mission kansas

CONNECTIONS PLAN | 2024

mission kansas

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BHC CIVIL ENGINEERING / SURVEYING / UTILITIES

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Introduction and Goals

This Chapter Contains:

- Purpose of the Plan
- Current Conditions
- Community Engagement

THE MISSION CONNECTIONS PLAN

The Mission Connection Plan presents a citywide bicycle and pedestrian program for the City of Mission, Kansas. Its goal is to create an active transportation network that encourages people to walk, bike, and use other other modes of active travel to key community destinations. It also investigates how a Mission system can connect to the the trail and greenway network of the Kansas City Metropolitan Area. This plan is funded by a Planning for Sustainable Places (PSP) project grant utilizing funds awarded by the Mid-America Regional Council (MARC).

Active transportation includes a range of transportation options that are solely or primarily powered by the user, including transportation on foot, bicycle, scooter, in-line skating, and related modes. Similarly, active transportation infrastructure includes a range of facilities, including sidewalks, shared use paths, on-street bicycle facilities, bike lanes, and trails.

The City of Mission understands that active transportation can help foster a high quality of life, increase access to education and services, offer recreational opportunities, and help reduce greenhouse gas emissions by providing low to no-carbon emission transportation options.

Planning for active transportation networks begins with an assessment of existing facilities and opportunities. Mission, an inner-ring suburb in the Kansas City metro area, presents several significant challenges. Like many established communities that experienced significant growth after World War II, MIssion's residential areas developed without sidewalks on many local streets. It also lacks trail development opportunities like utility and railroad corridors, but has capitalized on its major streamway with the Rock Creek Trail. Other challenges include difficult topography, relatively narrow streets, and significant arterial barriers like Shawnee Mission Parkway. Given these challenges and possibilities, this study will:

- Create a destination-based network of future trails, on-street facilities, and sidewalks to connect neighborhoods, schools, parks, and other activities and amenities.
- Establish a network that is constructable and cost-effective, comfortable for a wide range of users, creates positive experiences, and connects to adjacent cities.
- Recommend trailhead access points and wayfinding throughout the active transportation network.
- Address intersection design and specific barriers to pedestrian and bicycle access.

Terminology

Several terms and phrases are used in this document require explanation, and some mean different things to different people. The following terms are used throughout this document to explain active transportation and infrastructure types.

Active Transportation. Any form of transportation powered primarily by humans or that involves a significant element of physical exercise of effort. The term is most frequently associated with walking and bicycling (including e-bikes) but also includes other mobility devices such as skateboards, in-line skates, scooters, and assistive mobility devices such as wheelchairs and walkers. In addition, public transportation can also be considered as a form of active transportation because travel to transit stops in most cases involves pedestrian or bicycle transportation.

Micro-Mobility Devices. In addition to traditional bicycles, e-bikes, electric scooters, hoverboards, and other yet unknown conveyances are increasingly common. Users of these technologies still use sidepaths and trails as travel routes. Some, like Type III e-bikes that use throttles and have maximum speeds up to 28 mph, travel faster than traditional bicycles or scooters. Planning for increased use of these "micro-mobility" transportation modes should be considered.

- Update standards for street design that comfortably caters to more micro-mobility options and diverts these higher speed modes off of trails and sidepaths. Standards could include signage diverting high speed uses to the street and the right to use bike lanes.
- Which speeds dictate prohibiting use on off-street trails and sidepaths.
- Specifying which portions of trails should only allow non-electric transportation or be "slow zones."

Off-Street. Facilities that are removed from the curb of the road providing more protection for users. Off-street facilities are generally preferred by commuting and recreational users.

On-Street. Facilities that lie within the curbs of a roadway and can vary in the amount of separation bicyclists have between them and moving vehicular traffic. In general, on-street facilities are placed on lower traffic volume roads to help increase rider comfort and decrease conflicts with motor vehicles.

Existing Facilities

The planning process begins with a review and assessment of existing facilities and resources. These include on- and off-street facilities, sidewalks, and relevant characteristics of the street network.

Trails and Shared Use Paths

Rock Creek Trail. This is Mission's premier trail providing an east/west connection through central Mission. The trail's endpoints are Squibb Road near US 69 at the southwest edge of the Target parking lot and Roeland Drive at Martway Street. The trail serves major commercial development along 61st Street on the west side of town, the Powell Community Center, the Mission Family Aquatic Center, and the Johnson Drive downtown district in the center of town, and a mix of multi-family residences and commercial businesses on the city's east side. A recently adopted Rock Creek Corridor Plan provides a detailed improvement program for the trail which seeks to improve its utility and user experience. An important objective of this plan is to improve local access to the trail. Additionally, the trail in its current form is relatively isolated from other parts of the regional system, and generally operates today for local trips and recreation.

Nall Avenue Sidepath. Shared use sidepaths are typically 8 to 10-foot wide paths within a street right-of-way. The Nall Avenue path, with a width of 7 to 8 feet, runs along the west side of Nall from Johnson Drive to 67th Street.

Park Paths. Mission has several paths internal to parks, but they are relatively isolated from an overall network. Currently, because of width and lack of connectivity, they primarily serve local pedestrians but should be viewed as future components of a connected system. These paths include:

- Broadmoor Park. This pedestrian path serves workers and residents on the west side of Mission. It also connects with 57th Street and westside residential neighborhoods. The perimeter path was replaced in late 2023. It is connected to its surroundings and can be a significant component of the network.
- **Mohawk Park.** The perimeter path and other park updates began in August 2022. The new path provides a wider loop around the park and better connection to the parking lot. The park itself, on the southernmost part of the city, serves local residents separated from the rest of the community by Shawnee Mission Parkway.
- **Streamway Park.** This loop path extends as far south as 51st Place, but is separated on the south by a steep slope

Streamway Park Path. Access to this path loop is from Foxridge Drive and is relatively indirect. Topography separates the park from the rest of a potential system.

Water Works Park Path. This important path connects 52nd and 53rd Streets and can be an important component of a north-south route. It is also adjacent to Rushton Elementary School.

Martway Street. Standard bike lane on a significant commercial corridor.

that could be negotiated by a stepped walk or potentially a switchback trail. It is accessed on the north from Foxridge Drive, using a connecting drive. Topography makes the path and park a natural destination but difficult to integrate into a citywide transportation system. The asphalt path it self is in poor condition, but the City of Mission plans to replace it with a new surface.

- **Water Works Park.** This path through the park and adjacent to Rushton Elementary School connects 52nd and 53rd Streets. The City plans to redo this path in the near future and its strategic location makes it an important future part of the network.

Bicycle Facilities

Lamar Avenue Bicycle Lane. This 5-foot standard bicycle lane marked by a single white line and bike lane pavement markings on Lamar Avenue between Johnson Drive and Foxridge Drive. At the signalized intersections at 51st, 53rd, and 55th Streets, the bike lane gives way to the direct travel lane to make room for a left turn lane. At these locations, the bike lane ends and bicycle traffic merges into the direct travel lane with a shared lane marking or "sharrow."

Martway Street Bicycle Lane. This 5-foot standard bicycle lane extends from Broadmoor Street to the driveway of the Johnson County Southeast Office building. The bike lane is supplanted by a right turn only lane at the Lamar intersection. Bicycle access on Martway continues between Lamar and Woodson on a sidepath segment of the Rock Creek Trail.

Sidewalks

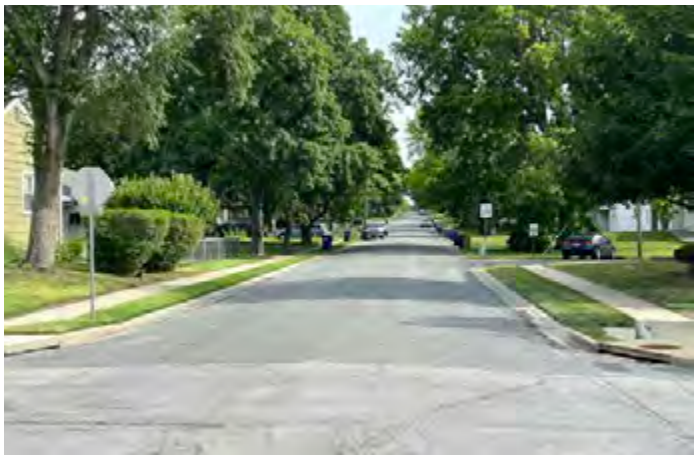
Mission, like many cities built between the 1950s and 1970s, has relatively poor sidewalk coverage, especially along neighborhood streets. Sidewalks are present on at least one side along east-west crosstown collectors 51st and 55th Streets, Lamar Avenue, Foxridge Drive (including a 2023-24 installation between Lamar and 51st Street), Johnson Drive and Martway Street, Nall Avenue, and on north-south side streets in the center of the city. Many of these sidewalks are built back of curb and are less than 5 feet wide. Obstructions are common from temporary garbage cans and permanent utility poles, and ADA standards require reconstruction of various segments of the current sidewalk infrastructure.. While building sidewalks on every street is practical, this plan will establish a strategic major sidewalk network, designed to provide pedestrian access to major destinations.

Street Network

Streets are important components of an active transportation network in addition to their basic role of moving motor vehicles. Streets with good continuity, service to destinations, and low traffic volume are highly adaptable to bicycle and pedestrian access. While Mission generally has a good street grid, continuity is interrupted by topography as well as large apartment projects in the multifamily districts along Foxridge and north of 51st Street. Shawnee Mission Parkway, with only two at-grade crossings at Lamar and Nall Avenues, is also a major barrier. US 69 Highway (Metcalf Avenue) also obstructs active access to Shawnee Mission North High School, a major destination for Mission residents despite its location in Overland Park.

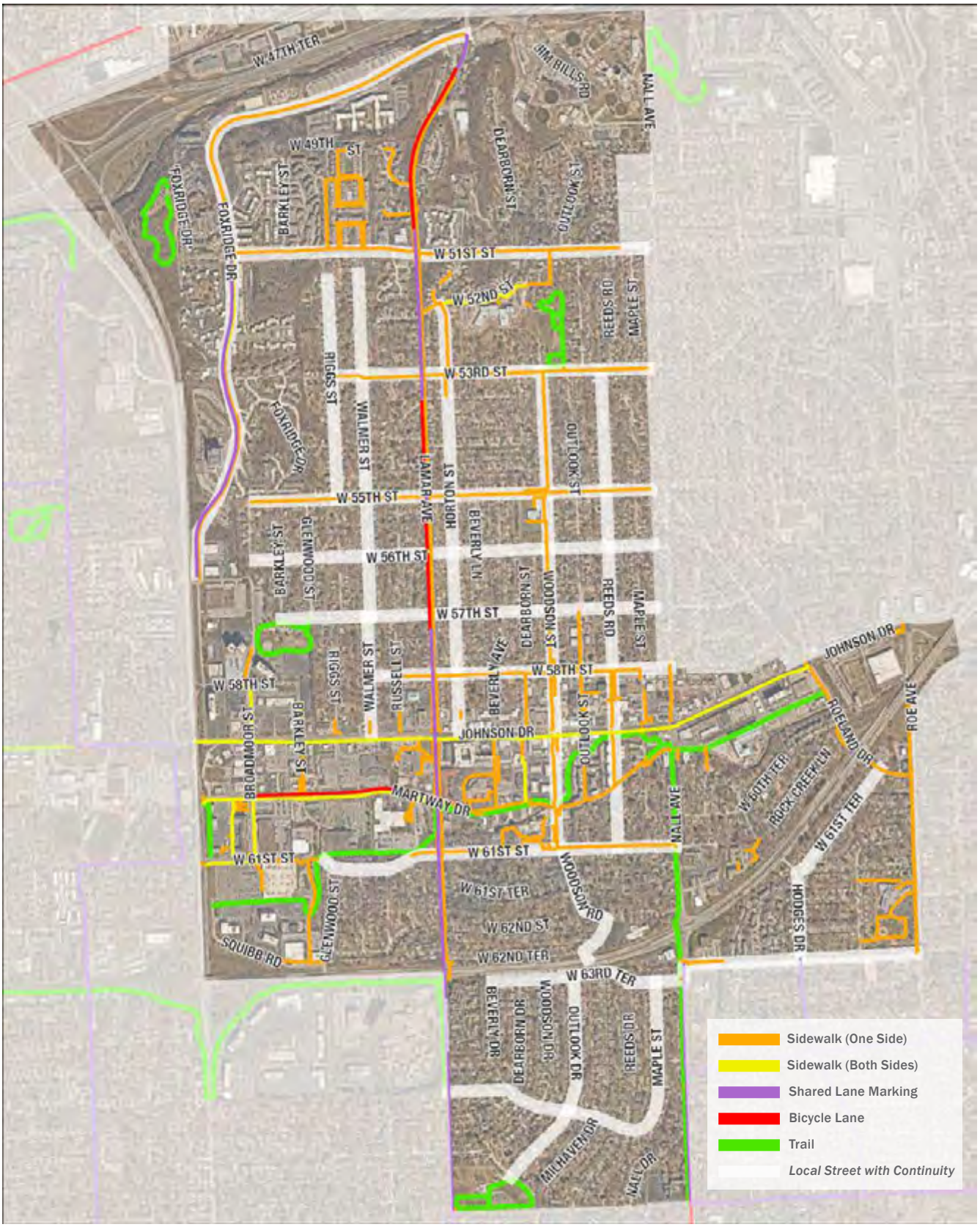
Figure 1 displays existing facilities in Mission along with low-volume streets \ present network potential.

Lamar Avenue Bike Lane. Bike lane is discontinuous at signalized intersections to make space for a left turn lane. Relatively narrow, back of curb sidewalk is typical along this major north-south corridor.



Woodson Road. Good north-south continuity and access to destinations make this a good candidate for adaptation as a bike route.

Figure 1. Destinations



Destinations

An effective active transportation network, like any travel network, must get people to places they want to go. These key destinations in Mission include:

Elementary Schools. These schools and safe routes to them are primary considerations. Mission is served by two elementary schools, Rushton at 52nd Street east of Lamar, and Highlands at 62nd and Roe.

Middle Schools. Middle schools are also primary active transportation destinations. Rushton Elementary feeds Hocker Grove Middle School on Johnson Drive and Stearns Street in Shawnee. This would require students on foot or bicycle to negotiate difficult crossings of I-35 in Merriam and is impractical because of both distance and barriers. Highlands Elementary is a feeder school for Indian Hills Middle School in Prairie Village at 63rd and Mission Road four blocks east of Highlands and is a much more practical destination.

High Schools. Most Mission students are directed to Shawnee Mission North High School, adjacent and west of Metcalf Avenue/US 69 Highway. Metcalf is the primary barrier here and safe pedestrian/bicycle crossing would make pedestrian and bicycle access to the school more practical.

Parks and Recreational Facilities. Mission's four neighborhood parks -- Broadmoor, Water Works, Streamway, and Mohawk -- are primary pedestrian and bicycle destinations, making safe walking routes especially important. The Powell Community Center and Mission Family Aquatics Center, both on or near the Rock Creek Trail, are also key destinations. The Aquatics Center would benefit from more direct access to the trail, achievable as part of a potential redevelopment project directly north of the creek.

Commercial Assets. While in many communities, major commercial features rank low as potential destinations, Mission's large commercial base is especially accessible to pedestrians and bicyclists. In addition, Mission has made major pedestrian improvements in its downtown district along Johnson Drive between Lamar and Nall Avenues, and will extend sidewalk enhancements as part of street improvement project on Johnson Drive west of Lamar.

Commercial subareas that are especially accessible to active transportation include

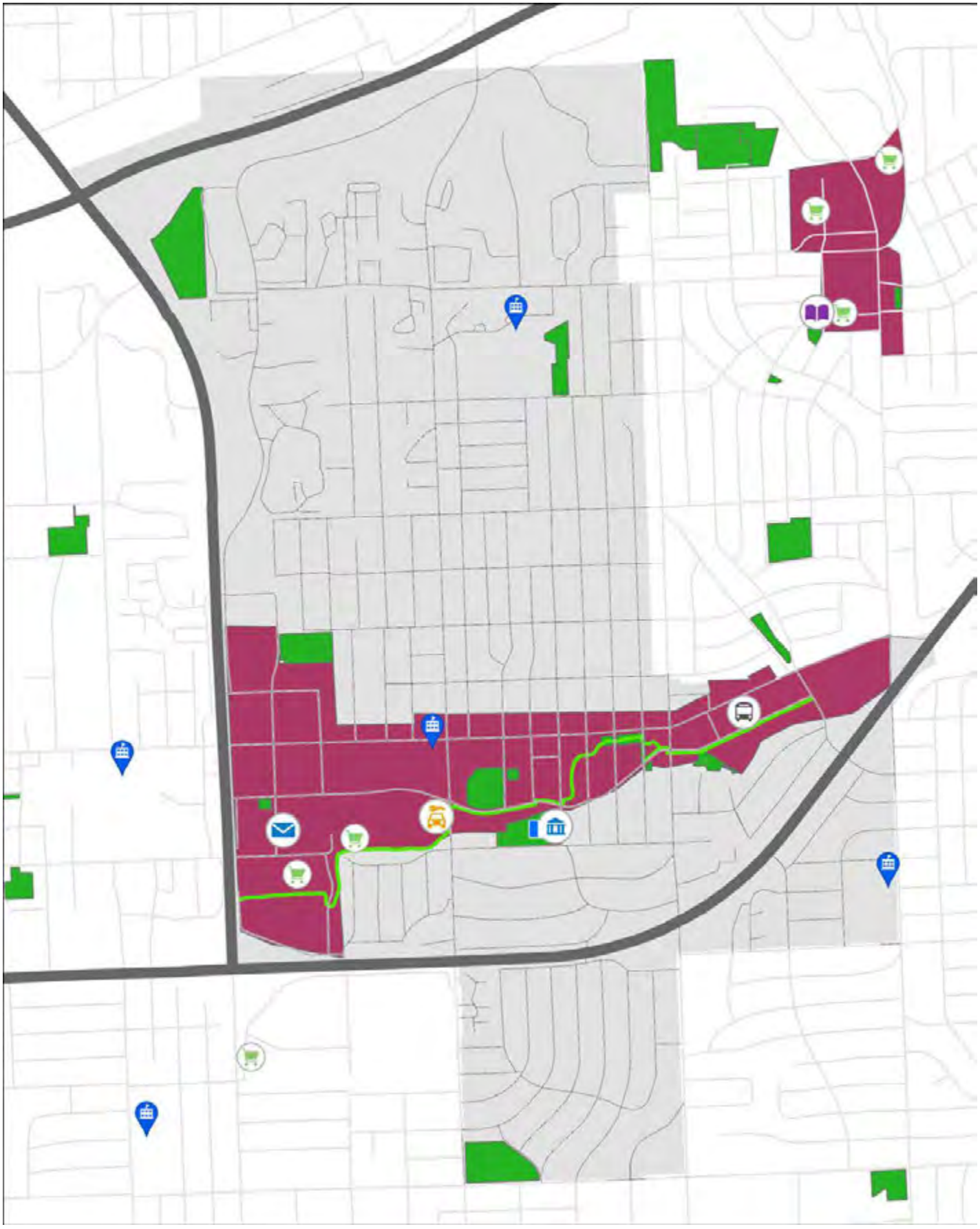
- The Martway segment between Lamar and Metcalf, currently served by the Rock Creek Trail and sidewalks and bike lanes along Martway Street. This area includes two large format retailers (Target and Hy-Vee) and other multi-tenant centers and free-standing commercial buildings.
- Downtown Mission, along Johnson Drive between Lamar and Nall, served by the Rock Creek Trail and Johnson Drive's excellent sidewalk environment. Sidewalk access from cross streets terminates into on-street diagonal or 90 degree parking in several cases,
- East Gateway District, incorporating Johnson Drive and Martway Street between Nall and Roeland Drive. This area includes the Mission Mart office and commercial center, and the new Mission Bowl apartment project, which incorporates the easternmost segment of the Rock Creek Trail.

Trails. Trails themselves are important destinations, and the proposals included in the Rock Creek Corridor Plan will certainly enhance the destination potential of this important local greenway. Unfortunately, connectivity to other major regional trails from Mission is complicated by major highway barriers. Possible regional connections will require multi-community cooperation but could include:

- Merriam Drive and the Turkey Creek Streamway Trail. Merriam Drive is already a significant commuter route to Downtown Kansas City, Missouri and the trail extends along the creek in Merriam between Antioch Road at 45th Street to 75th Street west of I-35.
- The Indian Creek Trail, using designated on-street routes on Lamar Avenue south and 87th Street west to the Metcalf sidepath and the main trail.

Figure 2 displays destinations in Mission that help define the nature and routes of a future active transportation network for the city.

Figure 2. Destinations within Mission



Community Engagement

The experiences and ideas of residents who currently walk and bike around Mission helps plan a successful network. This plan's community engagement process included various ways for residents to provide input.

Steering Committee. This committee was made up of City Council members, interested and knowledgeable residents, and staff. The steering committee provided opinions and formative input, reactions to developing network and facility concepts, and review of products in progress. Committee members also helped spread the word about the project. The Steering Committee met four times throughout the process.

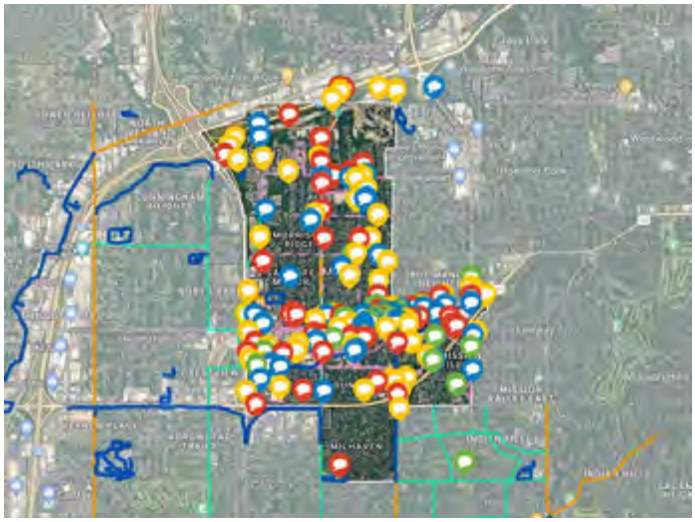
Open Houses. Three different open houses were held throughout the process.

- **Kick-Off (33 residents).** This open house asked residents to provide opinions on current conditions and important walking and biking destinations.
- **Design Workshop (27 residents).** The Design Workshop invited residents to collaborate with the planning team on designing the draft network concepts. These open houses focused on identifying key destinations, on- and off-street corridors, and potential facility types.
- **Final (20 residents).** At the final open house, participants reviewed and offered comments on the proposed network design.

Interactive Map (25 residents / 199 comments). Residents were able to provide detailed comments on current conditions and ideas using an on-line interactive map. Colors represented classifications of comments: red pinpoints represented major safety issues; green, assets; blue, desirable destinations that are difficult to access; and yellow, streets that are used but need improvements.

Listening Sessions. This included small group discussions held with such key stakeholders as city department heads, Rushton Elementary School's Safe Routes to School advocacy group, staff members from neighboring cities, and Kansas Department of Transportation (KDOT) representatives. These groups provided detailed input on their areas of expertise.

Comment Boards. Open houses included displays of boards the provided information and provided opportunities to leave comments and recommendations.



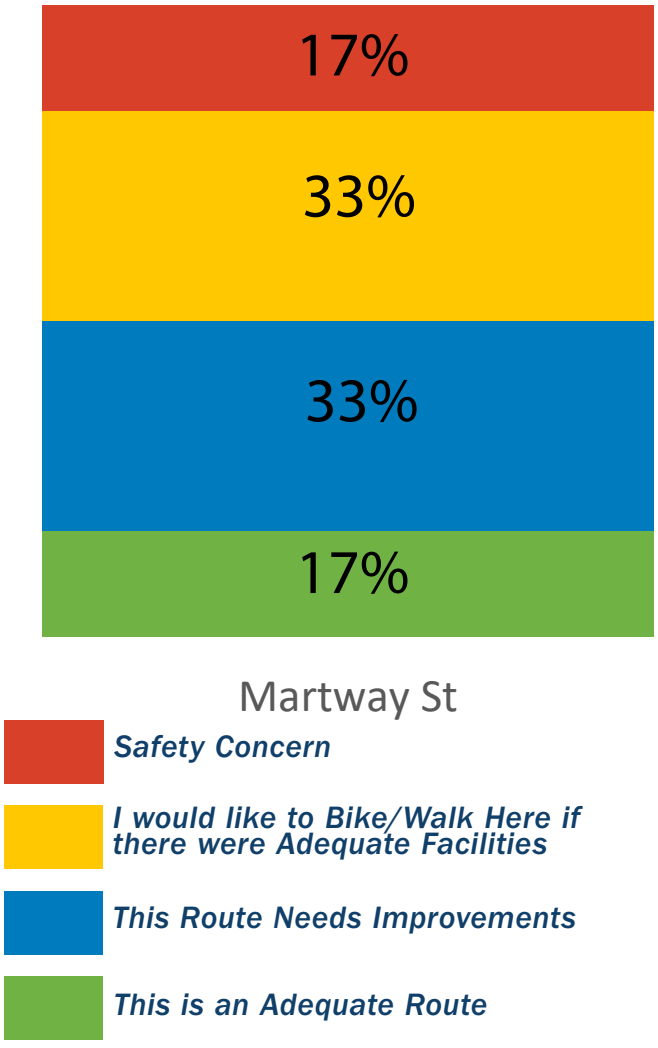
Interactive Map. Each pinpoint represents a comment, with colors representing the general type of comment. Individual comments pop up when hovered over by the cursor hovers over them.

Participatory Design Workshop. Consultant team and participants collaborate to develop and test possible solutions.

Open House results showed a strong preference for protected/separated bicycle and pedestrian facilities

October Open House Board

Interactive Map Feedback



Major Engagement Themes and Challenges

Participants expressed several consistent themes and priorities throughout the engagement process.

- **Connections to Surrounding Communities.** Mission lacks safe connections to surrounding communities' trails and on-street facilities. With Mission's small geographic size, many residents tend to bike outside of Mission for both recreational and commuting purposes. Chapter Two address regional issues and potential connections to surrounding active transportation assets.

- **Major Bike/Ped Barriers.** I-35, Metcalf Avenue, and Shawnee Mission Parkway are barriers for the community. Finding ways to move safely across these three KDOT-controlled facilities is important to residents. Very little investment has been made over the years to mitigate these barriers. Shawnee Mission Parkway is viewed locally as a major barrier, splitting the north and south parts of Mission. Participants viewed the existing crossings at Lamar and Nall as challenges for many users, and expressed support for crossings at Glenwood Street and Woodson Road. Additionally, participants expressed a need for safer access across Metcalf to Shawnee Mission North High School.

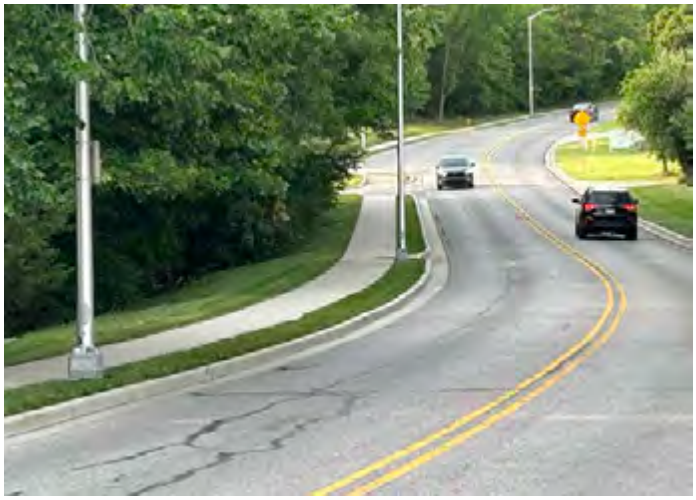
- **Isolated Northwest Apartments and Foxridge Drive.** The major apartment district in the northwest part of Mission is separated by both topography and lack of street connections. Foxridge Drive is seen as the primary connector between this area and the center of Mission. High motorist speeds, grades, and lack of facilities are major impediments to active use of this street.

- **Lack of Facility Separation.** Narrow sidewalks located along the back of curb do not offer safe separation from traffic. Users prefer greater separation of both pedestrian and bicycle facilities and prefer sidepaths or cycle tracks to standard bike lanes.

- **Local Neighborhood Concerns.** People in different parts of the city expressed somewhat different patterns of concern. In the north, safe routes to school and parks and connections outside Mission were major concerns. In the center, respondents cited the need for better access to the Rock Creek Trail and major downtown destinations. In the south, people identified the need to cross Shawnee Mission Parkway, connecting with the north side of the city.

ISSUE: Connections to Surrounding Communities. Mission's Rock Creek Trail and street system are isolated, with Interstate corridors presenting major barriers to connectivity. This extension of Foxridge Drive crosses under I-35 to Merriam Drive, a primary commuter bike route into Kansas City. Realizing this connection would require a partnership with the Unified Government (UG).

ISSUE: Major Barriers. Roadways like Shawnee Mission Parkway present significant barriers because of width and traffic volume. The width and traffic volume of this intersection at Nall make crossing difficult and intimidating for many active users.



ISSUE: Northwest Connections The apartment complexes on the northwest side of Mission are isolated from the rest of the street system. Foxridge Drive, the primary connector, is viewed as an uncomfortable biking environment.

ISSUE: Sidewalk Width and Setbacks on Lamar north of Johnson Drive. Inadequate sidewalk width, back of curb location, horizontal slopes, a vertical wall, and encroaching pole make this sidewalk inaccessible to many users.

ISSUE: Sidewalk Obstacles on 61st Street adjacent to Target. Poles and other obstructions routine placed in sidewalks create additional obstacles, especially to users with disabilities.

ISSUE: Separation from Traffic. Participants preferred separated facilities for bikes over sharrows and standard bike lanes.

2

The Network

This Chapter Contains:

- Criteria for Network
- Overall Network
- Facility Types

THE MISSION NETWORK

Mission has few linear features such as abandoned railroads, streams and drainageways other than Rock Creek, power line easements, large parks, campuses, or other features that commonly provide opportunities for off-street trails and shared use paths. In addition, the city is largely built out, with a highly developed street and development pattern. As a result, Mission's active transportation network will depend heavily on existing streets and the use of road right of way.

Performance Criteria

The design of the network and selection of its constituent streets should be guided by the following principles:

Directness to Destinations. Street components of the network should ideally continue for at least 1/2 mile to provide direct access and avoid frequent turns. This is not always possible, especially in a long and relatively narrow city like Mission. However, continuity can be achieved by street segments that can be joined to form a continuous route.

Integrity. All routes should lead to destinations and be connected to other routes to give users options. The network should have as few routes leading to dead ends as possible to allow for users to circulate through the network. In addition, a user should be able to rely on infrastructure to lead to another reasonable route. A violation of this principle would be bike lanes or sidewalks that end abruptly.

Comfort. Infrastructure should match the environment. Routes designated along faster roads should have more separation. Infrastructure should be easy to use and built for a variety of abilities. Additionally, routes and facilities should be comfortable and within the physical capacity of as many people as possible.

Safety. Infrastructure should adapt to the context to maximize user safety. Streets with high volumes and speeds require

greater separation for bicyclists and pedestrians from moving traffic. Additionally, routes and the overall network should provide protection for vulnerable users at major intersections and street crossings. These barriers, whether perceived or real, can break the continuity of routes.

Experience. Users should have a pleasant experience while using the active transportation network. Experience may vary from a trail running through a wooded area to a sidewalk along a commercial area, but the route and infrastructure should both complement the surrounding environment and provide a positive user experience in any case.

Equity. All areas of the community should have access to pedestrian and bicycle infrastructure. Special attention should be given to populations with less access to private vehicles. Infrastructure should be designed with all users and abilities in mind as much as possible.

Constructability. Proposed infrastructure should be buildable and cost effective relative to benefits. Constructability takes into account environmental and human-made issues that need to be overcome to ensure that what is proposed can be feasibly built. Some elements of a network may be relatively expensive, but the demonstrable benefits should be sufficient to warrant the cost.

Martway Street. The south side of the street provides adequate space to upgrade an existing sidewalk to a shared use sidepath. Good access control on this side of the street helps create a safer environment for multiple user

MAJOR CONCEPTS AND NETWORK

GRID OF ROUTES THAT SERVES ALL DESTINATIONS AND NEIGHBORHOODS

Mission is organized on a street grid and the active network is based on creating a point-to-point grid of comfortable, intersecting routes that connects people with destinations. Users will be able to move through it easily, guided by wayfinding information at the intersection of routes. The network is also designed so that most residents are within 1/4 mile of a designated route.

PERIMETER ROUTE

A continuous route around Mission's perimeter is an important element, connecting the city's most densely populated but relatively isolated parts of town with its central corridor. A perimeter route also increases the usefulness of the eastern end of the Rock Creek Trail. An important issue that affects the periphery is the design of a new Metcalf and Johnson Drive interchange/intersection. Design alternatives are under consideration but not yet defined. Whatever the preferred design option, the intersection must safely accommodate pedestrians and bicyclists in all directions.

MULTIMODAL LAMAR

Lamar Avenue is the city's central north-south streets, tying the network grid together. Lamar, extending from Merriam Drive in KCK to 115th Street in Overland Park, has very good north-south continuity through Mission and Overland Park. Lamar will continue to play a critical role in the proposed network but will require modifications to create a more comfortable environment for active users.

BRAIDED CENTRAL CORRIDORS

Mission's central corridor has three east-west facilities that are interconnected with somewhat different roles. This concept envisions Johnson Drive, Mission's "main street," as an enhanced pedestrian environment, consistent with work the city has already done in the downtown district. However, because of traffic and diagonal parking, it is not a preferred bicycle route. As of 2024, a Johnson Drive reconstruction project west of Lamar is in design, and this project should not only include better sidewalks but improved and protected crossings on Johnson Drive.

Primary bike facilities will combine Martway and the Rock

Woodson Road

Creek Trail on the south side and 58th Street on the north side of the Johnson Drive corridor. Improving Martway's bike environment and the Trail's connections to major community assets will strengthen these east-west connections. Additionally, upgrades to the Rock Creek Trail proposed by the corridor plan completed in 2024 would further enhance the central corridor's active transportation environment.

WOODSON ROAD AS A COMMUNITY CORRIDOR

In an analysis of Mission's urban fabric, Woodson Road stood out as a street of special interest, both for its quality and its ability to directly connect a number of major community features. It also presents the possibility of crossing the barrier presented by Shawnee Mission Parkway and uniting the north and south parts of the city. As such, Woodson Road merits special treatment as a community corridor and warrants distinction as a major north-south bike and pedestrian way.

CROSSING BARRIERS

Shawnee Mission Parkway and Metcalf Avenue both present formidable barriers for active transportation. On Mission's western boundary, Metcalf transitions from a freeway environment to surface arterial, and the epicenter of that transition is the Johnson Drive interchange. The Kansas Department of Transportation is considering a redesign of that interchange and pedestrian and bicycle access \should be a major priority. Additionally, most students from Mission attend high school at Shawnee Mission North west of Metcalf. Safer pedestrian and bicycle access, either at grade or grade separated, could have real benefits by improving both traffic flow and transportation alternatives.

Shawnee Mission Parkway has marked crossings at Lamar and Nall Avenues, but crossing this wide, high-speed arterial

Shawnee Mission Parkway crossing at Nall Avenue

Dodge Street (US 6) overpass in Omaha. NE. This bridge over the city's principal east-west corridor attracts heavy pedestrian and bicycle traffic. This well-loved structure is listed on the National Register of Historic Places for its elegant design. It connects two sides of a neighborhood and a central city greensward and was recently restored using funds raised by neighborhood residents.

is difficult for both pedestrians and bicyclists and nearly impossible for people with disabilities. The plan suggests consideration of a grade-separated crossing by overpass or tunnel, possibly at the Woodson Road location. Such a crossing could increase the usefulness of existing paths in Overland Park and Merriam on the south side of the Parkway. In the short-term, moderate redesign of the intersection could increase comfort for active users.

COMFORTABLE INTERSECTIONS

While network design usually focuses on routes and linear facilities, street intersections can also break continuity for many users. Intersections of routes should be stop-protected, providing a level of traffic calming, and marked with high visibility crosswalks. Similarly, crossings by routes of major collectors and arterials should be protected by traffic control devices such as full signalization, HAWK signals, or at a minimum Rapid Rectangular Flashing Beacons (RRFBs) if not already protected. Details displayed in Chapter Three indicate key locations for enhanced crossings. For locations not included in this network, Mission should develop and implement a process to accept and evaluate residents requests for residents for crosswalk markings.

Figure 3.
Proposed Network

The map on this page shows the basic network structure with point to point routes color-coded for clarity. This will also provide the basis for a wayfinding system. The table on the following pages summarizes each of these major routes, the streets or paths that they follow, and destinations served. Chapter Three provides detail on the type of infrastructure and other features applied to each segment of these routes. Components include:

The Rock Creek Trail. This is Mission's major shared use path, extending from its current endpoint east of Metcalf to Roeland Drive. A future extension to Roe Avenue can be incorporated into the eventual redevelopment of the eastern gateway.

Major Point to Point Routes. These are dual bicycle and pedestrian routes, using a variety of infrastructure types that are appropriate for different situations. They intersect with each other and with the Rock Creek Trail to provide maximum access to the city's primary destinations. All point-to-point routes include sidewalks on at least one side.

Sidewalk Routes. These, together with the Point to Point Routes, make up the major sidewalk system. In some cases, they follow streets that are too busy for comfortable on-road bicycling for less experienced cyclists but provide important pedestrian connections. In others, they duplicate primary routes or are local connections in specific areas.

4 Point-to-Point Routes

Sidewalk Routes

Johnson Dr. Enhanced Sidewalk

L3 Connection to a potential regional route.

Figure 4. Point-to-Point Route Descriptions

	Route Name	General Description	Endpoints	Streets Used	Destinations Served and Intersecting Routes
1	**Westside Peripheral**	Major continuous westside route that connects northwest apartment neighborhood with north side neighborhoods and central Mission. Possible extension east of Lamar under I-35 to Merriam Dr. bikeway in KCK	Lamar and Foxridge (N) with Rock Creek Trail (S). Connects to crosstown east-west routes and Johnson Drive; 51st Street Extension to 51st and Lamar	Foxridge, Metcalf right-of-way	Streamway Park, Northwest Apartment District, North High School with Johnson Drive connection, Target, Rock Creek Trail 3 6 7 8 9 14
2	**Riggs**	Westside route connecting residential areas to Martway commercial district	Riggs south of 51st to Riggs and Martway	Riggs Avenue, Glenwood Street	Broadmoor Park, Johnson Drive/Martway commercial, Hy-Vee 6 7 14 8
3	**Lamar**	Major north-south multimodal route through the center of the city. Regionally important as the most continuous north-south street with moderate traffic in the region, connecting Mission north to Merriam Drive and south to the Indian Creek Trail and the OP central district.	I-35 to 67th Street in Mission	Lamar Avenue	Rushton School, Downtown Mission, Powell Community Center, Rock Creek Trail, Mohawk Park with possibility of regional linkages 1 6 7 8 9 10 11 12 14 15
4	**Woodson**	Major north-south route with good connectivity, serving many community destinations.	Nall Park (N) to Mohawk Park (S), assuming Shawnee Mission Parkway crossing	Nall Avenue, W. 49th St., Outlook St., 51st St., Woodson Rd/52nd St., Water Works Park Path, 53rd St., Woodson Rd., Outlook Dr., Mohawk Park path	Nall Park (Roeland Park), Water Works Park, Rushton School, St. Pius X Church, Downtown Mission, Rock Creek Trail, City Hall, Aquatics Center, Trinity Lutheran Church, Mohawk Park 5 6 7 8 9 10 11 12 14 15
5	**Maple/ Reeds**	Eastside neighborhood route paralleling Nall and connecting into existing Nall sidepath	Nall Park (N) to 67th and Nall	Nall Avenue, 51st St., Maple St., 53rd St., Reeds Rd., 55th St,, Maple St., Rock Creek Trail, Nall Avenue Sidepath	Nall Park, Downtown Mission, Rock Creek Trail, Parkway pedestrian crossing, St. Michael's Church 4 6 7 8 9 10 11 12 14 15
6	**53rd**	Major east-west connector to route grid with potential link to Westside Route through Hillsborough Apartments. Continuation east in Roeland Park to Roe Blvd. commercial.	Riggs Avenue (W), with possible extension to Foxridge through apartment drives to Nall (E). Extension through Roeland Park to Roe.	Apartment drives and walks, 53rd Street	Rushton School, Water Works Park 1 2 3 4 5
7	**57th**	Major east-west connector to route grid, linking eastside neighborhoods to the Metcalf corridor	Foxridge (W) to Nall (E). Possible continuation to Roe in Roeland Park	56th St., Broadmoor St., Broadmoor Park Path, 57th St.	Metcalf offices, Broadmoor Park, 1st Baptist Church, 1 2 3 4 5

Figure 4. Point-to-Point Route Descriptions

	Route Name	General Description	Endpoints	Streets Used	Destinations Served and Intersecting Routes
8	**Martway**	Primary east-west route paralleling Rock Creek Trail, access to major central Mission destinations and connecting to westside peripheral trail	Metcalf (W) to Roeland Dr (E)	Martway St., Rock Creek Trail	West Martway commercial centers, Rock Creek Trail Downtown Mission, Powell Community Center, Aquatics Center, City Hall, Mission Bowl, Transit Center 1 2 3 4 5 9 13 14
9	**Rock Creek Trail**	Mission's signature shared use path, maintaining a distinctive neighborhood character.	Metcalf corridor (W) to Roeland Dr. (E). Extension to Roe Avenue as an integral part of eventual development of the Gateway site	Trail corridor, with some sidepath segments along Martway St.	West Martway commercial centers, Downtown Mission, Powell Community Center, Aquatics Center, City Hall, Mission Bowl, Transit Center. Branches proposed to provide better linkages to major retailers, the Aquatics Center, and other street connections. 1 3 4 5 8 10 13 14
10	**South Peripheral**	Continuation of the Westside Peripheral along the Foxridge/Metcalf route, making a neighborhood-based connection north of Shawnee Mission Parkway.	Rock Creek Trailhead at Metcalf to 62nd and Nall	Squibb Rd, 62nd St.	West Martway commercial, neighborhoods, Nall Avenue sidepath and Shawnee Mission Parkway crossing 1 3 4 5
11	**Parkway South**	East-west route paralleling Shawnee Mission Parkway, continuing an existing path east to the Nall sidepath and schools	65th and Metcalf (W-Overland Park) to 63rd and Roe (E)	Existing trail in Overland Park, 63rd Terrace, Parkway right-of way, 63rd St	Overland Park office and apartments, neighborhoods, Highland Elementary School, Indian Hills Middle School 3 4 5 13
12	**Beverly**	East-west connection in Milhaven neighborhood, connecting to Nall Ave Sidepath and to eastside schools	65th and Metcalf (W) to 63rd and Roe (E)	65th St., Beverly Dr., Maple Dr., 64th Terrace	Lowell and Nall sidepaths 3 4 5
13	**Roeland**	Connection from Johnson Dr tp Roe Avenue and residential neighborhoods	Johnson and Roeland Dr. (N) to 63rd and Roe (SE)	Roeland Dr., Roe Avenue	Johnson Dr. district, potential eastside redevelopment site, Highlands Elementary School and Mission Village Neighborhood 8 9 11 14

Figure 4. Point-to-Point Route Descriptions

	Route Name	General Description	Endpoints	Streets Used	Destinations Served and Intersecting Routes
14	**Johnson Dr**	Central street and signature corridor of Mission, designed primarily for slow to moderate speed traffic and a primary pedestrian environment rather than a bikeway	Johnson and Metcalf (US 69 Highway) to Johnson and Roe	Roeland Dr., Roe Avenue	West Gateway District, Downtown, and East Gateway District, Powell Community Center, Rock Creek Trail, Transit Center 1 2 3 4 5 9 13
15	**58th Street**	Parallel bicycle access to Downtown businesses on north side of Johnson, alternative to bicycles on the main street	Lamar (W) to Nall (E)	58th Street, with coordinated bicycle parking on north side of Johnson Drive	Downtown Mission 3 4 5

MISSION IN THE REGION

As an inner-ring community in the Kansas City metropolitan area, Mission is surrounded by other municipalities and its boundaries are in most cases imperceptible. Mission's residents frequently travel outside city limits to shop, work, play, go to school attend events, and carry out other aspects of their lives – and residents of neighboring cities travel to Mission for the same purposes. Yet, Mission is relatively isolated from the region from an active transportation perspective. The Rock Creek Trail, for example, is separated from longer regional trails and most of its use is local. Other regional trails are relatively distant and/or separated by major road obstacles from Mission. The Mid-America Regional Council's ambitious MetroGreen plan also does not directly serve or connect Mission to its comprehensive greenway network.

Yet external connections are very important to active users in Mission. Figure 5 identifies seven potential connecting routes from endpoints of routes in the proposed Mission network to regional trails, transit, and destinations. These connecting routes in some cases require infrastructure, but typically use streets with low and moderate traffic volumes and surrounding residential land use, These streets can be adapted to pedestrian and bicycle transportation with signage, improved intersection crossings, and traffic calming techniques. All require cooperation with neighboring cities. A brief discussion of each of these connecting routes follows.

L1: CROSSROADS DISTRICT/DOWNTOWN KANSAS CITY

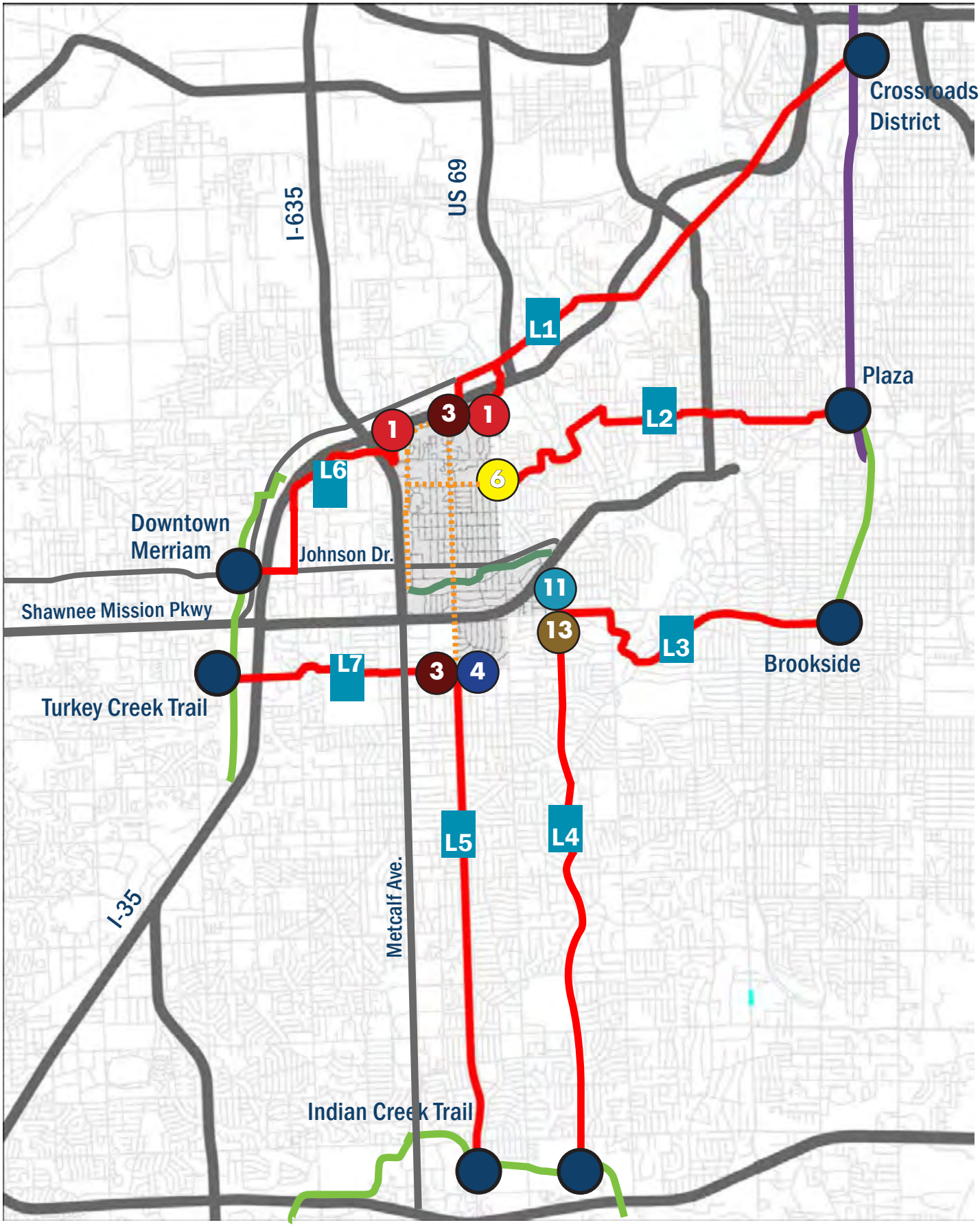
This connection requires replacement of the existing Lamar Avenue bridge over I-35 that includes bicycle and pedestrian facilities, probably with a sidepath on the west side that would continue to Merriam Lane. This alternative assumes eventual redesign of this interchange with the interstate. An alternative approach would be construction of a separate bicycle/pedestrian bridge over the Interstate.

Another approach, described in other parts of this plan, uses Foxridge Drive east of Lamar, continuing into KCK using a very lightly traveled road under I-35, crossing the BNSF mainline at grade, and reconstructing an existing Turkey Creek bridge to Merriam Lane. The route then continues along Merriam Lane and Southwest Boulevard to the Crossroads District and Downtiwn KCMO. Major actions and capital improvements would include upgrading the existing roadway or trail construction from the terminus of Foxridge, to Merriam Lane, upgrading the BNSF grade crossing, reconstructing the Turkey Creek bridge, and enhancing the existing standard bike lanes on Merriam Lane and Southwest Boulevard.

L2: COUNTRY CLUB PLAZA

This route extends Mission's 53rd Street route (Route 6) using Sycamore Drive, on the periphery of Roeland Park Walmart, West 51st Street, Buena Vista Street, Elledge Drive, Neosho Avenue, and 48th Street/47th Avenue to Country Club Plaza. Several alternative routes could connect this link to the KC Streetcar.. The route, involving Roeland Park, Westwood, and Kansas City, serves several schools, Westwood Park,

Figure 5. External Connections from Mission Network



and the Trolley Track Trail. Most of the route can be handled with bicycle boulevard improvements with the exception of a sidepath around the perimeter of the Walmart site on Cedar Street and W. 50th Terrace, and high-visibility crosswalks at 51st and Roe. A sidepath is already in place along Roe from 50th Terrace to Johnson Drive.

L3: BROOKSIDE

This route begins at 63rd and Roe, connecting with the Parkway South (11) and Beverly (13) routes. It follows 65th Street, Indian Lane, Tomahawk Road, W. 63rd Terrace to Meyer Circle, and Meyer Boulevard to the Brookside District. It involves Mission Hills and Kansas City, and can be accommodated through bicycle boulevard treatments, primarily signage and crossing improvements at Mission Road. The route connects Mission to the Trolley Track Trail at Brookside.

L4: INDIAN CREEK TRAIL VIA ROE

This is one of two potential routes linking Mission to the Indian Creek Trail, It uses the residential segment of Roe Avenue, connecting with the Mission network at 63rd Street and serving six parks along its undulating path. The route involves Prairie Village and Overland Park. It uses a path linking Franklin and Meadowbrook Parks and its curving alignment has some traffic slowing effect. The link can be defined by signage and traffic calming features if required by traffic speed. Another link connects to the north segment of the Leawood Loop at Somerset Drive.

L5: INDIAN CREEK TRAIL VIA LAMAR

This route extends the Lamar corridor to the Indian Creek trail and is contained within Overland Park. The route serves three elementary schools, Indian Woods Middle School, and Shawnee Mission South High School as well as a neighborhood park, and continues beyond the trail to OP Central with Overland Park's Convention Center and the Aspiria campus. Wider parts of Lamar north of 75th Street can accommodate a bike lane design similar to that proposed in Chapter 3. Narrower parts to the south should consider traffic calming features. Lamar throughout the area north of Indian Creek now are marked with shared lane markings.

L6: TURKEY CREEK TRAIL/MERRIAM

This very difficult project begins with a switchback route from Streamway Park, continues along the creek under 69 Highway or with a grade crossing at 52nd Street, and restores a trail segment that closed after being damaged by the floods in 2019. The route continues along Antioch Road, crosses to the west side at the signalized ramps to I-35, and continues in a wide greenway along the Antioch frontage of the Merriam Town Center shopping center. Major redesign of the I-35/ Johnson Drive interchange is required to provide a safe link to Downtown Merriam and the Turkey Creek Trail. The trail itself extends south to 75th Street and north to Waterfall Park and the Merriam Drive route to Downtown KCMO. This plan recognizes the difficulty and possibility that this connection is not feasible, but it would provide an important regional link.

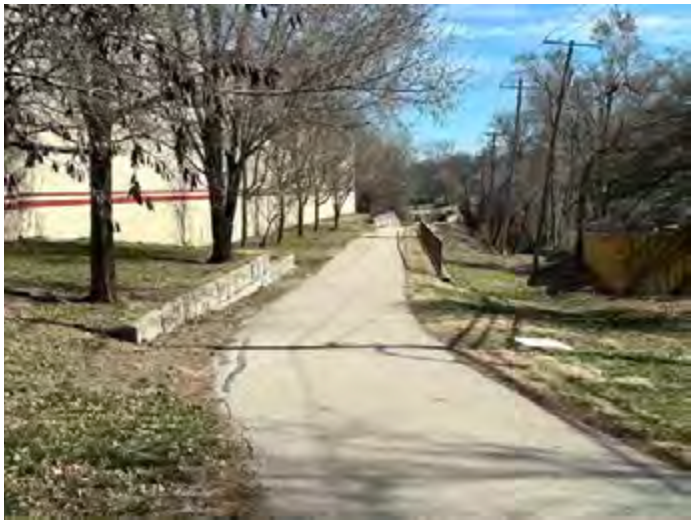
L7: TURKEY CREEK TRAIL/ANTIOCH PARK

This route connects the Mission network at Mohawk Park to the Turkey Creek Trail using 67th Street, Craig Street, and 66th Terrace to and through Antioch Park and continuing west along 67th Street to the Trail. The *Mobile Merriam* Bicycle Facilities Plan (RDG, 2022) proposes a lane reduction to three lanes with bike lanes on 67th between Antioch and I-35, a detailed pan for bike/ped facilities at the I-35 interchange, and street design revisions to the trail.

FACILITY VOCABULARY

The Mission network will use a variety of facility types, adapted to the specific needs and constraints of each different route. Most of the city's streets are relatively narrow, but this plan seeks to be realistic in these contexts: to do the most we can without resorting to cost-intensive projects in a basic, functional system.

Trails. Trails are off-street shared use facilities on exclusive right-of-way with two-way circulation. Trails should have a 10' standard minimum width and 8' where constrained. The Rock Creek Trail is the city's pre-eminent existing trail, but the network proposes both extensions and limited new facilities. Trail crossings of roadways should use high-visibility pavement markings, with additional traffic controls and warning signage at collector and arterial street intersections.

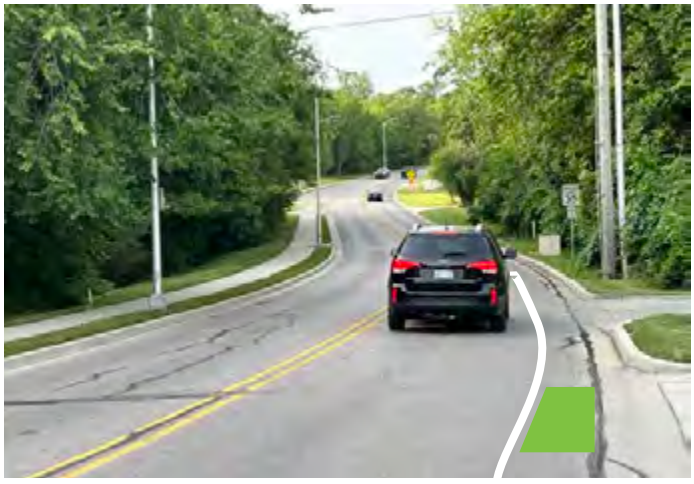


Trail. Rock Creek Trail adjacent to Target.

Shared Use Sidepath (Bi-Directional). Sidepaths are off-street facilities built on street right of way. Typicaly, shared use sidepaths accommodate two-way circulation with 10' standard minimum width and 8' where constrained. Where shared use sidepaths intersect with the roadway, high visibility crosswalks should be used with additional treatment provided at major street intersections. The plan proposes upgrading the existing sidewalk on Martway to a shared use sidepath.

Shared Use Sidepath. Nall Avenue path accommodates travel in both directions. Warning signs for motorists and high visibility crosswalks at street crossings will add to the safety of these facilities

Shared Use Sidepath (Single Directional). This is an unconventional approach necessitated by topographic and cost constraints and will apply to Foxridge Drive south of 51st Street. An existing sidewalk, varying in width from 5 to 6 feet, is marked as a single directional path for bicycles and micro-mobility devices in the predominately uphill direction. A bike lane is provided on street in the opposing direction. Pedestrians have full use of the sidewalk and signage is provided advising bicyclists and micro-mobility users that pedestrians have priority. Street intersections are treated like bi-directional sidepaths.



Shared Use Directional Sidepath. In this setting on Foxridge Drive, the existing sidewalk permits northbound only bicycles as well as pedestrians, with an on-street bike lane in the opposing direction.

Enhanced Bicycle Lanes. On-street bike lanes provide a defined territory for bicycles and are advisable on streets with average daily traffic (ADT) greater than 3,000 vehicles. Typical bike lanes are marked for one-way directional movement. Buffered bike lanes with a painted and sometimes cross-hatched separation from travel lanes are preferable to standard bike lanes, but proposed streets for bike lanes in Mission are too narrow to accommodate them on both sides. Preferable minimum width for bike lanes is 5' standard minimum width with no gutter pans, 6' with gutter pans. Enhanced bike lanes use green paint to increase visibility, and this is especially important with "standard" unbuffered lanes. Green paint is recommended at the beginning of blocks and in conflict zones like street intersections and major driveway entrances. An alternative at street intersections is continental crosswalks with green paint.

Enhanced Bike Lane. Green paint at the beginning of blocks and at conflict points increase the visibility of the bike lane to both motorists and bike lane users.

Cycle Track. These facilities are built in the street channel below the curb and are separated from motor vehicles by a buffer, delineators, raised barriers, planters, or other physical barrier. They should be 10' minimum, 8' in very constrained locations. Depending on width and design they may be one-way or two-way. Cycle Tracks permit micro-mobility use but not pedestrians. High-visibility crossing markings at street intersections are necessary.

Cycle track. This faciity is protected by a raised curb and parallel parking.

Cycle track. This intallation is designed as a pilot project using flexible delineators. Note the "continental style" crossing markings in green..

Bicycle Boulevards. Sometimes referred to as "neighborhood greenways or active streets, this facility type makes up a major part of the Mission network. Bicycle boulevards apply to low-volume streets with less than 3,000 vehicles per day (in many cases far less that 3,000) and slow speed limits. Good connectivity and access to destinations should be paired with distinctive signage and directional graphics to make motorists aware of bicycles and pedestrians on the street. Sidewalks should be included on both sides of major links, one side elsewhere. A variety of traffic calming devices, stop preferences, street realignments, and signage can be used to help adapt streets to multimodal use. Bicycle boulevards will cross major streets in a network grid, and various forms of protection including four-way stops, pedestrian actuated signals, and signage should be used. A variety of treatments can be used on Bicycle Boulevards as indicated by the photos on this page.

Painted entry median with delineators and signage. This highly cost effective design is in common use in Los Angeles.

Mini-roundabout. Example from Ravenswood neighborhood in Chicago.

Special street signage. Topeka, KS

Neckdown. Curb extensions that narrow a street at intersections can moderate traffic speed and reduce pedestrian crossing distance. (Strathcona County, CA photo)

Chicanes or street realignment at specific locations. Goodman Street in Merriam, KS)

Enhanced Sidewalks. These sidewalks are extra wide but are designed for pedestrian use only. Enhanced sidewalks include streetscape elements and amenities along with special material treatment of crosswalks.

Johnson Drive in Downtown Mission

Sidewalks. Minimum width for new sidewalks is 5' with 6' being desirable. 4' minimum setback from the back of the curb, 6' desirable minimum for new installations. Reconstruction of existin-g sidewalks should be done to comply with sidewalk setbacks. The back of the curb walkway with adequate width may be acceptable adjacent to a bike lane. High visibility crosswalks should be used at major intersections. Intersection ramps should be directional, orienting pedestrians in their actual direction of travel rather than diagonal. Alignments can curve or vary where possible.

High visibility crosswalk and trail advisory sign, Clayton Road, Saint Louis County, MO

High visibility crosswalk. Crossing installation in Culver City, CA. Wide continental crosswalk striping and directional ramps make this design very comfortable for pedestrians.

3

Network Details

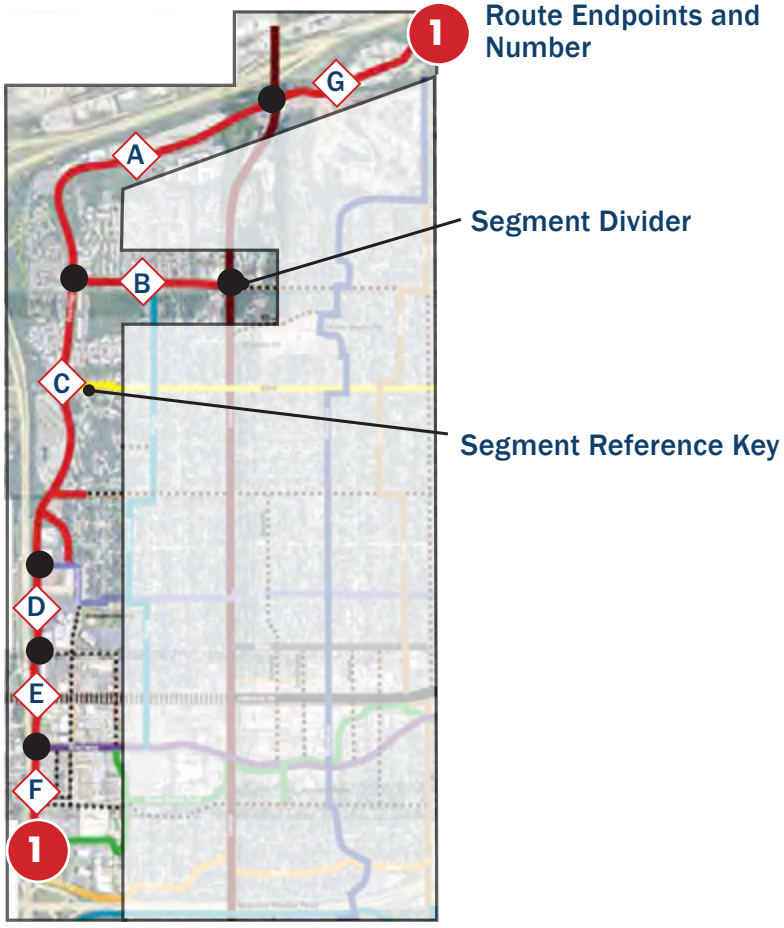
This Chapter Contains:

- Individual Route Details
- Sector Recommendations
- Wayfinding Concept

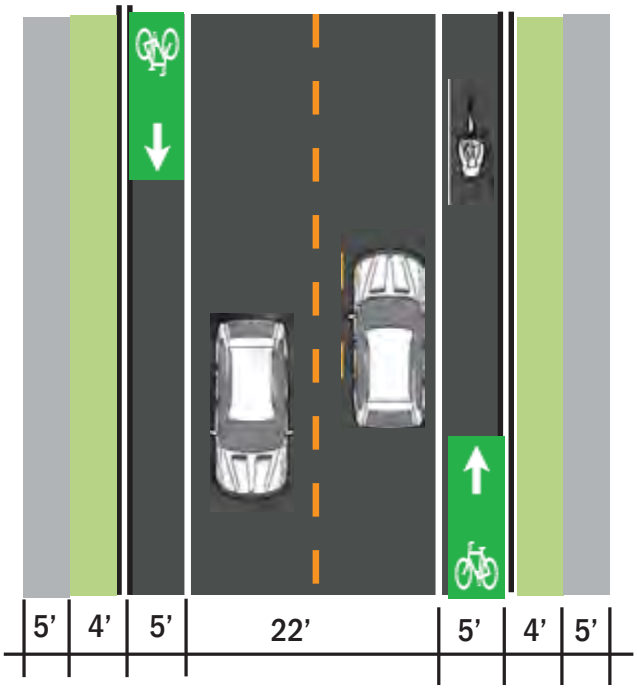
NETWORK DETAILS

This chapter presents more detailed descriptions of the components of the proposed Mission network. It consists of two parts: individual route details and sector recommendations. Sector recommendations provide additional information on how routes connect to one another and begin on page 48.

- Detail pages for each of the network's 15 point-to-point routes include:
- A description of the route's roles in the network.
- A locator map displaying the specific route in its network context and dividing the route into segments.
- An information table describing the length of each segment, its facility type, street width and parking condition, and design treatment.
- Details, including larger scale insets, street sections, and diagrams as needed where unusual conditions require further illustration.
- In some cases, a photograph of the existing context.

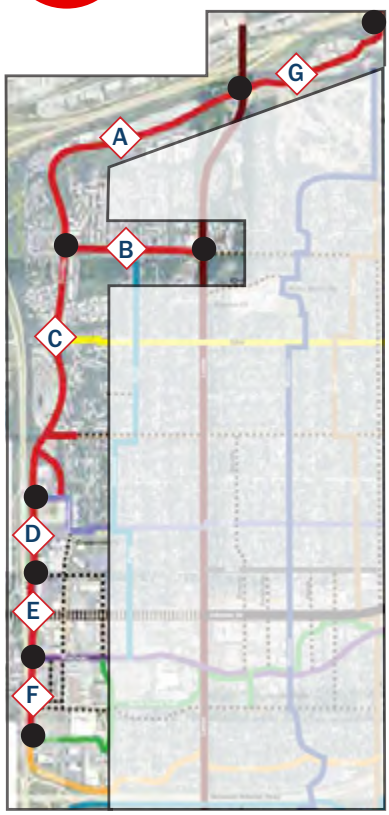


Area and Segment Locator Map



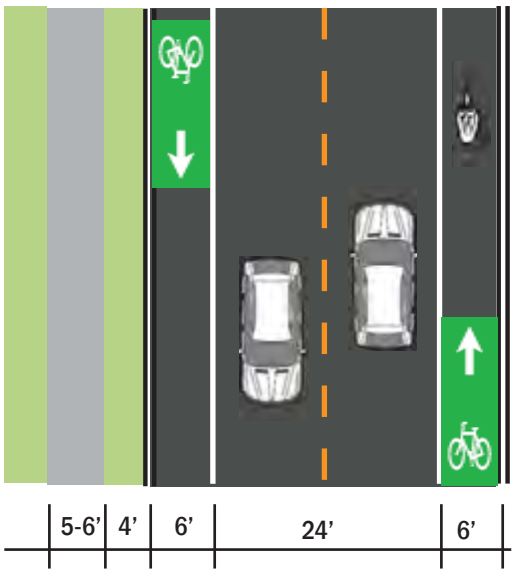
Detail Example

1 WESTSIDE PERIMETER

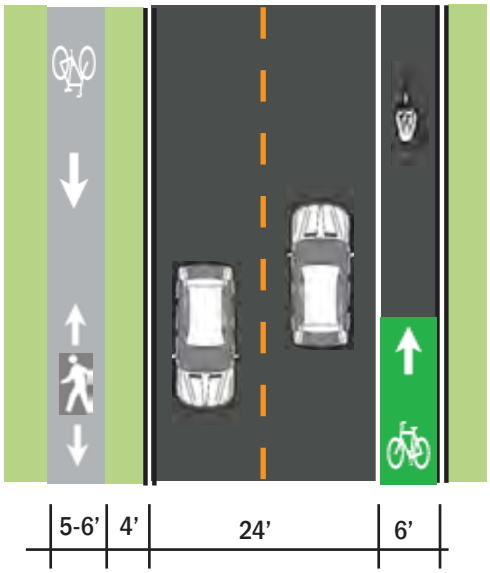


Role in the Network

- Connects Foxridge Drive to the future Metcalf sidepath and trail.
- Provides safer environment on Foxridge Dr. and the the Rock Creek Trail's western trailhead.
- Connect high-density apartments in Northwest Mission to the center of the city and the rest of the network
- Provides a potential connector to the Merriam Drive commuter bikeway



Detail A. Foxridge, Lamar to 51st



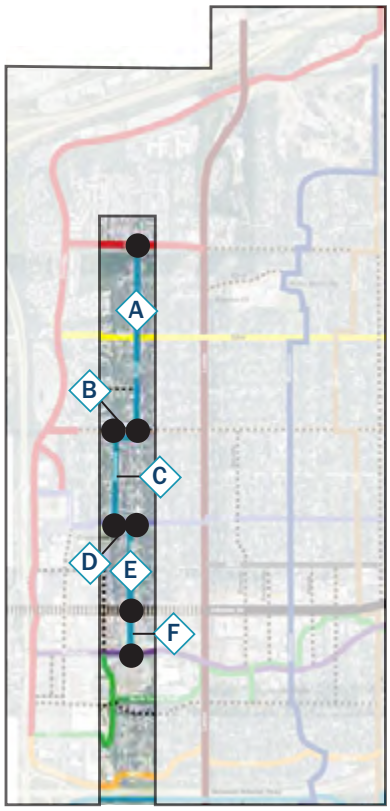
Detail B. Foxridge, 51st to 56th

MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	**Foxridge:** Lamar to 51st	0.83	Enhanced Bike Lane (Bi-Directional)	36'	None	High visibility paint at major intersections
B	**Foxridge:** 51st to 56th	0.58	Shared Use Sidepath (NB only) Bike Lane (SB)	30'	None	Pavement markings showing bike use in NB direction and pedestrians in both directions; SB enhanced bike lane (see detail A)
C	**51st Extension:** Foxridge to Lamar	0.38	Shared Use Sidepath on north side	NA	None	Sidepath with crosswalk markings at apartment driveway entrances
D	**Foxridge:** 56th to 58th	0.54	Shared Use Sidepath or Trail	NA	None	Possible diversion using 56th, Broadmoor St, and alignment through planned redevelopment project to avoid conflict with traffic exiting Metcalf
E	**Metcalf Corridor:** 58th to Martway	0.25	Trail	NA	None	Trail on or adjacent to US 69 right-of-way. Actual design and alignment depends on final design of Johnson Drive and Metcalf interchange
F	**Metcalf Corridor:** 61st to West Rock Creek Trailhead	0.1	Trail	NA	None	Trail on or adjacent to US 69 right-of-way. Connects to the west Rock Creek Trailhead
G	Foxridge: Lamar to Merriam Dr Regional project with KCK and MARC	0.75	Sidepath, conversion of currently unusable road, sidepath on KCK section	30'-34'	None	Sidepath changing sides of street as required by topography and development; conversion of road under I-35 to trail; reconstruction of Turkey Creek bridge.

2 RIGGS

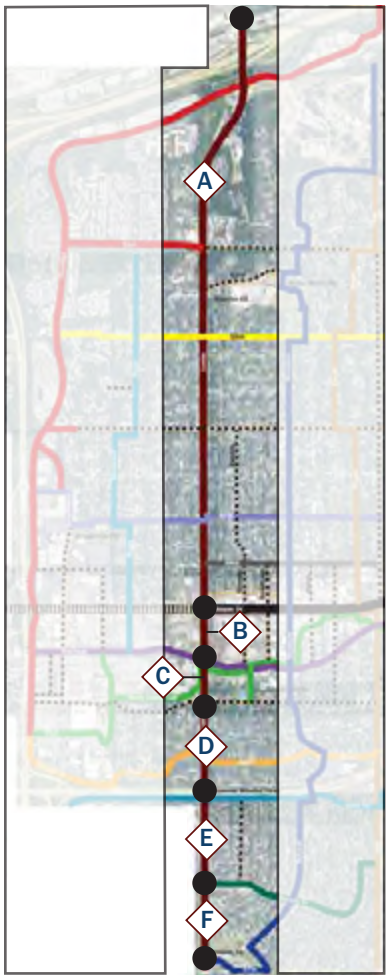
Role in the Network

- Connects western neighborhoods to Broadmoor Park.
- Provides connection to the west side commercial area of Johnson Dr and Martway St.
- Provides quiet north-south off-street pedestrian access for residential areas bounded by Lamar and Foxridge.



MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	**Riggs:** north end of Riggs to 55th	.51	Bicycle Boulevard / Sidewalk	25’	Both Sides	Bicycle boulevard with sidewalk on east side
B	**55th:** Riggs to Glenwood	.06	Bicycle Boulevard / Sidewalk	25’	Both Sides	Bicycle boulevard with sidewalk added on north side
C	**Glenwood:** 55th to 57th	.25	Bicycle Boulevard / Sidewalk	25’ / 30’	Both Sides	Bicycle boulevard with sidewalk added on east side
D	**57th:** Glenwood to Riggs	.04	Bicycle Boulevard / Sidewalk	25’	None	Bicycle boulevard with sidewalk on north side
E	**Riggs:** 57th to Johnson	.25	Bicycle Boulevard / Sidewalk	25’	Both Sides	Bicycle boulevard with sidewalk on west side. Protected bike/pedestrian mid-block crossing of Johnson Drive
F	**Parking Driveway:** Johnson to Martway	.12	Driveway connection	30’	None	Requires cooperation with private property

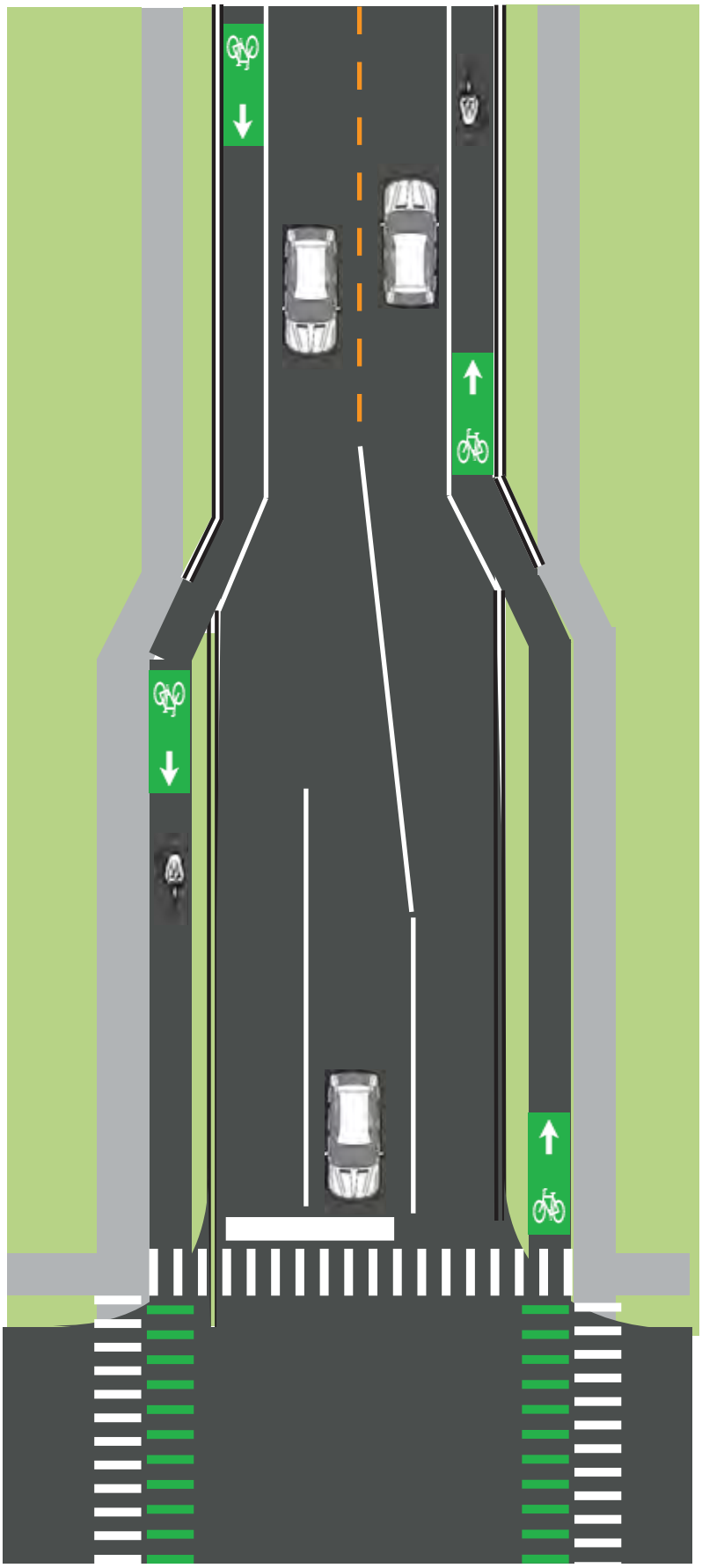
3 LAMAR

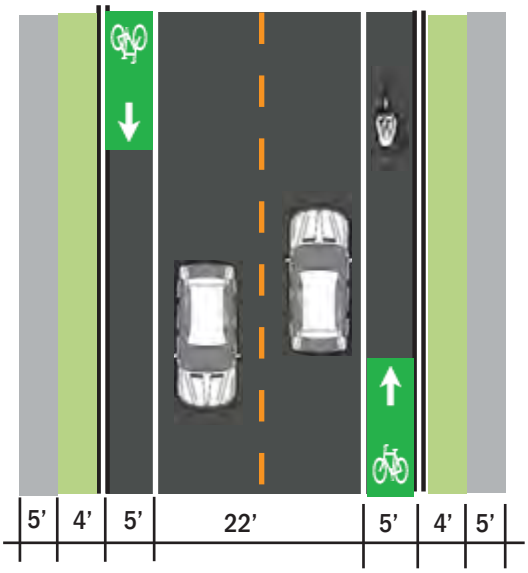


Role in the Network

- Principal north-south multi-modal corridor through the center of the city
- Connects north and south residential areas to the central corridor, Rock Creek Trail, and various destinations
- Serves Rushton School and Water Works Park
- Logical connecting complete street to Merriam Drive north in Kansas City Indian Creek Trail south in Overland Park

MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	**Lamar:** 24th St bridge to Johnson	1.5	Enhanced Bike Lanes Shared Use Sidepath (Single-Directional) / Sidewalk	32’	None	Bicycle lanes on both sides with single direction sidepaths through signalized intersections of 51st, 53rd, and 55th. Sidewalk on the west side
B	**Lamar:**Johnson to Martway	.13	Shared Use Sidepath (Single-Direction)	NA	None	Shared use sidepath (single-direction) on the west and east side of Lamar
C	**Lamar:** Rock Creek Trail to 61st	.03	Shared Use Sidepath (Bi-Directional)	NA	None	Shared use sidepath (bi-directional) on the west side of Lamar. Protected bike/ped crossing to east side of Lamar
D	**Lamar:** 61st to Shawnee Mission Parkway	.23	Shared Use Sidepath (Bi-Directional)	NA	None	Shared use sidepath (bi-direction) on the west side of Lamar. Protected bike/ped crossing of Shawnee Mission Parkway.
E	**Lamar:** 65th to 67th	.25	Shared Use Sidepath (Bi-Directional)	NA	None	Shared use sidepath (bi-direction) on the east side of Lamar. Protected bike/ped crossing Lamar at 65th Street.





Detail D. Basic Lamar street section with enhanced bike lanes north of 58th Street. Sidewalk setback shown is a minimum.

Bike lane to path transition, in this case at a roundabout. Location is Conway, Arkansas

Detail C. Bike lane/path transition at signalized intersections with left-turn lanes (51st, 53rd, 55th Streets). Drawing is a diagram and not to scale

4 WOODSON

Role in the Network

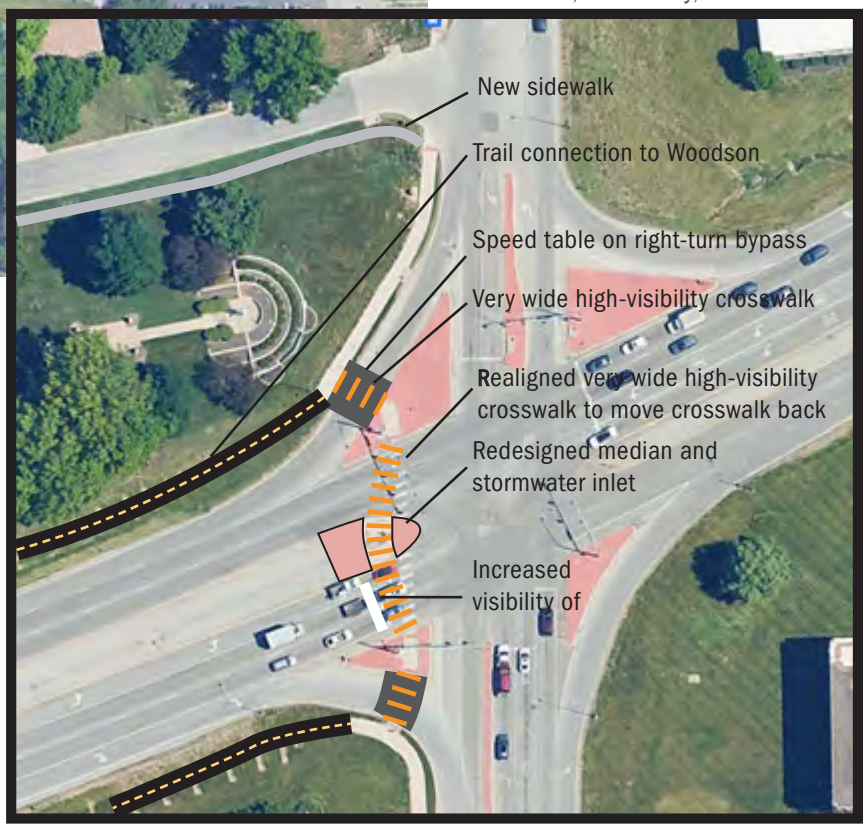
- Major north-south route that links many of Mission's major destinations, including Rushton School, Water Works Park, Downtown, Aquatics Park, City Hall, and Mohawk Park.
- With upgraded crossing of Shawnee Mission Parkway, provides a major connection between Milhaven neighborhood and the rest of the city.
- Valuable linkage of northside neighborhoods to the Rock Creek Trail
- Traffic calming devices and speed control in the context of a bicycle boulevard would benefit the street's quality residential environment.

MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	**Nall:** Nall Park to 49th	.28	Bicycle Boulevard / Sidewalk	25'	Both Sides	Bicycle Boulevard with sidewalk on east side
B	**49th/Woodson/ Outlook:** Nall to 51st	.42	Bicycle Boulevard / Sidewalk	25'	Both Side	Bicycle Boulevard with sidewalk on south and east side
C	**Woodson/52nd:** 51st to Rushton Elementary	.10	Bicycle Boulevard / Sidewalk	25'	None	Bicycle Boulevard with sidewalk on east side of Woodson and north and south side of 52nd. Connect to Rushton School and Water Works Park
D	**Rushton Elementary/Water Works Park:** 52nd to 53rd	.25	Trail	NA	None	Shared Use Trail move through Rushton Elementary and Water Works Park

4 WOODSON (CONTINUED)

MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
E	Woodson, 53rd to Shawnee Mission Parkway	1.30	Bicycle Boulevard	25’	Both Sides north of 59th Ter, Both Sides south of 61st St	Bicycle Boulevard with sidewalk implemented on both side where needed north of 61st St. Sidewalk on the westside south of 61st St
F	Outlook, 63rd to Mohawk Park	.50	Bicycle Boulevard	25’	Both Sides	Bicycle Boulevard with sidewalk on westside

Crossing a six lane corridor with signage, high visibility crosswalks, and deeper median nose, Bethesda, MD

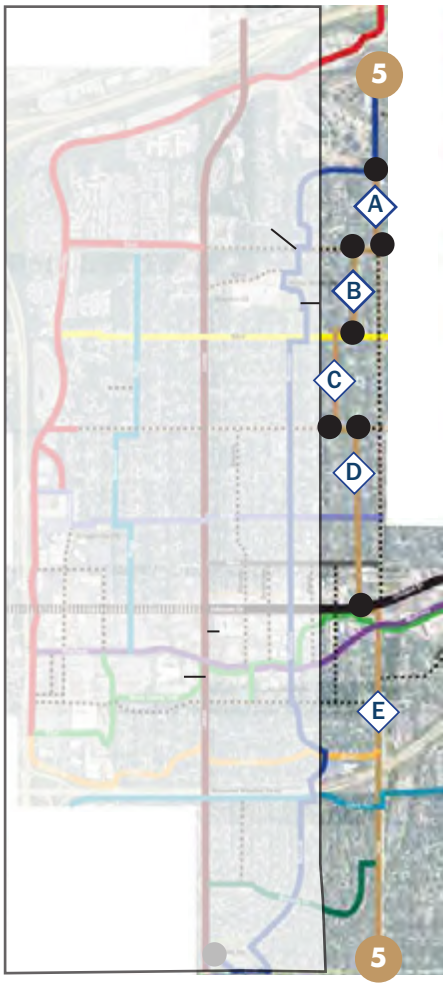


Crossing Shawnee Mission Parkway. A grade separated crossing for bicyclists and pedestrians either over or under Shawnee Mission Parkway is the best way to cross this roadway safely. However, minor to moderate redesign of the intersection can create a safer environment for vulnerable users. Because of intersection geometry and lack of connecting sidewalks or shared use paths, crossings on the east legs of the intersection are not shown in this plan and require additional study.

5 MAPLE/REEDS

Role in the Network

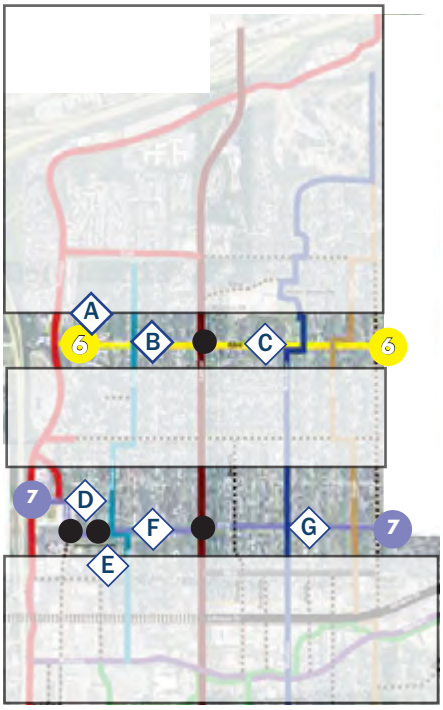
- North-south pedestrian and bicycle connection on the east side of the city.
- Alternative to using Nall between Johnson Drive and 51st Street.
- Provides Roeland Park with a lower cost option to a sidepath on Nall.
- Connects to Nall sidepath south of Johnson Drive to serve areas south of Shawnee Mission Parkway.



Negotiating jogs in the route. The Maple/Reeds bicycle boulevard includes several jogs because of disconnected or offset streets. These can be addressed through short sidewalk or sidepath segments on the busier connecting street and crosswalks. Shared lane markings can be used here to guide on-street cyclists through the jog.

MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	**Nall:** 49th to 51st	.22	Bicycle Boulevard	25’	One Side	Bicycle boulevard
B	**Maple:** 51 to 53rd	.30	Bicycle Boulevard	25’	Both Side	Bicycle boulevard with sidewalk on west side
C	**Reeds:** 53rd to 55th	.32	Bicycle Boulevard	25’	Both Sides	Bicycle boulevard with sidewalk on east side
D	**Maple:** 55th to Johnson	.54	Bicycle Boulevard	25’	Both Sides	Bicycle boulevard with sidewalk on east side This section is part of a proposed on-street route with Roeland Park, that would use Birch Street between 51st and 55th.
E	**Nall:** Johnson to 67th	1.03	Shared Use Sidepath (Bi-Directional)	NA	None	Use existing Rock Creek Trail and Nall Ave sidepath. Increase bike/ped protection at major intersections

6 53RD 7 57TH

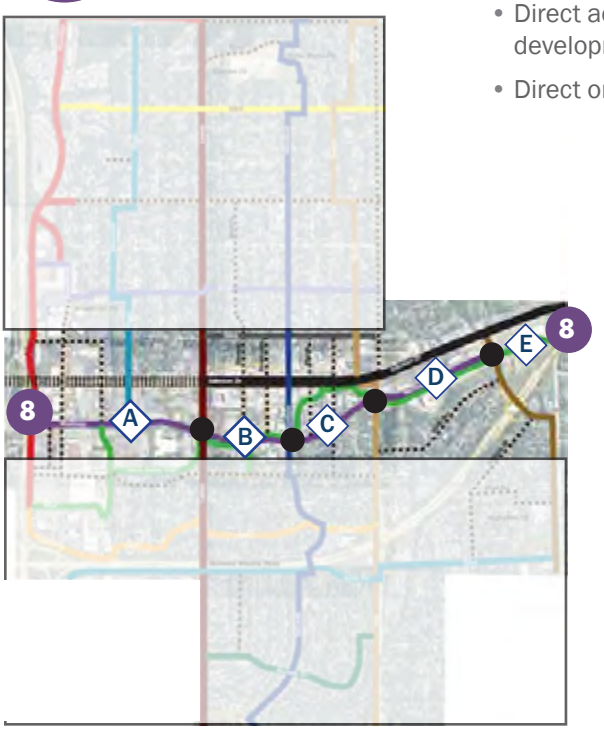


Role in the Network

- Major east-west crosstown bicycle boulevard connections.
- Low-stress corridors that parallel busier streets
- Major local access to schools and neighborhood parks.
- Improved sidewalk connectivity
- Service to potential redevelopment projects in Metcalf/69 Highway corridor
- Possible connection to major apartment groups in northwest and western parts of the city

MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	**Hillsborough Apartments Drives to 53rd Street**	200 ft.	Path	NA	NA	Path connecting apartment complex drive to end of 53rd Street. Path probably follows electric line. Connection requires owner permission
B	**53rd:** Riggs to Lamar	.19	Bicycle Boulevard	25’	Both Sides	Bicycle Boulevard, intersection redesign of Lamar crossing
C	**Nall:** Lamar to Nall	.47	Bicycle Boulevard / Sidewalk	25’	Both Side	Bicycle Boulevard with additional sidewalk on northside
MAP KEY	**SEGMENT**	**LENGTH (MI)**	**FACILITY TYPE**	**TYPICAL STREET WIDTH**	**PARKING**	**DESIGN TREATMENT**
D	**56th/Broadmoor:** Foxridge to Broadmoor Park	0.17	Shared Use Sidepath	NA	None	Shared use sidepath on the south and west sides of the streets. Bike/Ped crossing of Broadmoor to Broadmoor Park necessary
E	**Broadmoor Park Path:** Broadmoor St to W. 57th & Glenwood	0.15	Park Path	NA	NA	Upgrade of park path to shared use standards as necessary
F	**57th:** Barkley to Lamar	.31	Bicycle Boulevard / Sidewalk	25’	One Sides	Bicycle Boulevard with sidewalk on northside. Protected bike/ped crossing of Lamar
G	**57th:** Lamar to Nall	.47	Bicycle Boulevard / Sidewalk	25’	One Side	Bicycle Boulevard with sidewalk on northside

8 MARTWAY



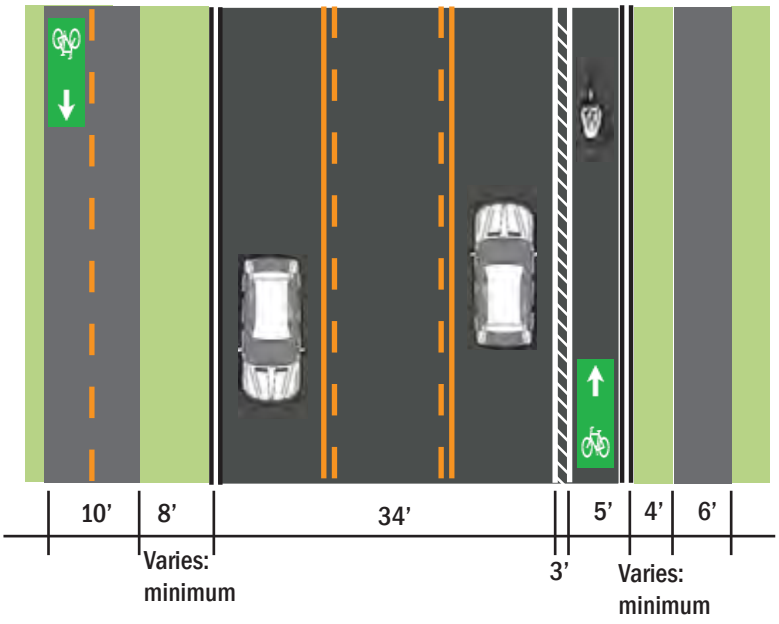
Role in the Network

- Key component of braided active transportation system in central corridor, along with Johnson Drive enhanced sidewalks and the Rock Creek Trail
- Direct access to commercial destinations, recreational assets, and new development in central Mission.
- Direct on-street alternative to the more leisurely Rock Creek Trail.

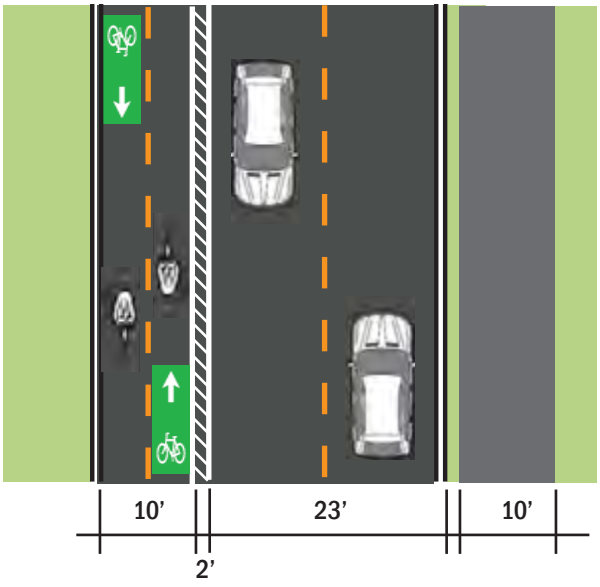
MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	**Martway:** Metcalf to Lamar	0.50	Shared use sidepath on south side; protected one-way westbound cycle track on north side of street	43’	None	Shared Use Sidepath (bi-directional) on south side of Martway. Special attention needs to be paid to intersection and driveway crossings. Street width is adequate for one-way WB protected cycle track on north side retaining 3-lane street section between Broadmoor and Lamar. WB cycle track goes above the curb between Broadmoor and the Metcalf Trail
B	**Martway:** Lamar to Woodson	0.25	Trail	NA	None	Use existing Rock Creek Trail. Trail may shift to north side with redevelopment project between Beverly and Dearborn
C	**Martway:** Woodson to Maple	0.27	Bicycle Boulevard / Sidewalk	30’	None	Bicycle Boulevard with existing sidewalk on north side. Sidewalk widens to trail width between Maple and Nall
D	**Martway:** Nall to Roeland	0.33	Trail / Cycle track	35’	None	Rock Creek Trail as sidepath/wide sidewalk. on the south side of Martway. Two-way protected cycle track on the north side of Martway. Protected Bike/Ped crossing of Nall intersection
E	**Redevelopment site:** Roeland to Roe	0.18	Cycle track or path through future redevelopment of Gateway site	NA	None	Use existing Rock Creek Trail and Nall Ave sidepath. Increase bike/ped protection at major intersections

8 MARTWAY

Broadmoor to Lamar Segment



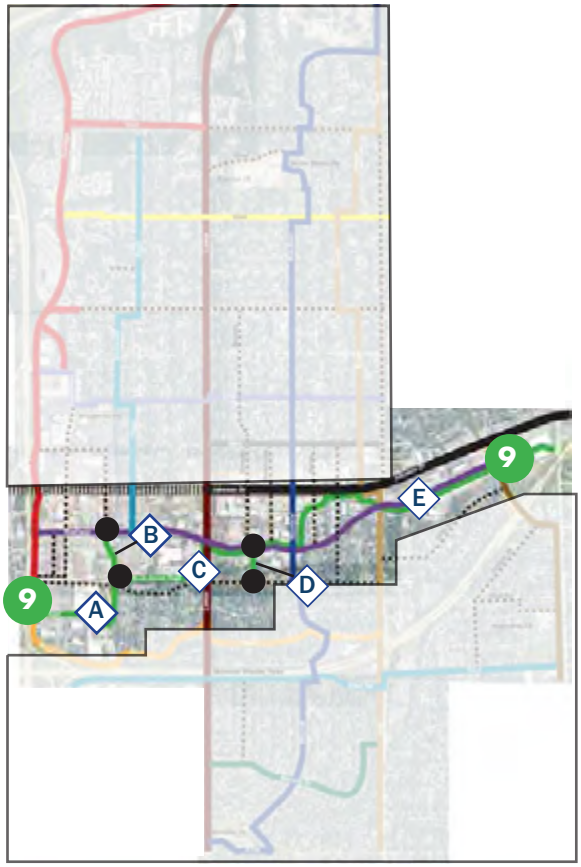
Nall to Roeland Drive Segment



Different buffer options in constrained areas. From left: painted buffer with flexible delineators; raised curb or median.

Cycle track within a development project. Above curb option at Gray’s Station, Des Moines, IA

9 ROCK CREEK TRAIL

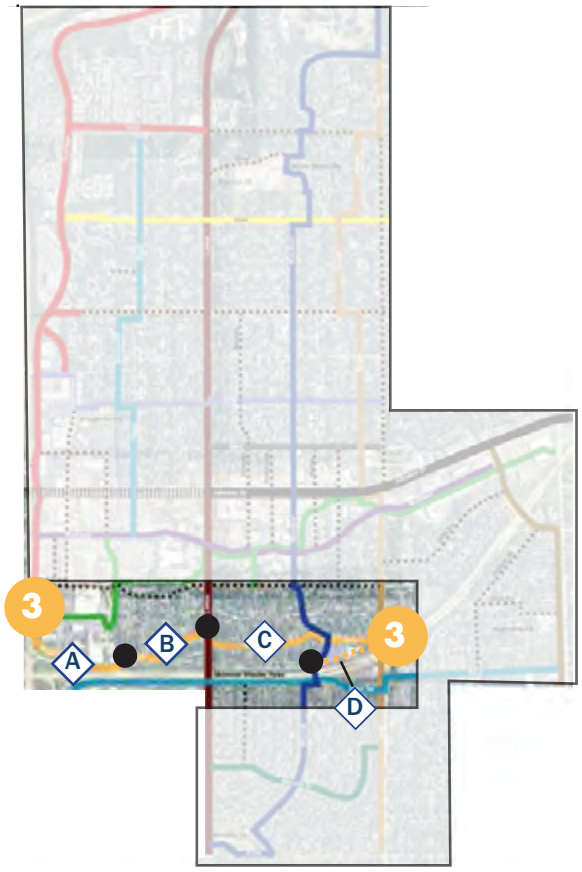


Role in the Network

- Mission's major shared use trail and an integral part of central Mission braided system
- Major pedestrian resource for recreation and circulation.
- Significant destination in its own right for recreational purposes
- Expands access to major commercial resources

MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	**Rock Creek Trail:** Squibb to Glenwood	1.7	Trail	10'	NA	Improvements to the Trail should implement the recommendations of the Rock Creek Corridor Study.
B	**Rock Creek Extension:** Hy-Vee to Martway	0.14	Trail	NA	None	Trail connection on west side of Hy-Vee store to Barkley St., continuation on west side of Barkley to Johnson Drive intersection
C	**Rock Creek Trail:** Glenwood to Beverly	0.45	Trail	10'	NA	Improvements to the Trail should implement the recommendations of the Rock Creek Corridor Study
D	**Redevelopment Project Path:** Beverly to 61st	0.08	Trail	NA	NA	Walkway connecting Sylvester Powell Community Center through potential redevelopment project between creek and Martway St. Includes a pedestrian bridge over Rock Creek.
E	**Rock Creek Trail:** Beverly to Roeland	0.88	Trail	10'	NA	Improvements to the Trail should implement the recommendations of the Rock Creek Corridor Study

10 SOUTH PERIPHERAL



Role in the Network

- Completes peripheral route north of Shawnee Mission Parkway
- Provides continuous sidewalk access on north side of parkway.
- Establishes a quiet, residential route to Rock Creek trailhead and associated destinations along the central corridor

MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	**Squibb:** Rock Creek Trailhead to Glenwood	0.32	Shared Use Sidepath (Bi-Directional)	NA	None	Shared use sidepath (bi-directional) along south side
B	**62nd:** Glenwood to Lamar	0.31	Bicycle Boulevard with Sidewalk	25’	Both Sides	Bicycle Boulevard with sidewalk on south side. Use proposed Lamar sidepath to negotiate shift in 62nd St. alignment. High visibility crosswalk of Lamar.
C	**62nd:** Lamar to Nall	0.50	Bicycle Boulevard with Sidewalk	21’	Both Sides	Bicycle Boulevard with sidewalk on south side
D	NORTH SIDE TRAIL OPTION - **Shawnee Mission Parkway:** Woodson to Lamar	0.20	Trail to complement or replace 62nd Street segment	NA	NA	Trail on north side of Parkway right-of way connecting Woodson Bicycle Boulevard to Nall Sidepath at Lamar. Most useful if the proposed Nall/Parkway pedestrian intersection improvements are implemented.

11 PARKWAY

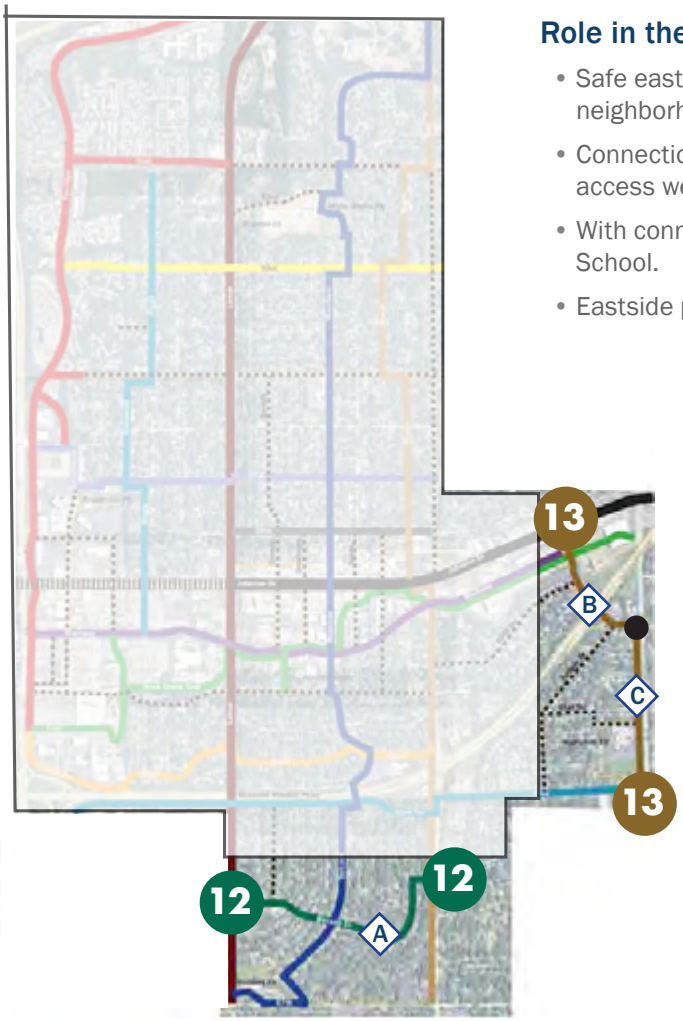
Role in the Network

- Continues off-street path established in Overland Park connecting west to Metcalf and potentially to the existing shared use path on the south side of Shawnee Mission Parkway to Antioch Road.
- Establishes a pedestrian route along the Parkway corridor to Nall.
- Provides better connections to Highlands Elementary School and Indian Hills Middle School.
- In cooperation with Mission Hills and Kansas City, Missouri, sets up the possibility of a bike route to Brookside and the regional trail system.

MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	**Shawnee Mission Parkway:** Lamar to 63rd Terrace	0.10	Trail	NA	None	Trail connecting Lamar, Shawnee Mission Parkway intersection to 63rd Terrace in right of way
B	**63rd:** Beverly to Nall	0.47	Bicycle Boulevard with Sidewalk	25’	One Side	Bicycle Boulevard with additional sidewalk on northside Beverly to Woodson and south side Woodson to Nall
C	**63rd:** Nall to Hillcrest between Hodges and Cedar	0.30	Bicycle Boulevard with EB Climbing Bike Lane and Sidewalk	30’	None	EB climbing bicycle lane of the south side with a sidewalk on the north side
D	**63rd:** Nall to Hillcrest between Hodges and Cedar	0.19	Bicycle Boulevard with WB Climbing Bike Lane and Sidewalk	30’	None	WB climbing bicycle lane of the south side with a sidewalk on the north side
E	**TRAIL OPTION, Shawnee Mission Parkway:** Lamar to Nall	0.50	Trail to complement or replace 63rd Terrace segment	NA	NA	Trail on south side of Parkway right-of way continuing Shawnee Mission Parkway trail precedent established west in Overland Park

12 BEVERLY

13 ROELAND



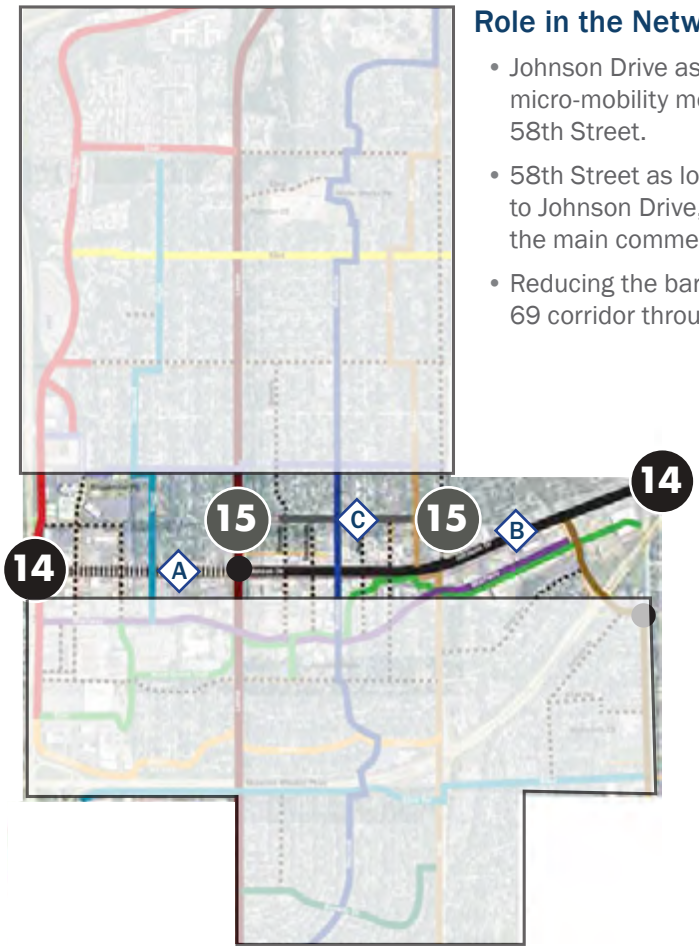
Role in the Network

- Safe east-west pedestrian and bicycle route across the Milhaven neighborhood, connecting to off-street paths on either end.
- Connection on local streets west to Antioch Park in Merriam, with park trail access west to Antioch Road.
- With connecting sidewalks, safe pedestrian routes to Highlands Elementary School.
- Eastside path route to Martway cycle track and existing Rock Creek Trail.

MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	**65th/Beverly/ Maple/64th:** Lamar to Nall	0.64	Bicycle Boulevard / Sidewalk	25'	Both Sides	Bicycle boulevard with sidewalk on the south side. High visibility and protected crosswalk at 65th and Lamar, connecting to Lamar sidepath in Overland Park.

MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
B	**Roeland:** Johnson to Roe	0.33	Shared Use Sidepath (Bi-Directional)	NA	None	Shared use sidepath (bi-directional) on the east side
C	**Roe:** Johnson to 63rd	0.67	Shared Use Sidepath (Bi-Directional)	NA	None	Shared use sidepath (bi-directional) on the west side

14 JOHNSON DR 15 58TH STREET



Role in the Network

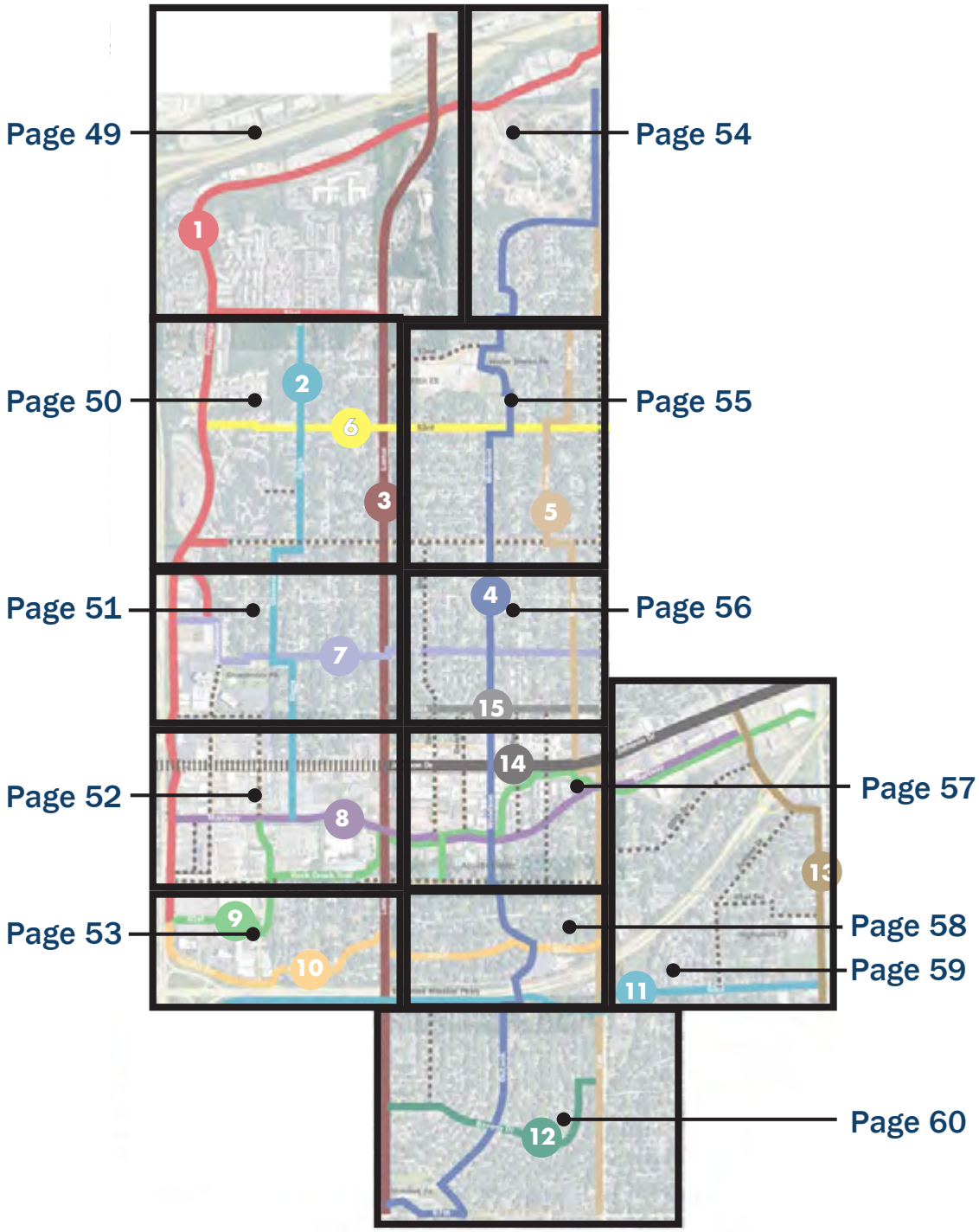
- Johnson Drive as a quality automobile/pedestrian environment with bikes and micro-mobility modes using parallel routes – Martway, Rock Creek Trail, and 58th Street.
- 58th Street as local bicycle distributor to Downtown from the north side, parallel to Johnson Drive, with bicyclists using north-south streets for direct access to the main commercial corridor.
- Reducing the barrier to active transportation currently posed by the Metcalf/US 69 corridor through the

MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	**Johnson Drive:** Metcalf to Lamar	0.50	Enhanced Sidewalks	NA	None	Sidewalks with streetscape and amenity features to provide a quality pedestrian environment. This concept will be incorporated into the next stage of Johnson Drive improvements. Ped/bike access must be accommodated in future design of the Metcalf/US 69/Joihnson Drive interchange.
B	**Johnson Drive:** Lamar to Roe	1.0	Enhanced Sidewalks	NA	Both Sides	Streetscape and pedestrian improvements have been implemented between Lamar and Roeland. Similar treatmen ts should be incorporated into future Gateway site redevelopment.
MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
C	**58th:** Lamar to Maple	0.44	Bicycle Boulevard	26’	One Side	Bicycle Boulevard along 58th

SECTOR RECOMMENDATIONS

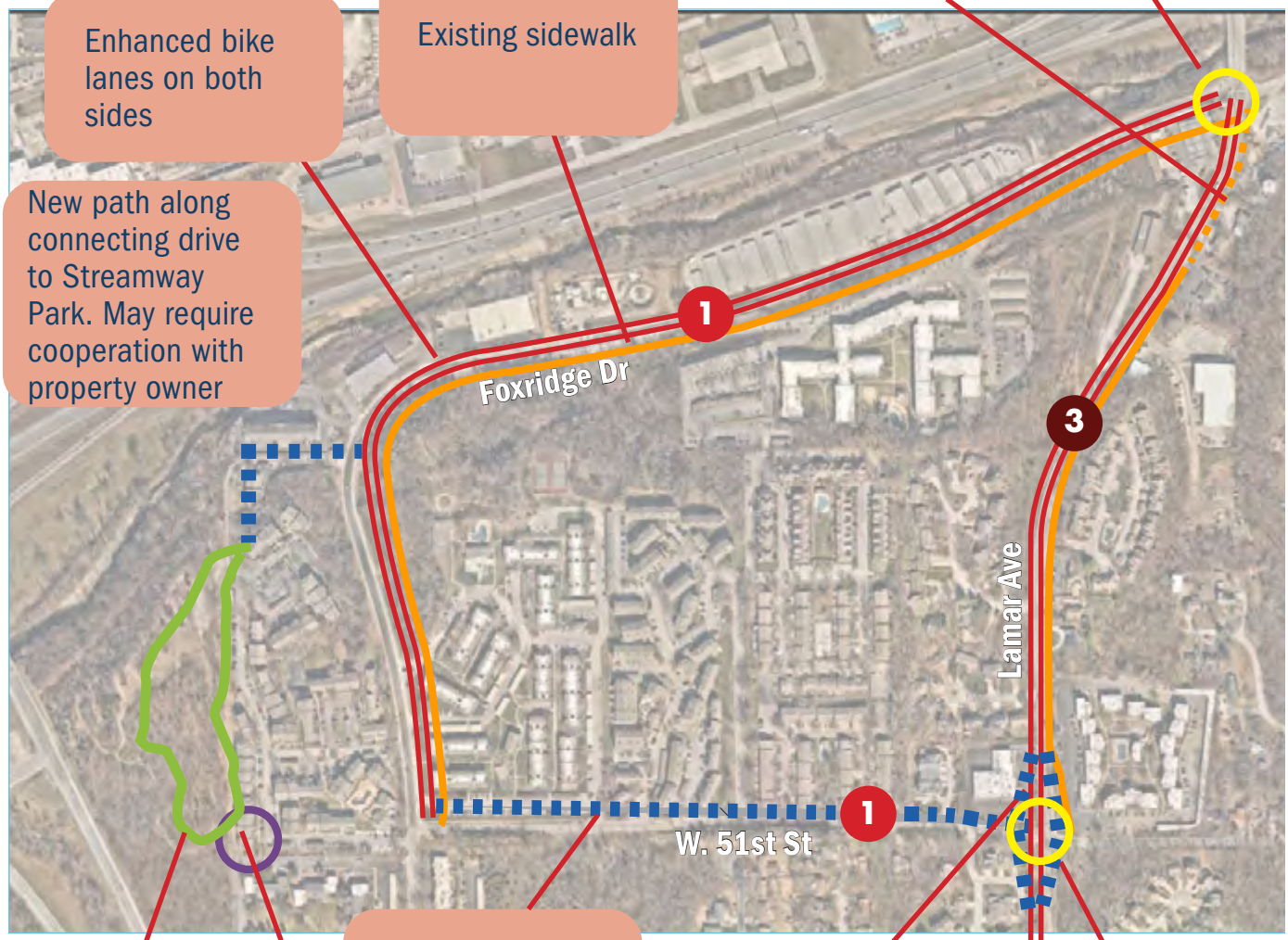
This section presents expanded sectors of the city, typically using Lamar as a dividing line. Its diagrams display the specific location of routes, the type of infrastructure proposed, and a series of notes to provide further explanations or comments. They also show locations for specific projects such as protected pedestrian crossings or sidewalk installations.

Sector Recommendation Key Map.



NORTHWEST

51ST TO I-35, LAMAR TO US 69 HIGHWAY



New sidewalk segment

High visibility crossing markings

Enhanced bike lanes on both sides

Existing sidewalk

New path along connecting drive to Streamway Park. May require cooperation with property owner

Repair of Streamway Park Path

Sidepath on north side of street

Possible path or stairway connection from Streamway Park Park to 51st Place

Intersection redesign taking bike lanes off-street to maintain continuity. (Detail B)

High visibility crosswalks (Detail B)

- Two-side enhanced bike lanes
- Proposed sidepath
- Existing sidewalk
- Proposed sidewalk
- Existing path repair

CENTRAL WEST

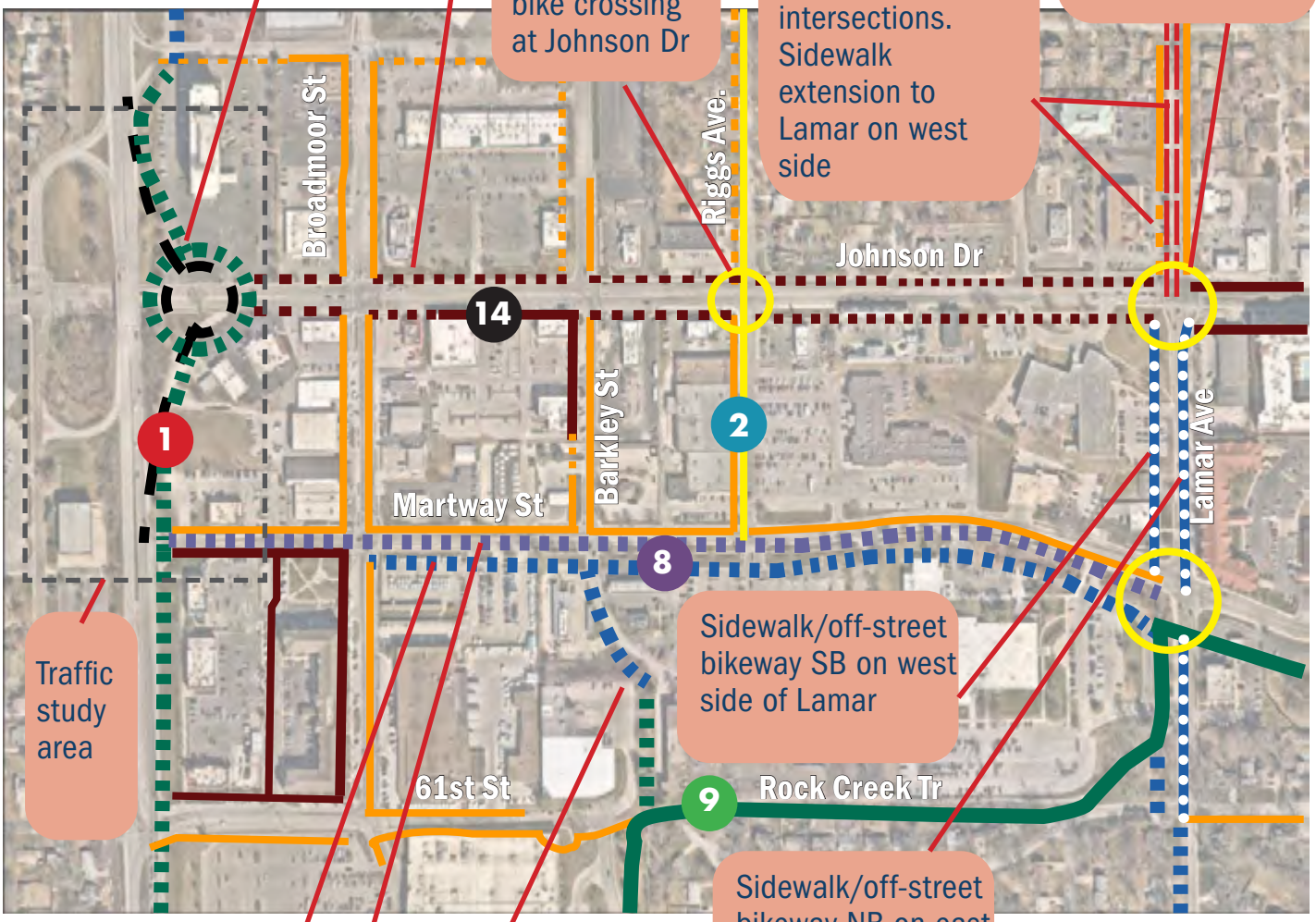
51ST TO 55TH, I-35 TO LAMAR

CENTRAL WEST

55TH TO 58TH, I-35 TO LAMAR

CENTRAL WEST

58TH TO 61ST, I-35 TO LAMAR



Continuation of Westside Trail. Alignment depends on Metcalf/Johnson design

Enhanced sidewalk with Johnson Dr improvement project

Protected ped/ bike crossing at Johnson Dr

Lane modification to maintain bike lanes through intersections. Sidewalk extension to Lamar on west side

Upgrade to high visibility crosswalks

Traffic study area

Sidewalk/off-street bikeway SB on west side of Lamar

Sidewalk/off-street bikeway NB on east side of Lamar

Martway Sidepath on south side of street

New connection from Rock Creek Trail to Hy-Vee and Martway Path via Barkley

Replacement of existing bike lanes with 2-way cycle track on north side or WB protected bike lane, using sidepath for EB

- Two-side enhanced bike lanes
- Proposed sidepath
- Shared sidepath/1-way bikeway
- Existing sidewalk
- Proposed sidewalk
- Bicycle boulevard
- Proposed trail
- Existing trail
- Proposed cycle track

SOUTHWEST

61ST TO SHAWNEE MISSION PARKWAY, I-35 TO LAMAR

NORTHEAST

I-35 TO 51ST ST, LAMAR TO NALL

EAST CENTRAL

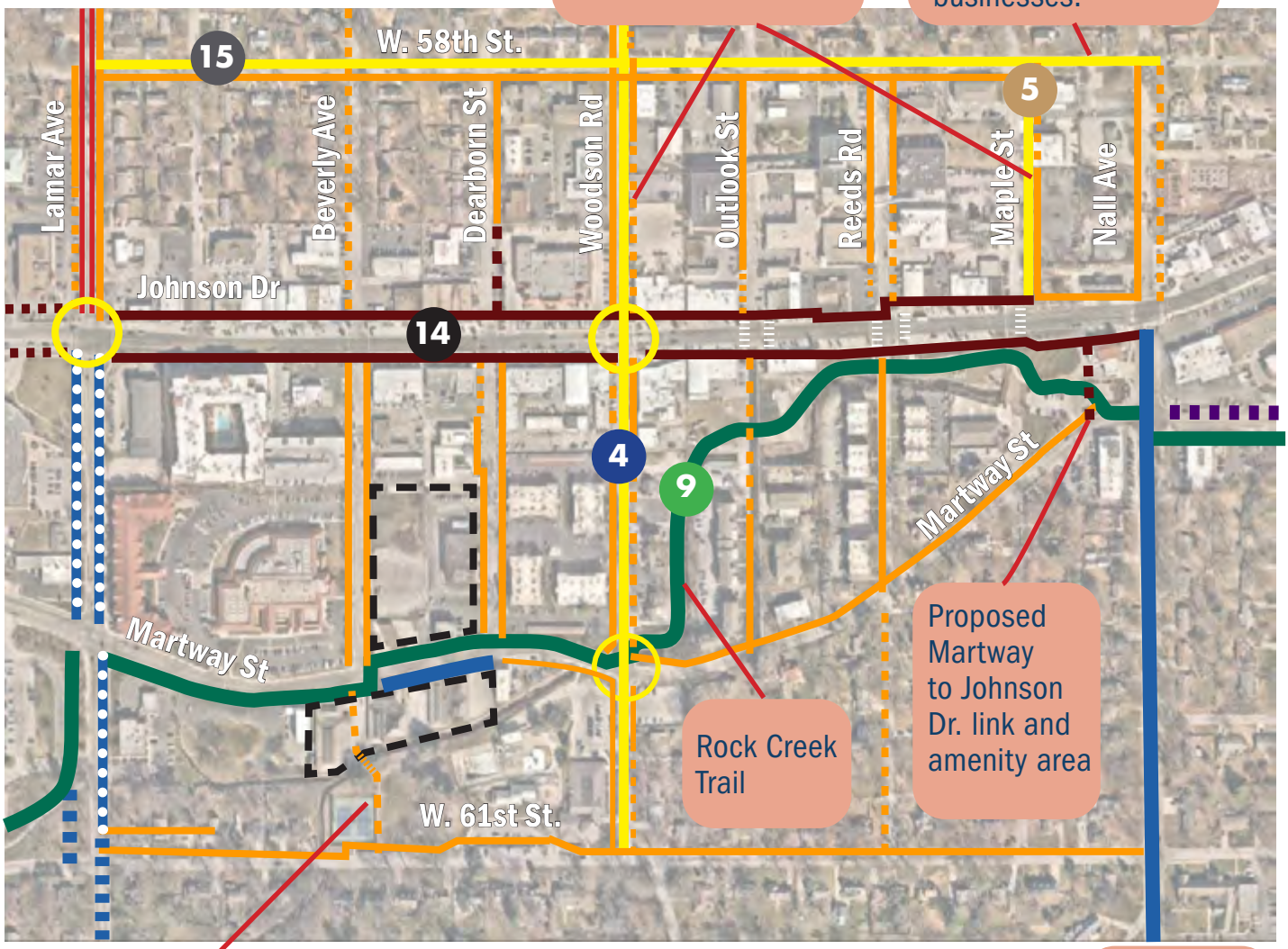
51ST ST TO 55TH STREET, LAMAR TO NALL

EAST CENTRAL

55TH ST TO 58TH STREET, LAMAR TO NALL

EAST CENTRAL

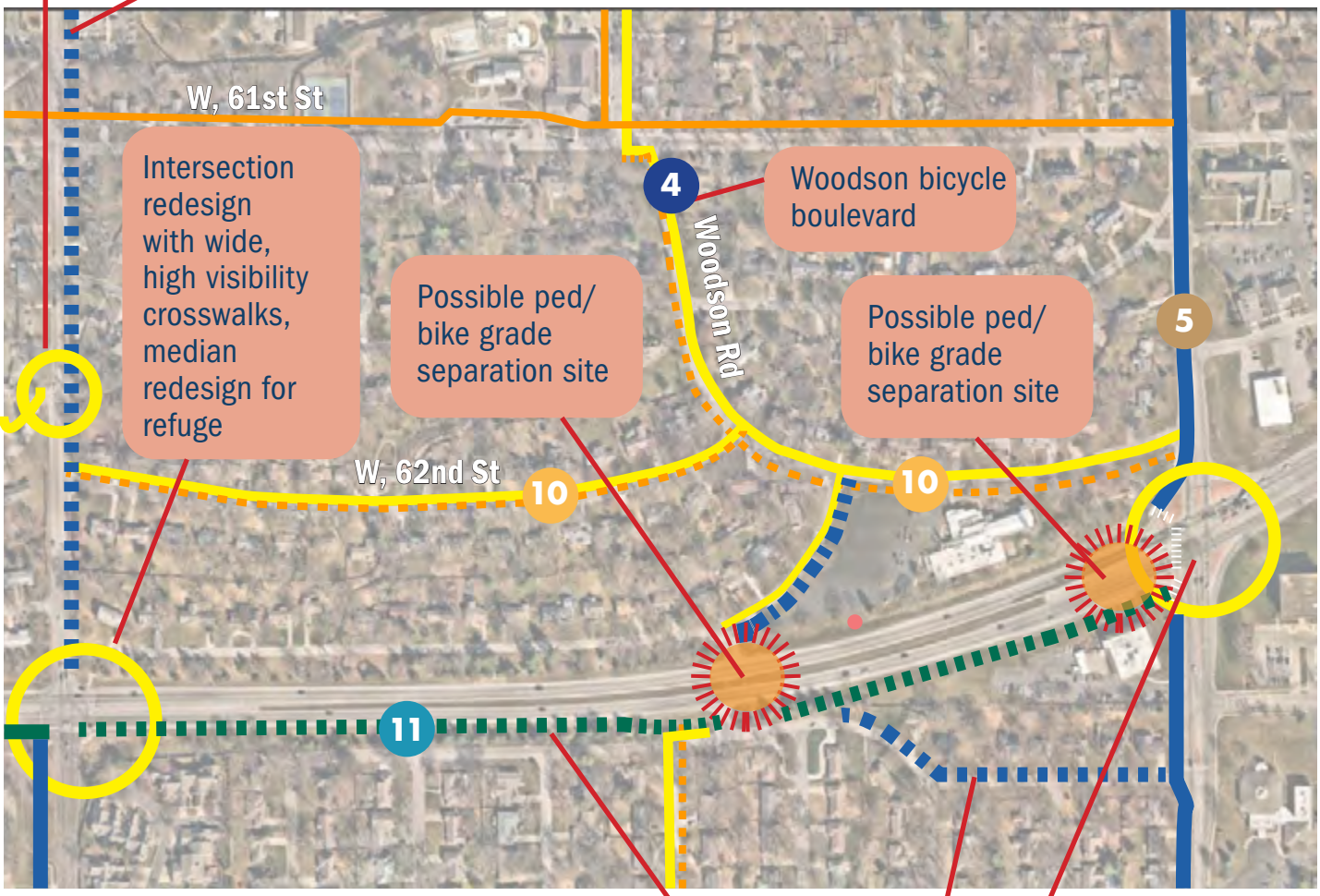
58TH TO TO 61ST ST
LAMAR TO NALL



- Proposed cycle track
- Existing sidepath
- Proposed sidepath
- Shared sidepath/1-way bikeway
- Existing sidewalk
- Proposed sidewalk
- Bicycle boulevard
- Proposed trail
- Existing trail
- Enhanced sidewalk
- Proposed enhanced sidewalk
- Redevelopment Area

SOUTH EAST

61ST ST TO SHAWNEE MISSION PARKWAY, LAMAR TO NALL

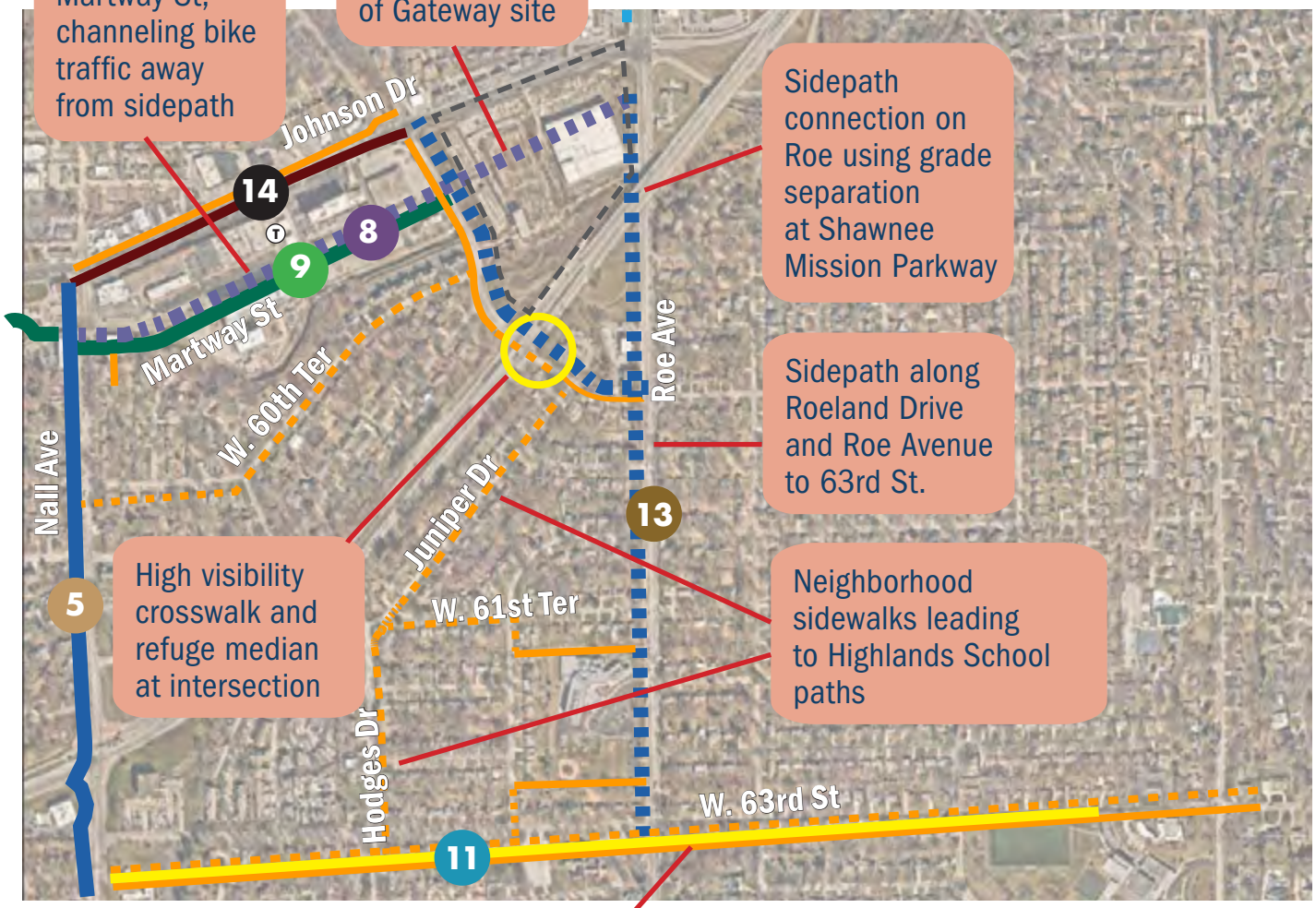


SOUTH

LAMAR TO NALL, PARKWAY TO 67TH ST

EAST

JOHNSON DRIVE TO 63RD ST, NALL TO ROE



WAYFINDING

A wayfinding system for Mission can both establish a bicycle network before major capital improvements are complete and can help users navigate routes effectively. This can be especially important when so much of the system uses low-traffic local streets. Ultimately, wayfinding signage in Mission should be part of and consistent with MARC's Regional Wayfinding Plan https://www.marc.org/sites/default/files/2022-03/Regional-Wayfinding-Plan.pdf . As in most other cities, this system should follow standards established by the Manual of Uniform Traffic Control Devices (MUTCD) Eleventh Edition (Federal Highway Administration, December, 2023). This section adapts these standards to the Mission network.

Purposes of Wayfinding

- Wayfinding signs will increase users' comfort and accessibility to the bicycle network.
- Signage can serve both wayfinding and safety purposes including:
  - Helping to familiarize users with the network
  - Helping users identify the best routes to destinations
  - Addressing misperceptions of time and distance
  - Alerting motorists to the likelihood of bicyclists on specific routes.
  - Helping overcome a "barrier to entry" for people who are not frequent bicyclists (e.g., "interested but concerned" bicyclists)

Basic Sign Types

(A) Confirmation signs indicate to bicyclists that they are on a designated bikeway. Make motorists aware of the bicycle route. Can include destinations and distance/time but do not include arrows.

(B) Turn signs indicate where a bikeway turns from one street onto another street. These can be used with pavement markings and include destinations and arrows.

(C) Decisions signs indicate the junction of two or more bikeways and inform bicyclists of the designated bike route to access key destinations. These include destinations, arrows and distances. Travel times are optional but recommended.

Additional Comments

- Bicycle wayfinding signs visually cue motorists that they are driving along a bicycle route and should use caution. Signs are typically placed at key locations leading to and along bicycle routes, including the intersection of multiple routes.
- Too many road signs tend to clutter the right-of-way, and bicycle wayfinding signs should be posted at a level most visible to bicyclists rather than according to vehicle signage standards.
- A community-wide bicycle wayfinding signage plan would identifies:
  - Sign locations
  - Sign type – what information should be included and design features
  - Destinations to be highlighted on each sign – key destinations for bicyclists

(A)

D11-1c

(B)

D1-1

(C)

D11-1/D1-3a

MUTCD-compliant signs

Custom Street Signs (Topeka. KS) Special signs can be used to identify bicycle boulevards and other preferred bicycle routes.

Wayfinding Sign Placement

Signs are placed at decision points along bicycle routes, typically at the intersection of two or more bikeways and at other key locations leading to and along bicycle routes.

Confirmation Signs

- Placed every ¼ to ½ mile on off-street facilities and every 2 to 3 blocks along on-street bicycle facilities, unless another type of sign is used (e.g., within 150 ft of a turn or decision sign).
- Should be placed soon after turns to confirm destination(s). Pavement markings can also act as confirmation that a bicyclist is on a preferred route.

Turn Signs

- Near-side of intersections where bike routes turn (e.g., where the street ceases to be a bicycle route or does not go through).
- Pavement markings can also indicate the need to turn.

Decision Signs

- Near-side of intersections in advance of a junction with another bicycle route.
- Along a route to indicate a nearby destination.

Design Features

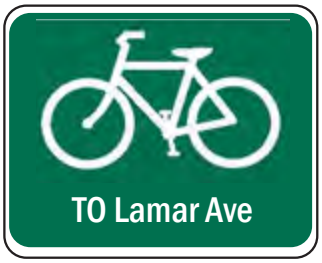
- MUTCD guidelines should be followed for wayfinding sign placement, which includes mounting height and lateral placement from edge of path or roadway.
- Pavement markings can be used to reinforce routes and directional signage.

Crash Reduction

Despite their other virtues, there is no evidence that wayfinding signs have an impact on crash reduction or user safety.

SUGGESTED CONFIRMATION SIGN COPY

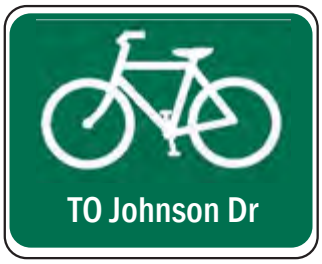
1 WESTSIDE PERIPHERAL



NB

SB

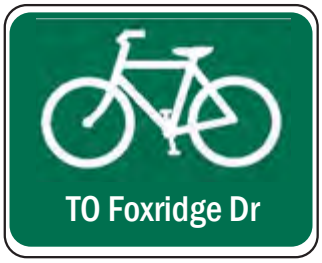
2 RIGGS



NB

SB

3 LAMAR



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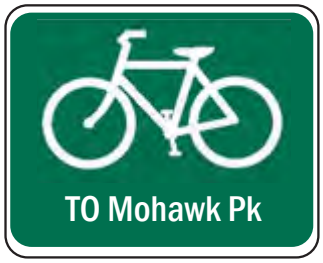


SB

4 WOODSON

NB

SB

5 MAPLE

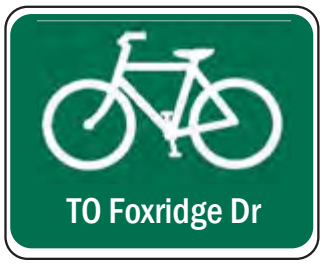
NB

SB

SUGGESTED CONFIRMATION SIGN COPY

6 53RD ST

EB



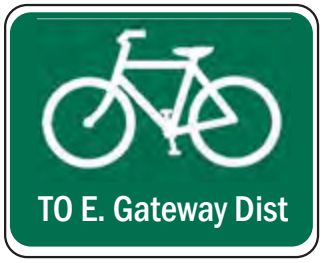
WB

7 57TH ST

EB

WB

8 MARTWAY



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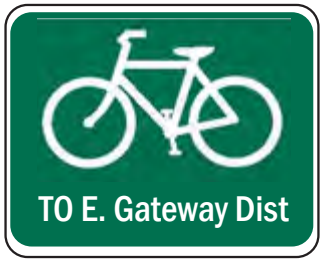
9 ROCK CREEK TRAIL



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10 62ND ST

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11 SHAWNEE MISSION PKWY

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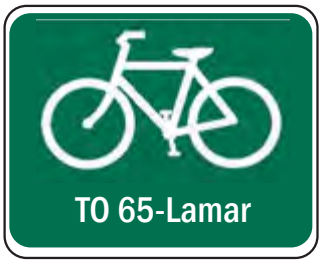

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12 BEVERLY

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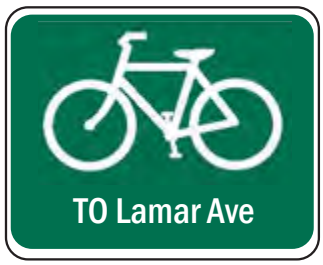

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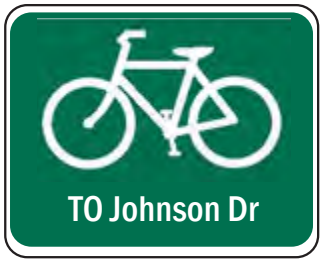
13 ROELAND



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15 58TH ST

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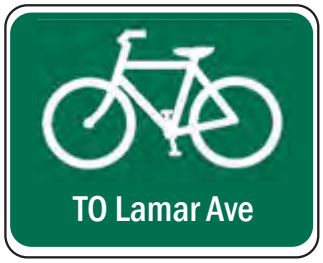

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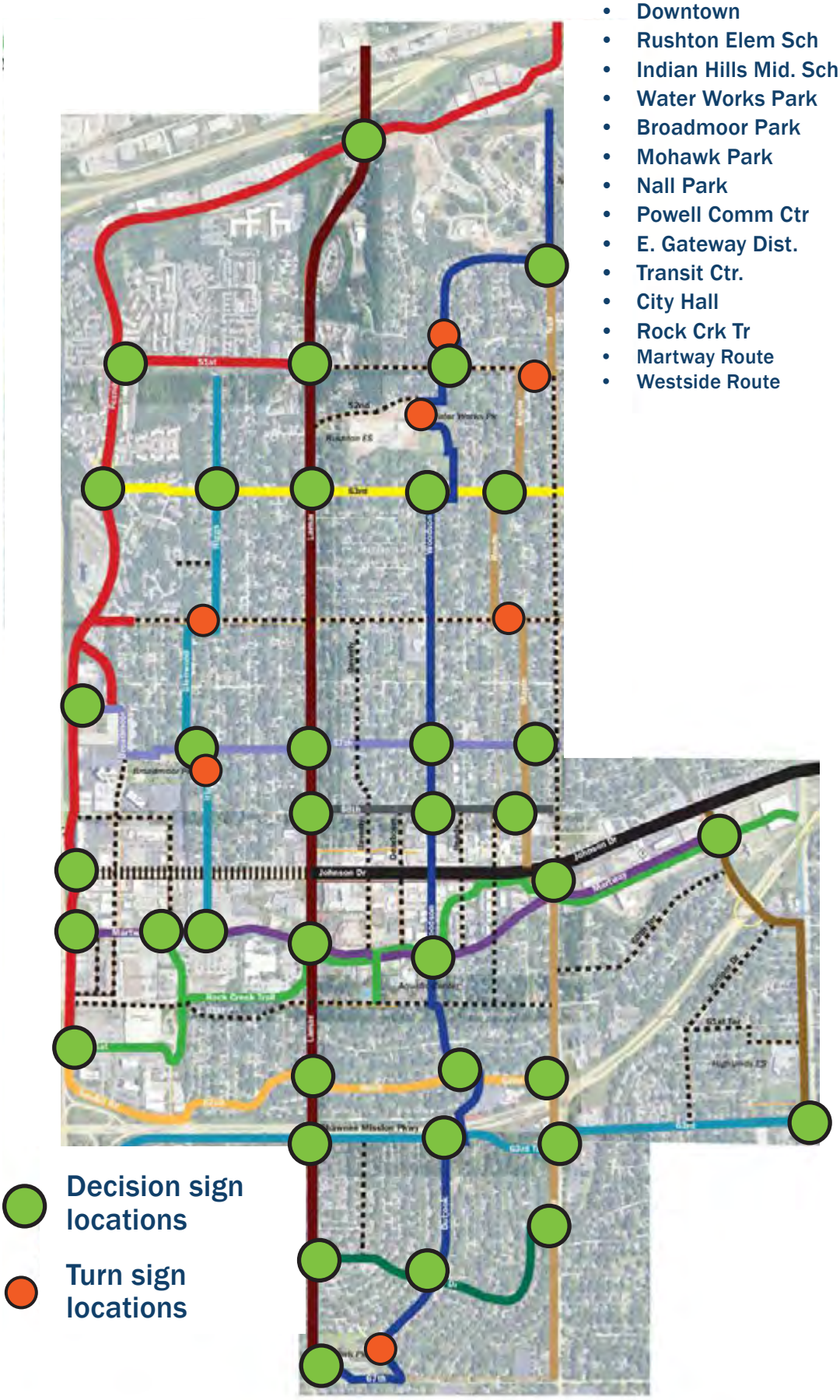
Note: These suggested sign faces are based on using the enpoints of the point-to-point routes. Some systems use intermediate destinations on these signs. For example, the eastbound- Martway Route sign could read “TO Powell Community Center” to that destination, changing to “TO E. Gateway Dist” east of the center to the route’s endpoint.

Suggested Sign Locations



Suggested Destination List for Decision Signs

- Downtown
- Rushton Elem Sch
- Indian Hills Mid. Sch.
- Water Works Park
- Broadmoor Park
- Mohawk Park
- Nall Park
- Powell Comm Ctr
- E. Gateway Dist.
- Transit Ctr.
- City Hall
- Rock Crk Tr
- Martway Route
- Westside Route

Confirmation sign combined with distance advisory. Mission's relatively short distances make mileage to destination information relatively unnecessary.

4

Implementation and Policy

This Chapter Contains:

- Sequencing
- Policies and Initiatives

OVERVIEW

The proposed network and design applications do not anticipate every situation that may arise during the detailed development process and should not prevent other effective solutions. Implementation of the future trails network and facilities focuses on five primary components:

1. Priority Phasing.
2. Funding and Capital Investments.
3. Materials and Maintenance.
4. Trails for All Users.
5. Implementation Policies and Techniques.

Implementation Approach

The implementation approach in this chapter represents the priorities identified by the Steering Committee and City Staff, alignment with future projects, and reasonable funding allocations per year.

- Creating a network in the near term that serves high utility parts of the city with strategic routes and path segments
- Phases that may be developed as resources are available over a longer period.

When decisions on funding one segment over another in any given year, leaders should consider the following criteria:

Implementation without change. Segments that can be put in place with minimum change. They involve the lowest cost and least impact. Typical examples are active street improvements and wayfinding to direct users to network links.

Implementation with minor installation. Segments that typically involve lane reconfiguration (for bike lanes) or wayfinding enhancements.

Minor sidewalk widening. Segments that widen existing sidewalks to achieve sidepath width standard of 10 feet.

Major construction. Segments that require full design and construction of trail routes, which may include grading work, tree clearing, and navigating built features.

Connecting links. Segments that connect major routes in the system. Typically, they fall within the “implementation without change” category.

Projects under development. Segments that are opportunities that take advantage of projects either under construction or in the short-term.

Minor path development and gap filling. Separated segments where short pathways can fill gaps in the system or relatively short stretches of new trails.

Intersection projects. Intersections of a trail with a major street or railroad.

Responds to demand. Changes in user demand that warrant implementation sooner than expected to serve destinations of particular value to users or appropriate endpoints for active transportation.

Demographic equity. Segments that provide bicycle and pedestrian access to under served populations and connect people without access to a motor vehicle to destinations important to their lives and livelihood.

Sequencing

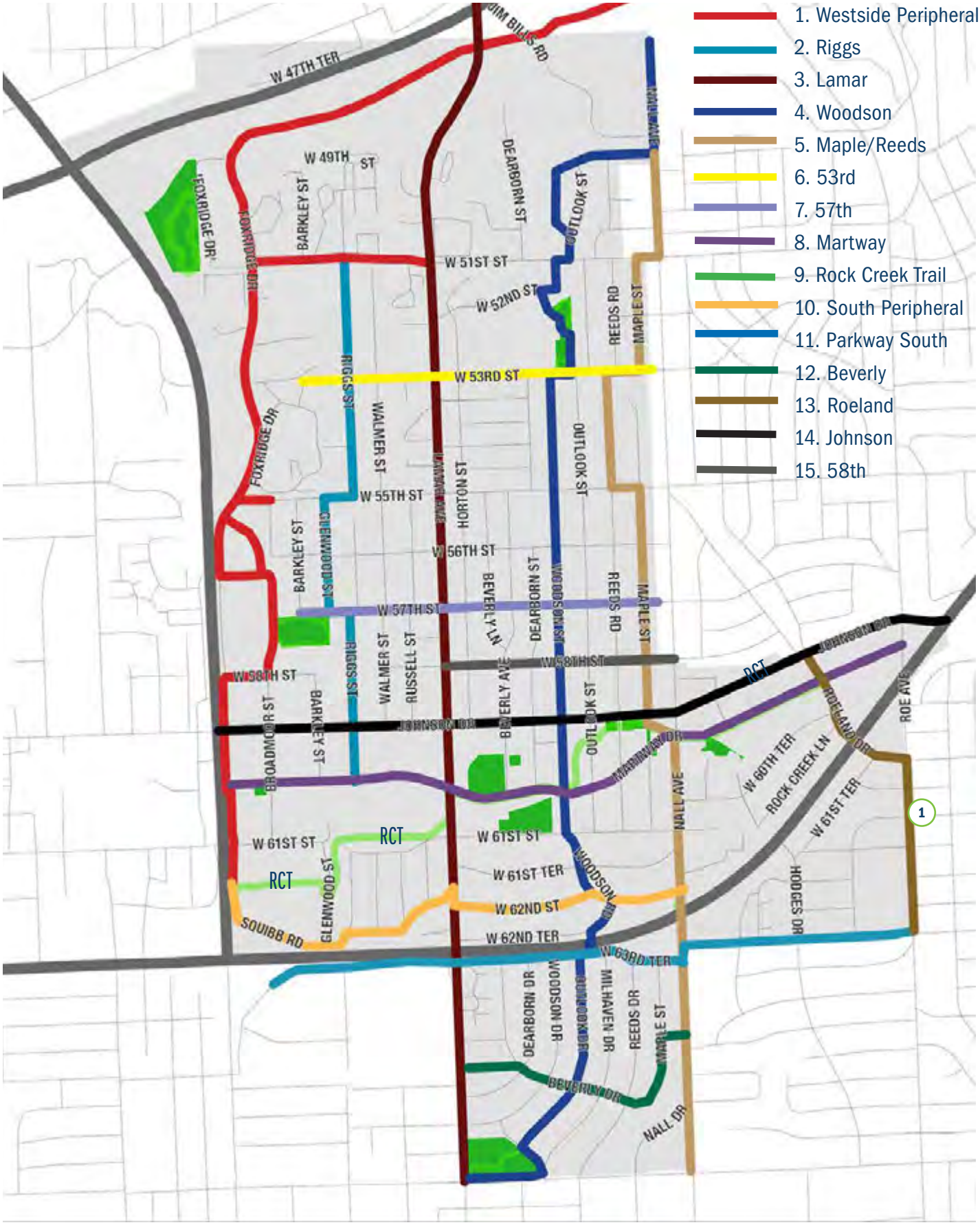
The active transportation network will not happen at once. The following pages suggest an implementation sequence for consideration in developing a capital program. Some phase one projects are rated in the first phase to take advantage of short-term street projects that will be executed through the city’s capital program. Placement of a project in the second or third phase does not reflect its importance to the system.

Phase One: Many of these projects can be implemented along with short-term street projects and/or are relatively inexpensive. An exception to this general rule is the Lamar Avenue project, programmed in Phase One begins of its central role in the network.

Phase Two: Many of these are important projects that require more specific design or introduce new types of infrastructure to the network.

Phase Three: Some of the projects require decisions on other major projects that involve the state and other jurisdictions and should be viewed as longer-term improvements. Opportunities could advance them to faster implementation.

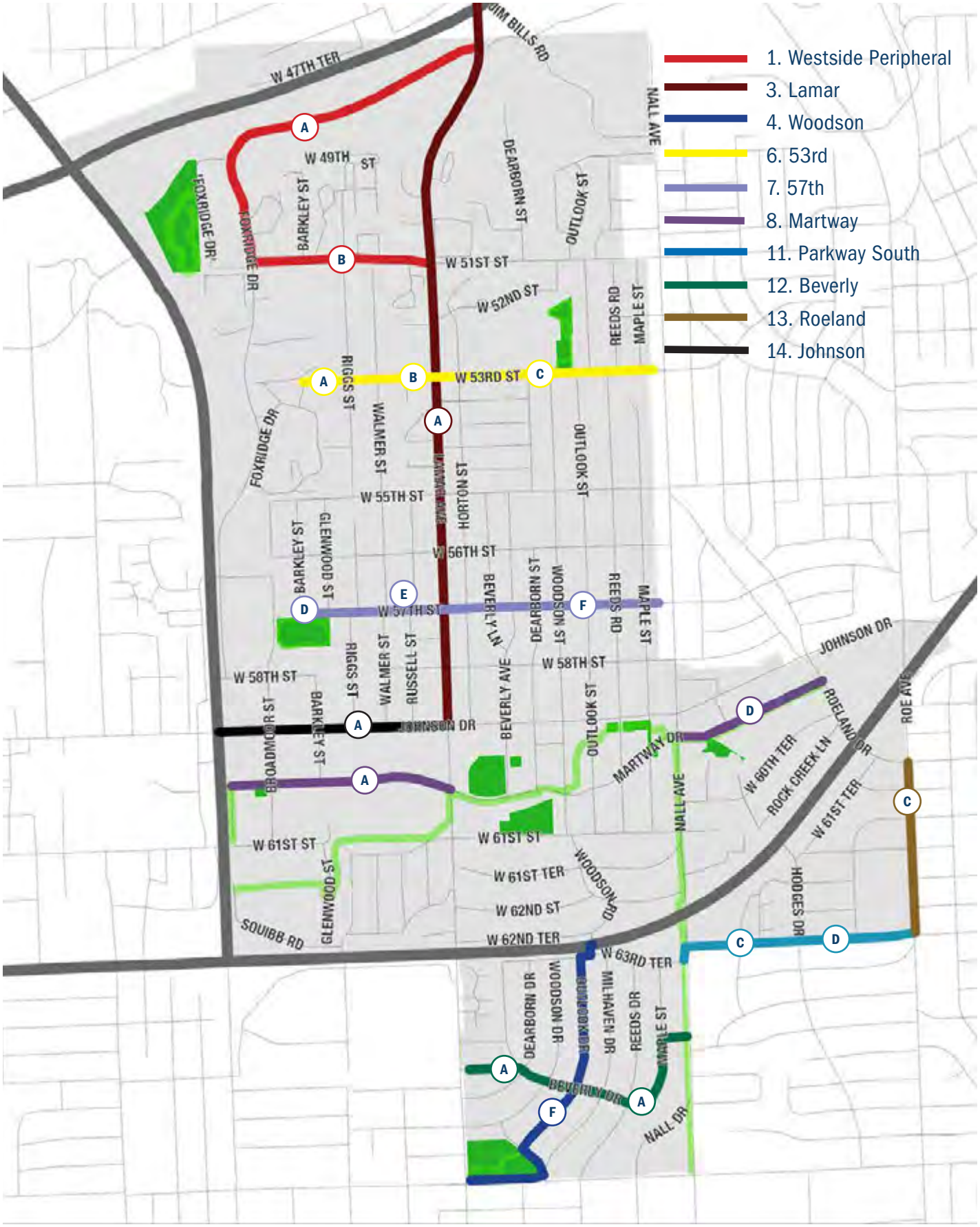
Network Route Review



PHASE ONE PROJECTS

NUMBER	SEGMENT	LENGTH (MI)	FACILITY TYPE	BICYCLE FACILITY COST ESTIMATE	PEDESTRIAN FACILITY COST ESTIMATE
1.A	Westside Perimeter	0.83	Bi-Directional Bike Lanes	$44,226	
1.B	Westside Perimeter	0.38	Bi-Directional Shared Use Sidepath	$260,73	
3.A	Lamar Ave	1.18/0.62	Bicycle Lanes/ Single Directional Sidepaths	$501,399	
4.F	Woodson	.50	Bicycle Boulevard / Sidewalk	$10,353	$194,116
6.A/B/C	53rd	1.14	Bicycle Boulevard / Sidewalk	$24,116	$452,182
7.D/E/F	57th	1.10	Bicycle Boulevard / Sidewalk	$16,585	$310,977
8.A	Martway	0.50	Shared use sidepath / One-Way Cycle track	$422,400 (cycle track component $115,000)	Includes shared use path
8.D	Martway	0.33	Cycle track	$104,747	
11.C/D	Parkway	.48	Bicycle Boulevard/Single Direction Bicycle Lanes	$25,379	
12.A	Beverly	.63	Bicycle Boulevard / Sidewalk	$13,457	$252,320
13.C	Roeland	.67	Bi-Directional Sidepath	$461,515	

PHASE ONE PROJECTS

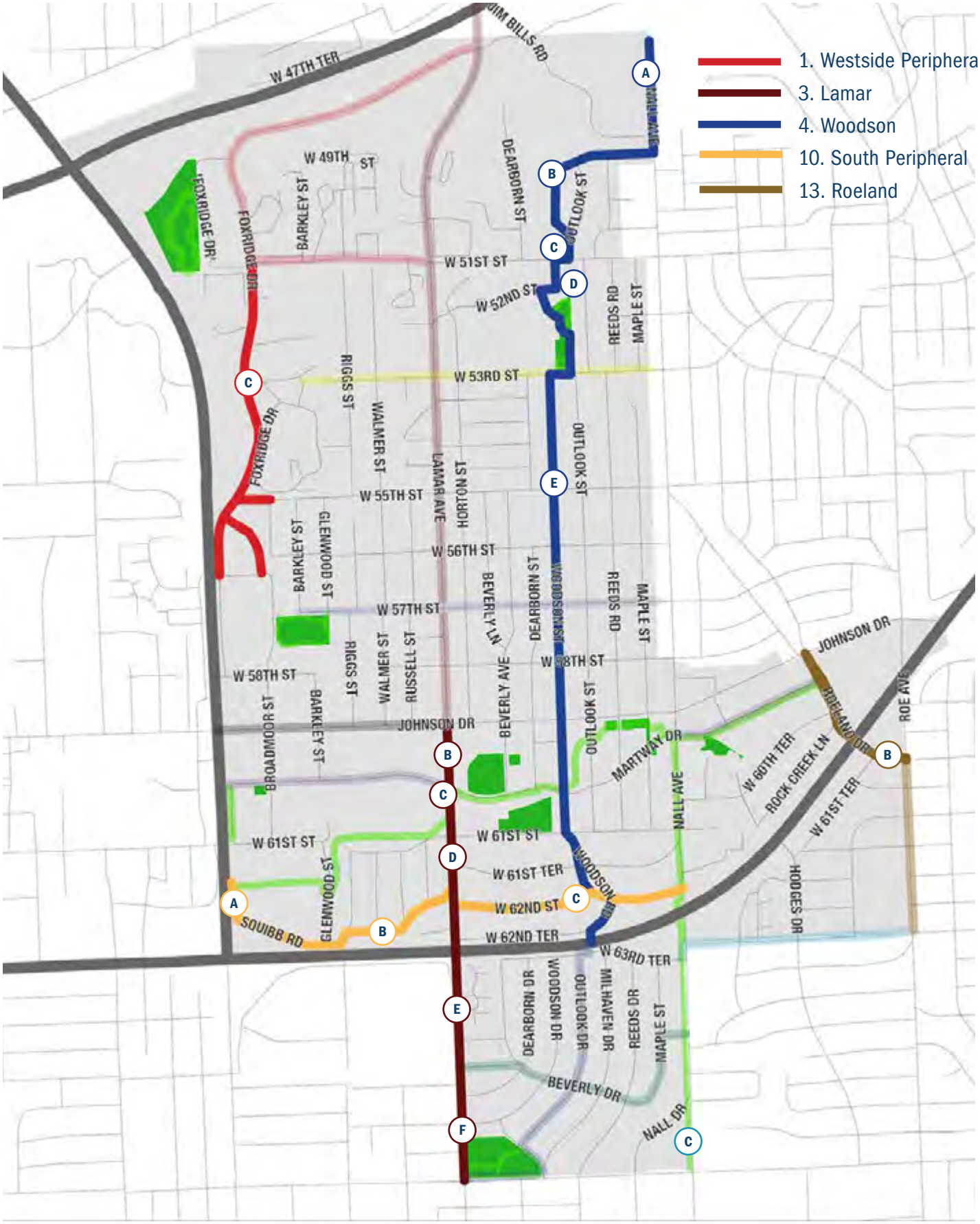


PHASE TWO PROJECTS

NUMBER	SEGMENT	LENGTH (MI)	FACILITY TYPE	BICYCLE FACILITY COST ESTIMATE	PEDESTRIAN FACILITY COST ESTIMATE
1.C	Westside Perimeter	1.42	Single Directional Bike Lane	$22,748	NA
1.C	Westside Perimeter	.23	Trail	$246,323	Shared use path
3.B-F	Lamar	.63	Single Directional Sidepath / Bi-Directional Sidepath	$410,285	Does not include cost of sidewalk upgrade
4.A-E	Woodson	1.30	Bicycle Boulevard	$65,000	NA
10.A	South Peripheral	.31	Bi-Directional Shared Use Sidepath	$218,225	Shared use path
10.B/C	South Peripheral	.81	Bicycle Boulevard	$17,173	NA
13.B	Roeland	.33	Bi-Directional Shared Use Sidepath	$224,302	Shared use path

Pedestrian crossing at 51st and Woodson (Route 4)

PHASE TWO PROJECTS

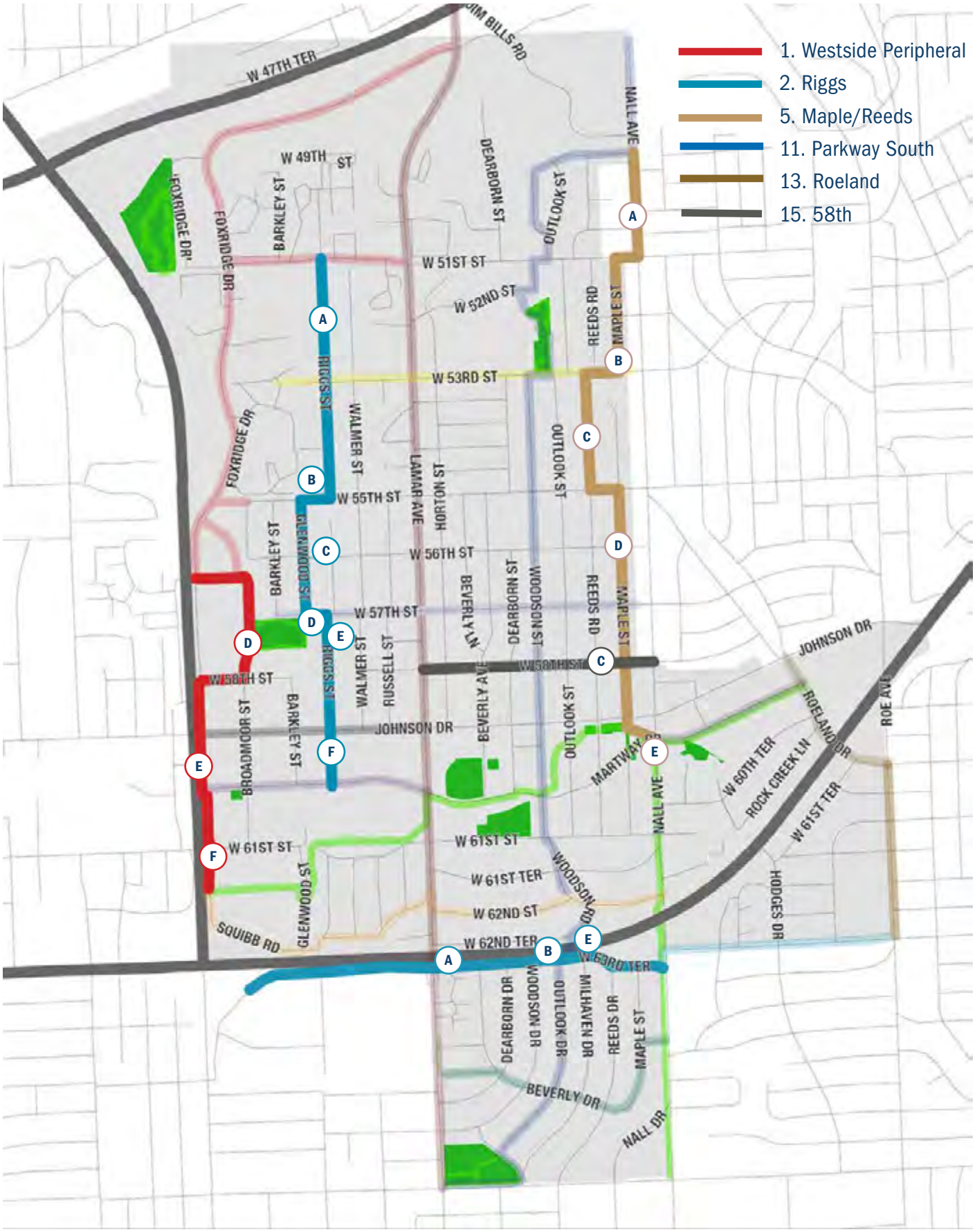


PHASE THREE PROJECTS

NUMBER	SEGMENT	LENGTH (MI)	FACILITY TYPE	BICYCLE FACILITY COST ESTIMATE	PEDESTRIAN FACILITY COST ESTIMATE=--
1.D	Westside Perimeter	.54	Trail	$370,451	Shared use path
1.E	Westside Perimeter	.25	Trail	$268,886	Shared use path
1.F	Westside Perimeter	.10	Trail	$103,514	Shared use path
2.A-F	Riggs	1.01	Bicycle Boulevard / Sidewalk	$21,339	$400,114
5.A-E	Maple/Reeds	1.40	Bicycle Boulevard / Sidewalk	$29,654	$556,027
11.A/B/E	Parkway	.50	Bicycle Boulevard / Sidewalk	$210,860	Possible upgarde of sidewalk to shared use path

63rd Street corridor with Shawnee Mission Parkway behind trees to the left of photograph. (Route 11)

PHASE THREE PROJECTS



POLICY AND INITIATIVES

The 5E's

Most of this plan's previous discussion has focused on the design and character of an active transportation network for Mission, with connections to surrounding cities in the metropolitan area. However, infrastructure by itself does not create an excellent active transportation program. To guide communities, the League of American Bicyclists (LAB), through its Bicycle Friendly Communities (BFC) program, establishes five components of design that are used to determine whether a city should be awarded BFC status – the 5 E's of Equity and Accessibility, Engineering, Education, Encouragement, and Evaluation and Equity. These are used to evaluate applications for Bicycle Friendly Community designation, but also apply to the pedestrian environment and can be an effective way to guide and evaluate Mission's efforts to become a better place for people moving outside of cars.

Adapting the 5E framework to Mission's active transportation program leads to the following evaluative principles:

- **EQUITY AND ACCESSIBILITY:** The LAB describes equity as "the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, gender and sexual orientation." It defines accessibility as "improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities." The League views equity and accessibility as the "essential lenses through which all other BFA (Bicycle Friendly America) must be viewed.

- **ENGINEERING:** Evaluating what is on the ground and has been built to promote cycling in the community. Areas of evaluation may include:
  - **Existence and content of an active transportation master plan. This document, modified over time to new conditions and opportunities, will satisfy this criterion.**
  - **Accommodation of active users on public streets.**
  - **Presence of both well-designed bike lanes, sidewalks, and shared use paths in the community.**
  - **Availability of secure bike parking.**
  - **Condition and connectivity of both the off-road and on-road network.**

- **EDUCATION:** Determining the amount of education available for both cyclists and motorists. Education initiatives may include:
  - **Community programs teaching cyclists of all ages how to ride safely in any area from multi-use paths to congested city streets.**
  - **Education of motorists on how to share the road safely with cyclists and provide a safe environment for pedestrians.**
  - **Availability of cycling education for adults and children.**
  - **Number of League Cycling Instructors in the community.**
  - **Distribution of safety information to both cyclists and motorists in the community, such as bike maps, tip sheets, and as a part of driver's education manuals and courses.**

- **ENCOURAGEMENT:** Concentrating on promotion and encouragement of bicycling and active transportation. Areas of evaluation may include:
  - **Programming, such as Bike Month, Bike to Work Week events, walking school buses, and other efforts to increase the use of active modes.**
  - **Community bike maps and route finding signage.**
  - **Community bike rides and commuter incentive programs.**
  - **Safe Routes to School programs.**
  - **Promotion of cycling or a cycling culture.**

- **EVALUATION & PLANNING:** Considering programs in place to evaluate current programs and plan for the future, including:
  - **Measuring the amount of cycling taking place in the community.**
  - **Tabulation of crash and fatality rates, and ways that the community works to improve these numbers.**
  - **Presence, updating, and implementation of a bicycle plan, and next steps for improvement.**

Most of this plan addresses the Engineering aspect of bicy-

Organizational Infrastructure

A truly successful active transportation program will require an organizational infrastructure that will grow over time. This framework must do several things, including advise decision makers in and out of city government, organize programs, advocate for pedestrian and bicycle interests, market educational efforts, and serve as a central point of communication for the bicycling community. BikeWalk KC is a very effective regional advocacy organization and a major resource for every community in the Kansas City metropolitan area. But decisions are made locally, and local organizations and partnerships are vital. Elements of this organizational framework include:

- **An active transportation advisory committee (ATAC).** This committee will initially act as a link between the active transportation community and city government, and other public agencies, including the Kansas Department of Transportation. Among its activities, it would review of city, school and other public projects that affect or address bicycle/pedestrian access, identifying and addressing problems, advising city staff on specific issues, and assisting with public and private implementation of this plan. Other responsibilities are likely to emerge over time, potentially including such areas as legislation, technical planning, and educational programs.

- An ATAC ideally should be an advisory group established in city government by city council resolution to give it permanent status, and should meet on a regular basis. Formal status sends the message that the committee is taken seriously and its interests are a recognized part of Mission's transportation picture.

- **An active transportation coordinator.** This position provides a consistent staff presence within city government for bicycle and pedestrian initiatives. In Mission, this will probably designate an existing city staff member with a particular interest in active transportation, or new part-time staff member, Typically, the coordinator staffs the advisory committee, is critically involved in implementation and technical design of components of this plan, initiates and prepares grant applications, works with civic and private sector groups on programs, reviews development applications and projects, and generally becomes the public face for active transportation in Mission. In some cases, funding for a bicycle/pedestrian coordinator has come in whole or part from outside city government, such as health organizations or corporations. It is essential for the active trasportation coordinator to have sufficient influence and credibility to be effective within city government.

- **Cooperation with neighboring cities.** The transportation networks of metropolitan area cities are highly inter-related, and active transportation systems should reflect this connection. An important part of this plan's development was a meeting with adjacent communities, and this type of coordination should be continued. MARC will be an important part of this regional effort, but adjacent cities – Roeland Park, Overland Park, Leawood, KCK, Merriam, and Shawnee – should continue to work together on a regular basis through regularly scheduled meetings. This group can be a strong advocate with KDOT and other agencies on major investment projects that benefit all regional cities.

Engineering (Support Facilities)

- **Institute a bicycle parking program, installing facilities at strategic locations across the city.** Bicycle parking is a low cost but significant physical improvement that both encourages cycling, provides greater security, and keeps bikes from damaging trees or street furniture, or obstructing pedestrians. Strategic locations include:
  - Major public facilities such as government buildings, the community center, parks and recreational destinations.
  - Locations near trails that offer support services such as restrooms, food, and water.
  - Neighborhood commercial clusters and districts.

Bike parking as art. Inverted U's at the University of Nebraska at Omaha, enhanced with the school's mascot

  - Bike corrals. In business districts, one on-street parking space can be converted to bike parking, and can accommodate up to 20 bikes. This is especially useful in Downtown Mission, where the 58th Street bicycle boulevard is designed as a feeder route from the north in place of bicycles using Johnson Drive.

- **Standardizing bike parking equipment that is durable, relatively inexpensive, and unobtrusive.** Many of the bike racks in use today, including the so-called "schoolyard" rack and "waves" are inefficient, take up a great deal of space, and, in the case of the former, can actually damage bikes. Better in most cases are less obtrusive designs such as the inverted U, hitching post, or the "theta" design that won a bicycle parking design competition for New York City.

- **Develop a funding mechanism and incentive program for bicycle parking installations.** Mission may provide a small allocation for installing facilities at public destinations. Bike parking on private property may be funded with the assistance of special events. For example, Omaha's Eastern Nebraska Trails Network holds an annual Corporate Challenge ride, A portion of the proceeds are used to purchase inverted U's, some of which are offered to targeted private businesses at reduced cost.

- **Amend zoning ordinances to require a specific amount of bicycle parking for high demand business types.** Many businesses (such as some convenience store chains) do recognize the need for bike parking and provide it, while others do not. In other cases, parking is provided, but the installation makes it difficult to use. An example is bike parking located too close to buildings for comfortable use. Zoning ordinances include extensive standards for auto parking. Parking standards for micro-mobility devices (including scooters) in the ordinance would be a helpful addition.

Education

- **Increase the number of League Certified Instructors (LCI's) in Mission and surrounding cities.** The League of American Bicyclists BikeEd program is recognized as the standard for bicycle safety education, and includes a variety of courses that serve young cyclists, recreational riders, and everyone up to road-hardened commuters. Successful operation of the program is dependent on one critical factor, however: the presence of local instructors. Therefore, a critical part of the program is training of instructors through the League Certification process.

Biking Rules. A street code to promote responsible urban cycling, developed by New York City's Transportation Alternatives advocacy organization.

In this process, cyclists complete both prerequisite courses and a three-day course conducted by a specially trained instructor. Successful completion and passing written and on-road evaluations qualifies individuals as League Certified Instructors (LCI), who are then authorized to provide training to other cyclists. In addition to a cadre of instructors, a successful training program requires marketing and placement to match instructors with demand from schools, corporations, and other organizations.

- **Integrate bicycle rules of the road into drivers education programs.** Most drivers are unaware of the rights and responsibilities of vulnerable users such as bicyclists (as well as motorcyclists and pedestrians). These factors should be included in drivers education programs for new motorists and certification testing. In addition, a significant unit on bicycle, pedestrian, and motorcycle laws and behaviors should be included in defensive driving classes for drivers who have received citations for moving traffic violations. This often reaches motorists who may be most likely to drive inattentively or aggressively, and may be most likely to endanger cyclists.

CASE STUDY: Overcoming Opposition to Sidewalk Construction

The PTA Committee at Sherwood Forest Elementary School in Winston-Salem, North Carolina and school staff and Principal worked with the City to develop a Safe Routes to Schools (SRTS) grant that was met with opposition. Residents on a neighborhood street were opposed to a one mile sidewalk extension on a local street. Misinterpretation and misrepresentation led to increased opposition. The solution was a door-to-door distribution of a flyer explaining the SRTS initiative to residents along the street. A small but dedicated group of volunteers was able to reverse the situation and ultimately gain majority support from street's residents. Beyomd creating a safe walking environment for children going to school, the new sidewalk linked the surrounding neighborhood to a prominent park and trail network and relieved a number of pedestrian and vehicle conflicts.

- Work with major employers to conduct on-site education programs. As part of efforts to encourage better employee health through greater active transportation, major employers often are willing to host BikeEd programs. Outreach and partnerships with companies to offer programs on-site can increase participation in bicycling, and assist employers with establishing an ethos based on healthy living.

- **Develop and implement active transportation education programs for kids.** Young bicyclists perceive the riding environment differently from adults, and obviously have neither the visual perspective nor experiences of older riders. Pedestrian education – what kids should know when they walk to school – can also be important initiatives to make them safer. Schools and safety groups often offer "bike rodeos" which may or may not address the skills of riding even on local streets. The LAB's BikeEd program has a specific track that addresses these issues and skills, and they should be incorporated into these more frequently offered safety events.

- **Publish and post on-line an engaging and brief guide to safe bicycling.** Information on safe urban cycling should be both ubiquitous and appealing to different audiences, including both motorists and bicyclists. Poor safety practices are both dangerous and bad for public relations, creating the possibility of backlash against cyclists. New York's Biking Rules program, an on-line guide to practice and law developed by the advocacy organization Transportation Alternatives, and a brief New York City DOT publication on safe riding are excellent examples. Chicago has published a safety booklet specifically targeted toward young cyclists. Leawood should develop similar guides, which also successfully avoid portraying bicycling as a hazardous activity.

CASE STUDY: City of Boulder Compliance Study and Intersection Treatment Implementation

The City of Boulder, CO was struggling with drivers not yielding to pedestrians in crosswalks, creating an unsafe environment and discouraging ppeople from walking. The solution was developing a Pedestrian Crossing Treatment Warrants document and subsequently retaining a consultant to study the effectiveness of various treatments. The study included rumble strips, raised pedestrian crossings, "State Law" signage, sign-mounted lights, and in-pavement lighting. It was conducted during peak hours and noted the number of yield to pedestrians with the legal right-of-way against non-compliance. Baseline behavior was measured before treatments were installed and after for a period of six months. Streets in the study also included a variety of widths, traffic and pedestrian volumes, and intersection conditions to provide comparative information. The study showed a 34% to 77% increase in motorist compliance after implementation of treatments. Multi-lane roadways with high traffic volumes exhibited the biggest increase from 21% to 63%, but still had the lowest compliance level of all contexts. The treatment with the largest impact were pedestrian activated sign mounted lights, while advanced rumble strips had

Encouragement

- **Participate in the RideKC bike share system.** RideKC is operated by BikeWalk KC and is an e-bike based program. Mission is a logical location for an e-bike share system, especially within the central braided district which includes the Transit Center.

- **Expand participation in active transportation through programs that engage employers and organizations in competitions and fun, such as corporate commuter challenges.** These programs track participation by number of trips and miles traveled during a multiple-month period, and give awards to winners at an event at the end of the period. Companies may be classified by size, so that competition is among similarly sized organizations. These challenge programs are successful by encouraging bicycle transportation within companies and in many cases produce a bicycle culture as companies compete against each other.

- **Institute a bike month celebration.** Bike month events typically occur during May, and can involve a variety of activities, including short rides led by the mayor or other public officials, clinics on subjects such as riding technique and bicycle repair, special tour events, screenings of bicycle-related movies, and other programs.

- **Organize special rides that are within the capabilities of a broad range of riders and encourage family participation.** On Memorial Day weekend, the Active Transportation Alliance's Bike the Drive closes Chicago's Lake Shore Drive for exclusive bicycle use for three hours on Sunday morning for cyclists to enjoy. Omaha has occasionally closed several streets in neighborhood business districts to celebrate bicycling and healthy living. In Madison, seven miles of downtown streets are closed to motor traffic for exclusive use by bicycles and pedestrians in a free event that attracts thousands. Many community rides and benefits have different lengths and routes to appeal to all ages. These events build interest, and make cycling comfortable and attractive to more people.

- **Implement a bicycle ambassador program in middle and high schools.** Ambassadors are students with a special interest in bicycling who share that interest with their peers. Students can work together with a common goal to provide safety education and market the many positive aspects of bicycling in the city.

CASE STUDY: City of Bethlehem, NY:Pedestrian Safety Planning Group

The residents of Bethehem, New York formed the Bethlehem Citizens for Pedestrian Safety to meet and sicuss issues relating to the pedestrian environment. Members of the group included the Town Supervisor, Town board members, planners, highway superintendent and staff, the Traffic Safety Supervisor of the Police Department, and the Capital District Transportation Committee. Several other community organizations supported the efforts of the group. The group developed several projects, including education programs, structural improvements, data collection and planning, new sidewalks to complete segments, and improved crosswalks timed with routine maintenance. It also spearheaded improved signage around town, the "WALK LEFT/RIDE RIGHT" campaign being the most prominent as it moved off the streets and into homes and businesses with flyers and refrigerator magnets. The group continues to provide input on transportation projects in the Capital District.

- Implement a city-wide bicycle ambassador program. Ambassadors are citizens with a special interest in bicycling who wish to share that interest with their community. Like the student ambassadors there would be a focus on the positive impacts of cycling and safety education.

- **Publish and maintain a Mission Active Transportation Map.** The initial bicycle map can illustrate the bicycle network proposed by this plan, along with trails, sidewalks, and connections to adjacent communities. This map should be published and distributed through bike stores, educational programs, employers, and community agencies and facilities. The map should also be posted on-line and paired with a blog or interactive website that invites comments and suggestions. The map should be updated periodically (typically every two years) as the system evolves.

- **Encourage businesses to participate in the League of American Bicyclists Bicycle Friendly Business (BFB) program.** The program recognizes businesses that encourage their employees to use bicycles for transportation through efforts such as providing secure bicycle parking, sponsoring company rides, offering economic incentives, establishing internal bicycling events and bicycle interest groups, and supporting community bicycle initiatives.

- **Achieve Bicycle Friendly Community status within three years.** In addition to recognition as a good bicycling environment, many observers also consider Bicycle Friendly Community status to be an indicator of overall community quality. As such, it is a significant community marketing tool, and reinforces substantial efforts in balanced transportation development.

Evaluation

- **Institute an evaluation system that compiles bicycle traffic counts and crash information, and monitors mode split data through the American Community Survey and user surveys.** Good evaluation information measures the effectiveness of the program and informs adjustments and improvements. The bicycle/pedestrian coordinator is ultimately responsible for developing and implementing this evaluative program. An evaluation system can help determine where an area or route of high priority is within the city, potentially adjusting future planning and reorganizing the unmet needs of the community.

- **Complete periodic surveys of system users, monitoring customer satisfaction and recommendations.** The good participation in this process indicates a large and committed constituency that is a great source of information and input. In addition to being an excellent measure of user satisfaction and recommendations for improvement, surveys keep the bicycle community actively engaged in the process of improving bicycle transportation in Mission..

- **Complete annual,comparable traffic counts on selected streets and trails as infrastructure is developed.** Topeka has done an excellent job since the completion of its Phase I bikeway program of evaluating the effectiveness of various projects by doing annual bicycle traffic counts on streets and trails. This information has been extremely helpful both in evaluating benefits and illustrating the value of a facility development program.

Coodination with Other Sources

Several sources from local, state, and national sources offer important resources to Mission as it implements this connections plan. These include:

Wayfinding. The Mid-America Regional Council's Regional Wayfinding Plan, mentioned above. For on-street routes, the MARC plan is consistent with the Manual on Uniform Traffic Control Devices, 11th Edition. In addition, the MARC program recommends uniform regional standards for trails.

Complete Streets. Mission should consider adopting a complete streets policy, although itis a prmise of this plan that not every individual street is designed to accommodate all forms of transportation. The National Complete Streets Coalition's guide to complete streets identifies ten principles that should be applied to local policies. (https://smartgrowthamerica.org/10-elements-of-complete-streets/)

Electric Bikes. Most cities restrict use of e-bikes on local trails to Class 1 e-bikes, requiring the rider to pedal and with a maximum assisted speed of 20 mph. The League of American Bicyclists is the recommended source for guidance on local e-bike ordinances. (www.bikeleague.org).

State Guidance. The Kansas Department ofTransportation (KDOT) pubished an updated Active Transportation Plan in 2023 and the Kansas Vulnerable Road User Safety Assessment Tool to help evalyate hazards on various road segments

Appendix

A

This Appendix Contains:

- Community Event Participation Sign-Ups
- Public Comments
- Poster Displays and Comments

OPEN HOUSE SIGN IN SHEETS: OCTOBER 8, 2023

mission kansas

Attendance Form

Meeting Description: Mission Citywide Bike/Ped & Trail Connections Study
Date: 10/09/23
Place: Powell Community Center, Conference Room C

	Name & Title	Email	Phone
1.	Ken Davis, Council	KDavis@MissionKS.ORG	913-669-7095
2.	Sarah Sanders, resident	SSanders0422@gmail.com	8169146881
3.	Anthony Glasscock	aglasscock@apta.edu	913-277-7278
4.	Taylor Cunningham	tcunningham@marc.org	
5.	Brian Shields	brian.shields@apkansas.org	
6.	Jacque Gameson	jhgameson@gmail.com	
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8.	Josh Thede	josh.thede@gmail.com	913-905-9379
9.	Amy Richards	amyinmission@gmail.com	816 529-1896
10.	Nicole Sullivan PRT commish	nscier09@gmail.com	
11.			
12.			
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14.			
15.			
16.			

OCTOBER 8, 2023

mission kansas

Attendance Form

Meeting Description: Mission Citywide Bike/Ped & Trail Connections Study
Date: 10/09/23
Place: Powell Community Center, Conference Room C

	Name & Title	Email	Phone	
1.	Colette Fleming	cflemingmd@hotmail.com	285-249-5870	Mission resident
2.	Sandra Burbank	spburb@gmail.com		
3.	Penn Almoney	palmoney@missionks.org	x8210	
4.	SID ARENSON	SARENSON@GMAIL.COM		
5.	Susan King-Kostelac	susan.kingkostelac@gmail.com		
6.	Marty Kostelac	martinjkostelac@sbcglobal.com		
7.	Joe Pindell	japindell@gmail.com	913-226-5227	
8.	Donna Ryherd	ryherddd@gmail.com	-515-935-9016	
9.	Adam Sullivan	adam.sullivan423@gmail.com	563-581-9606	
10.	MARK HORN.	MARK.HORN@BIKEWALKKC.ORG.		
11.	Robin Dukelow	drukelowrobin@gmail.com		
12.	James Kohnke	pursuingtruth9321@hotmail.com		
13.	AngelaVandegrift	angevande@gmail.com		
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15.				
16.				

OCTOBER 8, 2023

Attendance Form

Meeting Description: Mission Citywide Bike/Ped & Trail Connections Study
Date: 10/09/23
Place: Powell Community Center, Conference Room C

	Name & Title	Email	Phone
1.	Mary Estrada	mary.d.estrada@gmail.com	913-205-8711
2.	Brent Morton	bmorton@missionks.org	913-676-8380
3.	CHRIS LINNANE	clinnane@yahoo.com	323-363-1990
4.	ValorieKohoutek	valorie.kohoutek@gmail.com	9-749-2076
5.	Jennifer Jones-Lacy	jjones-lacy@roelandpark.org	913-722-2600
6.	Erin Ollig	Erin.Ollig@opkansas.org	913-895-6242
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9.	GRAHAM HOOBER	—	—
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11.			
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16.			

OCTOBER 8, 2023

mission kansas

Attendance Form

Meeting Description: Mission Citywide Bike/Ped & Trail Connections Study
Date: 10/09/23
Place: Powell Community Center, Conference Room C

	Name & Title	Email	Phone	
1.	Colette Fleming	cflemingmd@hotmail.com	785-249-5870	Mission resident
2.	Sandra Burbank	spburb@gmail.com		
3.	Penn Almoney	palmoney@missionks.org	x8210	
4.	SID ARENSON	SARENSON@GMAIL.COM		
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9.	Adam Sullivan	adam.sullivan423@gmail.com	563-581-9606	
10.	MARK HORN.	MARK.HORN@BIKEWALKKC.ORG.		
11.	Robin Dukelow	drukelowrobin@gmail.com		
12.	James Kohnke	pursuingtruth9321@hotmail.com		
13.	AngelaVandegrift	angevande@gmail.com		
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15.				
16.				

NOVEMBER 28, 2023

Steering Committee #2
November 28th

Name	Email Address
Ed Soltz	esoltz54@gmail.com
Jessica Carlson	jessicaeder20@hotmail.com
Jay Cady	laughing@leslieandjay.com
Josh Thede	josh.thede@gmail.com
Ellen Parker	Lnmontgo@gmail.com

NOVEMBER 29, 2023

PUBLIC OPEN HOUSE
Nov 29 - 6:30 pm to 7:00 pm

Name	Email Address
Susan King-Kostelac Marty Kostelac	susan.kingkostelac@gmail.com
Cindy Long	cindylong0103@gmail.com
Philip Folk	Phlf5586@gmail.com
Rachel Finn	rachfinn1014@gmail.com
Nicole Sullivan	nseier09@gmail.com

NOVEMBER 29, 2023

PUBLIC OPEN HOUSE
Nov 29 - 6:30 pm to 7:00 pm

mission kansas

Name	Email Address
SID ARENSON	FOLKGUY69@GMAIL.COM
Teresa Bittiker	tbittiker@me.com
Brad Bittiker	" "
Brad Stretz	bradstretz@gmail.com
Jessica Carlson	Jessicaeler24@hotmail.com
Gayle Bergman	gayle.bergman@yahoo.com

NOVEMBER 29, 2023

PUBLIC OPEN HOUSE
Nov 29 - 11:30 am to 1:00 pm

mission kansas

Name	Email Address
GRANT GLENN	gmglenn73@gmail.com
Sollie Flora	sflora@missionks.org
Jacque Gameson	jhgameson@gmail.com
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Scott Colebank	skcolebank@gmail.com
Josh Thede	josh.thede@gmail.com
Ben Chociej	bchociej@missionks.org

APRIL 9, 2024

PUBLIC OPEN HOUSE
April 9 - 6:00 pm to 8:00 pm

mission kansas

Name	Email Address
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Taylor Cunningham	tcunningham@marc.org
Nicole Sullivan	nseier09@gmail.com
Rachel Finn	rachfinn1014@gmail.com
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Jacqua Gameson	jhgameson@gmail.com
Debbie Kring	dkring@MISSIONKS.org
Cindy Long	cindylong0103@gmail.com

PUBLIC OPEN HOUSE
April 9 - 6:00 pm to 8:00 pm

mission kansas

Name	Email Address
Christian Sinclair	CtSinclair@gmail.com

APRIL 9, 2024

PUBLIC OPEN HOUSE
April 9 - 6:00 pm to 8:00 pm

mission kansas

Name	Email Address
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Steve Baugh	stevebaugh5@gmail.com
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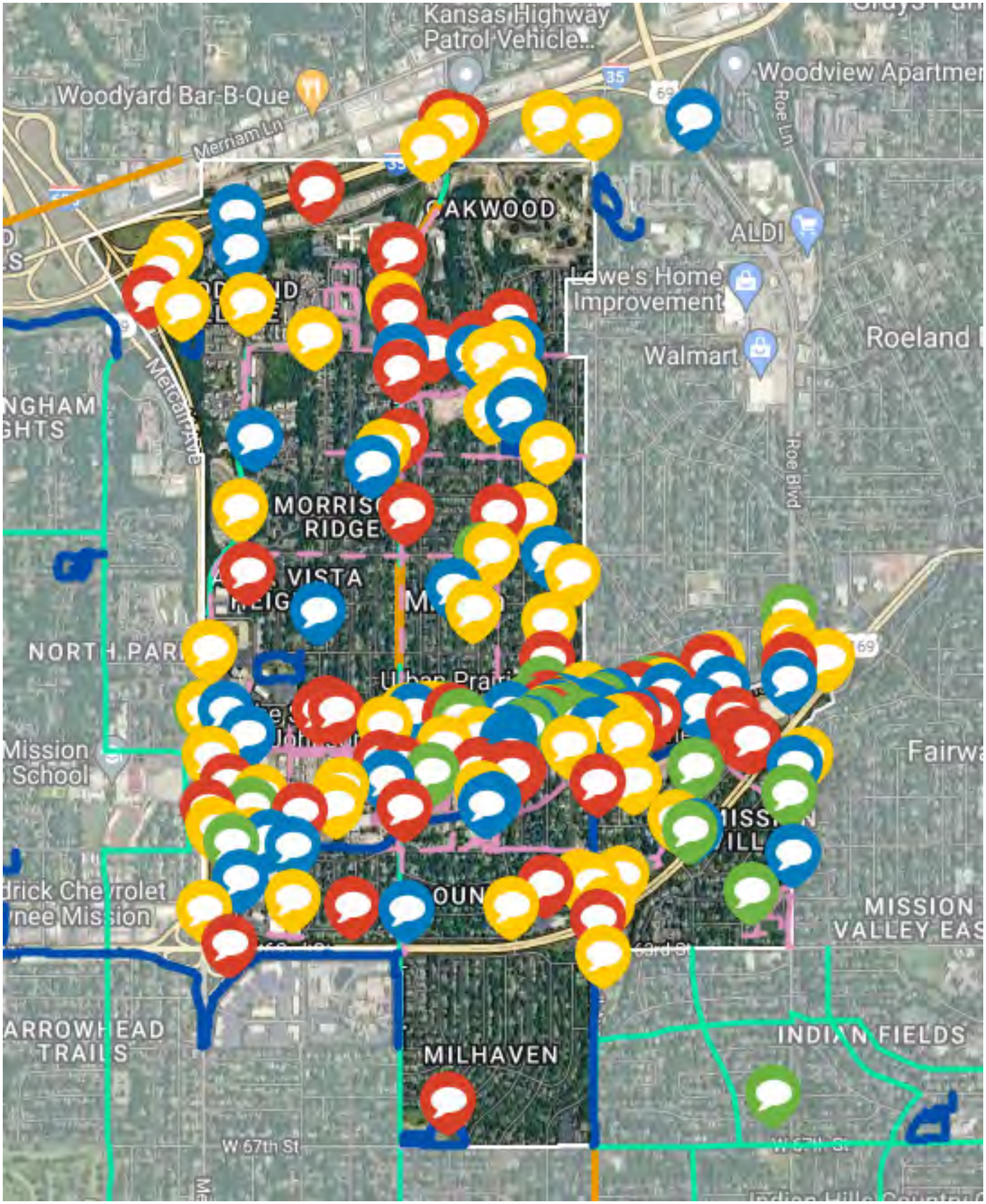
JOSHUA C.	
DAVE MICCICH / WERNER'S	
Henry Estrada	Hestrada945@gmail.com
Mary Estrada	

PUBLIC OPEN HOUSE
April 9 - 6:00 pm to 8:00 pm

mission kansas

Name	Email Address
Kelsey Brown	kelcheesy@gmail.com

INTERACTIVE MAP COMMENT LOCATIONS



INTERACTIVE MAP COMMENTS

(NOTE: ALL COMMENTS ARE REPRODUCED AS SUBMITTED ON THE INTERACTIVE MAP AND HAVE NOT BEEN CORRECTED FOR GRAMMAR OR SPELLING)

“Merriam Lane is a nice street to get to downtown KCMO on a bycycle. However, crossing I35 on Lamar on a bicycle is pretty scary. Is Foxridge Drive to Merriam Lane the safe route? Could Foxridge Drive be outfitted with a bike lane to be used to connect to Merriam Lane?

Also, could the fence that is on the North dead end of Nall Avenue be removed for bicycles to go to Foxridge Drive?”

Install RED lights to cross Johnson Dr. instead of yellow lights. Cars are not stopping.

Install RED lights to cross Johnson Dr. instead of yellow lights. Cars are not stopping.

Want a crosswalk soemwhere near here for access to Streamway Park coming from the East

If there were a safer way to cross SN Pkwy we would walk or ride bikes to Johnson Drive. Like the tunnel near Belinder that goes underneath it.

there is no sidewalk here at this turn on broadmoor and it essentially eliminates any pedistrian walkability from the Foxridge Dr apartments to Broadmoor park.

Rock Creek Trailhead needs more signage and better walkability/bike-ability including safety from traffic at its start near Target

Would love to see continued signage for Rock Creek Trail at this intersection as it is confusing where to go if you are heading eastward on the trail here.

Very busy intersection and cars making a right are not looking for pedestrians crossing. A better pedestrian crossing signal to alert drivers would be helpful. Also, the sidewalk along 61st is not bike friendly since it’s too narrow and uneven. I have a cargo bike and have to use the road to get to the crosswalk.

There is a pedestrian crosswalk sign here but cars do not stop. A flashing or red light would make this crossing safer. Cars are also going fast on Lamar going northbound

Bike lanes along Johnson drive extending west and getting OP and Merriam to do the same. There are no safe close routes that run east/west in this area for cyclists.

While there is a crosswalk here, the speed at which cars are traveling down hill and the lack of visibility of the crossing make it dangerous.

“The area east of Lamar, west of woodland, south of 55, north of Johnson Drive has no sidewalk access to get down to Johnson Drive. The choices are:
Walk in the street
Walk several blocks east or west to access a sidewalk
Traffic calming measures would help improve this route.”

Hillsborough apartment residents have one exit/entry point into the sidewalk system for the entire complex, despite units extending far north and south of this point.

Remove the turn lane, go down to two lanes. Extend the parking stalls farther towards the center of the street. Between the parking stalls and sidewalk, add bike lanes. This will both reduce traffic speeds and improve bike safety.

Big trip/wheel hazard. Storm sewer box is proud of sidewalk a few inches

Trip/wheel hazard. Storm sewer box proud of sidewalk

Difficult to walk on sidewalk. It's right on the curb and the trees are often protruding into the sidewalk area. Scary when buses go by.

Treacherous sidewalk. Big drop on the non road side. Someone who falls could get hurt pretty badly

Both curb cuts/ramps are in really poor shape

Frequent standing water

Trail experience would be much better if we could cross diagonally or have a scramble phase. Currently we have to cross in two phases here.

Trail closure with no good (or ADA compliant?) alternative route. Let's get a sidewalk closure ordinance!

Need curb extensions and/or HAWK signals at all mid block crossings

HAWK and/or speed table badly needed here. But probably coming in next round of Johnson Drive improvements!

Eastbound bike lane ends suddenly, dumping you into traffic

This intersection badly needs leading pedestrian intervals and no-right-on-red

Better cross walk visibility for kids crossing to get to Rushton Elementary.

Wider multi use path to allow cyclist and walkers on the trail to get to/from Rushton Elementary. Crrent path is very narrow.

Need sidewalks entering into this shopping complex and along the parking lot. The Peanut blocks some of the sidewalk along the shops to have outdoor seating.

Better crosswalk signal with lights. Cars don't stop for pedestrians in crossing and hard to see walkers when cars are driving northbound due to a hill blocking view.

I'd like to see a bike lane along 63rd since it's a main through street.

Love this sidewalk, very wide and open. Best part is the dog waste station. Would love to see more of those around Johnson Dr!

I believe that the sidewalk down the East side of Lamar-- from 51st to 52nd St needs improved and WIDENED. That is a high traffic area during the school year with MANY children walking-- it is crowded and too narrow for the amount of traffic. We have had kids step off the curb or crowd their way down this sidewalk. Lamar is terribly busy and more space along this side walk would increase safety.

"I would like to see a pedestrian traffic light to provide a protected crossing for kids during the school year and possibly a crossing guard.

I believe a protected crossing here would encourage walking, bike riding by providing a safe crossing for students WEST and North west Lamar."

Better Visibility of Cross walk here for students on their way to Rushton during the school year.

"A sheltered bus stop for students in The Falls apartments would be beneficial and increase safety here. As all students living in the Falls have to travel down to Foxridge and wait on the bus. here.

Additionally there are NO sidewalks along this souther route of Foxridge."

There are NO sidewalks from 50th Terr along Foxridge all the way around to Lamar.

NEEDS SIDEWALKS ALONG SOUTHERN FOXRIDGE ALL THE WAY TO LAMAR.

I would like to see the cross walk either eliminated or have a protective crosswalk light here.

With traffic at pick up and drop off during the school year... it makes it a safety risk for students and drivers. It has been out of eye sight of school staff b/c of the hill here and traffic.

We did have a student hit at this crosswalk during arrival a couple of years ago.

There is a cross walk here, that needs better visibility/ signage / warning lights/ pedestrian crossing light.

Wondering if there is talk with the city regarding signage, sidewalks, crosswalks, car routes, walking/biking routes with the opening of the new school Fall 2024.

how do kids safely move from neighborhoods West of Lamar to school--

Are there even sidewalks on West side of Lamar?

How do they get to a potential crossing walk at 52nd street.

Where do they cross???

The neigborhoods just WEST of school (west of Lamar) and Northwest of school (west of Lamar) do not appear to have safe passage to school?

We desperately need sidewalks on BOTH sides of Lamar (and 53rd and 55th and Nall). The only way to get to Rushton or the Hocker Grove bus stop nearest us, we have to jaywalk across Lamar. We also need more protected sidewalks set further back from the street. A protected bike lane would be incredible too!

I would also like to see the path widened as it connects to the school property... and path toward entry point of new school. Not sure how kids will transition from the park to the school property w/ the redesign... I would not want them to land on a grassy/muddy/snowy path... Hoping there will be a plan to transition fr

There needs to be wider sidewalks or walking trails in our area.

There is no crosswalk. Too often I see people crossing both on foot and bike

No audio communication at crosswalk

No audio communication at crosswalk

This needs a crosswalk. Walkers, runners and bikers all cross SM parkway here despite there not being a crosswalk. Please support the safety of citizens crossing from this piece of Mission into the downtown corridor.

The sidewalks need to be added back on Roe between Johnson Drive and 59th street. Citizens have to walk and run in the street, which is extremely dangerous during times of high vehicle traffic.

It’s really nice to avoid crossing the highway by going under the bridge here. But with no sidewalk and poor landscaping it definitely feels unsafe and not meant for pedestrians.

Sidewalks on at least one side of the street would be nice. We have a school nearby and kids have to walk in the street.

This exit from the car wash always makes me nervous, as both a driver and a pedestrian. The car wash building here is right on the sidewalk, so it blocks the right view as you exit. So you can’t see eastward at all as you’re leaving to check for pedestrians so it’s a completely blind intersection. They obviously can’t set back the building now, but I wonder if

they could put in a mirror or something to make it easier to know there isn't a pedestrian in the blind spot.

There's no signage explaining that this "sidewalk" actually allows bikes. Either markings on the path with a biker & pedestrian or a sign would make it a lot clearer that bikes are allowed here.

This might be a good opportunity to extend the shared-use path along SMP. There's a pretty large amount of space going east from here that could connect Rock Creek Trail path to the Nall path. It's hilly but it has more than enough space to accommodate a pretty good size path. Potentially could connect to Kennett Pl & 63rd ter eventually ending at 63rd st & nall. Would probably make it easier for people here to get to downtown mission by bike or walking.

Please make sure to include access from the park to the school once all the construction is finished

This bridge needs pedestrian access. Ideally it needs to be 4 lanes of traffic.

The streamway park needs access to the stream. The trail on the bluff side though op has washed out and is no longer navigational. Can the trail be ran along the I- 35 side of the creek?

Ideally there should be a tunnel here to provide safe passage for pedestrian and cyclists across SMPKWY.

Consider adding a pathway from here down to Foxridge.

Pave a path on this old this old road bed and connect it to streamway park and also to the unfinished lower trail along Turkey creek and to the lower portion of Foxridge Dr. and create a path that runs along the east side of 69/Metcalf connecting it all at 56th and Foxridge.

There is a service road here that could be fenced off from the plant allowing cyclist and pedestrian access from Nall to Foxridge alleviating many of the issues of having a compromsed bike lane along Lamar. It would also allow safer access to existing bike lanes along Merriam lane/southwest Blvd by converting the old closed bridge at Foxridge drive to nonmotorized traffic eliminating many of the safety issues for pedestrians crossing I-35 along Lamar.

Really wish there was some sort of pedestrian tunnel access here slowing safe passage across metcalf for students.

Pedestrian bridge over metcalf would be great connecting stremway park to the turkey creek trail.

Mission already has many good features that make it bike and pedestrian friendly. The major issue I see is connectivity with the surrounding areas. Geographic features like the bluffs along I-35 and major roadways on the South and West isolate Mission's existing trails. We need to mediate this or neighboring communities may not consider their own trail connectivity with Mission in future developments.

A residential sidewalk we ould be ideal to walk to and from stores along Johnson Drive.

Sidewalk ends here. . . no way to cross Shawnee Mission Parkway legally, and no way to get to Roe or Nall along SMP. Add crosswalk at SMP and Roeland Drive. Add path from Nall to Roeland Drive along Rock Creek Ln or SMP.

Walking paths near Highlands Elementary along Roe are excellent. Kudos to public works for always clearing the snow promptly from this sidewalk on school days, they do an excellent job.

Many mid block pedestrians crossing here from market site to coffee, beer, and/or cocktails. Add another sidewalk or further calm traffic in this area. Road diet is great. Let's keep implementing more pedestrian and bike safety, fewer cars speeding is a good thing.

This bus stop is very difficult to access from Mission. Need to walk on the new Johnson Drive sidewalks in Roe and New complete street on Roe. But nothing to connect south or west from this location. This whole intersection needs 4 crosswalks all directions. I walk to the doctor, library, and bus stops from Mission, and this crossing is tedious and

uncomfortable.

Excellent job by the city responding to citizen feedback to add these sidewalks to access the elementary school from the neighborhoods.

Keep traffic calming car barriers here. It's nice to walk and have kids playing in these neighborhoods with no shawnee mission speeders cutting through to save 30 seconds.

Should have required the county to add sidewalks along Roe when they updated this pumping staiton.

It's possible, but not universal design for people using wheelchairs to access city hall.

Need better bike lane infrastructure instead of just stopping and going to "sharrows" at intersections.

North - South Shared Use Path along Metcalf/ Foxridge would be excellent the entire length of Mission and connecting to Overland Park beyond Shawnee Mission Parkway and KCK/ southwest boulevard trails to the North

I walk to Fairwary creamery in Fairway because it's easier as a pedestrian than getting to Baskin Robbins in Mission. 60th and Roe is a dangerous intersection with high speeds and T-bone crashes.

I walk to Wassmer Park in Prairie Village, because it is easier to access as a pedestrian than any of the Mission parks.

I sometimes cut through here to go to Beverly Park or the Bar. I like walking the Rock Creek Trail as far as possible due to terrain, but walking along outlook is ugly and sometimes Johnson drive sidewalks are too crowded with pedestrians/ signage/ furniture. I don't want to cut back all the way from martway to Johnson drive on Beverly, just because the trail winds that way.

I often park my car here to charge, then walk to eat, drink, or shop at Mission Market. There could be better sidewalk connections and crosswalks in this area.

Need a safe path on both sides of Martway. And safe crosswalk to peanut overflow parking. Add all 4 crosswalks at Martway and Nall.

I'm sad the mature trees and forest undergrowth are gone from this area. It was much nicer as a natural stream, not a concrete jungle of new stormwater infrastructure. people and animals still use this corridor along the creek, but it's not as nice anymore due to less shade, less biodiversity, and feels like a city not a peaceful stream for a nature wellness break.

Not enough bike parking near Mission market, coffee, and beer. These bike racks are often full, and sometimes block the sidewalk thru-path. Take away 1 car parking spot for more adequate bicycle/ scooter parking. (maybe even with e-bike charging infrastructure)

It's so fun to see a line of pedestrian's lined up on Saturdays for grilled brats!!! I hope this tradition continues for a long time. It's amazing people come in all weather. An additional plaza or gathering area could be nice to make sure the line doesn't block the sidewalk thru-path.

Keep the sidewalks here under Metcalf. It is good safe way to cross by walking, biking, rolling, or driving. It could be even better with path repairs, widening, and adding art or nature to make it more attractive.

Steep terrain and very wide lanes causes conflicts with bicycles and automobiles. It's also very gravely/ broken glass. Dangerous both uphill and downhill when I'm riding my bike. Would prefer a separated mobility lane or other good bike/ ped infrastructure.

Need another crosswalk here. Pedestrians don't want to walk all the way up to Lamar just to beg to cross the street at the very wide very busy intersection. It's more convenient to cross fewer lanes after the new road diet, which is

awesome!

These bus stops with shelters are very nice. I wish more bus stops had better infrastructure.

The bus stop is just a sign in the grass. The elevation makes it so bus riders have a very difficult jump to board or leave the bus. I see very few people choose to use this stop because it's so difficult.

Thank you to public works for the sidewalk detour signage last time this was under construction. It make me feel seen and valued when there's helpful and thoughtful detours posted for bikes/peds not just cars.

One of my favorite days each year is Holiday Lights and Festive Sights when Johnson Drive is pedestrians only and closed to cars. We should do this at least once a month, and maybe every market day. Add more permanent bollards or retractable barriers with Open street signage.

Can we do rails to trails with the old streetcar infrastructure? The Strang Line could be a great historical trail and path to get from 75th and Metcalf to 47th and State Line with Mission as the main destination between. Also would be helpful for bike/ped paths from neighborhoods to schools and parks. See brookside for a good example with Trolly Creek Trail, Residences, and Retail.

Crossing here would be great to connect Milhaven neighborhood with rest of Mission.

Ackward sidewalk transition here. Not comfortable and does not promote a culture of walkability due to unclear sidewalk path for pedestrians.

pedestrian access to transit center is ok and usable, but not a radiating beacon so everyone clearly knows where the transit center is and can walk directly from any direction to the transit center. Everywhere within a 1/2 mile walking and biking should have sidewalks both sides, great crossings, and great bicycle infrastructure.

Add more secure bike parking and/or more educational signage/ videos about how to load bicycles on to buses.

Often bikes not at the designated bike parking area. Create new bike parking for employees and customers who arrive at Target and Hy-Vee via walking, biking, and rolling.

Event begins here. This is every labor day with 500+ bicycle riders. Add infrastructure to help with start of ride northbound on Lamar (Mission Police are always helpful escorts, Thank you!)Add bike share station

Group runs are fun to see people active and exercising in our community although I don't personally participate. I think they start from Running Well and from Mission Barbell, but there may be more groups.

Add more bicycle parking at parks and community center. Even better if it's got benches, repair amenities, and shade/ shelter. Photo is an example from Traverse City Michigan.

conflict point between long lines of Chick Fillet drive thru cars and any pedestrians at other locations. Dangerous to cross, and drivers always seem angry, I've been flipped off multiple times. I wish culture and infrastructure was to walk and use the nice restaurant patios, not fast food drive throughs.

People often walk to target using this crosswalk.

I wish I could access rock creek trail for a quick nature walk while charging my vehicle in this parking lot. connections form Hyvee/ Sonic parking to Rock Creek trail would be very nice.

Even after the road diet, there are so many near misses with pedestrians crossing Johnson drive here. People driving cars are aggressive and don't stop like they're supposed to. Very dangerous for anyone who's not a confident walker or is a vulnerable pedestrian. This is definitely not Universal Design or fully Community for All Ages yet. Still needs improvement and more traffic calming,.

A crossing here to more easily access parks, retail shops, and restaurants would be great. Unfortunate that driving a car is easiest way for neighborhoods South of Shawnee Mission to access nearby food and drinks in Mission.

Please add sidewalks on all residential streets. This will make the entire neighborhood safer and nicer to walk around. Also, it would be preferable if new residential sidewalks were set back a little ways from the streets. Thank you!

Agree. There are no good options for bicyclists or pedestrians wanting to cross Shawnee Mission Parkway (SMP) anywhere in Mission or nearby. Adding sidewalks and dedicated bike lanes (ideally separated from the street traffic with a barrier) with some lighting under this bridge would create a great place for people to safely cross.

Please widen sidewalks and add designated bike lanes (ideally separated from traffic lanes with a barrier) under the bridge. Add lighting and landscaping too. There are no good places for bicyclists to cross Metcalf anywhere nearby so improving this passage under the bridge would create a great east/west bicycle corridor.

Please add wide sidewalks and a protected bike path along 53rd. Families need safe ways to get to the park and to Rushton (via the park).

If parking spots were moved, this would be a better location for a crosswalk to the park: centered in front of the park, not hidden behind a large utility box, and further from the 53rd & Outlook intersection. A flashing pedestrian sign would allow pedestrians to cross more quickly while also not making cars wait as long as the current traffic light.

It’s scary going to this park alone at night with the current dead end and lack of lighting. It would be great if this park / trail could connect to either Woodson or Outlook on the north side and if some lighting could be added.

Even after reducing Johnson Drive (JDr) to 3 lanes, it is still not safe for pedestrians to cross. A more radical change is needed if the goal is to create a pedestrian (and bike!?) friendly JDr. Can we eliminate some of the north/south street crossings along JDr? Similar to Maple Street on the south side of JDr. North/south traffic along this section could be consolidated to Lamar, Woodson, and Nall where there are traffic lights. This would eliminate chaos so it is easier for cars to see peds.

Wide sidewalks and protected bicycle lanes on both sides of the street, starting from Metcalf on the west and continuing all the way to Roe in the east without any breaks or gaps. The best part of Johnson Drive is the section from Lamar to Nall; it should be improved and expanded.

It would be great to have sidewalks on every residential street in Mission. There are lots of sidewalk dead zones. People want to get to the shops on Johnson Drive, the local parks, and go for neighborhood walks safely.

I love seeing the outdoor seating areas for these restaurants, but it makes it difficult to pass through here pushing a stroller. The sidewalks need to be widened. Prioritize pedestrians (and bicycles) over car parking. If it is safe and enjoyable to walk here then people will not mind needing to park slightly further away and walking to their destinations.

Please add maps periodically along the trail showing where it extends and connectivity to other trails and bicycle infrastructure.

This community garden is great!

This park needs a little more improvement, we love to walk and walk with our dog throughout the neighborhood and stop here for a quick run, we need a water fountain and better lighting is this park.

previous safe routes to school study with comments from past Horizon’s High Schools students regarding better crossing towards restaurants and coffee. Other previous bike/walk studies in Mission include past Rock Creek Trail Vision,

Mail delivery people would be fascinating user group to interview because they walk the streets of Mission every day.

I would like to be able to walk to this post office and the post office in Mission Mart easier via rock creek trail.

Missed

opportunity with the upgrades a few years ago here. Should have been narrower and fewer automobile lanes and wider and more pedestrian and bicycle paths. Learning lesson for future street reconstruction projects: bike/ped

opportunity for a pocket park or something better than a parking lot that's always empty here. Consider a path along metcalf to connect with foxridge.

Unsure how to navigate this area on bike or as a pedestrian. Very dangerous and not acomodating for anyone not in a vehicle. Please encourage state and federal to use their money to add walking and biking options to connect mission and overland park.

bike/ped counters throughout the city. Multiple locations along rock creek trail. At every signalized intersection with a crosswalk and along roads with bike lanes. If we can invest in license plate readers an automobile counting equipment, we should be able to

Add ped/bike considerations for Food Pantry distribution days. Not just families in automobiles.

Hot topic is the new walking trail design and parking lots. Consider adding more kid friendly trails and all ages universal design thinking for all bike/ped infrastructure.

Consider stakeholder interview with people involved in student pick-up and drop off. Crossing guard, parents that park a few blocks away, students that walk and bike, teachers who work dismissal and arrival duty, PTA. The paths are pretty good, but not sure where the exact pain points are for daily users.

Walking wayfinding signage here is confusing. Points to an unsafe route to get to shops on Johnson Drive. . .

Sidewalk just ends here along Roe. Find every location where sidewalks end and continue them.

Construction sidewalk ordinance would be nice for "temporary" accommodations for bike/ped when paths are closed or demolished for construction projects.

Popular sidewalk for evening and late-night pedestrians. Gets crowded so weekend nights. Could be improved by widening the sidewalk.

Also lighting improvements needed to control lighting properly and

Love mission market nights. so many people gathering and biking and walking. could use even wider walking/ rolling paths, sometimes accessibility is a challenge with vendor tents and people standing gathering. It is difficult to roll strollers and wheelchairs through grass. Also several people walking with canes have had difficulty accessing all vendor tents when vendors are set up on the sidewalk it's not wide enough for everyone.

Would love to see more plazas and multi-use path connections and intersections for bike/ped only like this one.

The trees, streetlights, Mission banners, and wide paths make walking along Johnson drive very pleasant and aesthetically pleasing at a few locations, Hoepfully we can make this charming beautiful aesthetic everywhere. (much better than the empty run down parking lot view stretch of sidewalk at Johnson/Roeland Drive.

Photo attached

New complete streets project on Roe in Roeland Park is lovely.

I wish I could walk to starbucks and ride my bike to Rainy Day Books this direction, but the regional coordination of bike and pedestrian trails isn't great yet.

Is there a way to incorporate bike/ped infrastructure along SMP in this right of way? There's some stormwater grading and infrastructure coordination needed, but seems like there's plenty of space.

Road diet is awesome! Huge improvement. Fewer speeding cars, and safer pedestrian crossings, but still not perfect. Some aggressive drivers pass other drivers that are following the 25 mph speed limit. Still are not stopping

I generally avoid walking or biking this steep hill, narrow sidewalk, and very close to passing traffic. I choose rock creek trail instead, which means I miss out on Pearl Harbor park.

I miss the natural creek with vegetation from Nall to Roeland Drive. Lesson learned that we should've included a pathway while constructing the recent stormwater infrastructure improvements, but this was an emergency project

Fun parklet. Kids love the chicken statue, so many photos and selfies here. Encourage more developers to include art and public plaza spaces near their buildings.

Sand volleyball courts here are very popular destination.

The landscaping between the trail and target isn't graded right, leading to frequent washout of mud and mulch over the trail. The retaining walls need rebuilt to a less severe grade to avoid this.

Cars frequently do not respect pedestrian right of way at this crosswalk. A four way stop or HAWK signal is needed.

Sidewalks are needed on W 60th Terrace and potentially other adjacent streets such as Birch St and Rock Creek Ln.

Crosswalks are needed from the western sidewalk on Nall to the neighborhoods, church, and businesses on the east side of Nall/

It would be nice if the Rock Creek Trail looped down around Squibb road & back up Barkley street.

Pedestrian scale (below 4'-0" high) lighting is needed along the trail along with call boxes for emergencies.

City needs to more aggressively educate about city requirements for shoveling sidewalks within 48 hours of snowfall. Many businesses and institutions ignore this ordinance or actively plow snowfall into the sidewalks, rendering them useless.

Place 15 mph speed limit for cars throughout downtown area. Make bulb-outs/ neckdowns so this whole area is safer for pedestrians, bikes, and all road users.

Example photo from Idaho Falls, Colorado

photo attached of marked pedestrian and bike detours. Thank you public works, please include all active transportation in marked detours for every project.

sightlines and stopping location is very difficult to see pedestrians as driver creep out into the crosswalk to look for car traffic on Johnson drive.

Consider better guidance on landscape planning and maintenance as well as

The NE Entry point of Broadmoore park should tie into sidewalks along 57th St and a N-S Street, not the literal street.

Love this idea. Also add a path along Shawnee Mission Parkway to create various lengths of walking loops (lamar, nall, roeland drive, roe). This would be good for fitness distances, dog walkers, and rock creek trail loop, not only an out and back.

Trail is very poor condition, and difficult or impossible to access/ connect to any other trails safely.

Crazy terrain here. Rethink how to use this to our advantage. Downhill Longboarding/ roller blades/ mountain biking;

Amphitheater/ Coliseum type Running stairs for fitness classes; Sledding/ small ski hill with tow rope, mountain coaster.

bike/ ped path connecting foxridge infrastructure to neighborhoods. at 53rd, 55th, 56th, and/or 57th.

The sidewalks in this area of Mission are a joke. They're narrow, in disrepair, and have no buffer between the sidewalk and street. People block the sidewalks with their trash bins and let their shrubs, trees, and gardens grow into the path. It's extremely frustrating and often makes walking in the street the better option. When these sidewalks are eventually repaired, they need to be significantly widened to make them usable. 53rd and 55th streets have the worst sidewalks, though all are bad.

57th would be an ideal street for both a sidewalk and bike lanes. It connects to Broadmoor Park (back entrance) in the west and leads to R Park (not quite but close) in the east.

Can we convert this tiny stretch of Reeds (from Johnson Drive to the apartments just south) from road to park space? Keep the bike trail, sidewalk, and park that run along the south side of Johnson Drive y un-disrupted and try to eliminate at least some portion of the traffic distractions that make the pedestrian crossings here so dangerous.

Reeds would be an ideal street to add a sidewalk and bike lanes to. It leads to one of the best stretches of shops on Johnson Drive and the Rock Creek Trail in the south and leads (close) to Water Works Park in the north.

The neighbori

Adding onto the suggestion of turning the small strip of Reeds just south of Johnson Drive from road to park space, if that were done then this left-turn lane (for westward traffic turning south) would no longer be needed and could instead be replaced with a pedestrian island, splitting up walk across Johnson Drive. This would help both cars and people and would make this crossing so much safer.

Can we connect the Anderson Park and the Aquatic Center with the Rock Creek Trail so that kids can bike to the park and pool? Not sure if it would be better to extend a node of the trail south to 61st or if an access point on the north side of the park/pool could be added… either way, this would be a great connection for local families.

Pedestrians and bicyclists wanting to cross I35 should be redirected to cross using Foxridge Dr rather than Lamar. Adding signage showing the preferred safe crossing as well as sidewalks, bike lanes, and keeping traffic speed limits to a minimum along Foxridge would help make this a great crossing. Agree this is the preferred route to get to Merriam Dr which leads downtown.

These north/south streets are cramped with car, bike and pedestrian traffic. From the forum on Nov. 29th, we gathered that sidewalks on all streets is not an option. Alternative solution to cheaply address these concerns:-Only allowing

Stretch of Johnson Drive from Lamar to Nall (at a bare minimum) should have bike lanes separated from traffic. Pedestrians and bicyclists should be prioritized. Sacrifice the turn lane or parking on one side of the street if necessary. This area would be so cute and fun if there were fewer cars packed everywhere and more people safely moving around on foot / bike.

Love this suggestion. Only addition is that I would also add a small median running down the middle separating east from west-bound traffic. The median could have small trees, flowers, and grass bringing a bit of life to the downtown. At crosswalk locations, it would additionally serve as a small pedestrian island, improving safety. Additionally, it would be nice if medians could run from stoplight to stoplight, limiting traffic options for smaller streets, but improving pedestrian safety.

This is such an awkwardly-placed parking lot exit. Can this be removed and instead can we get a sidewalk here on this east side of Nall? Especially with the new huge apartment complex coming soon, I expect we will see many more people walking in this area.

In response to the other comment: Johnson Drive already passes underneath Metcalf, thus avoiding all the Metcalf traffic. It would make an ideal crossing location if the sidewalks were widened, protected bike lanes were added, and the area was kept well-lit. Would be much cheaper than building a new tunnel.

Please add lights to this section of the trail so it isn't so creepy at night.

In response/ addition to the other comments, Roe already passes under SMP and would serve as a much safer crossing as it avoid SMP traffic altogether. We need to improve the corridor where Roe passes under SMP by adding protected sidewalks and bike lanes as well as lighting and then using signage to direct pedestrian and bicycle traffic that direction. I agree it is not safe to cross over SMP - I have done it myself and nearly been hit by aggressive drivers. A crosswalk will not fix the problem.

It would be nice to have a walking path that connects the Rock Creek Trail back up to the 61st St to make a "loop" without having to walk through the parking lot.This might be included with the pocket park suggestion.

Find a way to connect this bicycle and pedestrian route east a block to where Roe passes under Shawnee Mission Parkway. Either via Johnson Drive or via creation of new pedestrian + bike lane path running behind the Gateway Project parcel of land. People need to be able to cross SMP and the only truly safe way is by passing under it and thus avoiding it altogether. Too many lanes, too high of speeds, and too many distractions for drivers on SMP for any other option to be truly safe.

Shoutout to ScriptPro for their amazing landscaping. My family and I frequently walk here to enjoy the fountain and the flowers. The kids love it.

Both are great suggestions. To add on to the proposed idea of piloting one-way streets to make room for protected pedestrian and bike lanes, I would like to suggest Reeds (headed south to the Mission Market / Rock Creek Trail) and neighboring street Outlook (headed north to Water Works Park / Rushton Elementary's park entrance). These would both serve as huge improvements to the neighborhood and would help to safely connect people / families to some of our great community amenities.

There's not really a sidewalk here although it's indicated on the map. The sidewalk just kind of ends going east and turns into a parking lot. Some kind of separation would be nice.

This needs to be a 4-way stop. Difficult to see east/west traffic without entering the intersection.

There is no sidewalk here as indicated on the map. The sidewalk abruptly ends and is instead replaced by parking. Would much rather see a sidewalk.

Loved the recent tree lighting event that Mission put on. It was fun to gather in the street with the road shut down to traffic. Would love to see more events like this in the future where traffic is diverted to make room for events. Could be fun to do

Pretty sure this lot is owned by the church, but it would be a great spot for a small fenced-in dog park.

Would love to see the addition of pedestrian islands where there are crosswalks along Johnson Drive. Also would love to see all pedestrian crosswalk signs on Johnson Drive upgraded to the signs that blink when you push the button.

Only this short stretch of Nall north and south of this intersection has 2 lanes + a designated left-turn lane. It's unnecessary and unwarranted by the amount of traffic. Would be better to keep as 1-lane + a turn lane in each direction. This would make crosswalks shorter for those crossing and there would be room to add sidewalks (on eastern side) and potentially bike lanes or maybe a wider pedestrian/bike combo path. Either way it would beat the odd temporary street-widening.

Get rid of this parking spot. When cars are parked here it blocks the view and makes it difficult to see pedestrians

waiting the cross. The same goes for other parking spots adjacent to crosswalks along Johnson Drive.

Very dark at this crossing at night. It is difficult for drivers and pedestrians to see each other which is dangerous for all road users. Especially in fall/ winter when it gets dark so early in the evenings.

This is a convenience store coffee and food destination. The sidewalks end before anyone could safely and comfortably reach here. Access for bikes/ pedestrians on both lamar and foxridge would encourage fewer people to drive here and clog the parking lot if only going for food/coffee and not gas fill.

I've seen RideKC bikeshare bikes parked here several times at the service area boundary. It would be great if those users could continue their bikeshare ride into Johnson county, not have to get off and switch to bus or pedestrian for their final leg of the journey.

Many people seem to drive here as it currently feels safer and more comfortable in a car than biking or walking. Consider plaza, parklet, crime prevention through environmental design, and more beautiful streetscape features in this entire area. Art, murals, business grants, and investments in this neighborhood to make it feel like Mission, a continuation of great downtown Johnson Drive not a separate city.

Rock Creek trail is advertised on AllTrails as one of the most wheelchair friendly accessible routes in the whole region. We should be proud of this and add even more universal design features including more ADA parking at trailhead, collaboration with

Connect rock creek trail and rock creek trail. It's the same name both north and south of SMP, but it doesn't have a safe or continuous connection.

There's an opening in the fence here where many pedestrians enter or leave the rock creek trail for accessing businesses, apartments, or a more direct path to community center. Parking lot is not maintained well and the surface is uneven and difficult to use as a pedestrian or bicyclist. But better choice to cut through than to follow trail all the way to martway just to backtrack to Johnson Drive further west.

Terrain is much gentler to walk and bike eastbound on Rock Creek Ln than try to walk southbound on Roeland Drive straight uphill from Wendy's. I often walk from from near Johnson/Nall to SMP/60th Street. This cut through

people walk and bike here, and it seems very dangerous with the fast moving cars. I'm not sure where they are coming from or going to. There's a small gravel parking area and access to Turkey Creek trail. Consider

trail along shawnee mission parkway both sides. There's sidewalks that end at Nall, Lamar, and Roe like there was a future plan to connect all these. Make KDOT pay for it next time they improving SMP.

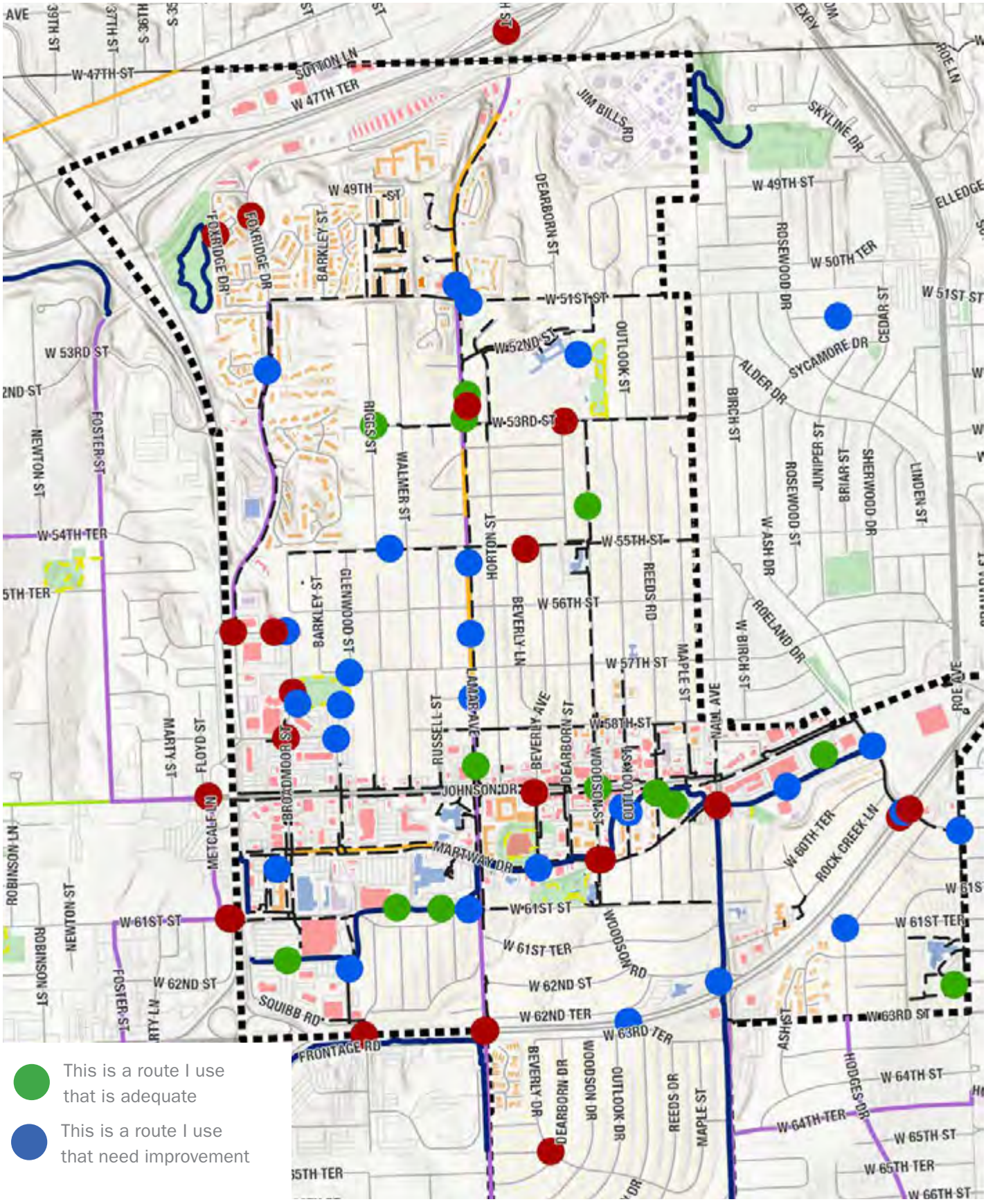
Agree. At a minimum crosswalks and trails on all 4 sides of this intersection. It's been extra difficult/ dangerous with more crossings due to trail closed for the Mission Bowl Apartments project.

Add a sidewalk on this side of Martway, currently uncomfortable to walk along parking lot full of cars with little room. Also add safer access for pedestrians to access the business fronts and covered sidewalk from Martway/Nall and Rock Creek

Many people crossing from Peanut and other businesses to this overflow parking lot. Add better lighting, marked crosswalks, and signage/ visibility warnings. Curb cuts would also be great for a dedicated crossing location.

I would love to see us take more steps to close down Johnson Drive for city events multiple times per year. The annual holiday lighting event was a wonderful experience for residents to have space to mingle and enjoy the event, while also being able to wander into nearby businesses. I would love to pursue this more often - for say the Mission Market or other annual events. It's a great way to make people slow down and really appreciate our downtown

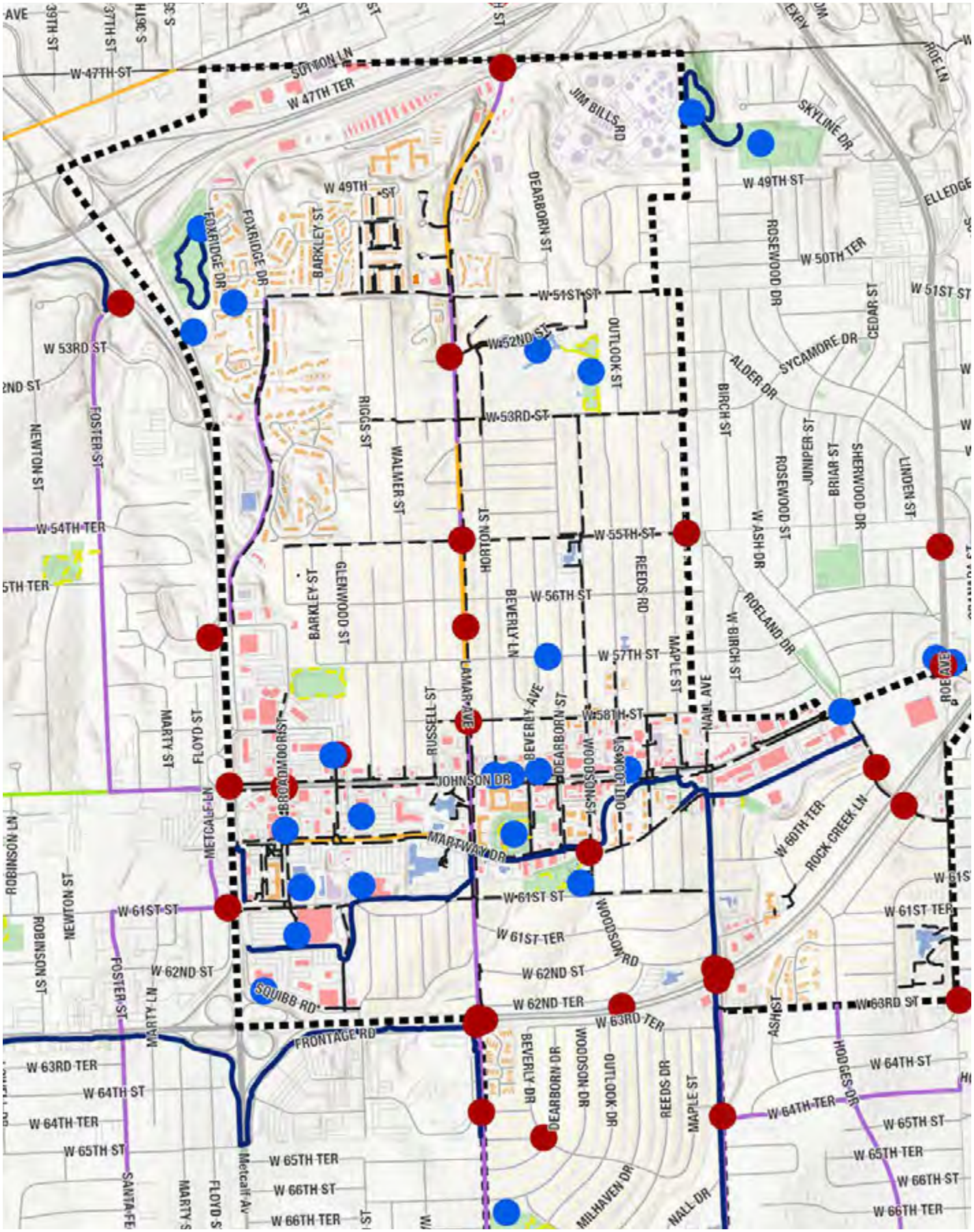
OPEN HOUSE POSTERS: PLACES WHERE PARTICIPANTS WALK OR RIDE (OCTOBER, 2023 EVENT)



This is a route I use that is adequate

This is a route I use that need improvement

OPEN HOUSE POSTERS: PLACES WHERE PARTICIPANTS WOULD LIKE TO WALK OR RIDE (OCTOBER, 2023 EVENT)



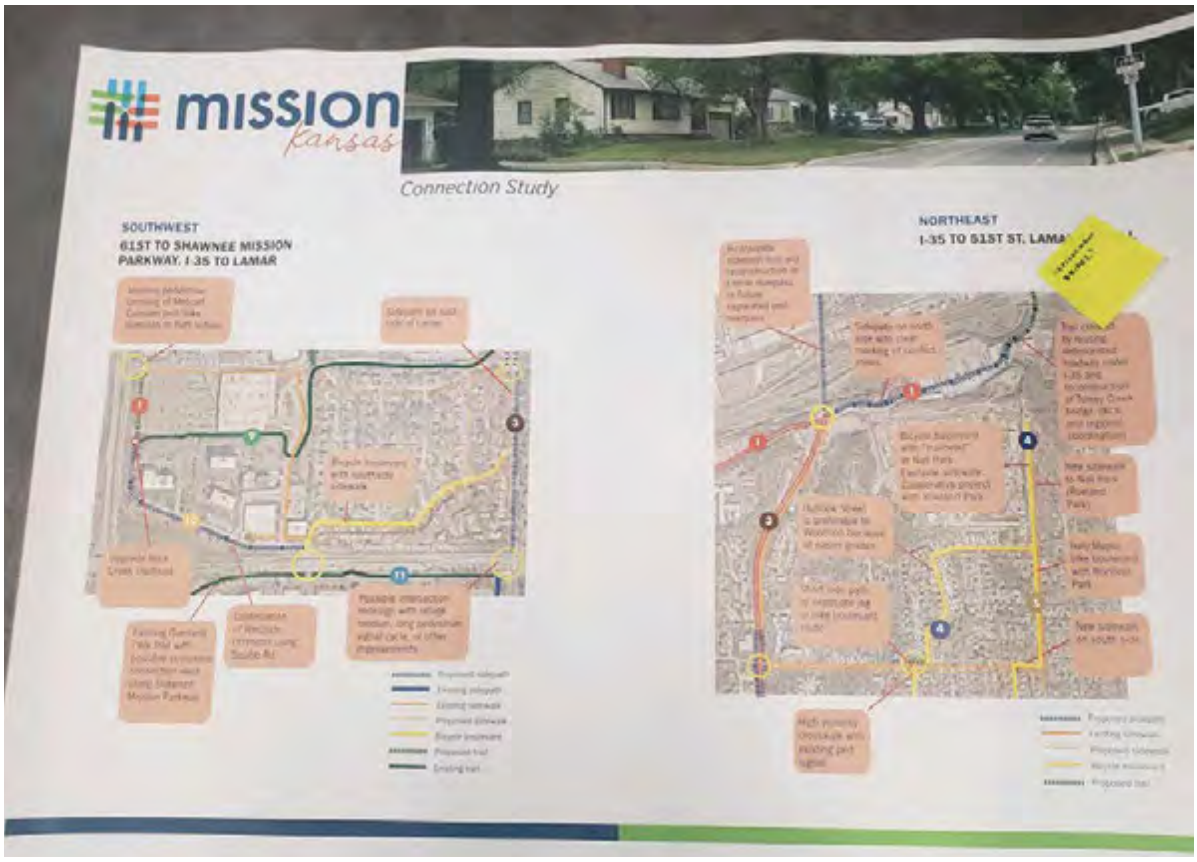
VISUAL LISTENING (OCTOBER OPEN HOUSE)

VISUAL LISTENING (OCTOBER OPEN HOUSE)

POSTERS (OCTOBER OPEN HOUSE)

POSTERS (APRIL FINAL OPEN HOUSE)

POSTERS (APRIL FINAL OPEN HOUSE)



POSTERS (APRIL FINAL OPEN HOUSE)