors, residents, and workers near the K-32 corridor. Detailed direction for Primary Image Streets includes:

- Incorporating (a minimum 10-foot wide with a minimum 5-foot landscaping zone between the walk and back of the curb) on both sides of the street to accommodate comfortable pedestrian and bicycle connections as well as retail businesses and outdoor cafes
- Gateways and/or public art incorporated into major intersections and districts
- Street trees, planters, site furnishings (benches, movable planters, way-finding, interpretive signage bike racks, trash receptacles), decorative banners, and pedestrian lighting are also recommended

Image Streets: Reinforce the perceptions of individual neighborhoods by creating Secondary Image Streets, e.g. at Kansas Avenue (Turn Diagonal to I-435). Specific guidance for Secondary Image Streets includes:

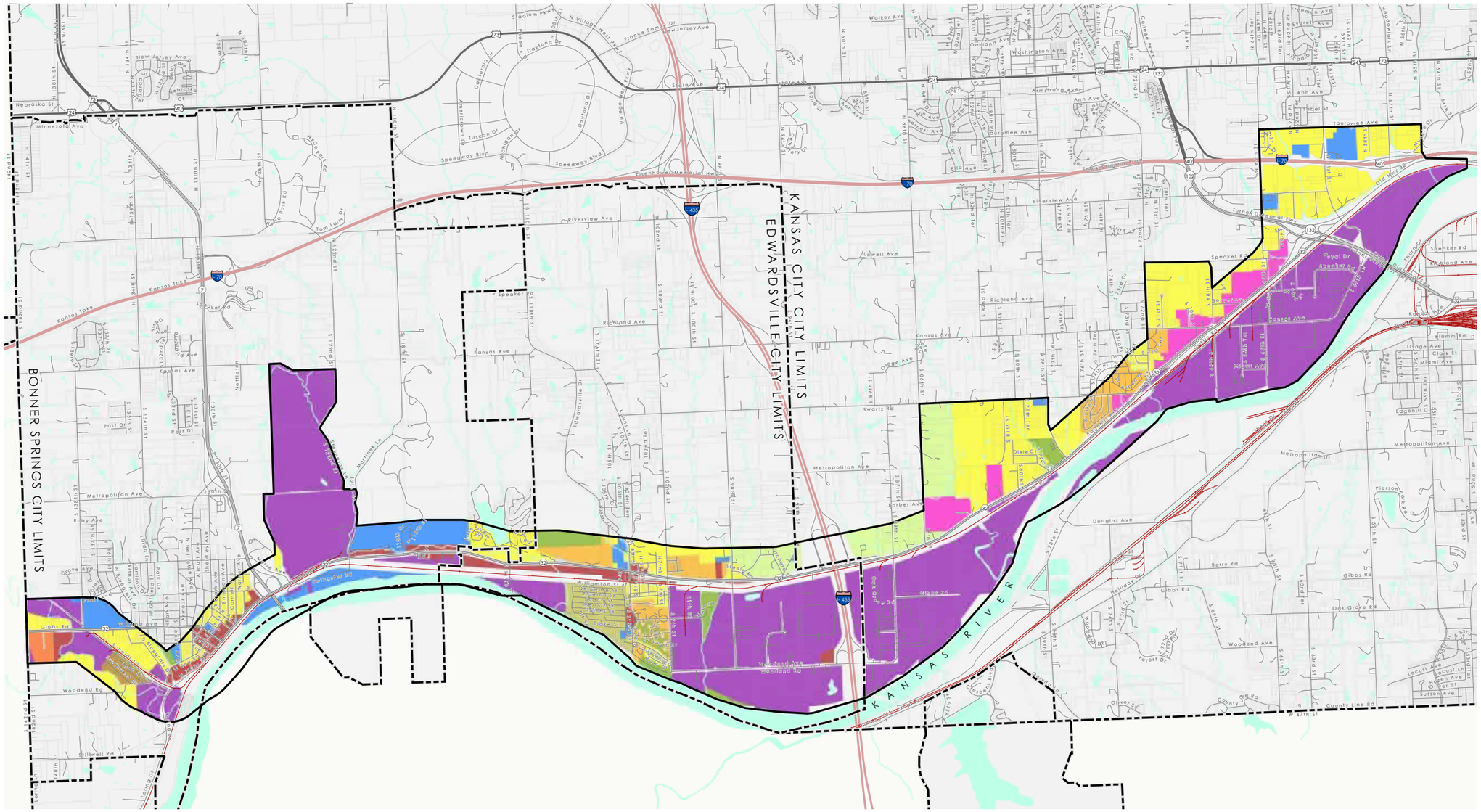
- Sidewalks on both sides of the street (a minimum of 8-feet wide with a 5-foot minimum landscaping zone between the walk and the back of curb) to accommodate pedestrian connections
- Minor "neighborhood" gateways at major intersections.
- Decorative banners on street lights that highlight neighborhood identity
- Basic site furnishings (benches, bike racks, trash receptacles) at major intersections and transit stops
- Pedestrian lighting to illuminate neighborhood-retail areas, trails, parks frontages, and activity areas; lighting fixture styles should reflect neighborhood character

Revitalization and Green Design:

- Provide a jobs/housing balance and utilize existing incentives, such as Empowerment Zones, to encourage local businesses to hire residents who live within the city
- Work with the State of Kansas to upgrade local incentive packages and tools for attracting and retaining businesses and industries thereby making the city more competitive with other cities within the metropolitan area and across the country; such incentive packages should be targeted to businesses and industries that create local jobs
- Upgrading aging and deteriorating infrastructure to attract new industries and businesses
- Attracting "green" industries that employ a large percentage of local residents and provide job training programs
- Working with MARC, the Environmental Protection Agency (EPA), American Institute of Architects (AIA), American Planning Associates (APA), Kansas City Home Builders Association (KCHBA), and others to provide training and education to building professionals, homebuyers, homeowners, realtors, lenders and general public about best practices for green and energy efficient construction (Leadership in Energy and Environmental Design standards)
- Proactively acquire, clean up and reuse brownfields sites
- Construct bicycle and pedestrian trail connections to complete the portion of the MetroGreen trail system along the Kansas River and construct associated amenities, such as ample landscape buffers from adjacent industrial uses, streetscape and pedestrian-scale lighting

K-32 Tri-City Multimodal Redevelopment Plan

FUTURE LAND USE (current plan)



LEGEND

- Study Area
- City Limits
- Street
- State Route
- US Route
- Interstate
- Railroad
- Parcel
- Kansas River
- Lakes & Ponds
- Streams

Future Land Use [Current Plan]

- Commercial [154 AC]
- Office [186 AC]
- Industrial [2832 AC]
- Mixed Use [27 AC]
- Mobile Home Park [113 AC]
- Large Lot Residential [269 AC]
- Low-Density Residential [1222 AC]
- Medium-Density Residential [213 AC]
- High-Density Residential [30 AC]
- Public/Semi-Public [321 AC]
- Parks/Open Space [121 AC]
- Vacant/Ag [30 AC]

Transportation

Roadways: K-32 is an east-west state highway with paved shoulders, medians (striped, concrete, and raised), and turn lanes at key intersections. It consists of 13.5-foot asphalt lanes and ranges from two to five lanes in width. Because it functions as both a state highway and city street, K-32 is also referred to as a City Connecting Link whereby KDOT and the Tri-Cities coordinate responsibilities.

Bike Routes, Sidewalks, and Trails: Although cyclists, walkers, and joggers use the route, there are no such specific accommodations for them on K-32 with the exception of sidewalks on the north side of K-32 in downtown Bonner Springs. Sidewalks are also present on some of the local, north-south streets that connect to K-32, specifically those west of the K-7/I-70 interchange (on the north side of K-32) and at 4th Street (south of K-32).

MARC's MetroGreen plan recommends the development a multiuse trail along K-32 and K-7. During the K-32 planning process, the City of Bonner Springs and KDOT began initial discussions for installing a portion of trail on K-7 over K-32 that could connect to the city's parks. The City of Edwardsville is constructing trails near its south industrial area and near the Kansas River. UG's adopted policies also support trail development in Wyandotte County's K-32 corridor.

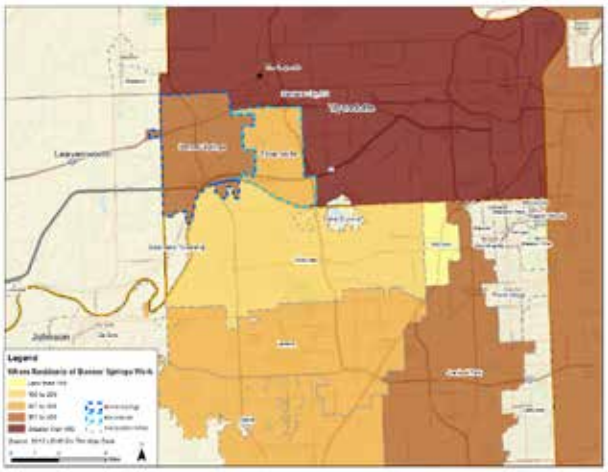
Future sidewalk and/or multiuse trail construction will be necessary if K-32 is to become a multimodal corridor that enables pedestrians to travel from all directions and reach key destinations, such as downtown redevelopment areas, employment centers, and entertainment options.

Transit Service: Bus service is available in some parts of the K-32 corridor. Tiblow Transit operates within Bonner Springs Monday through Friday, 8:30 a.m. to 4:30 p.m. The service connects to parts of Kansas City, Kansas three days a week; provides pickups in Edwardsville two days-a-week., serves parts of Kansas City, Kansas three days a week, and serves the Johnson County Medical facility two days a week. UG Transit (UGT) operates Route 115 Kansas Avenue, which operates at the very eastern edge of the K-32 corridor at Kansas Avenue and 78th. The routes operate Monday through Friday from 5:30 a.m. to 7:30 p.m. at 60-minute frequency.

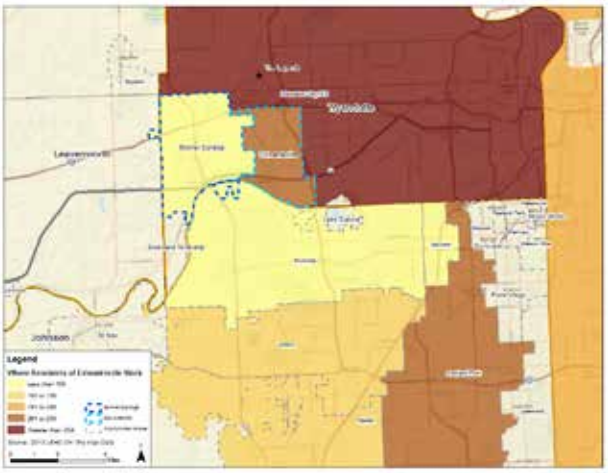
Transportation to Work: Based on the 2010-2014 U.S. Census American Community Survey, most (81%) of Wyandotte County residents drive along to work. An estimated 14% carpool and the balance walk, use public transit or other transit, and work from home. The average commute time is approximately 21 minutes. No transit service currently serves the entirety of the K-32 corridor. A large number of workers and residents travel between Edwardsville, Bonner Springs, and surrounding communities.

Adding regularly scheduled transit options would increase the ability of employees to access employment sites within the corridor and in other parts of the metropolitan area. Transit options could also provide corridor residents with improved access to medical, social, retail, and transportation

Where Bonner Springs Residents Work (see Transit Memo in appendix)



Historic Edwardsville Residents Work (see Transit Memo in appendix)



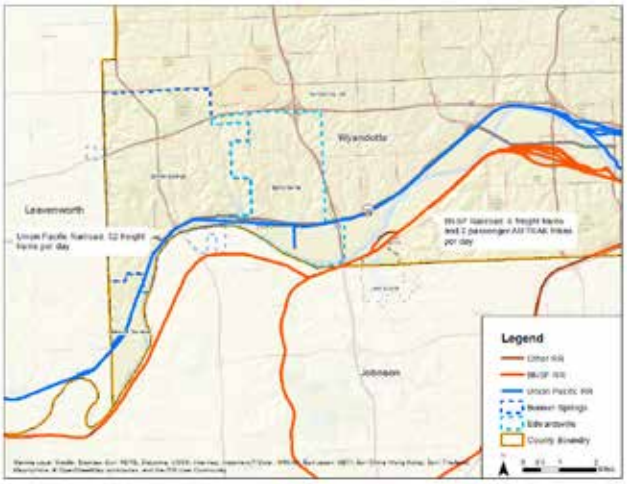
services outside the corridor. What's more, increasing corridor transportation options could increase the appeal of living in or visiting the corridor for Millennials who increasingly prefer less dependence on personal vehicles.

Freight: K-32 parallels two railroad lines. The Union Pacific line operates directly adjacent to the K-32 corridor on the north side of the Kaw River and runs 52 freight trains per day. The BNSF operates on the south side of the river with six freight trains and two AMTRAK passenger trains (Southwest Chief) per day. KDOT estimates 1,000 trucks travel K-32 each day. Community members have commented that the traffic creates congestion on K-32. They have also commented about issues with train noise and crossing the tracks.

Interurban Passenger Rail: A 2002 study examined the feasibility of operating commuter rail between Lawrence and Kansas City. The BNSF line was evaluated as an alternative due to the rail line accessing much higher population portions between Lawrence and Kansas City than the Union Pacific line. The study recommended that capacity improvements would be necessary at several points along the line to avoid conflicts with freight or existing Amtrak service.

- Capacity improvements would be required at De Soto to allow the RoadRailer (AMTRAK mail and express) switching operations during commuter periods, at Argentine Yards to mitigate the very heavy freight traffic, and at Union Station to provide rail connections to the station itself. In addition, the railroad may require a "capacity contribution" from commuter rail as a cost of entry to the line.
- Because the capital costs necessary to make the line suitable for commuter passenger rail service would be $117 million, with a $5.2 million annual operating cost for three trips in the morning and three in the evening, with a projected 2,238 daily rail trips, this was determined to be insufficient ridership for the cost. The study estimated that the subsidy required for a daily round-trip between Lawrence and Kansas City would be $12.98 per rider, which would result in a $3.7 million annual operating subsidy.
- Since the time of the interurban study, population annual growth rate of 0.6% in Wyandotte County, 2.85% in Bonner Springs, and 1.4% in Edwardsville, or elsewhere along the BNSF line, has not been sufficient to increase ridership potential. Figure 4 displays the existing rail service.

Railroad Service (see Transit Memo in appendix)



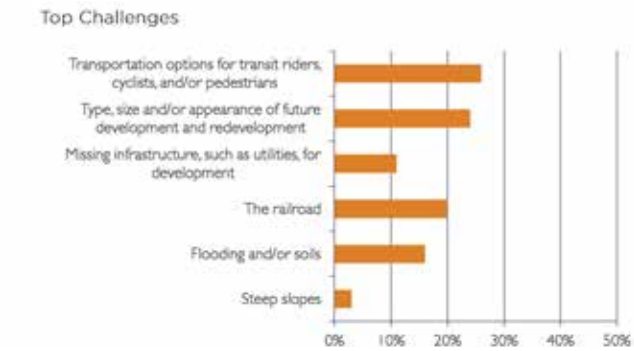
COMMUNITY ENGAGEMENT

Over the course of nearly a year, the planning team engaged Bonner Springs, Edwardsville, and Kansas City community members in person and thousands in the Tri-cities and nearby communities via online tools during the community engagement process for the K-32 Tri-City Multimodal Redevelopment Plan. Four periods of community engagement took place in coordination with the four phases of the planning process. Each began with a Stakeholder Advisory Committee meeting followed by two public meetings (alternating Tri-City locations), an online opinion poll/comment form, social media posts (Facebook.com), and a Planning Commission update.

Community Engagement

Round One

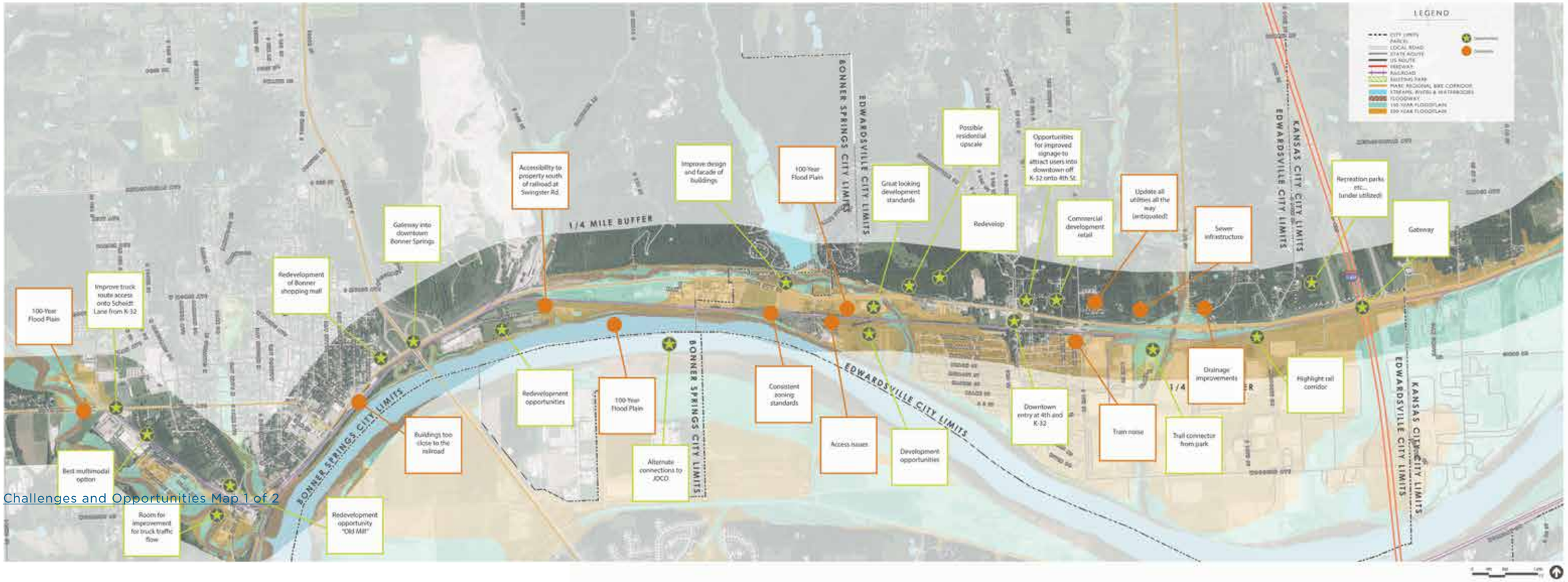
The first period focused on identifying the vision for the corridor, top challenges and opportunities, and ideal accomplishments. Participants mapped their comments on large-scale, corridor maps and provided additional feedback about the types of challenges and opportunities that were identified and why.



The top three challenges related to the railroad, multimodal transportation options, and the type, size, and scale of future development. Meeting participants commented about the lack of sidewalks for walking along K-32 to shopping destinations and restaurants and pedestrians accommodations for crossing K-32 to reach Edwardsville Elementary School and other locations. They also discussed emergency response and access issues tied to trains blocking entry into Edwardsville. Additional comments about the railroad focused on train noise and associated traffic. Other comments concerned the appearance of the overall corridor. Community members expressed a desire to place utility lines underground, improve and maintain building facades, and a need to be sensitive about the way in which future development relates and transitions over time in relation to existing uses throughout the corridor.

K-32 Tri-City Multimodal Redevelopment Plan

CHALLENGES AND OPPORTUNITIES (1 of 2)



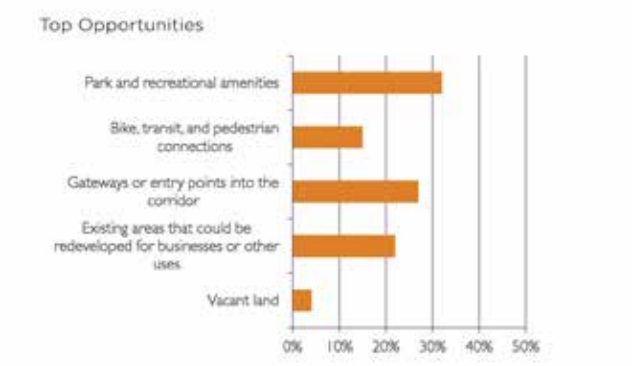
Challenges and Opportunities Map 1 of 2

K-32 Tri-City Multimodal Redevelopment Plan

CHALLENGES AND OPPORTUNITIES (2 of 2)

Challenges and Opportunities Map 2 of 2

The top two opportunities to leverage for K-32's future included park and recreational amenities and existing areas that could redevelop for businesses or other uses. Community members commented about the importance of redeveloping existing and/or vacant land along the highway and updating downtown areas in a way that could attract new investment, add jobs, and increase the tax base. They also commented about incentivizing existing businesses to update and/or clean up their buildings. Building updates would happen in coordination with infrastructure improvements, such as the installation of curbs, gutters, utility burial, highway paving/restriping, and more. Feedback about recreational opportunities involved connecting to the Kansas River by providing access for kayaking, canoeing, and fishing. Adding a trail between the river and the railroad was also important to community members.



Round Two

The second period of engagement centered on identifying redevelopment areas, investing in transit and bicycle/pedestrian improvements, and converting K-32 to a parkway.

Meeting attendees discussed the possibility of redeveloping the areas generally defined as Sheidt Lane, downtowns, K-7 Interchange, large parcels of land, 65th Street and Turner Diagonal. They commented that targeted activities made sense and stressed the importance of focusing on Downtown Bonner Springs and Edwardsville, creating unique personalities for them, adding retail, restaurants, and other items. They commented that redevelopment should consider existing businesses and residents, as redevelopment activities in one area could have negative stormwater (silt and erosion control) impacts on nearby properties, such as Lake of the Forest.

Transportation-related comments focused on the need for ingress/egress improvements at various corridor intersections. The need for safe pedestrian access across K-32 was also a topic of conversation. Community members commented about including a robust trails network that would attract Millennials who are moving back to the area because of its safe and affordable feel and amenities. They also commented that K-32 is a popular route for both bicyclists and motorcycle riders.

Community members were in favor of exploring the idea of converting K-32 to a landscaped parkway similar to the way in which Highway 210 (Armour Road) travels through North Kansas City in Missouri, transforming from a 7- and 6-lane divided roadway to a 3-lane road (see photo below). Downtown Highway 210 is tree lined, includes two through lanes, a central turn lane, traffic signals, diagonal parking, sidewalks, and buildings that are close to the sidewalk edge.

Round Three

A third period of meetings and polling concerned the phased improvement scenario for the corridor. The scenario consisted of a realistic, 10-year vision (2015-2025) and a year 11+ (2026 and Beyond) aspiration for land use, development, and multimodal transportation. Those who attended the meetings shared their thoughts about changing the character of roadway to correspond to the types of activity centers located along it, such as downtowns, historic sites, employment concentrations, and other areas.

They commented that a proactive approach to redeveloping downtown Bonner Springs and Edwardsville was important and discussed place-making strategies, the importance of balancing natural with industrial uses, and eliminating the perception that the Kansas River is a barrier. They also commented that transit connections and vanpooling locations would help visitors and job seekers outside the corridor reach it from places close to I-70, such as the Legends at Village West shopping center and the proposed Turner Diagonal Business Park in Kansas City, Kansas.

Additional conversations with stakeholders indicated that some community members were against narrowing K-32 through downtown areas. They commented that doing so would result in negative impacts, such as traffic bypassing their community and becoming too congested. They also commented that cyclists travel K-32 but expressed concern about adding bicycle accommodations to a route that semi-trucks also use.

Round Four

The fourth and final period of meetings and polling concerned the initial draft of the K-32 Tri-City Multimodal Redevelopment Plan and its implementation steps. Participants commented on the most important implementation priorities for the corridor. Key priorities related to redevelopment, transportation, parks and open space, place-making, and financing improvements. When asked about the degree of importance that should be assigned to top priority recommendations, community members responded that the following were very important:

- Conducting a traffic study to 1) determine the roadway improvements needed to accommodate all travelers along K-32 safely and 2) improve access management policies
- Targeting redevelopment activities to top priority activity centers, including downtowns and other areas

Community members review the phased improvement scenarios for the K-32 corridor

Community members review top priority recommendations for improving K-32 in Wyandotte County

PRELIMINARY IMPROVEMENT CONCEPTS

Rather than pursuing block-by-block redevelopment of the 8-mile K-32 corridor, the project team and community members explored focus areas for potential improvement efforts.

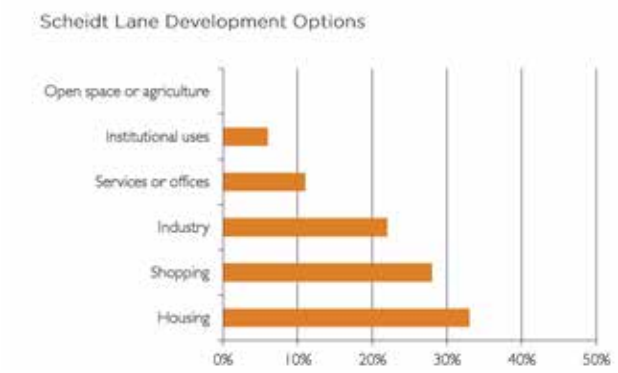
Potential Improvements

Key improvment concepts involved:

- Sheidt Lane
- Downtown Bonner Springs and Edwardsville
- K-7 Interchange
- Large parcels of land
- 5th Street and Turner Diagonal
- 78th Street
- Converting K-32 into a parkway
- Transit routes

Scheidt Lane Area

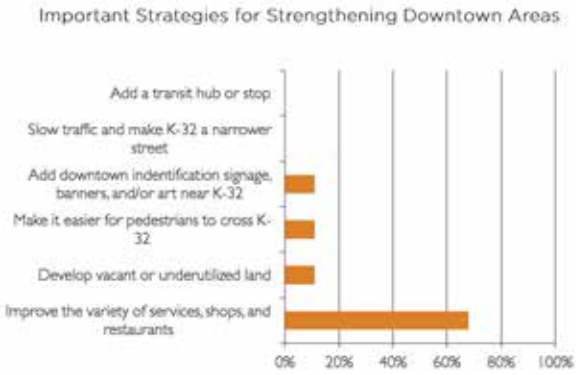
The Scheidt Lane area was identified because it largely consists of older residential development that is in need of repair and/or upgrade. The area is also adjacent to industrial development, opposite a railroad spur, and within the floodplain. If it were redeveloped, it could become open space, additional industry, or mixed-income housing. Community members commented that the area should remain residential, specifically high density residential, to continue to accommodate the Bonner Springs Estates mobile home park.



Downtowns

Downtown Bonner Springs and Downtown Edwardsville were targets because early in the planning process, community member identified their improvement as an important opportunity for the corridor that could benefit residents and visitors alike. Improving the downtown areas might also slow the traffic that community members have commented (throughout the planning process) travels too fast through both cities. If purposeful redevelopment and investment efforts were pursued, both downtowns could be transformed into active, multimodal, mixed use (residential/office retail or retail/service/public-semi-public) centers with unique community identities that reflect their historic pasts.

The City of Bonner Springs has invested in banners, pedestrian-level lighting, and sidewalks in its downtown, including along K-32. It is also interested in redeveloping its Historic Downtown. Underutilized sites could be redeveloped with retail services, such as a neighborhood market on the ground floor and residential above. If Tiblow Transit relocates closer to K-32, it could become a multimodal transit hub and include a transit route that travels along K-32, into Historic Downtown Bonner Springs, and through the redevelopment site.

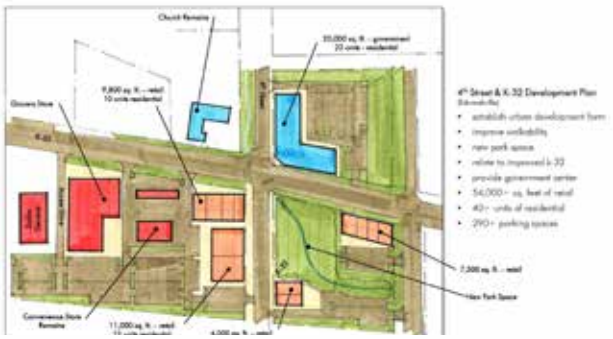


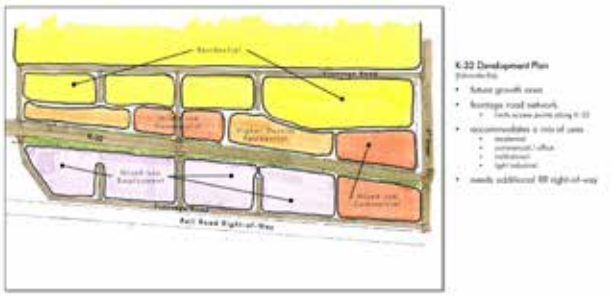
Sample Downtown Bonner Springs Improvement Concept

The City of Edwardsville conducted a building efficiency and safety analysis during 2015/2016; and as a result, has expressed interest in relocating its municipal offices to a vacant parcel of land located on the northeast corner of K-32 at 4th Street. The move could provide the opportunity to combine government services with the community's retail needs, including providing medical or pharmaceutical services for the city's older residents, in the same building. Moving north would also create an opportunity to redevelop the existing government complex as a second mixed use node that serves the needs of Edwardsville residents. Fourth Street would then connect both potential mixed-use centers and provide not only a vehicular connection, but also a multiuse path for those walking or biking between the nodes, Edwardsville Elementary School, Edwardsville Christian Church, the local U.S. Post Office, housing, as well as the Edwardsville Community Center.

Community members indicated that the most important revitalization strategy for Downtown Bonner Springs and Edwardsville was improving the variety of services, shops, and restaurants. The strategy of slowing traffic along K-32 and narrowing it, e.g. from four lanes to three lanes and including an on-street bike path, sidewalks that are buffered by on-street parking, and landscape amenities was not selected, although doing so would enhance downtown revitalization and redevelopment activities and improve traffic safety.

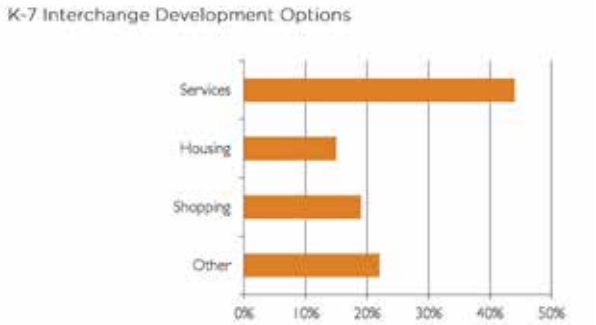
Sample 4th Street Improvement Concepts





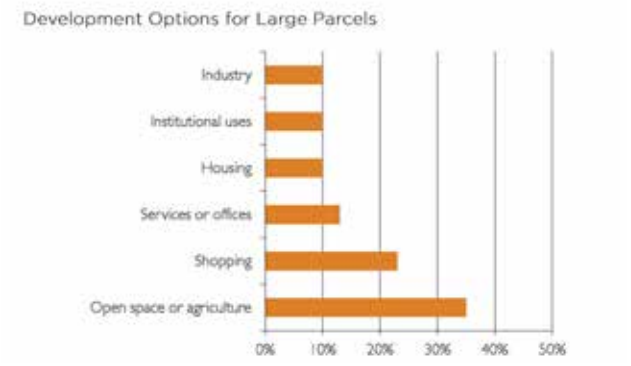
K-7 Interchange Area

The K-7 Interchange area is the gateway into Bonner Springs for all travelers coming from Edwardsville on the west, both Bonner Springs and Kansas City on the north, and Shawnee on the south. Land on the north side of K-32, just west of the interchange and near Werner Street, is developed with auto-oriented uses, including a small commercial shopping center that is approximately 50% vacant and a gas station. If redeveloped, the new center could offer retail/services and/or entertainment. If the center's buildings were positioned near the street edge, parking could be located to the side and/or rear of the buildings or even on the street. The shift in building and parking location would support a more walkable, downtown shopping experience. In addition, there is an opportunity to improve the connection to Moon Marble Company, which is directly across the street on the south side of K-32. Community members have frequently commented that Moon Marble is a major tourist and shopping destination.



Large Parcels

Development parcels in single ownership offer broad opportunities for development and redevelopment, as they could become new neighborhoods, recreation and entertainment destinations, or other features. However, community members commented that those that are east of the K-7 and I-70 interchange in Bonner Springs should remain undeveloped or unchanged. Doing so is consistent with recent development initiatives, such as Holliday Sand and Gravel Company's plans to develop its site into an industrial park.



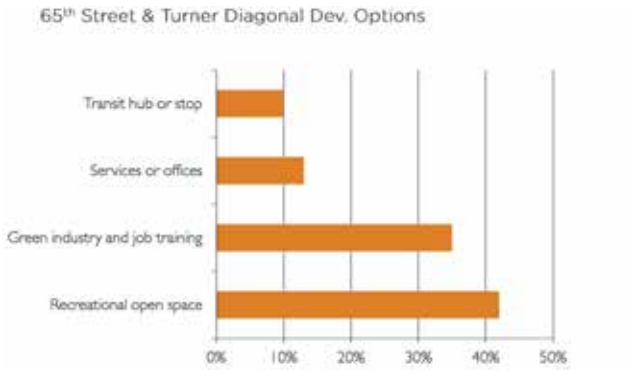
78th Street Area

The State of Kansas owns the Grinter Historic site, including the Grinter Barn, home, and surrounding land. Undeveloped land exists near the northeast corner of K-32 at 78th Street. A large area of open space surrounded by woodlands characterizes the site. If the trees on the site were preserved, there is potential to develop a restaurant and entertainment venue on the remaining land and link it to the Grinter Museum via pedestrian path. Community members have expressed a desire for more entertainment options within the K-32 corridor, such as a restaurant to help draw people to the Grinter Museum and thereby make the site an even more appealing destination. Some community members also commented that a turn lane should be added to K-32 to permit safer turning movements onto 78th Street. Others have reached out to elected officials, asking for the installation of a traffic signal at this location.

65th Street and Turner Diagonal Area

The area east and west of 65th Street and the Turner Diagonal is home to approximately 1/3 of the industrial development within the K-32 corridor. The portion south of K-32 is mostly within the floodplain. Its redevelopment potential beyond industry is limited. If a significant redevelopment opportunity were to become available, it would be possible to streamline interior roadway circulation, manage access, and more efficiently serve business and industrial park development and the truck traffic it generates. Land on the north side of K-32 could provide industrial uses or job training services that complement the one million square feet of industrial development proposed for the 130-acre Turner Commerce Center just north of the Turner Diagonal.

Because of flooding concerns, community members commented that the future development of the land in the 65th and Turner Diagonal area should be redeveloped as a combination of green industry, job training, and recreational/open space. Community members also commented that providing access to the river would benefit the entire K-32 corridor, as the nearest access point beyond the corridor is in DeSoto, Kansas. Providing river access to this area may be possible via Mill Creek. Other river access points would be located farther west, for example at K-7 in Bonner Springs and 4th and 98th Streets in Edwardsville. Further, incorporating stormwater best management practices into the area could help address future flooding issues, as some of the streets in this target area have concrete drainage ditches. In the future, the ditches could become vegetated swales in small drainage areas that have low water runoff.

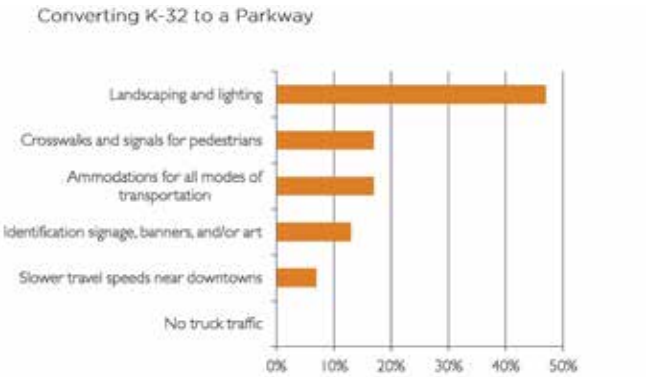


Converting K-32 to a Parkway

Today K-32 is a generally a 4- to 5-lane, divided state highway that motorists use to quickly connect to employment destinations, highways (K-7 and US-69) and interstates (I-435 and I-70), shopping, and other destinations. Its speed limit ranges from 30-35 mph near the downtown areas to 55 mph outside of them. It includes signals at key intersections, such as Kansas Avenue, 4th Street, Cedar Street, and other locations.

To help slow traffic and incorporate bicycle/pedestrian accommodations, it may be possible to modify K-32 to look and feel like a parkway. Typical parkways are wide, median-divided roadways lined with trees and lighting. They may also include turn lanes and bicycle/pedestrian paths. Community members were in favor of the idea of converting the feel of K-32 into a parkway rather than maintaining it as a state highway. Lighting was the feature noted most important to include with the concept. There was also support for the idea of renaming K-32 to "Kaw Valley Parkway", "Kaw River Parkway", or "Kaw River Scenic Byway", which opens opportunities to create marketing and branding materials (signage, banners, art, and much more) for the corridor that describe it as a destination of the same name while reflecting the uniqueness of each of the Tri-Cities.

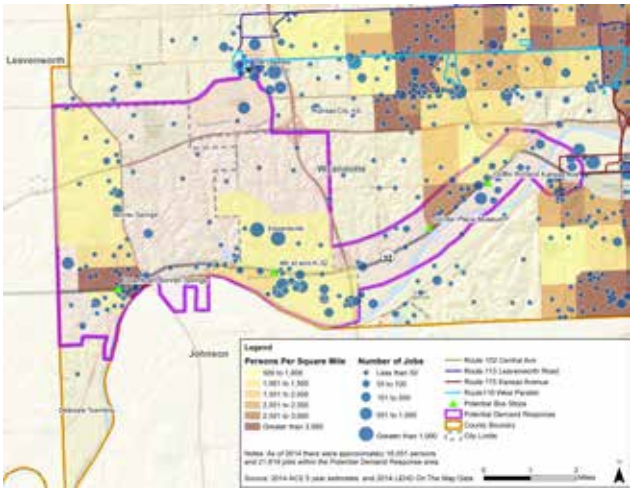
Sample Parkway Concept



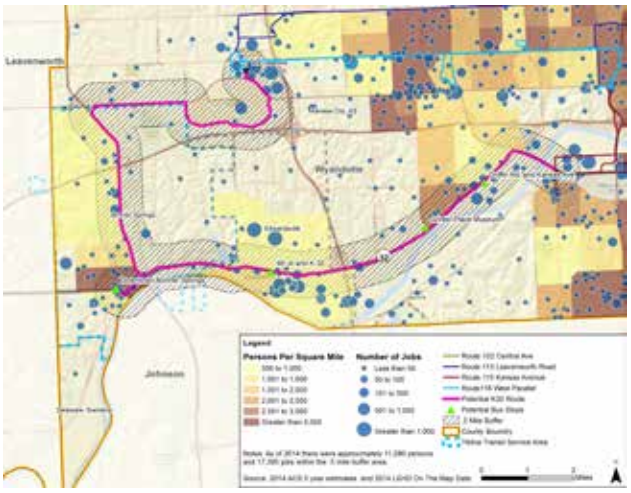
Transit Routes

Because of the costs and densities associated with providing rail transit in the corridor, the planning team explored on-demand and fixed route bus services.

Option for On-demand Bus Service



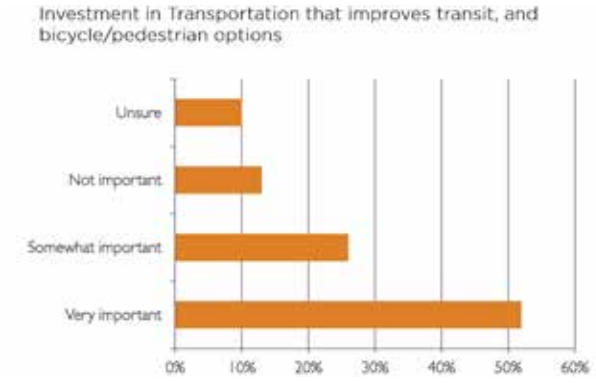
Option for Fixed Route Bus Service



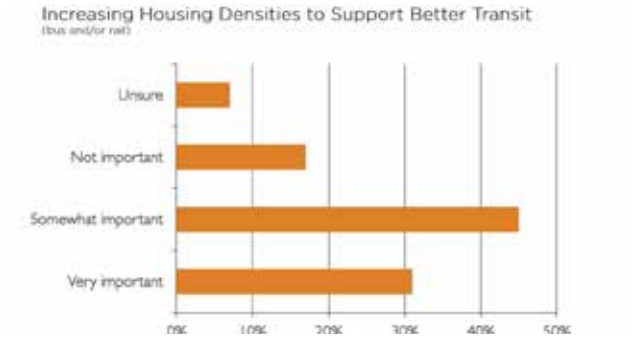
Estimated Transit Costs

Type	Description	Service Span	Frequency	Annual Operating Costs
MetroFlex	• Improves the existing demand-response service and could be implemented with less capital and operations investment than other alternatives • Increases the service areas to all of Bonner Springs and Edwardsville • Connects into Kansas City at Village West and along Kansas Avenue	Monday-Friday from 8 AM to 5:30PM	On-demand	$241,000
Fixed Route (Baseline)	• Introduces regularly scheduled fixed route service throughout the corridor • Includes bus stops at (a minimum) of downtown Bonner Springs, Edwardsville at 4th Street, Grinter Museum, industrial employment opportunities at on Kansas Avenue, and the Legends at Village West	Monday-Friday from 8 AM to 7:30PM	60 minutes	$708,000
Fixed Route (Higher frequency)	• Includes added frequency, flexibility, and convenience for riders	Monday-Friday from 8 AM to 7:30PM	30 minutes	$1,290,000

In addition, community members commented that investing in transportation projects that improve bicycle/pedestrian accommodations and transit were important. This suggests the potential for the creation of a multimodal transportation network in the corridor. The Tri-Cities could jointly pursue funding and incorporate the network into targeted redevelopment and/or development locations.



When asked about the importance of increasing housing densities to support better transit (bus and/or rail), community members indicated that doing so was somewhat or very important. The City of Bonner Springs currently operates Tiblow Transit within its city limits. Community response indicated that there was interest in exploring the expansion of the service to areas beyond the city, recognizing that future transit service would likely be limited to on-demand bus service until greater population and employment densities reach the thresholds that could support an investment in fixed route bus service and/or rail.

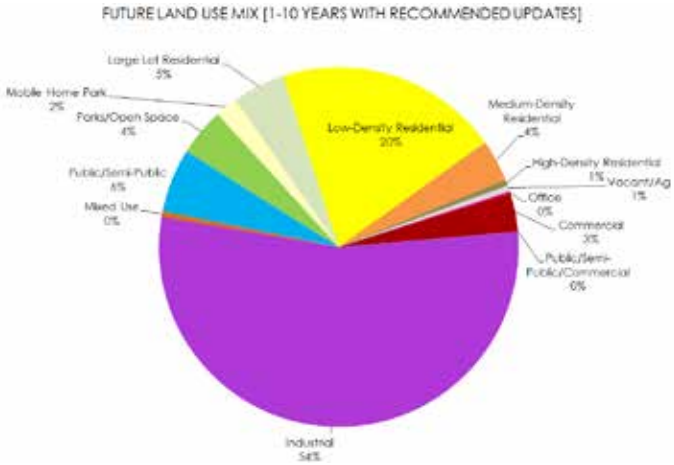


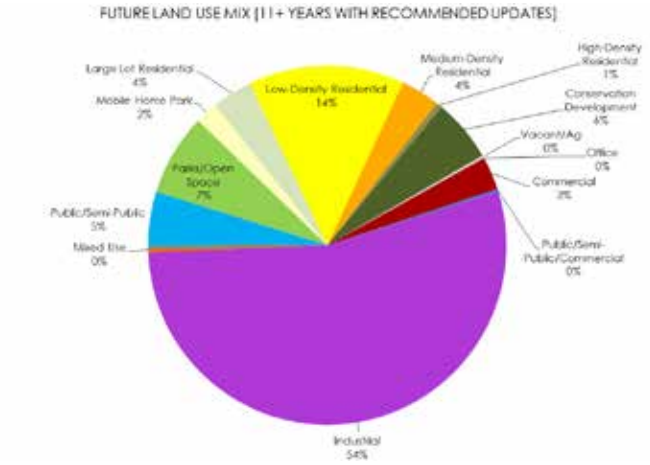
RECOMMENDATIONS

The review of existing conditions, analysis of challenges and opportunities, and input from community members on the preliminary improvement concepts helped frame the recommended action steps for the K-32 corridor.

The resulting recommendations support the vision and assume a combination of realistic and aspirational efforts will be coordinated to achieve it. Recommended actions steps relate to redevelopment, parks and greenways, transportation, infrastructure, place-making, environmental considerations, and financing improvements. They are organized into the following categories:

- Corridor-wide
- Bonner Springs
- Edwardsville
- Kansas City





"Creating a regional destination characterized by green industries and business parks, attractive development, strong downtowns, and recreational areas set within a scenic and friendly environment that is accessible to residents and visitors by walking, biking, riding transit, and 'driving"

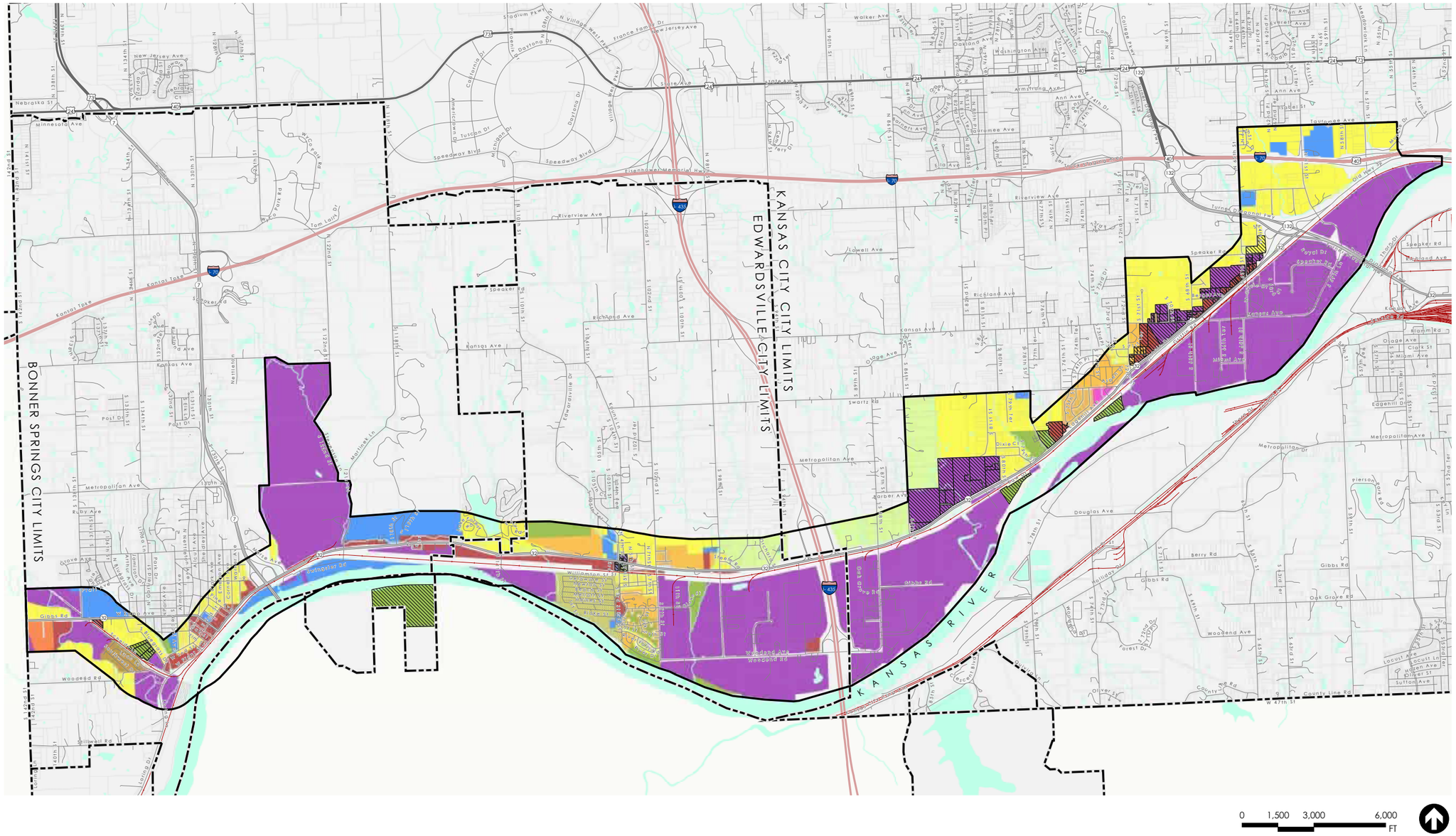
Corridor -Wide

Action Steps for Redevelopment

- Target redevelopment activities to top priority activity centers, including K-32 in Historic Downtown Bonner Springs, near K-7, 4th Street, 78th Street, and the 65th Street/Turner Diagonal areas
- Establish public-private partnerships to achieve desired land use and development outcomes
- Support industrial expansion in south Wyandotte County by allowing industry to continue occupying more parcels in the K-32 corridor than any other type of land use and development
- Encourage the continued development of the K-32 corridor as an employment center that draws workers from beyond the planning area to train for and obtain jobs at K-32's green industries and business parks
- Incentivize the development of green industries within the K-32 corridor that provide job training, employ a large percentage of local workers, and pay higher wages
- Combine industrial investment with compatible investments in human capital, providing workers with a combination of job training and on-the-job training for the wide range of jobs that are available in the K-32 corridor
- Explore the connections between green industry and health and wellness and leverage them to promote the development of K-32 as a "green" corridor that benefits residents, workers, and visitors
- Encourage redevelopment efforts, such as business and industrial park development, that will help the K-32 corridor reach the population and employment densities necessary to support on-demand transit service
- Conduct a market study to define the capacity and potential for retail/service and entertainment development in the corridor
- Increase housing diversity (type, location, and cost) to attract young families and professionals to the corridor and encourage older residents to age in place

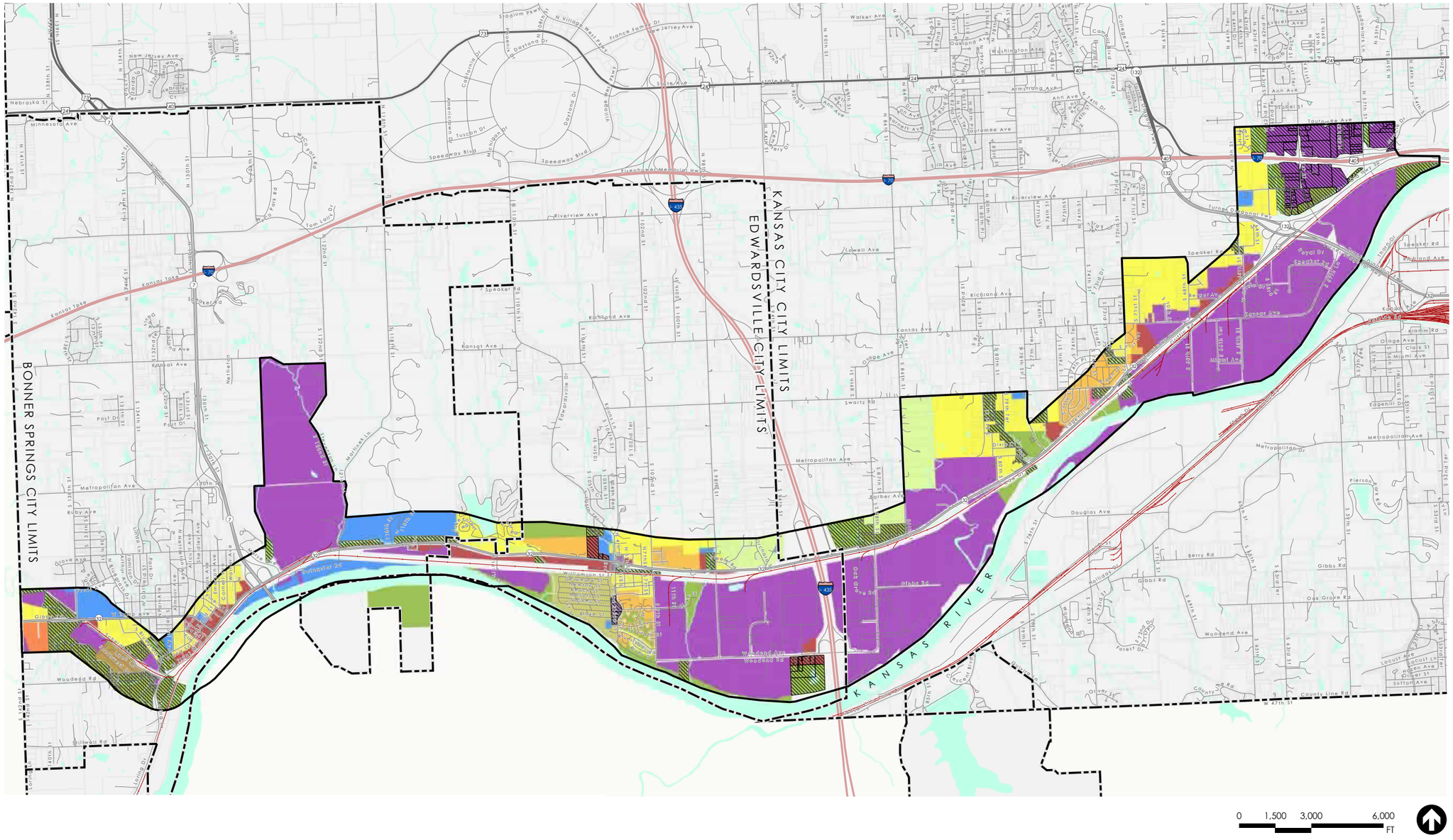
K-32 Tri-City Multimodal Redevelopment Plan

FUTURE LAND USE (1-10 Years with Recommended Updates)



K-32 Tri-City Multimodal Redevelopment Plan

FUTURE LAND USE (11+ Years with Recommended Updates)



Action Steps for Parks and Greenways

- Preserve and increase parks/open spaces to expand the idea of "green" in the K-32 corridor, so it not only means jobs, but also recreation, and thereby draws new people to the area
- Encourage developers to pursue conservation development (residential and non-residential) options rather conventional development techniques so additional parks/open space is provided within the corridor
- Market the economic benefits of conservation development, such as lower infrastructure and maintenance costs, greater residential appreciation values, and greater access to trails and greenways, versus conventional development approaches to perspective developers and future residents

Action Steps for Infrastructure

- Minimize the impact of overhead utility lines within or adjacent to redevelopment projects
- Determine important locations for consolidating, burying, or relocating utility lines and poles, ensuring the locations consider targeted redevelopment areas
- Develop a plan for utility line consolidation
- Install curbs and gutters along K-32 where they do not currently exist to improve the appearance of the corridor

Action Steps for Transportation

- Conduct a traffic study to forecast future traffic demand (vehicle, bicycle, pedestrian, and bus) and the corresponding number of travel lanes, ideal widths, and speed limits needed to safely accommodate all travelers along K-32; and then coordinate the study's results with the State's access management policies
- Strive to build transportation improvements within existing right-of-way limits and thereby reduce or eliminate property acquisition needs
- Repave K-32, install access control measures, and re-stripe it based on the warranted typical sections
- Ensure that key activity centers, such as Downtown Bonner Springs and Edwardsville, Grinter Museum, and employment areas, are accessible via a network of multiuse trails, greenways, on-street cycling provisions and/or transit
- Enhance multiuse trails by buffering them with green space, so eventually the "Kaw Valley Greenway" (or similarly named) system could be created
- Increase the number of Kansas River access points by exploring connections via K-7, 4th Street, 98th Street, and Mill Creek
- Expand transit service to the K-32 potential on-demand bus service area, providing connections to the Legends at Village West, the proposed Tiblow Multimodal Transit Hub, State Avenue transit route, the future Turner Commerce Center, and other employment areas
- Develop transit alternatives, such as carpooling, vanpooling, on-demand bus or shuttle service, Uber arrangements, and/or other options, to provide workers (who are within the K-32 potential demand response bus service area) with transportation to and from jobs within the corridor and to the proposed Turner Commerce Center
- Pair expanded transit service and transit alternatives with the timeframes assigned to first, second, and third shifts at major employment areas
- Explore a range of National Association of City Transportation Officials (NACTO) recommended bikeway facilities, including but not limited to two-way cycle tracks (two-way, one-side), for K-32 and apply the type most appropriate to the varied segments of the highway
- Consider the recommendations of the K-32 Railroad Quiet Zone Study

Action Steps for Place-making

- Allow the roadway width and amenities along K-32 to respond to the character of the land use and development adjacent to the route
- Improve K-32 by giving it the feel of a prairie-like "parkway" and include curbs and gutters, landscaped medians, tree-lined street edges, turn lanes, and lighting throughout
- Utilize an urbanized streetscape treatment inside the downtown areas that includes art, manicured trees and shrubs, pocket parks, benches, trash receptacles, and other items
- Provide a prairie-like landscape treatment outside of downtown areas that consists of taller, native trees, shrubs, and grasses
- Rename K-32 to "Kaw Valley Parkway" or something similar to begin to change the perception that the corridor is a higher speed corridor with few places to stop
- Develop a branding and way-finding system of identification signage, banners, colors, and more for the renamed K-32 that reflects its new name and the unique character of each of the Tri-Cities

Sample Banner and Lighting (Not to Scale)

Sample Signage Options (Not to Scale)

Concept 1

Concept 2

Concept 3

Top
Reasons to Be in the Corridor

SHOP EAT LEARN RELAX EXERCISE NATURE CANOE FESTIVALS

Corridor Destinations

DOWNTOWNS

TIBLOW DAYS

MOON MARBLE

CAMP NAISH

PAPA BOB'S BARBEQUE

EDWARDSVILLE DAYS

SMOKIN' IN THE VILLE BBQ COMPETION

GRINTER MUSEUM

KOBI'S BAR AND GRILL

PARKS AND OPEN SPACES

"KAW VALLEY TRAILS AND GREENWAYS"

"KAW VALLEY GREEN INDUSTRIAL PARK"

RACES

FESTIVALS

Action Steps for Environmental Conservation

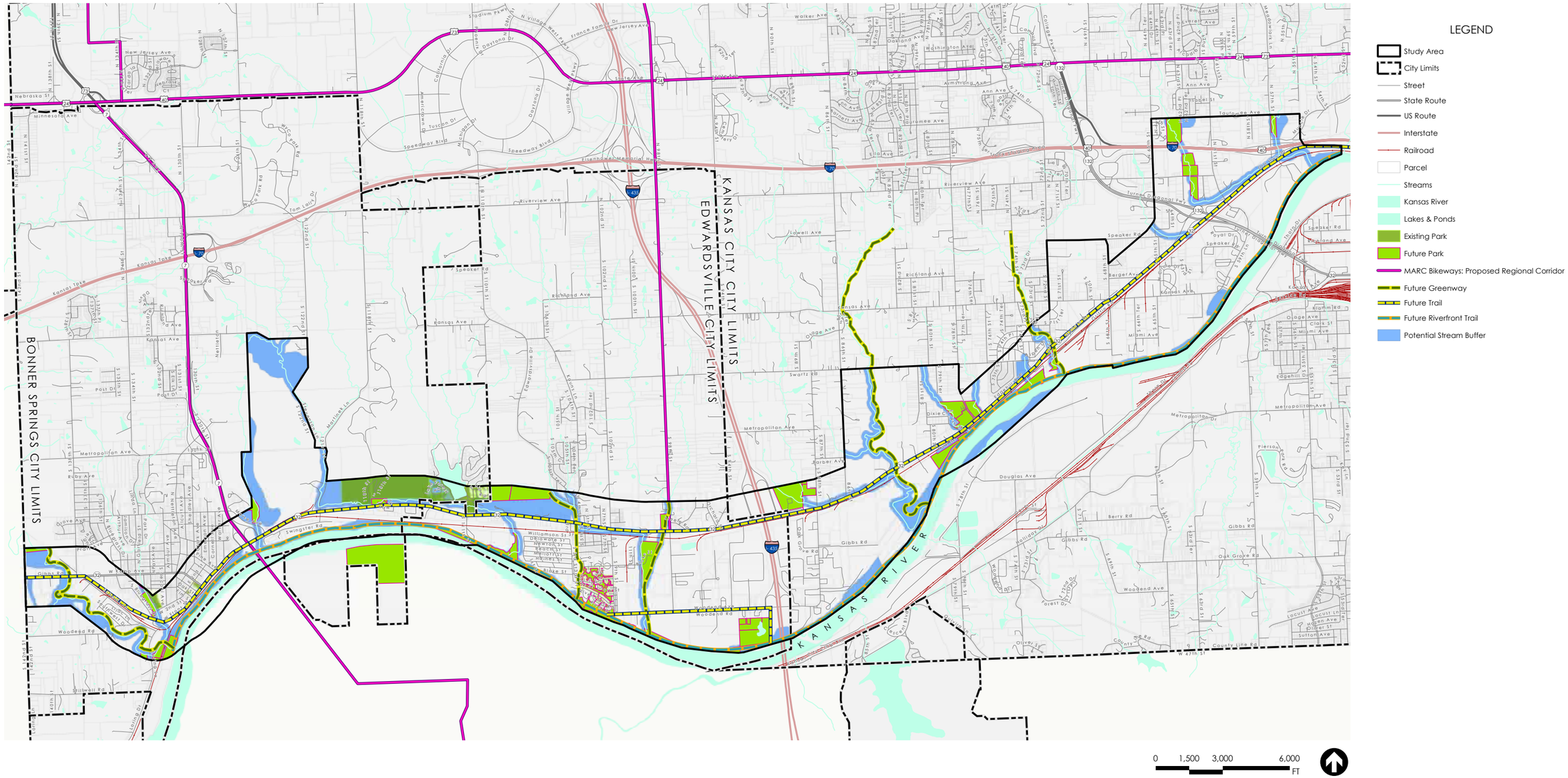
- Conduct a Stream Asset Inventory to determine the quality of steams in the corridor and prioritize them
- Protect priority streams and adjacent wooded areas and steeps slopes (15% or more) by buffering them with stream buffers
- Incorporate stormwater best management practices, such as vegetated swales, in small drainage areas that have low water runoff and concrete drainage ditches to help address areas with flooding issues

Action Steps for Financing Improvements

- Partner as "Tri-Cities" to pursue state and federal transportation funding for corridor-wide improvement projects
- Partner with adjacent municipalities, such as the City of Shawnee, to fund improvements that provide recreational amenities or connections that concern both communities
- Focus capital improvement efforts on priority activity centers, specifically K-32 in Historic Bonner Springs, near K-7, 4th Street, 78th Street, and the 65th Street/ Turner Diagonal areas
- Develop programs that provide grants to small businesses that may fit within recommended mixed use centers; grants would assist with start-up inventory, marketing, and other operating costs
- Explore opportunities to create small business incubator spaces and/or pop-up stores within recommended mixed use centers; either could become long-term tenants
- Make façade rebate programs available to local business owners who want to invest in façade, landscape, and/ or lighting improvements for their properties
- Provide financial incentives, such as Tax Increment Financing (TIF), which can be used to fund land acquisition and relocation, public improvements (curbs, sidewalks, and streets), site preparation (demolition), and transit development, to spur the redevelopment of priority K-32 activity centers
- Include K-32 utility and stormwater projects within the capital improvement programs of each of the Tri-Cities
- Include projects for recommended K-32 off-street trails and on-street cycle routes within the capital improvement programs for the Tri-Cities as well as those for regional and state agencies
- Pursue state Transportation Alternatives (TA) Program dollars to fund K-32 facilities for pedestrians and bicycles, landscaping and scenic beautification, archaeological planning and research related to transportation, and the Safe Routes to School program
- Pursue Surface Transportation Program (STP) funding for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking within the K-32 corridor.
- Pursue Congestion Mitigation and Air Quality (CMAQ) Program funding for detailed planning, design, and construction of the "Kaw Valley Greenway system within the K-32 corridor.
- Pursue Highway Safety Improvement Program (HSIP) funding for general transportation and bicycle/pedestrian safety projects, such as bike lanes, roadway shoulders, crosswalks, and other intersection improvements and signage
- Pursue State and Highway Safety Grant funding for bicycle and pedestrian safety programs as well as education, enforcement, and research programs intended to reduce traffic crashes, deaths, injuries, and property damage
- Partner with transit providers, such as Tiblow Transit and Kansas City Area Transportation Authority (KCATA), and major employers to create a Transportation Management Association (TMA) that can be leveraged to provide workers with transportation to job concentration areas
- Explore the possibility of expanding Ride KC: Bridj (on-demand shuttle service through KCATA) to the recommended K-32 potential on-demand transit service area
- Consider creating a Transportation Development District (TDD) to finance the costs of expanding transit service to the K-32 potential on-demand bus service area
- Consider a sales tax increase and/or a municipal utility fee to help fund the costs of providing transit service within the K-32 potential on-demand bus service area and thereby connect workers to key destinations, especially employment areas and downtowns
- Explore funding options, such as capital improvement program allocations, for the projects recommended in the K-32 Railroad Quiet Zone Study

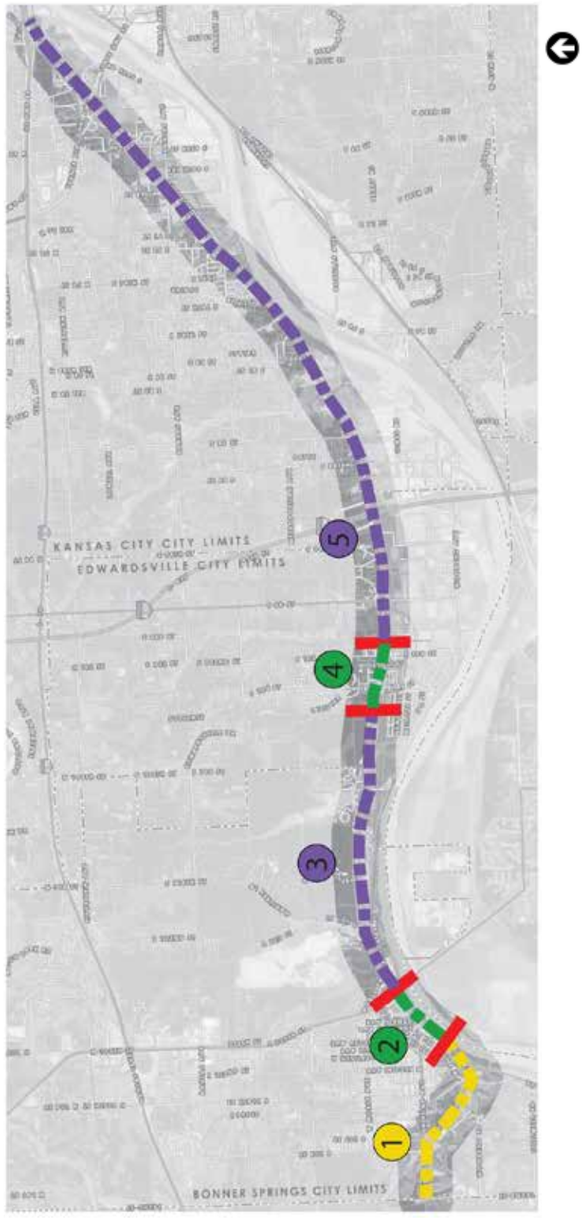
K-32 Tri-City Multimodal Redevelopment Plan

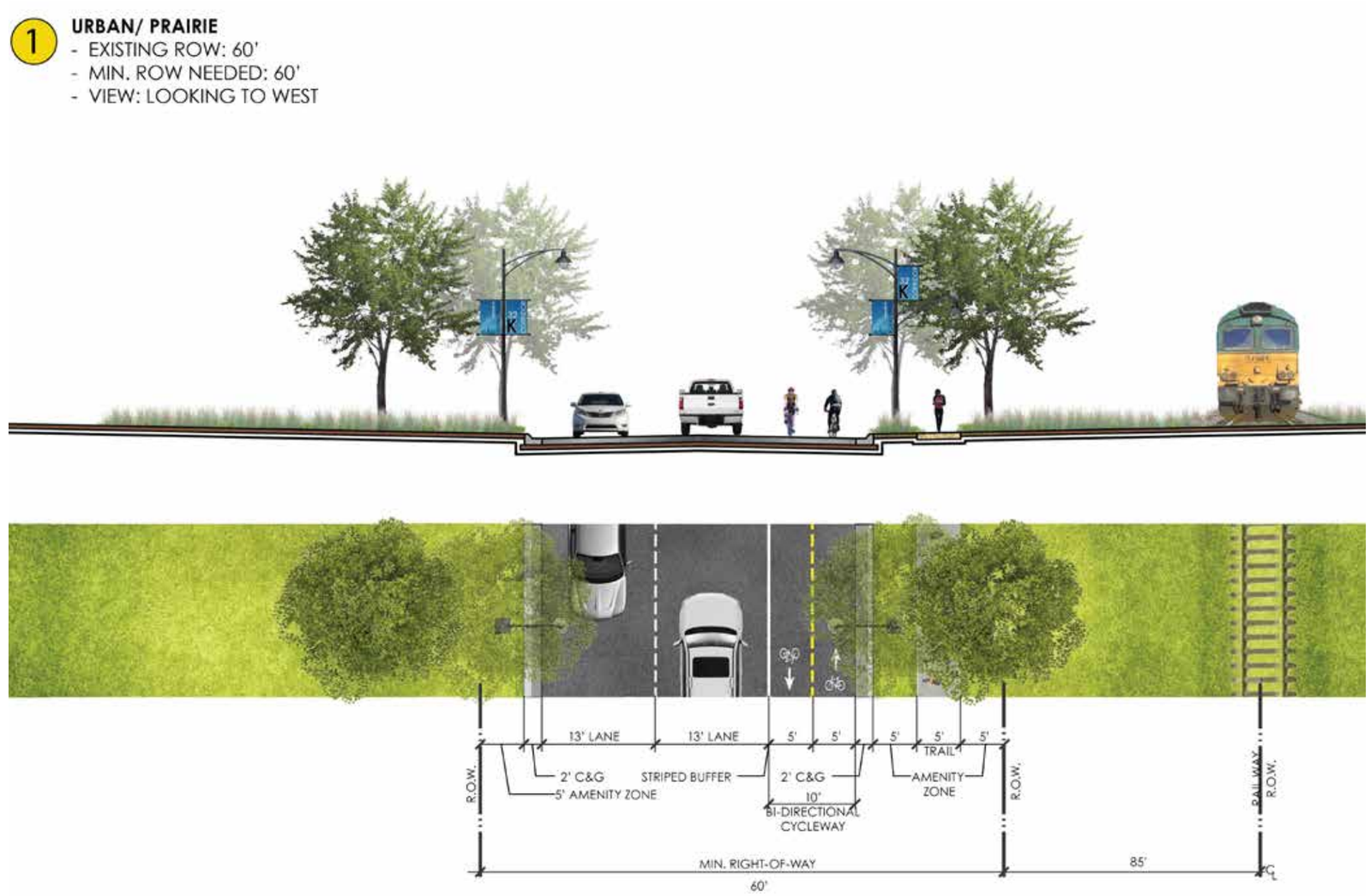
PARKS AND GREENWAYS



K-32 Tri-City Multimodal Redevelopment Plan

FLEXIBLE ROADWAY WIDTH BASED ON ADJACENT DEVELOPMENT CHARACTER





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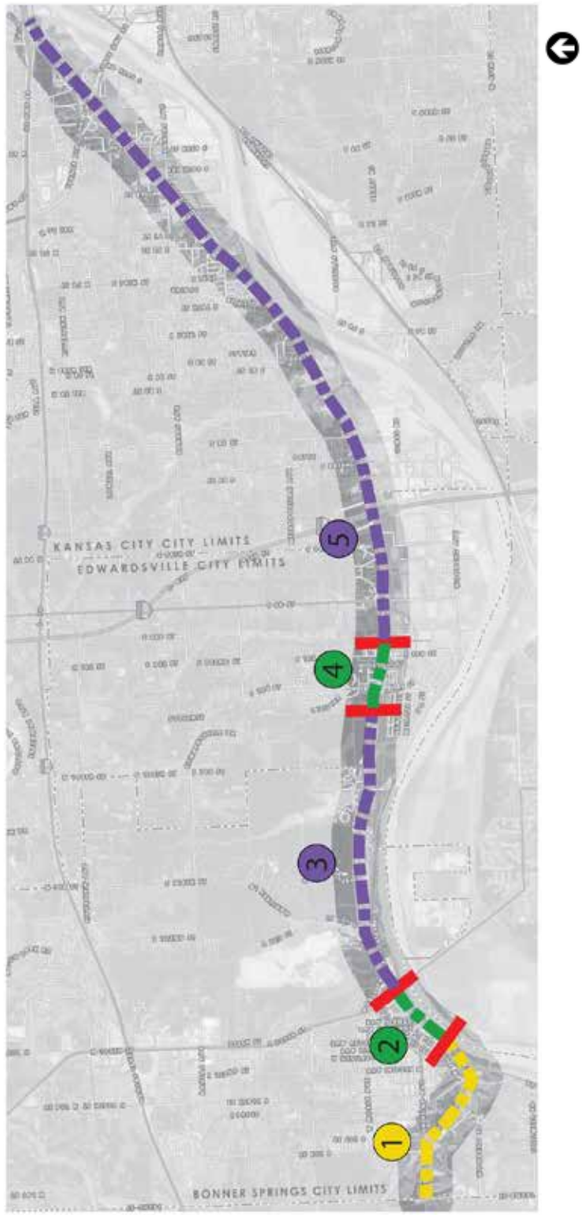

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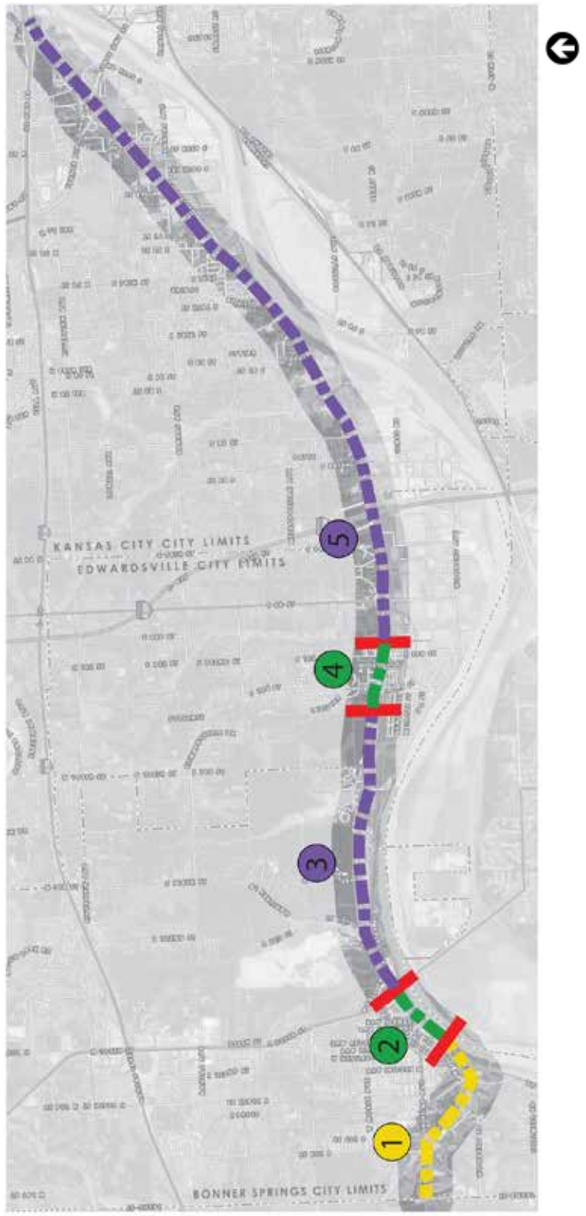

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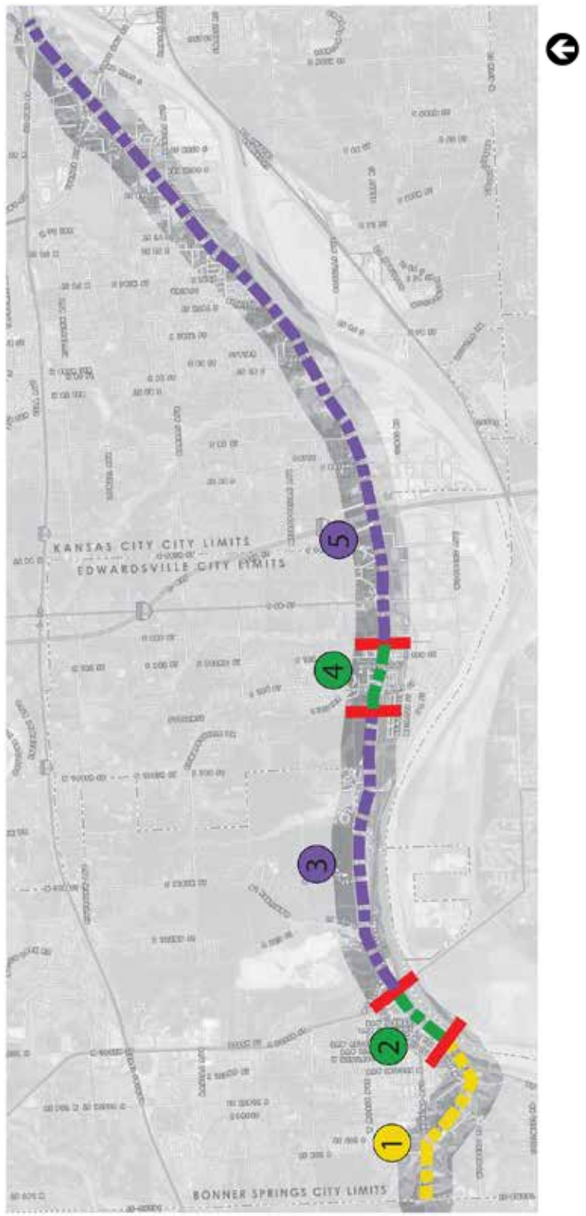

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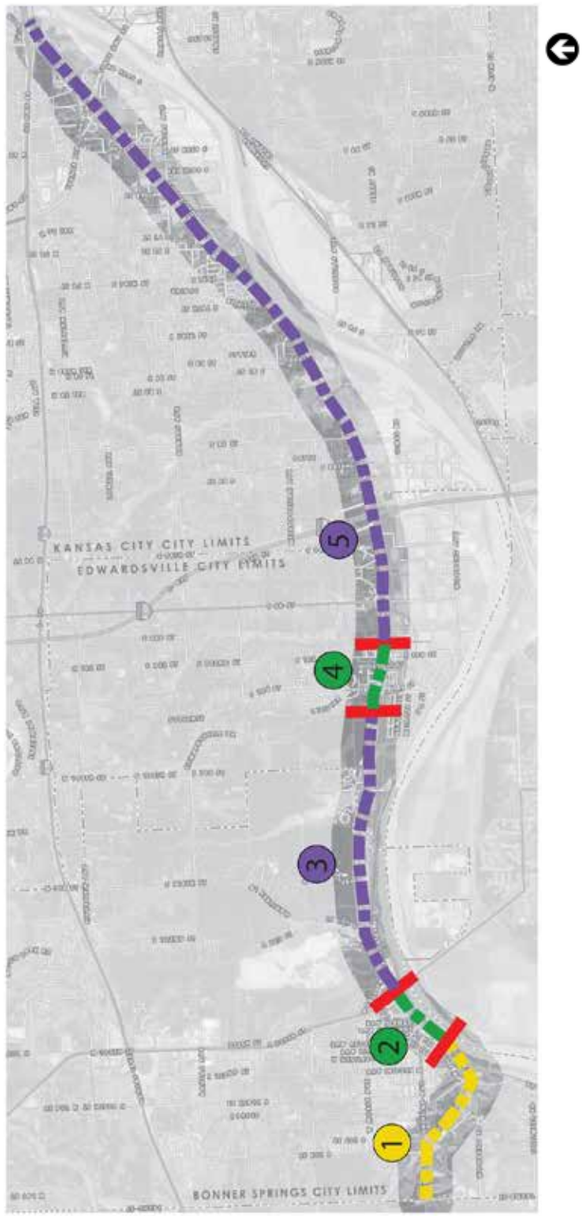

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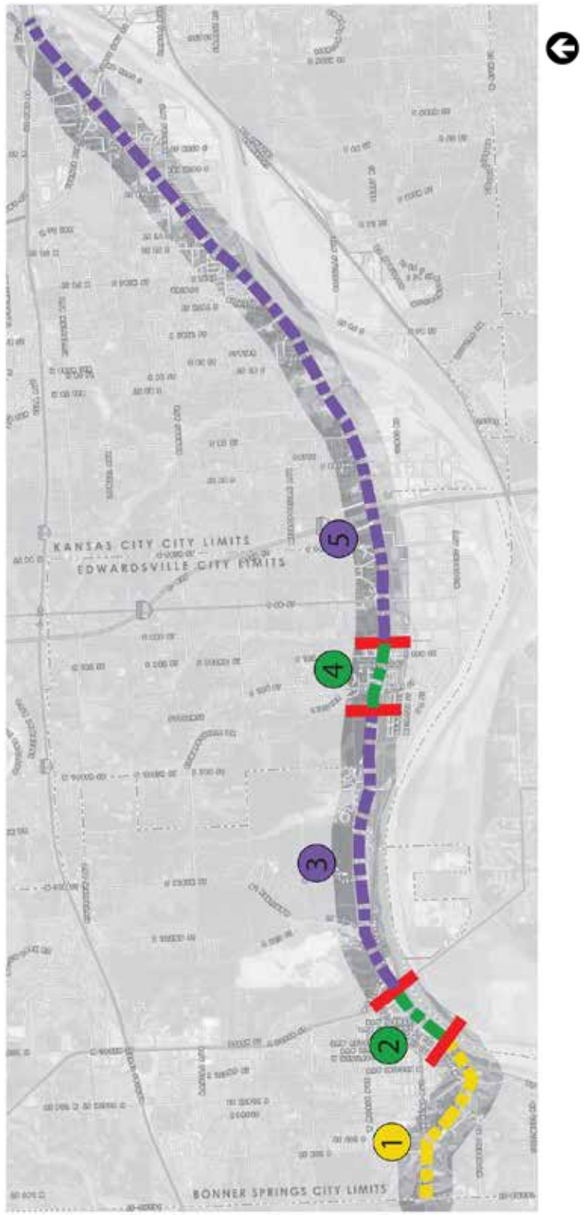
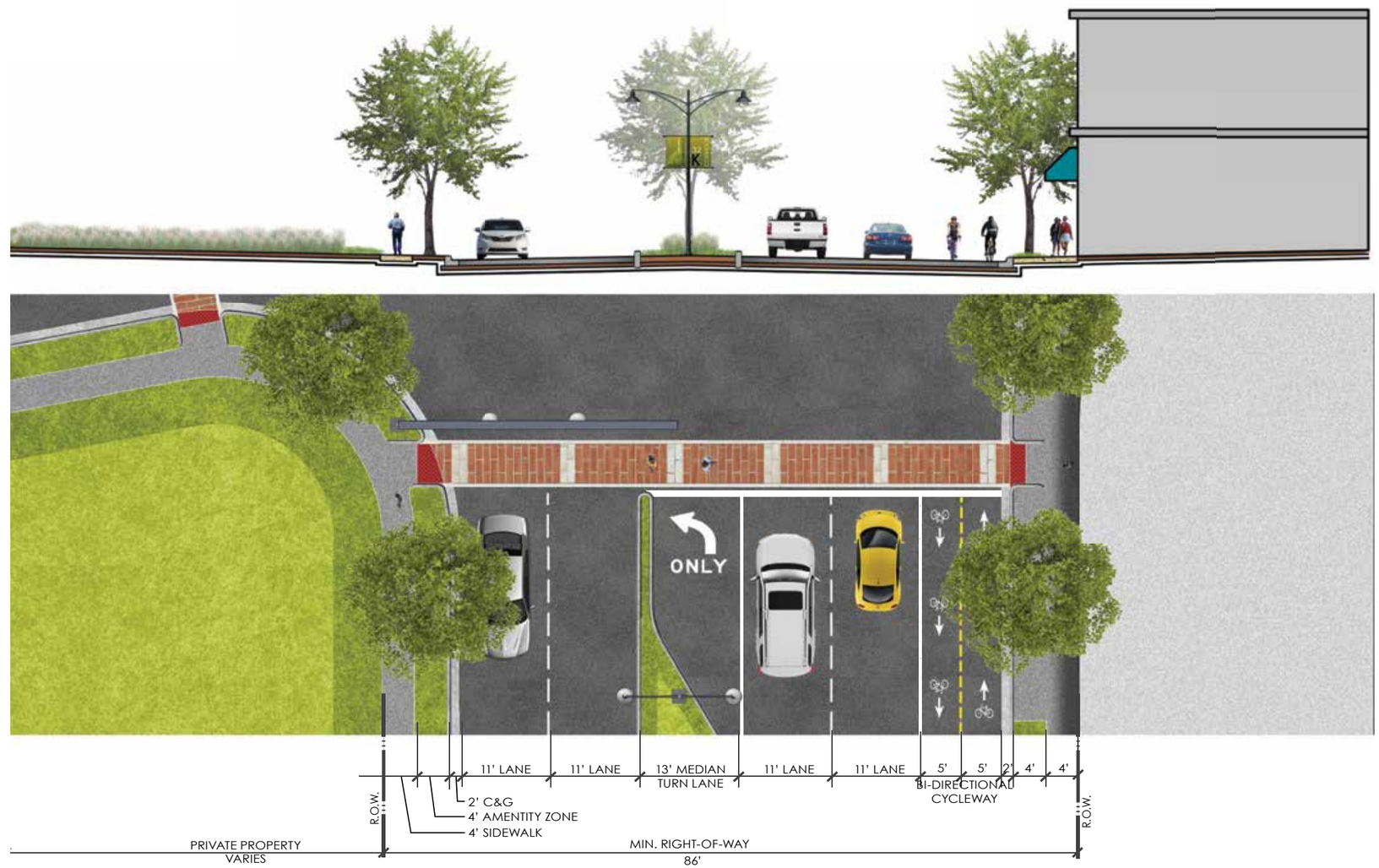


4 **MAIN STREET/ PRAIRIE**
- EXISTING ROW: 86'
- MIN. ROW NEEDED: 86'
- VIEW: LOOKING TO WEST



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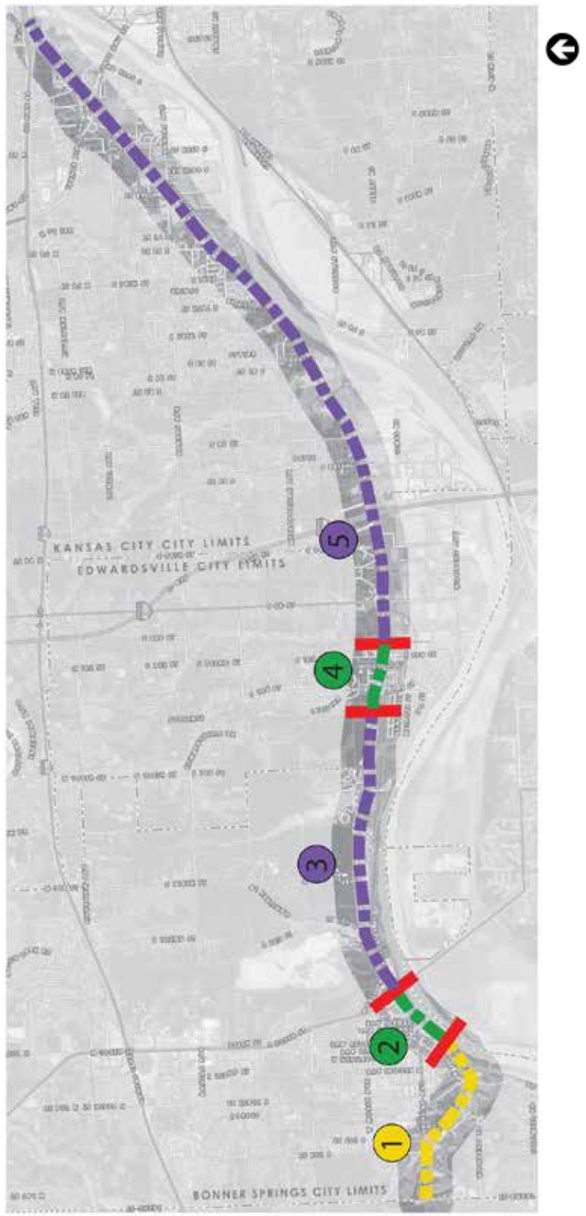
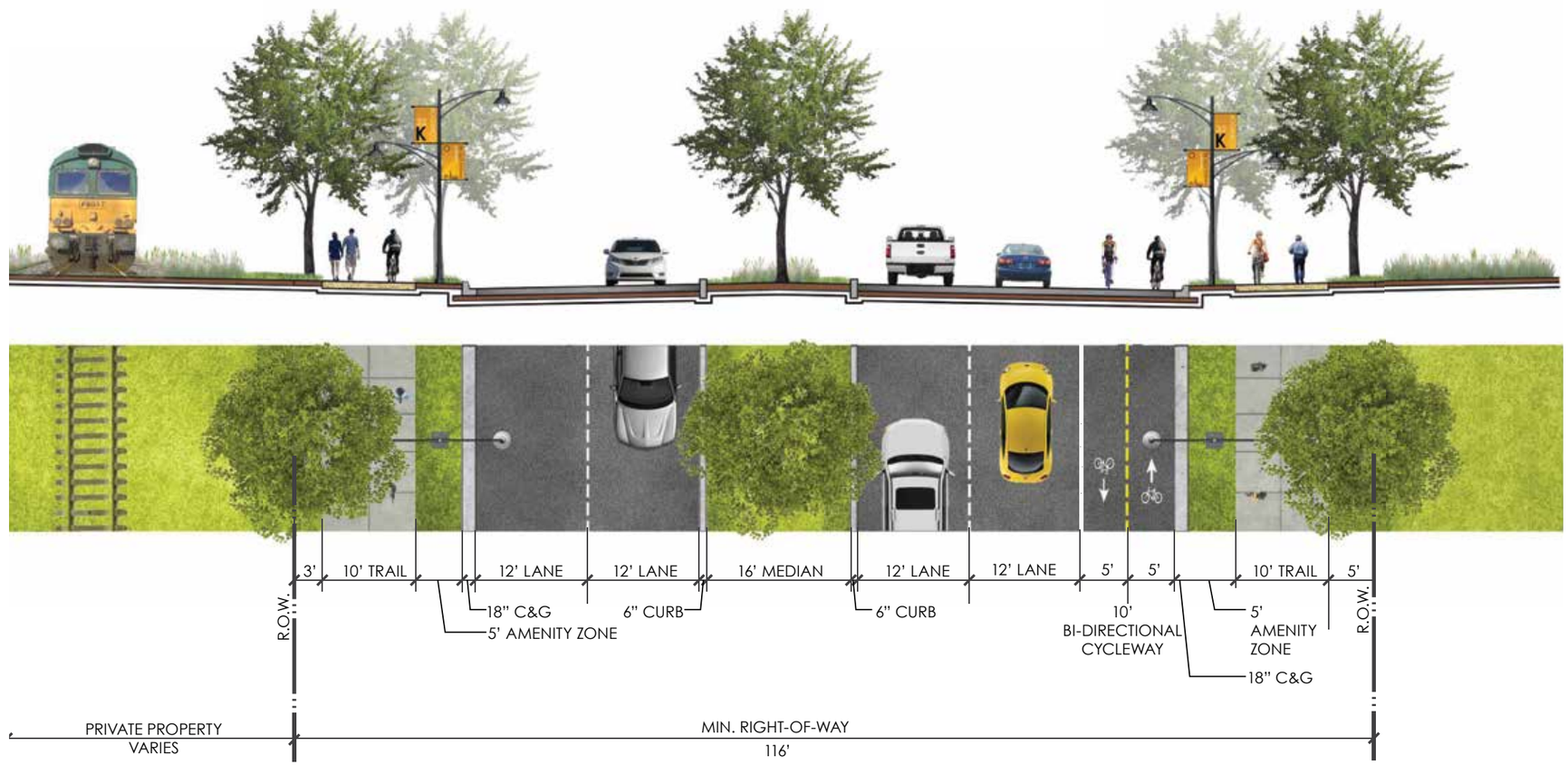


5 **INDUSTRIAL/ PRAIRIE**
- EXISTING ROW: 150'
- MIN. ROW NEEDED: 150'
- VIEW: LOOKING TO WEST



BONNER SPRINGS

Tiblow Multimodal Transit Hub

Developing a "historic" feeling multimodal transportation hub in close proximity to downtown would reflect the area's historic context, complement the City's efforts to improve the look and feel of the area, and enhance strategies for drawing economic development downtown. Creating the Tiblow Multimodal Transit Hub would require a series of land use, transportation, and place-making steps.

Historic Downtown Bonner Springs "Before"

Action Steps for Land Use

- Maintain Kelly Murphy Park as an amenity that is accessible from the transit hub
- Replace existing strip commercial development with a series of mixed use buildings that combine ground floor retail with second and/or third floor residential units
- Attract a small grocery store or market that could locate within one of the new mixed use buildings
- Relocate the Tiblow Transit Headquarters to the site and include office and residential uses within the building
- Allow unoccupied surface parking to serve as farmers market locations that provide community members with additional access to fresh food choices
- Coordinate with developers to 1) donate right-of-way for planned amenity zones and wider sidewalks that support both pedestrian traffic and outdoor eating opportunities; or 2) incorporate the aforementioned features into the development plan

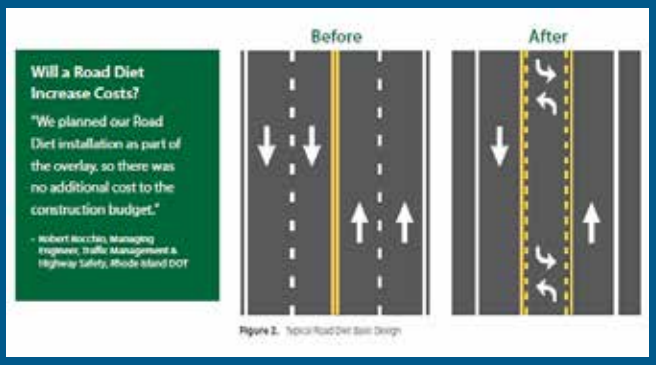
Historic Downtown Bonner Springs "After"

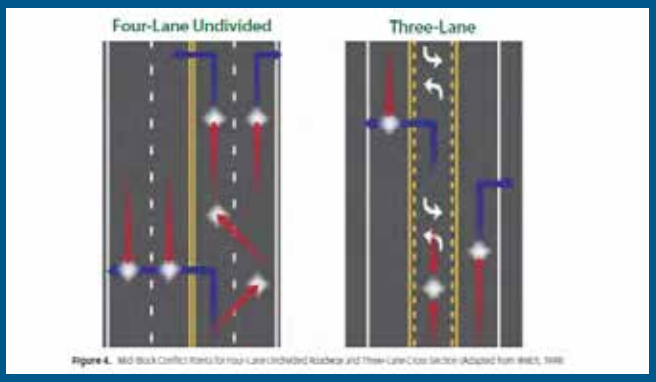
Action Steps for Transportation

- Ensure a range of parking options, including surface parking behind buildings, bike racks in front of buildings, and/or other parking options is provided
- Provide pedestrian access through the site, including between buildings
- Include a transit stop and route bus service so it travels along K-32 and through the newly created transit hub
- Explore multimodal, roadway cross-sections via traffic and access management studies that consider future redevelopment plans for the area between Oak Street and the K-7 Interchange
- Explore opportunities to provide more than one type of roadway cross-section between Oak Street and the K-7 Interchange
- Provide a combination of on-street cycling and off-street pedestrian paths
- Construct intersection crosswalks with patterned concrete so motorists recognize them as important pedestrian areas

The City of Bonner Springs envisions providing multimodal transportation options in its downtown area. However, right-of-way is limited, especially between Oak Street and Warner Street. Typical sections that involve additional turning opportunities, planted amenities, and wider sidewalks will require the purchase of right-of-way from adjacent property owners or the donation of the same to the City. The City should conduct traffic and access management studies to determine the safest multimodal roadway configuration(s) for the area considering future redevelopment plans.

Road dieting the area between Oak and Warner Streets would reduce the impacts of wider options while providing space for on-street bicycle accommodations or even parking. According to KDOT, the K-7 Interchange has traffic volumes of 10,000 vehicles per day and 1,000 trucks travel the corridor daily. Since the 1970s, the Federal Highway Administration (FHWA) has recommended road diets for 4-lane roads with traffic volumes of less than 20,000 vehicles per day due to the number of conflict points and other safety issues associated with the turning movements on four-lane, undivided roadways. Three-lane options have fewer conflict points.





Images taken from FHWA Road Diet Informational Guide: FHWA Safety Program retried from http://safety.fhwa.dot.gov/road_diets/info_guide/rdig.pdf

Action Steps for Place-making

- Place mixed use buildings of up to three floors in height close to the street edges of K-32 to further define Historic Downtown Bonner Springs' urban form and make them more accessible to pedestrian and bicycle traffic
- Locate the new transit facility close to the street edge to make it more accessible to pedestrians and bicyclists
- Use masonry building materials and colors that complement those elsewhere downtown
- Utilize building designs that include ample glass to maximize the visibility of people
- Include a wide sidewalk on the north side of K-32 that abuts new mixed buildings, so sidewalk café options could be created
- Include street art, trees, flower beds, and pocket parks

K-7 INTERCHANGE - Shopping Area

Revitalizing the strip shopping area on the north side of K-32 (west of the K-7 Interchange) would expand the shopping and restaurant options available for Bonner Springs residents and visitors. Implementing the change would involve several land use, transportation, and place-making action steps.

Action Steps for Land Use

- Redevelop the existing strip commercial center on the north side of K-32 with mixed uses (residential and retail) that are organized in buildings that include two to three floors
- Redevelop the east side of Warner Street to redevelop with additional mixed use (residential and retail) development in buildings of two to three floors
- Encourage the development of a small or quick-service restaurant at the northeast corner of K-32 and Warner Street

Action Steps for Transportation

- Provide a range of parking options, including surface parking behind buildings, bike racks in front of buildings, and/or other parking options
- Provide pedestrian access through the recommended redevelopment sites, including between buildings
- Continue exploring roadway typical cross-sections that consider future redevelopment plans for the area between Oak Street and the K-7 Interchange
- Incorporate a transit stop into the development plan for the K-7 shopping area to serve mixed use centers and nearby housing
- Provide a pedestrian bridge over the Kansas River via K-7 that connects the proposed trails on K-32 and the south side of the river

K-7 Proposed Pedestrian Bridge

K-7 Interchange Shopping Area "Before"

Action Steps for Place-making

- Place mixed use buildings of up to three floors in height close to the street edges of K-32 to further define Downtown Bonner Springs' urban form and make them more accessible to pedestrian and bicycle traffic
- Use masonry building materials and colors that complement those elsewhere downtown
- Support building designs that use ample glass to maximize the visibility of people
- Include a wide sidewalk on the north side of K-32 that abuts new mixed buildings, so sidewalk café options could be created
- Include street art, trees, flower beds, and pocket parks
- Connects nearby retail/residential developments with one another via civic plaza space

K-7 Interchange Shopping Area "After"

EDWARDSVILLE - 4th Street Development Plan - Phase 1 of 2

Moving some of the services currently available at 4th Street and Blake north to K-32 affords the opportunity to develop a mixed-use center that offers both government and retail services in a prominent location along the corridor. The shift would be part of a dual-phase development plan involving several land use, transportation, and place-making steps.

Action Steps for Land Use

- Develop the vacant corner of K-32 at 4th Street with a mixed use building that offers government/retail services, such as post office needs, city hall functions, and small retail services, on the first floor and residential units on the second floor
- Replace the existing post office at the southwest corner of K-32 and 4th Street with mixed use buildings that provide ground floor retail with residential above
- Develop a small (20,000 to 24,000 square foot) grocery store that offers an expanded range of items at a compatible price point to those currently available at the nearby Dollar General store
- Create parks/open space at the southeast corner of K-32 at 4th Street
- Encourage the development additional retail at the southeast corner of K-32 at 4th Street

Action Steps for Transportation

- Strive to maintain a multimodal, five-lane roadway section in the vicinity of 4th Street
- Provide an on-street cycling path on the north side of K-32
- Provide sidewalks on both the north and south sides of K-32 to connect pedestrians to nearby destinations
- Provide sidewalks on 4th Street to safely connect residents to Edwardsville Elementary School and destinations south of K-32
- Construct intersection crosswalks with patterned concrete so motorists recognize them as important pedestrian areas
- Reduce the speed limit to 35 mph in consideration of development and corresponding bicycle/pedestrian movements in all directions of the improved K-32 and 4th Street intersection

K-32 at 4th Street "After" (looking east on K-32)

K-32 at 4th Street "Before"

Action Steps for Place-making

- Place mixed use buildings close to the street edges of 4th Street and K-32 to further define Downtown Edwardsville's urban form and make them more accessible to pedestrian and bicycle traffic
- Place parking to the side or rear of buildings rather than in the front and opposite K-32
- Utilize building designs that include ample glass to maximize the visibility of people
- Install trees and other landscaping within the proposed median and on the north and south sides of K-32 to create a tunnel effect for drivers that contributes to their driving more slowly through the 4th Street portion of the corridor

K-32 at 4th Street "After"

EDWARDSVILLE - 4th Street Development Plan - Phase 2 of 2

Leveraging the proposed new 4th Street mixed use node as a catalyst, development could continue happening west of 4th Street and along both side of K-32 as part of a dual-phase development plan involving several land use, transportation, and place-making steps.

Action Steps for Land Use

- Encourage the north side of K-32 to develop with small retail nodes
- Support retail with higher density residential development (town homes, apartments) that front K-32 while low density residential uses (single-family homes) occupy the remaining area
- Develop mixed use and additional retail on the south side of K-32

Action Steps for Transportation

- Construct a reverse frontage road on the north side of K-32 between 2nd and 4th Streets
- Construct a reverse frontage road on the south side of K-32 between 2nd and 4th Streets
- Construct a north-south collector streets between 2nd and 4th Streets that connect frontage roads to K-32
- Incorporate bicycle/pedestrian facilities into frontage roads and collector streets
- Construct intersection crosswalks with patterned concrete so motorists recognize them as important pedestrian areas
- Limit direct vehicular access for new development to frontage roads
- Incorporate a transit stop into the 4th Street development plan to serve mixed use centers and housing areas

Action Steps for Place-making

- Continue the place-making action steps described with Phase 1 of the 4th Street Development Plan
- Allow unoccupied parking areas to serve as alternate locations for farmers markets to increase community access to fresh food

K-32 at 4th Street "After"

K-32 at 4th Street "Before"

K-32 at 4th Street "After"

KANSAS CITY - Grinter Place Restaurant/Entertainment

Enhancing the Grinter Historic Site by developing a restaurant/entertainment venue on the undeveloped property located on the north side of K-32 just east of 78th Street would complement the Grinter Museum and increase its ability to draw visitors to the site. The effort would involve a series of land use, transportation, and place-making actions steps.

Action Steps for Land Use

- Develop the site with a combination retail, restaurant (farm-to-table or alternative variation), and entertainment venue
- Preserve portions of the site as open space to serve recreational purposes

Action Steps for Transportation

- Link the newly created retail/restaurant/entertainment venue to Grinter Museum via multiuse path
- Provide a meandering pedestrian path on site to enhance on-site recreational opportunities and connect it to the large multiuse path that links to the museum
- Provide direct vehicular access from K-32
- Include a transit stop near 78th and K-32 to improve visitor access the site
- Review and/or apply the recommendations of the DRAFT KDOT Traffic Investigation Report for K-32 at 78th Street (see the appendix) and thereby address the crash history at the intersection by 1) including an eastbound left turn lane and a westbound right turn lane, and 2) considering partially closing the 78th Street access and relocating the left turning movements to the 79th Street intersection
- Conduct a traffic study to determine if a traffic signal is warranted on K-32 at 78th Street due to the additional traffic the new venue may generate

K-32 at Grinter "After"

K-32 at Grinter "Before"

Action Steps for Place-making

- Allow for the development of a two-story building that includes plaza space that can accommodate outdoor dining, entertainment /performance, or gathering space
- Utilize masonry building materials and colors that complement those in use on the Grinter property
- Position parking to the rear of the building

K-32 at Grinter "After"

KANSAS CITY - 65th Street/Turner Diagonal Development Plan

Reimagining the industrial area south of K-32 generally from 72nd Street to 57th Street as a industrial park that focuses on green industry, green building design, and green infrastructure would further the aspiration of attracting employers to the corridor who would employ local residents and provide job training programs. The project would involve a range of land use, transportation, and place-making actions steps

Action Steps for Land Use

- Consolidate industrial uses into target areas
- Consider relocating higher density residential uses to alternative locations within the K-32 study area

Action Steps for Transportation

- Streamline interior roadway circulation and manage access to more efficiently serve business and industrial park development along with the truck traffic it generates
- Provide transit stops and/or vanpooling locations to help job seekers outside the corridor reach it from places near I-70, such as the Legends at Village West and the proposed Turner Diagonal Business Park

Action Steps for Place-making

- Explore Leadership in Energy and Environmental Design (LEED) principles of building design, construction, operations and maintenance, and/or interior design with developers
- Encourage developer pursuit of LEED certification and reference the LEED New Construction and Major Renovation checklist for projects seeking LEED credits for location and transportation, sustainable sites, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, innovation, and regional priority (usgbc.org)
- Use stormwater water best management practices, such as native vegetation swales, to address silt and erosion control issues

65th Street/Turner "After"

65th Street/Turner "Before"

65th Street/Turner "After"

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IMPLEMENTATION

Recommended action steps for implementing the K-32 Tri-City Multimodal Redevelopment Plan are summarized within the implementation matrix on pages in this section. The matrix describes both corridor-wide and community-specific actions. It also suggests implementation responsibility and timing as follows:

Responsibility

City: City of Bonner Springs, Edwardsville, and/or the Unified Government of Wyandotte County-Kansas City, Kansas

Agency: KDOT, MARC, KCATA, economic development groups, and others

Private Sector: Private individuals or groups, including developers

Area Businesses: Tri-City businesses

Timing

Short-term: Years 1 - 5

Medium-term: Years 6 - 10

Long-term: Years 11+

On-going

CORRIDOR WIDE

	Action Steps	Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Medium	Long	On-going
	REDEVELOPMENT								
a	Target redevelopment activities to top priority activity centers	X	X						X
b	Establish public-private partnerships to achieve desired land use and development outcomes	X	X	X					X
c	Support industrial expansion in south Wyandotte County	X		X					X
d	Encourage the continued development of the K-32 corridor as an employment center that draws workers from beyond the planning area to train for and obtain jobs at K-32's green industries and business parks	X	X						X
e	Incentivize the development of green industries within the K-32 corridor that provide job training, employ a large percentage of local workers, and pay higher wages	X	X						X
f	Combine industrial investment with compatible investments in human capital, providing workers with a combination of job training and on-the-job training	X	X	X	X	X			
g	Explore the connections between green industry and health and wellness, leveraging them to promote the development of K-32 as a "green" corridor	X	X			X			
h	Encourage redevelopment efforts that will help the K-32 corridor reach the population and employment densities necessary to support on-demand transit service	X	X						X
i	Conduct a market study to define the capacity and potential for retail/service and entertainment development in the corridor	X				X			
j	Increase housing diversity (type, location, and cost) to attract young families and professionals to the corridor and encourage older residents to age in place	X							X

CORRIDOR WIDE

	Action Steps	Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Medium	Long	On-going
PARKS AND GREENWAYS									
a	Preserve and increase parks/open spaces to expand the idea of "green" in the K-32 corridor, so it not only means jobs, but also recreation	X							X
b	Encourage developers to pursue conservation development (residential and non-residential) options rather conventional development techniques so additional parks/open space is provided	X	X						X
c	Market the economic benefits of conservation development versus conventional development approaches to perspective developers and future residents	X	X						X
TRANSPORTATION									
a	Conduct a traffic study to forecast future traffic demand (vehicle, bicycle, pedestrian, and transit) and the corresponding number of travel lanes, bike/pedestrian facility types, ideal widths, and speed limits needed to accommodate all travelers along K-32 safely; and then coordinate the study's results with the State's access management policies	X	X			X			
b	Strive to build transportation improvements within existing right-of-way limits	X	X	X					X
c	Repave K-32, install access control measures, and re-stripe it based on the warranted typical sections	X	X				X		
d	Ensure that key activity centers are accessible via a network of multiuse trails, greenways, on-street cycling provisions and/or transit	X	X						X
e	Enhance multiuse trails by buffering them with green space, so eventually the "Kaw Valley Greenway" system could be created	X						X	

CORRIDOR WIDE

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Medium	Long	On-going
TRANSPORTATION (CONT.)									
f	Increase the number of Kansas River access points	X	X						X
g	Expand transit service to the K-32 potential bus service area	X	X	X	X				X
h	Develop transit alternatives to provide workers with transportation to and from jobs within the corridor and to the proposed Turner Commerce Center	X	X	X	X				X
i	Pair expanded transit service and transit alternatives to the timeframes assigned to first, second, and third shifts at major employment areas	X	X	X	X				X
j	Explore a range of National Association of City Transportation Officials (NACTO) recommended bikeway facilities for K-32 and apply the type most appropriate to the varied segments of the highway	X	X						X
k	Consider the recommendations of the K-32 Railroad Quiet Zone Study	X	X			X			
INFRASTRUCTURE									
a	Minimize the impact of overhead utility lines within or adjacent to redevelopment projects	X	X				X		
b	Determine important locations for con-solidating, burying, or relocating utility lines and poles, ensuring the locations consider targeted redevelopment areas	X	X	X			X		
c	Develop a plan for utility line consolidation	X	X	X	X		X		
d	Install curbs and gutters along K-32 where they do not currently exist to improve the appearance of the corridor	X	X				X		

CORRIDOR WIDE

	Action Steps	Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Me-dium	Long	On-going
PLACE-MAKING									
a	Allow the roadway width and amenities along K-32 to respond to the character of the land use and development adjacent to the route	X	X						X
b	Improve K-32 by giving it the feel of a prairie-like "parkway" and include curbs and gutters, landscaped medians, tree-lined street edges, turn lanes, and lighting throughout	X	X				X		
c	Utilize an urbanized streetscape treatment inside the downtown areas that includes art, manicured trees and shrubs, pocket parks, benches, trash receptacles, and other items	X		X			X		
d	Provide a prairie-like landscape treatment outside of downtown areas that consists of taller, native trees, shrubs, and grasses	X					X		
e	Rename K-32 to "Kaw Valley Parkway" or something similar	X	X				X		
f	Develop a branding and way-finding system for K-32 that reflects its new name and the unique character of each of the Tri-Cities	X	X	X	X			X	
g	Develop a marketing strategy for the corridor	X	X	X	X			X	
ENVIRONMENTAL CONSERVATION									
a	Conduct a Stream Asset Inventory to determine the quality of steams in the corridor and prioritize them	X				X			
b	Protect priority streams and adjacent wooded areas and steeps slopes (15% or more) with stream buffers	X							X
c	Incorporate stormwater best management practices in small drainage areas that have low water runoff and concrete drainage ditches	X	X	X	X				X

CORRIDOR WIDE

	Action Steps	Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Me-dium	Long	On-going
	FINANCING IMPROVEMENTS								
a	Partner as "Tri-Cities" to pursue state and federal transportation funding for corridor-wide improvement projects	X	X	X	X				X
b	Partner with adjacent municipalities to fund improvements that provide recreational amenities or connections that concern both communities	X							X
c	Focus capital improvement efforts on priority activity centers	X	X						X
d	Develop programs that provide grants to small businesses that may fit within recommended mixed use centers	X							X
e	Explore opportunities to create small business incubator spaces and/or pop-up stores within recommended mixed use centers	X	X						X
f	Make façade rebate programs available to local business owners	X	X						X
g	Provide financial incentives to spur the redevelopment of priority K-32 activity centers	X	X						X
l	Pursue Congestion Mitigation and Air Quality (CMAQ) Program funding for detailed planning, design, and construction of the "Kaw Valley Greenway system within the K-32 corridor	X		X	X				X
m	Pursue Highway Safety Improvement Program (HSIP) funding for general transportation and bicycle/pedestrian safety projects, other intersection improvements, and signage	X		X	X				X
n	Pursue State and Highway Safety Grant funding for bicycle and pedestrian safety, education, enforcement, and research programs intended to reduce traffic crashes, deaths, injuries, and property damage	X		X	X				X

CORRIDOR WIDE

	Action Steps	Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Me-dium	Long	On-going
FINANCING IMPROVEMENTS (CONT.)									
o	Partner with transit providers and major employers to create a Transportation Management Association (TMA) that can be leveraged to provide workers with transportation to job concentration areas	X	X	X	X				X
p	Explore the possibility of expanding Ride KC: Bridj to the recommended K-32 potential on-demand transit service area	X	X	X					X
q	Consider creating a Transportation Development District (TDD) to finance the costs of expanding transit service to the K-32 potential on-demand bus service area	X	X						X
r	Consider a sales tax increase and/or a municipal utility fee to help fund the costs of providing transit service within the K-32 potential on-demand bus service area	X	X						X
s	Explore funding options for the projects recommended in the K-32 Railroad Quiet Zone Study	X	X						X

BONNER SPRINGS
TIBLOW MULTIMODAL TRANSIT HUB

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Me-dium	Long	On-going
LAND USE									
a	Maintain Kelly Murphy Park as an amenity that is accessible from the transit hub	X					X		
b	Replace existing strip commercial development with a series of mixed use buildings that combine ground floor retail with second and/or third floor residential units	X	X	X			X		
c	Attract a small grocery store or market that could locate within one of the new mixed use buildings	X		X			X		
d	Relocate the Tiblow Transit Headquarters to the site and include office and residential uses within the building	X		X			X		
e	Allow unoccupied surface parking to serve as farmers market locations that provide community members with additional access to fresh food choices	X			X		X		
f	Coordinate with developers to 1) donate right-of-way for planned amenity zones and wider sidewalks that support both pedestrian traffic and outdoor eating opportunities; or 2) incorporate the aforementioned features into the devel-opment plan	X	X	X			X		
TRANSPORTATION									
a	Ensure a range of parking options, including surface parking behind buildings, bike racks in front of buildings, and/or other parking options, is provided	X					X		
b	Provide pedestrian access through the site, including between buildings	X		X			X		
c	Include a transit stop and route bus service so it travels along K-32 and through the newly created transit hub	X		X			X		
d	Explore multimodal, roadway cross-sections via traffic and access management studies that consider future redevelopment plans for the area between Oak Street and the K-7 Interchange	X	X				X		

BONNER SPRINGS
TIBLOW MULTIMODAL TRANSIT HUB

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Me-dium	Long	On-going
TRANSPORTATION (CONT.)									
e	Explore opportunities to provide more than one type of roadway cross-section between Oak Street and the K-7 Interchange	X	X				X		
f	Provide a combination of on-street cycling and off-street pedestrian paths	X	X				X		
g	Construct intersection crosswalks with patterned concrete so motorists recognize them as important pedestrian areas	X	X				X		
PLACE-MAKING									
a	Place mixed use buildings of up to three floors in height close to the street edges of K-32 to further define Historic Downtown Bonner Springs' urban form and make them more accessible to pedestrian and bicycle traffic	X		X			X		
b	Locate the new transit facility close to the street edge to make it more accessible to pedestrians and bicyclists	X					X		
c	Use masonry building materials and colors that complement those elsewhere downtown	X		X			X		
d	Utilize building designs that include ample glass to maximize the visibility of people	X		X			X		
e	Include a wide sidewalk on the north side of K-32 that abuts new mixed buildings, so sidewalk café options could be created	X		X			X		
f	Include street art, trees, flower beds, and pocket parks	X		X	X		X		

BONNER SPRINGS
K-7 INTERCHANGE SHOPPING AREA

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Me-dium	Long	On-going
LAND USE									
a	Redevelop the existing strip commercial center on the north side of K-32 with mixed uses	X		X	X			X	
b	Redevelop the east side of Warner Street to redevelop with additional mixed use development	X		X	X			X	
c	Encourage the development of a small or quick-service restaurant at the northeast corner of K-32 and Warner Street	X		X	X			X	
TRANSPORTATION									
a	Provide a range of parking options, including surface parking behind buildings, bike racks in front of buildings, and/or other parking options	X		X	X			X	
b	Provide pedestrian access through the recommended redevelopment sites, including between buildings	X		X	X			X	
c	Continue exploring roadway typical cross-sections that consider future redevelopment plans for the area	X	X					X	
d	Incorporate a transit stop into the development plan for the K-7 shopping area to serve mixed use centers and nearby housing	X	X	X	X			X	
e	Provide access over the Kansas River via a multiuse trail across the K-7 Bridge	X	X					X	

BONNER SPRINGS
K-7 INTERCHANGE SHOPPING AREA

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Me-dium	Long	On-going
PLACE-MAKING									
a	Place mixed use buildings of up to three floors in height close to the street edges of K-32 to further define Downtown Bonner Springs' urban form and make them more accessible to pedestrian and bicycle traffic	X		X	X			X	
b	Use masonry building materials and colors that complement those elsewhere downtown	X		X	X			X	
c	Support building designs that use ample glass to maximize the visibility of people	X		X	X			X	
d	Include a wide sidewalk on the north side of K-32 that abuts new mixed buildings, so sidewalk café options could be created	X		X	X			X	
e	Include street art, trees, flower beds, and pocket parks	X		X	X			X	
f	Connect nearby retail/residential developments with one another via civic plaza space	X		X	X			X	

EDWARDSVILLE
4TH STREET DEVELOPMENT PLAN - PHASE 1 OF 2

	Action Steps	Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Me-dium	Long	On-going
LAND USE									
a	Develop the vacant corner of K-32 at 4th Street with a mixed use building that offers government/retail services, such as post office needs, city hall functions, and small retail services, on the first floor and residential units on the second floor	X	X	X			X		
b	Replace the existing post office at the southwest corner of K-32 and 4th Street with mixed use buildings that provide ground floor retail with residential above	X	X	X			X		
c	Develop a small (20,000 to 24,000 square foot) grocery store that offers an expanded range of items at a compatible price point to those currently available at the nearby Dollar General store	X	X	X			X		
d	Create parks/open space at the southeast corner of K-32 at 4th Street	X					X		
e	Encourage the development additional retail at the southeast corner of K-32 at 4th Street	X					X		
TRANSPORTATION									
a	Strive to maintain a multimodal, five-lane roadway section in the vicinity of 4th Street	X	X				X		
b	Provide an on-street cycling path on the north side of K-32	X	X				X		
c	Provide sidewalks on both the north and south sides of K-32 to connect pedestrians to nearby destinations	X	X				X		
d	Provide sidewalks on 4th Street to safely connect residents to Edwardsville Elementary School and destinations south of K-32	X	X				X		
e	Construct intersection crosswalks with patterned concrete so motorists recog-nize them as important pedestrian areas	X	X				X		
f	Reduce the speed limit to 35 mph in consideration of development and corresponding bicycle/pedestrian movements in all directions of the improved K-32 and 4th Street intersection	X	X				X		

EDWARDSVILLE
4TH STREET DEVELOPMENT PLAN - PHASE 1 OF 2

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Me-dium	Long	On-going
PLACE-MAKING									
a	Place mixed use buildings close to the street edges of 4th Street and K-32 to further define Downtown Edwardsville's urban form and make them more accessible to pedestrian and bicycle traffic	X		X			X		
b	Place parking to the side or rear of buildings rather than in the front and opposite K-32	X		X			X		
c	Utilize building designs that include ample glass to maximize the visibility of people	X		X			X		
d	Install trees and other landscaping within the proposed median and on the north and south sides of K-32 to create a tunnel effect for drivers that contributes to their driving more slowly through the 4th Street portion of the corridor	X	X	X			X		

EDWARDSVILLE
4TH STREET DEVELOPMENT PLAN – PHASE 2 OF 2

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Me-dium	Long	On-going
LAND USE									
a	Encourage the north side of K-32 to develop with small retail nodes	X		X				X	
b	Support retail with higher density residential development (town homes, apartments) that front K-32 while low density residential use occupy the remaining area	X		X				X	
c	Develop mixed use and additional retail on the south side of K-32	X		X				X	
TRANSPORTATION									
a	Construct a reverse frontage road on the north side of K-32 between 2nd and 4th Streets	X	X					X	
b	Construct a reverse frontage road on the south side of K-32 between 2nd and 4th Streets	X	X					X	
c	Construct a north-south collector streets between 2nd and 4th Streets that connect frontage roads to K-32	X	X					X	
d	Incorporate bicycle/pedestrian facilities into frontage roads and collector streets	X	X					X	
e	Construct intersection crosswalks with patterned concrete so motorists recognize them as important pedestrian areas	X	X					X	
f	Limit direct vehicular access for new development to frontage roads	X	X					X	
g	Incorporate a transit stop into the 4th Street development plan to serve mixed use centers and housing areas	X	X					X	
PLACE-MAKING									
a	Continue the place-making action steps described with Phase 1 of the 4th Street Development Plan	X	X	X				X	
b	Allow unoccupied parking areas to serve as alternate locations for farmers markets to increase community access to fresh foods	X		X				X	

KANSAS CITY
GRINTER PLACE ENHANCEMENT

	Action Steps	Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Me-dium	Long	On-going
LAND USE									
a	Develop the site with a combination retail, restaurant, and entertainment venue	X	X	X			X		
b	Preserve portions of the site as open space to serve recreational purposes	X	X	X			X		
TRANSPORTATION									
a	Link the newly created retail/restaurant/ entertainment venue to Grinter Museum via multiuse path		X	X			X		
b	Provide a meandering pedestrian path on site to enhance on-site recreational opportunities and connect it to the large multiuse path that links to the museum			X			X		
c	Provide direct vehicular access from K-32	X	X	X			X		
d	Include a transit stop near 78th and K-32 to improve visitor access the site	X	X	X			X		
e	Review and/or apply the recommendations of the DRAFT KDOT Traffic Investigation Report for K-32 at 78th Street (see appendix)								
f	Conduct traffic and access management studies to determine if turn lanes and a traffic signal are warranted for K-32 at 78th Street due to the additional traffic the new venue may generate	X	X	X			X		
PLACE-MAKING									
a	Allow for the development of a two-story building that includes plaza space that can accommodate outdoor dining, entertain-ment /performance, or gathering space	X		X			X		
b	Utilize masonry building materials and colors that complement those in use on the Grinter property			X			X		
c	Position parking to the rear of the building			X			X		

KANSAS CITY
65TH AND TURNER DIAGONAL DEVELOPMENT PLAN

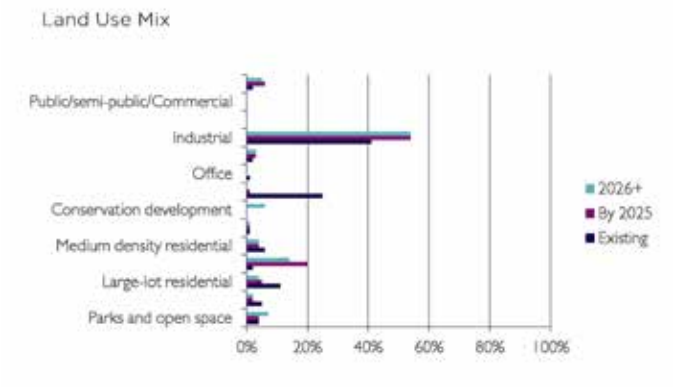
Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area busi-nesses	Short	Me-dium	Long	On-going
LAND USE									
a	Consolidate industrial uses to target sites							X	
b	Consider relocating higher density residential uses to other locations within the K-32 study area							X	
TRANSPORTATION									
a	Streamline interior roadway circulation and manage access to more efficiently serve business and industrial park development along with the truck traffic it generates	X		X				X	
b	Provide transit stops and/or vanpooling locations to help job seekers outside corridor reach it from places near I-70, such as the Legends at Village West and the proposed Turner Diagonal Business Park in Kansas City, Kansas	X	X	X				X	
PLACE-MAKING									
a	Explore Leadership in Energy and Environmental Design (LEED) principles of building design, construction, operations and maintenance, and/or interior design with developers	X		X	X			X	
b	Encourage developer pursuit of LEED certification and reference the LEED New Construction and Major Renovation checklist for projects seeking LEED credits	X						X	
e	Use stormwater water best management practices, such as native vegetation swales, to address silt and erosion control issues	X	X	X	X			X	

ANTICIPATED OUTCOMES

The planning team combined Geographic Information Systems analysis and MARC's Envision Tomorrow data to develop a range of anticipated outcomes for the land use, development, and transportation strategies recommend for the K-32 corridor. All assume that the vision is realized fully.

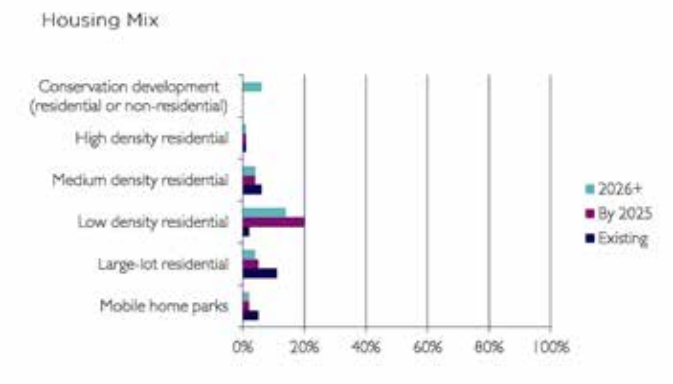
Land Use Mix

Industry would continue to occupy more parcels in the K-32 corridor than any other type of land use and development..



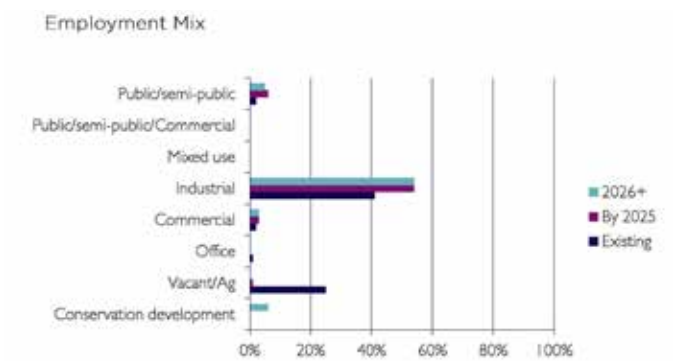
Housing Mix

Most of the housing in the K-32 corridor would be low density or large-lot residential. Most of the density needed to support bus service would come from industry, not housing.



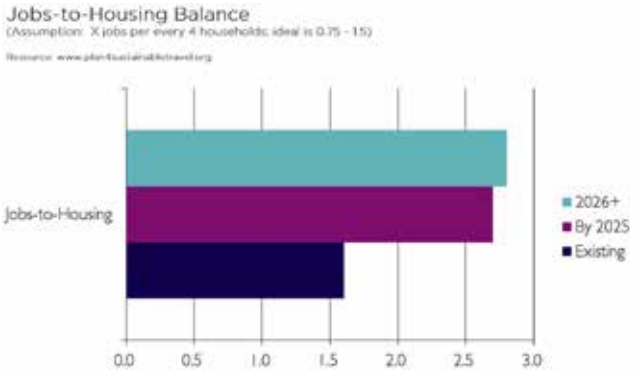
Employment Mix

Industrial jobs, including those from green industry would make up over half of the employment opportunities in the K-32 corridor. Less than 1% would come from mixed-use development (public/semi-public/commercial and/or other combination).



Jobs-to-Housing Balance

The K-32 corridor would continue developing as an employment center that draws workers from beyond the planning area.

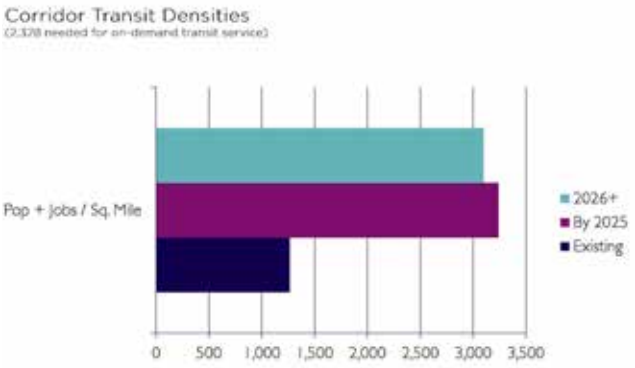


Tax Revenue Per Acre

Recommended future land use would increase tax revenue in the K-32 corridor. Assuming full build out and an assessed valuation equal to the current rate, non-residential development would be a large contributor to the revenue generated.

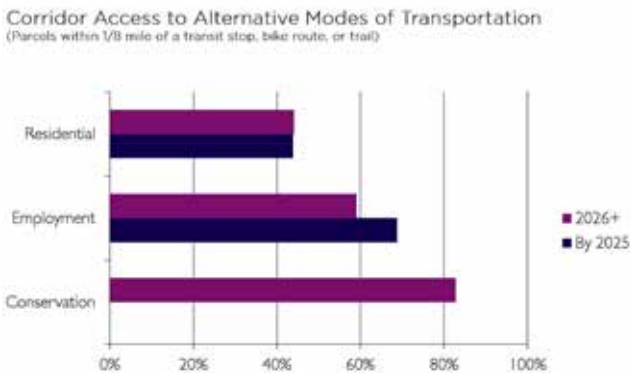
Transit Densities

Full built out could enable the corridor to reach the transit density needed to support on-demand bus service by 2025 or thereafter. Reaching density thresholds would be largely due to the job generation connected to industrial land uses.



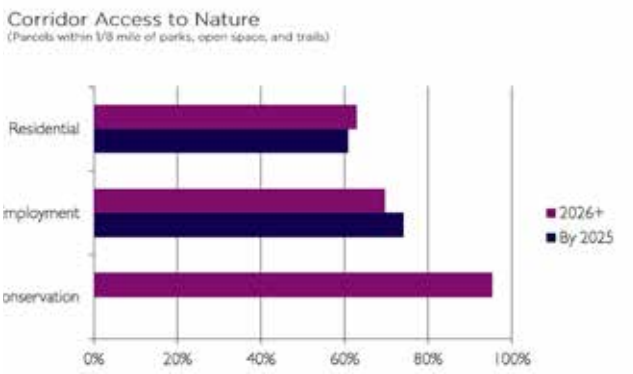
Access to Transportation

Conservation development (residential and non-residential) parcels would have greater access to alternative modes of transportation than standard residential and employment parcels.



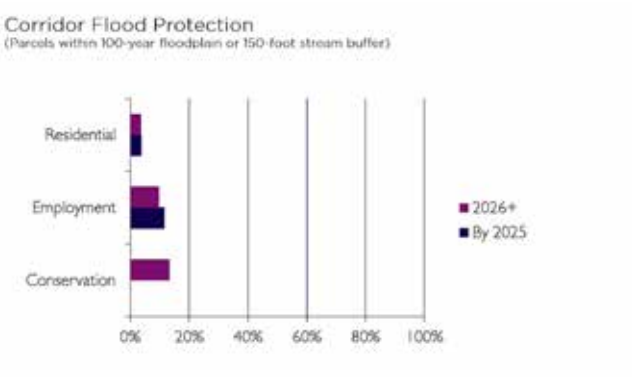
Access to Nature

More conservation parcel (residential and non-residential) would have access to parks, open space, and trails in the future than typical residential and employment parcels.



Flood Protection

In the coming years, fewer residential and employment parcels will be within the floodplain or stream buffer. Conservation developments will help protect natural features. All parcels shall comply with local, State and Federal regulations.



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APPENDIX

The planning team developed detailed summaries of community engagement for each of the four phases of the K-32 planning process. Findings memoranda related to area transit service and a traffic investigation of K-32 at 78th Street were also developed. All such summaries and findings reports are included in this appendix. The final draft of the Railroad Quiet Zone Study is also included.