



## BACKGROUND AND INFORMATION

In 2023, the Mid-America Regional Council (MARC) allocated funding through its Planning Sustainable Places (PSP) program for Mission to develop an active transportation plan that would connect bike routes and pedestrian paths throughout the City of Mission. The plan would connect bicyclists and pedestrians to parks, neighborhoods, amenities, shopping, and destinations surrounding Mission. This citywide plan would create a network via context-specific routes based on functionality, proximity, and feasibility, with design elements along each route that were appropriate for that particular location and corridor. The plan would be developed after extensive existing conditions analysis, a robust public engagement effort, and conversations with a steering committee that provided key ground-level insights.

Mission's Community Development Department led the project, and hired RDG Planning and Design to provide expertise in planning trail, sidewalk, and bicycle facility connections. The project began in August of 2023 and lasted through May of 2024. The Community Development Department requests that the plan is considered by the Planning Commission and City Council for adoption as an amendment to the Tomorrow Together: 2024 Mission Comprehensive Plan.

Community engagement was key to developing a plan that fits the needs and desires of the community. There were three open house meetings throughout the design process: a kick-off meeting, a design workshop, and a final recommendations presentation. These events were in-person opportunities for Mission's stakeholders and adjacent community representatives to provide feedback and input. RDG also designed an interactive online map that allowed residents and stakeholders an opportunity to provide comments on current conditions and ideas for improvements. The team also gained key insight from a select group of stakeholders who have contextual knowledge of the community; bicyclists, business owners, non-profit advisors, Planning Commission members, and members of the governing body were invited to participate. RDG also held listening sessions with small groups consisting of City of Mission department heads, school groups, and Kansas Department of Transportation (KDOT) staff.

Stakeholders discussed topics such as major barriers for pedestrians and bicyclists, connections to surrounding communities and amenities, where people may experience isolation due to lack of connected facilities, safety, and other neighborhood-specific concerns. Input the team received at open house and steering committee meetings resulted in a strong preference for protected and/or separated bicycle and pedestrian facilities.

## PLAN PROPOSAL

The plan consists of four parts and appendices. Part one covers the introduction to the plan and goals, outlining existing bicycle and pedestrian facilities in Mission, where major destinations are located, the community engagement plan to drive stakeholder input, and themes and challenges associated with developing the plan. Part two covers the bike and pedestrian facility concepts, where Mission is in the context of regional connections, and the vocabulary that applies to bicycle and pedestrian facilities. Part three delves into the details of the proposed network through various primary routes, recommendations for sectors of the community, and wayfinding elements that will help improve

connectivity throughout the city. Part four is an overview of the recommendations and the priorities of implementing recommendations, along with policy recommendations. Appendices include public meeting details, comments from the online interactive map, and information provided during public events.

The plan details facility improvements for trails, shared use sidepaths, enhanced bike lanes, a cycle track, bicycle boulevards, and enhanced sidewalks. Each route in the network plan requires one or more of these facilities according to location and type of connections to other routes. The plan also details how the types of facilities would function for cars, bicyclists, and pedestrians where these transportation users may interact or remain distinct. Each route is identified by its location, length, facility type, street width (when applicable), on-street parking accommodations (when applicable), and design treatment. The plan also presents 12 sectors of the community with Lamar generally serving as the east-west dividing line. The sector maps detail each route and provides additional comments to help clarify recommendations.

Wayfinding signage is a key element to any connections plan to help users navigate the network. Clear, consistently branded signage will help direct active transportation users to their destinations through confirmation signs, turn signs, and decision signs, as well as alert vehicle drivers to look for bicyclists and pedestrians on certain routes. The implementation of improved facilities should also coincide with wayfinding signage.

Implementation should be approached with priority phasing in conjunction with funding and capital investments. These investments should have consistent materials and have a reasonable maintenance plan. Additionally, trails should be designed for all active transportation users - bicyclists, pedestrians, and people utilizing micro-mobility devices such as scooters, wheelchairs, e-bikes, etc. The plan devises a plan for implementation in three phases, and also addresses policies that are based on the five E's: Equity, Engineering, Education, Encouragement, and Evaluation/Planning.

It will be imperative that staff coordinates and implements capital improvements and prioritization with the Citywide Bicycle and Pedestrian Connection Plan once it is adopted.

## PLAN REVIEW AND ANALYSIS

The Comprehensive Plan mentions bicycles 54 times, bikes/bikeability 103 times, and pedestrians 169 times. Strategies that incorporate bike and pedestrian infrastructure include improving the existing trail network, improving walkability and bikeability, maintaining/improving/expanding the sidewalk network with new sidewalks where feasible, and making pedestrian safety a high priority. Strategies include safety features, wayfinding, crossings, dedicated bike lanes, and completing a bike/pedestrian plan. These strategies, as outlined in the Comprehensive Plan, are incorporated into the recommended bike/pedestrian plan that the Comprehensive Plan mentions in Chapter 9.



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## RECOMMENDATION

Staff recommends that the Planning Commission recommend approval of Case #24-14 to the City Council.

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## PLANNING COMMISSION ACTION

The Planning Commission will consider Case #24-14 at its June 24, 2024 meeting.

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## CITY COUNCIL ACTION

The City Council will consider Case #24-14 at its July 17, 2024 meeting.

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*Kansas*

# CONNECTIONS PLAN | 2024



# ACKNOWLEDGMENTS

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# 1

## 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 modes of active travel to key community destinations. It also investigates how a Mission system can connect to 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 itself 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.





## 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

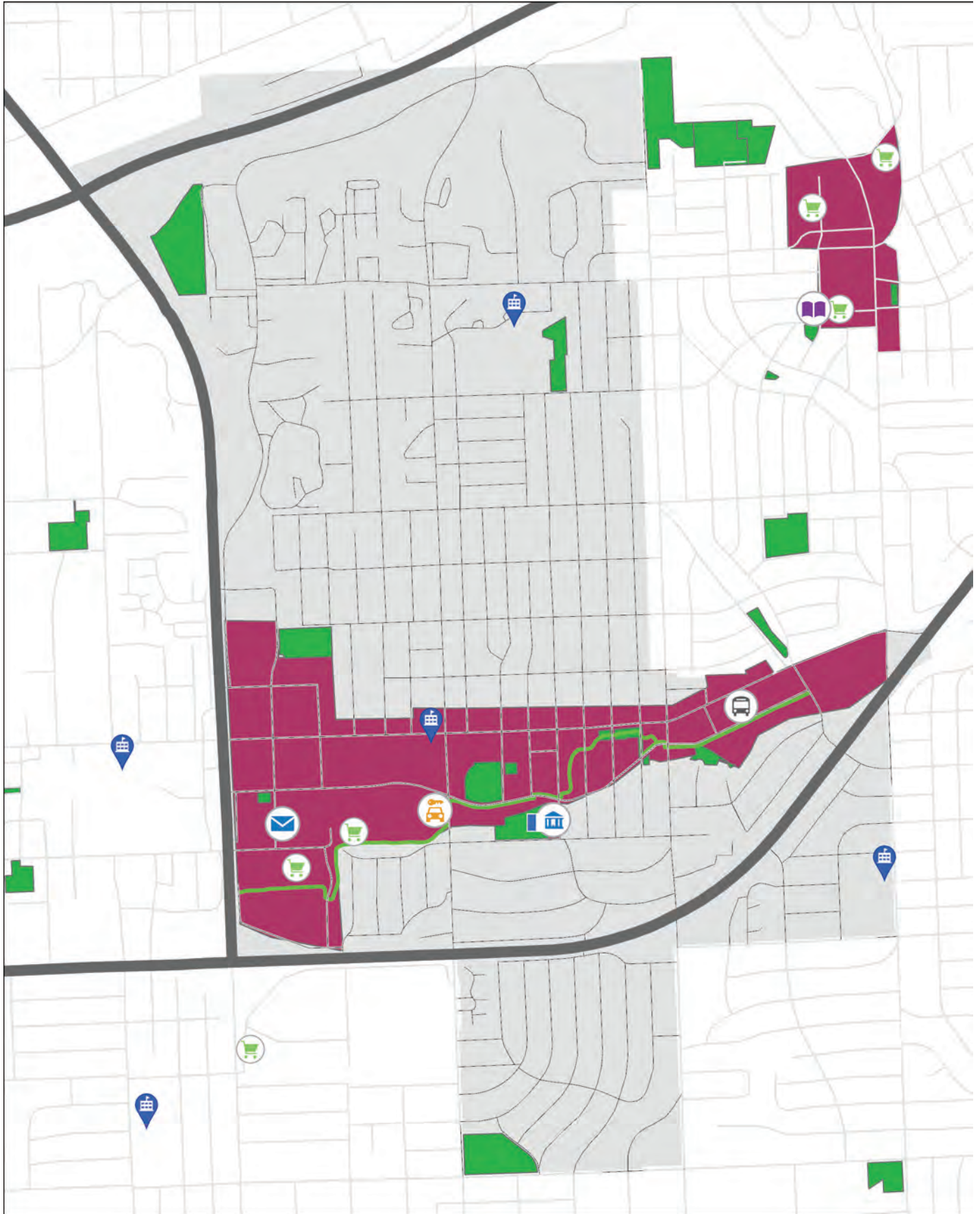
- The Martway segment between Lamar and Metcalf, currently served by the Rock Creek Trail and sidewalks and bike lanes along Martway Street. This area includes two large format retailers (Target and Hy-Vee) and other multi-tenant centers and free-standing commercial buildings.
- Downtown Mission, along 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.

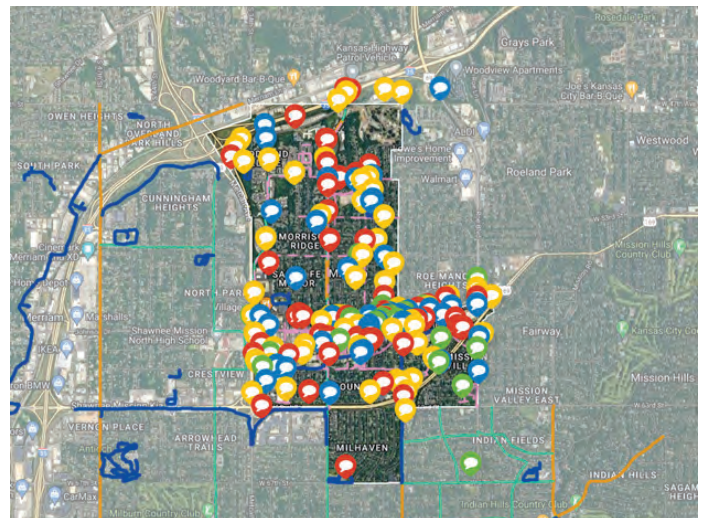
- **Kick-Off (33 residents).** This open house asked residents to provide opinions on current conditions and important walking and biking destinations.
- **Design Workshop (27 residents).** The Design Workshop invited residents to collaborate with the planning team on designing the draft network concepts. 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 pinpointes 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.



**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

**mission Kansas**  
Connection Study

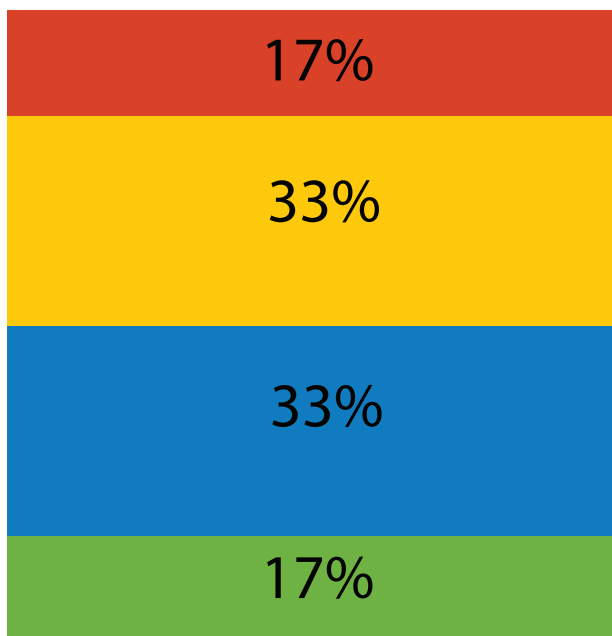
**POSSIBLE INFRASTRUCTURE PRACTICES: BIKE FACILITIES**

- 1 Two-way cycle track above curb
- 2 Two-way protected bike lane with a curbed barrier
- 3 Sidewalk with grass separation from roadway
- 4 Path with separated bicycle and pedestrian areas
- 5 Protected intersection
- 6 Sidewalk with grass separation from roadway and curb driveway and street crossing definition
- 7 Local street signed as a "neighborhood greenway" with curb to slow traffic
- 8 One-way with crosswalked buffer adjacent to bike lane with flexible bollards

Place a dot on ideas that you think apply to and should be used in Mission

RDS... VENNOR EPHC

### Interactive Map Feedback



### Martway St

- Safety Concern**
- I would like to Bike/Walk Here if there were Adequate Facilities**
- This Route Needs Improvements**
- This is an Adequate Route**

## 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: 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: 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: 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: 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: 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.

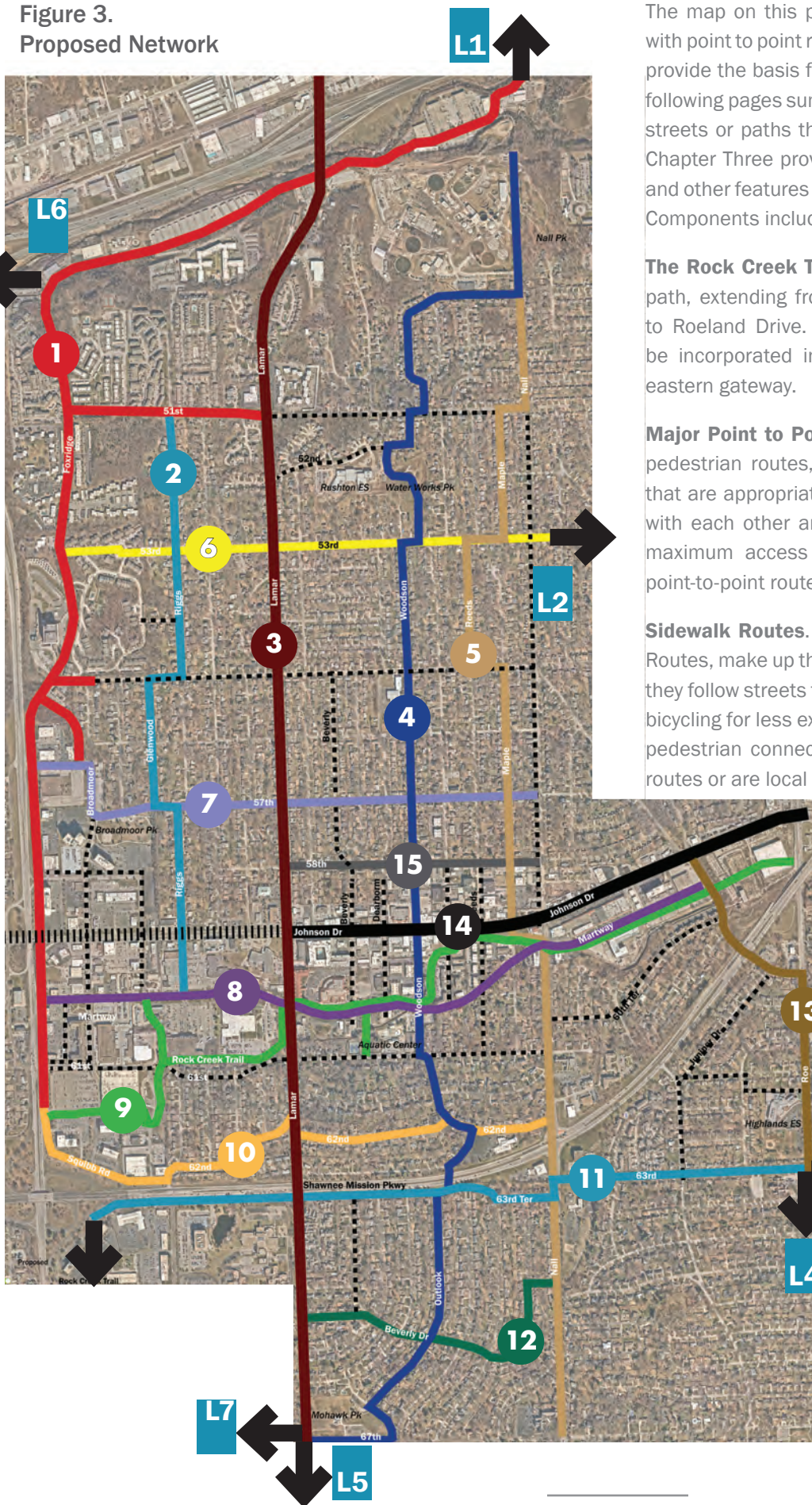
is difficult for both pedestrians and bicyclists and nearly impossible for people with disabilities. The plan suggests consideration of a grade-separated crossing by overpass or tunnel, possibly at the Woodson Road location. Such a crossing could increase the usefulness of existing paths in Overland 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.





-  Point-to-Point Routes
-  Sidewalk Routes
-  Johnson Dr. Enhanced Sidewalk
-  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
<b>1</b>	<b>Westside Peripheral</b>	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 <b>3 6 7 8 9 14</b>
<b>2</b>	<b>Riggs</b>	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 <b>6 7 14 8</b>
<b>3</b>	<b>Lamar</b>	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 <b>1 6 7 8 9 10 11 12 14 15</b>
<b>4</b>	<b>Woodson</b>	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 <b>5 6 7 8 9 10 11 12 14 15</b>
<b>5</b>	<b>Maple/Reeds</b>	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 <b>4 6 7 8 9 10 11 12 14 15</b>
<b>6</b>	<b>53rd</b>	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 <b>1 2 3 4 5</b>
<b>7</b>	<b>57th</b>	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 Park St., Broadmoor Park Path, 57th St.	Metcalf offices, Broadmoor Park, 1st Baptist Church, <b>1 2 3 4 5</b>

Figure 4. Point-to-Point Route Descriptions

	Route Name	General Description	Endpoints	Streets Used	Destinations Served and Intersecting Routes
8	<b>Martway</b>	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	<b>Rock Creek Trail</b>	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	<b>South Peripheral</b>	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	<b>Parkway South</b>	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	<b>Beverly</b>	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	<b>Roeland</b>	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
<b>14</b>	<b>Johnson Dr</b>	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 
<b>15</b>	<b>58th Street</b>	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 

## 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

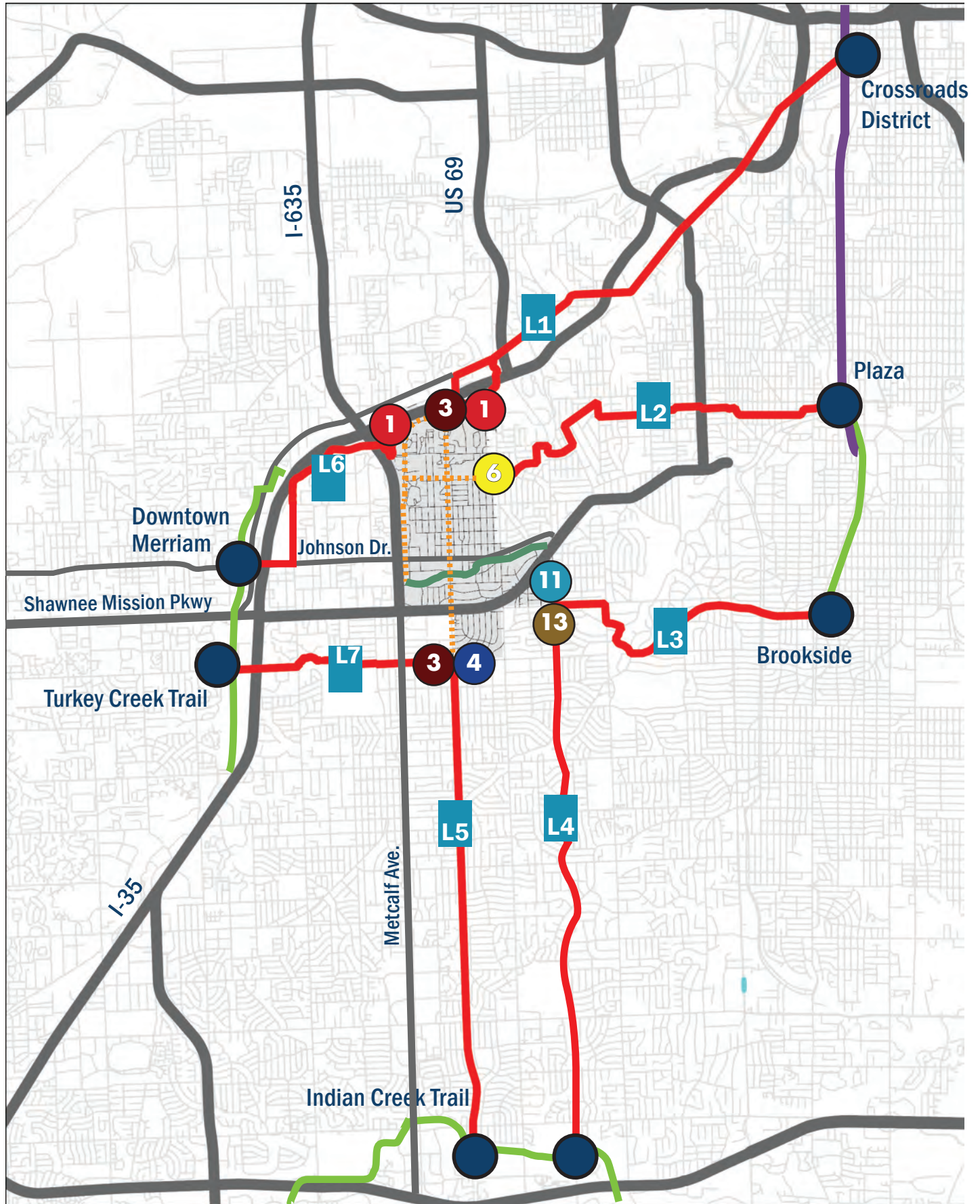
This connection requires replacement of the existing Lamar Avenue bridge over I-35 that includes bicycle and pedestrian facilities, probably with a sidepath on the west side that would continue to Merriam Lane. This alternative assumes eventual redesign of this interchange with the interstate. An alternative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

**Shared Use Sidepath (Bi-Directional).** Sidepaths are off-street facilities built on street right of way. Typically, 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 (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.



**Trail.** Rock Creek Trail adjacent to Target.



**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 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.

**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.



**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.** This facility is protected by a raised curb and parallel parking.



**Cycle track.** This installation 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 than 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.



**Special street signage.** Topeka, KS



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



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



**Mini-roundabout.** Example from Ravenswood neighborhood in Chicago.



**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 existing 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



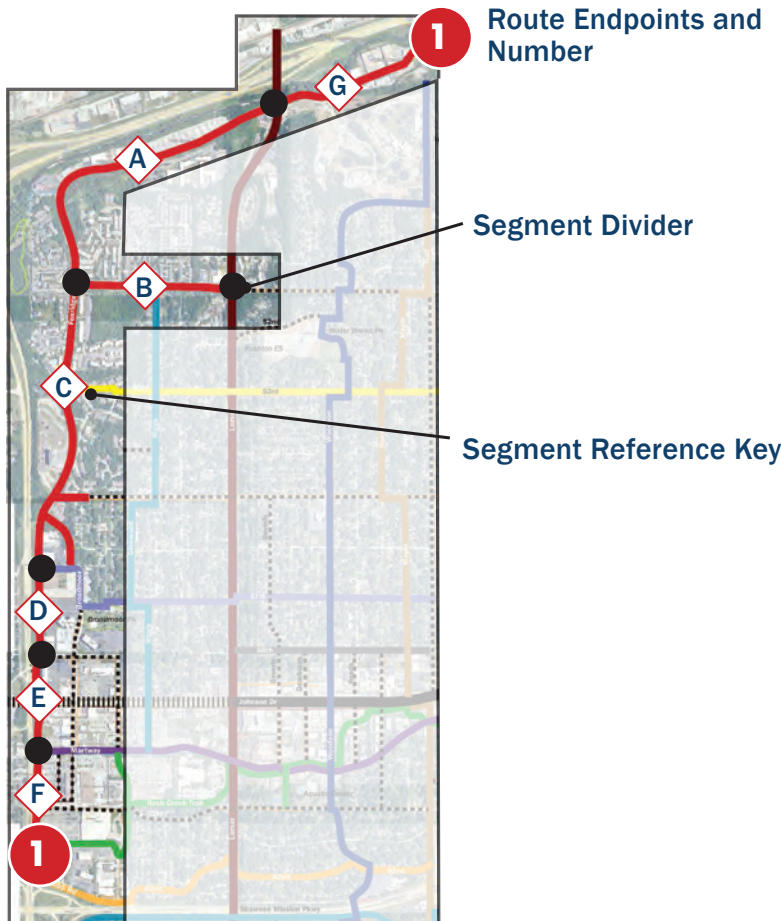
# NETWORK DETAILS

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.

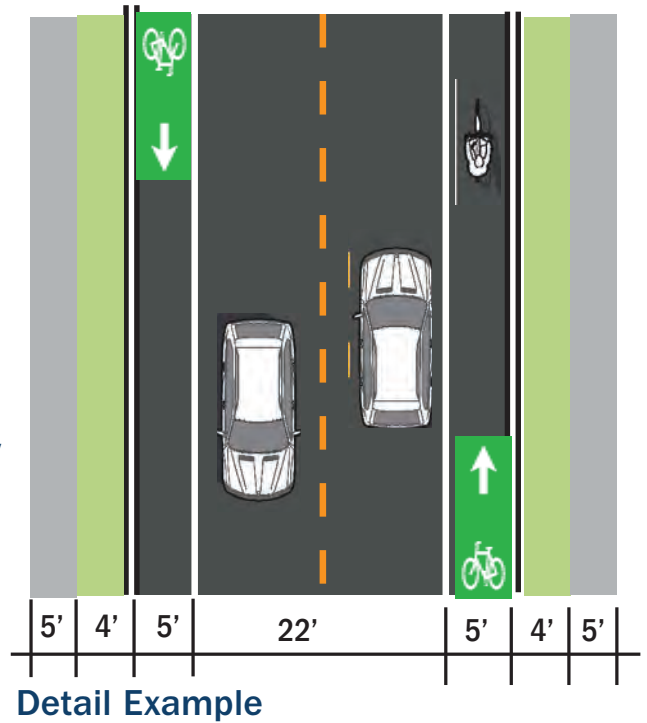
- Detail pages for each of the network’s 15 point-to-point routes include:
  - A description of the route’s roles in the network.
  - A locator map displaying the specific route in its network

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.

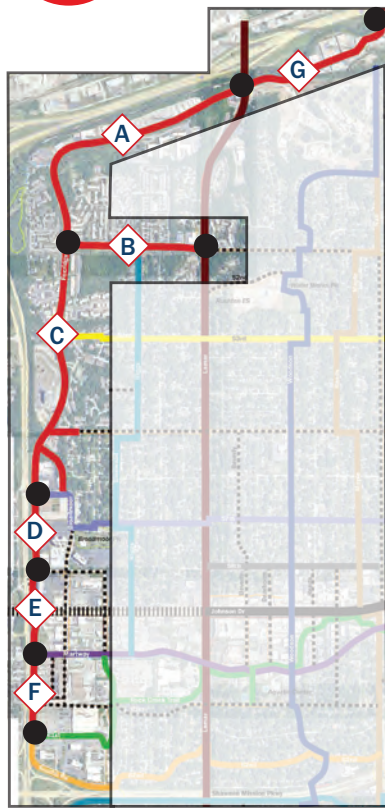


Area and Segment Locator Map



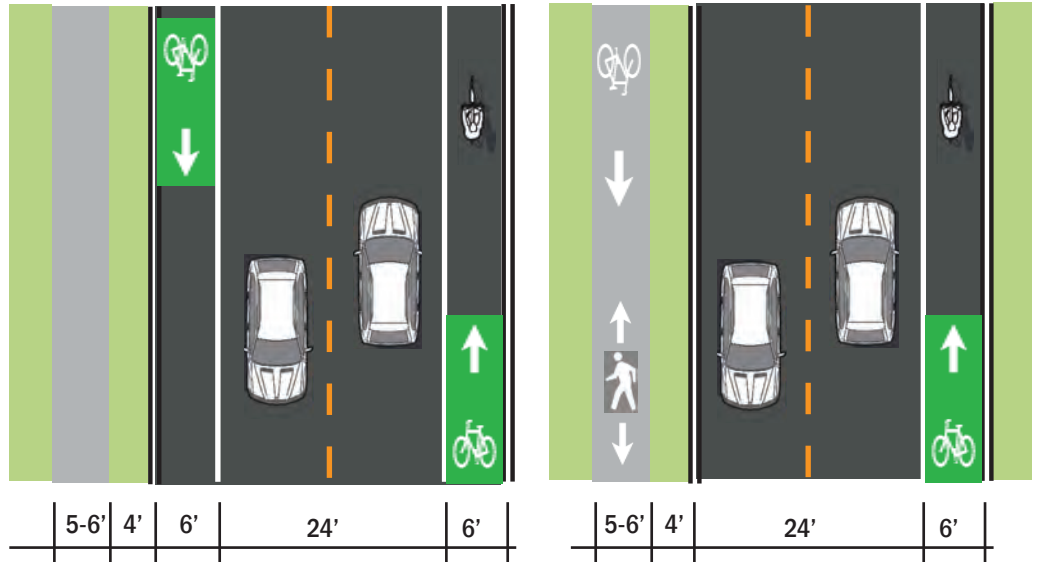
Detail Example

# 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

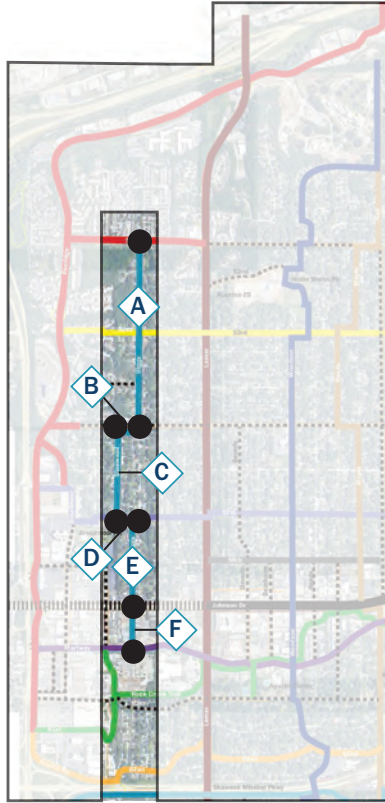
Detail B. Foxridge, 51st to 56th

MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	<b>Foxridge: Lamar to 51st</b>	0.83	Enhanced Bike Lane (Bi-Directional)	36'	None	High visibility paint at major intersections
B	<b>Foxridge: 51st to 56th</b>	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	<b>51st Extension: Foxridge to Lamar</b>	0.38	Shared Use Sidepath on north side	NA	None	Sidepath with crosswalk markings at apartment driveway entrances
D	<b>Foxridge: 56th to 58th</b>	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	<b>Metcalf Corridor: 58th to Martway</b>	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	<b>Metcalf Corridor: 61st to West Rock Creek Trailhead</b>	0.1	Trail	NA	None	Trail on or adjacent to US 69 right-of-way. Connects to the west Rock Creek Trailhead
G	<b>Foxridge: Lamar to Merriam Dr</b> 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.



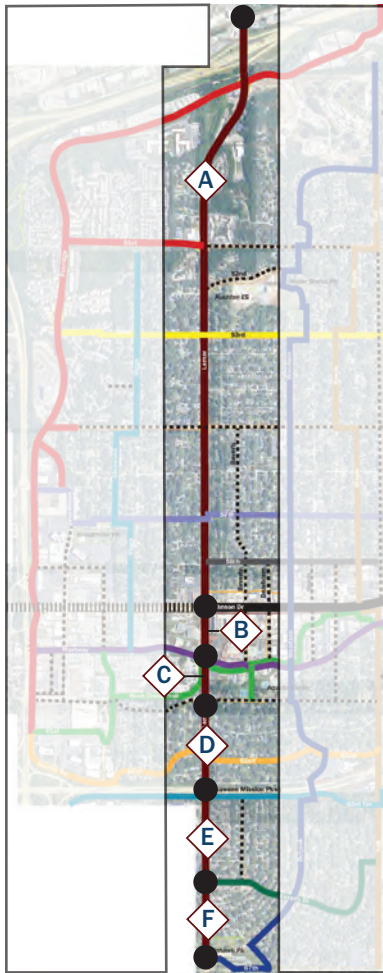
MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Riggs: north end of Riggs to 55th	.51	Bicycle Boulevard / Sidewalk	25'	Both Sides	Bicycle boulevard with sidewalk on east side
B	55th: Riggs to Glenwood	.06	Bicycle Boulevard / Sidewalk	25'	Both Sides	Bicycle boulevard 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



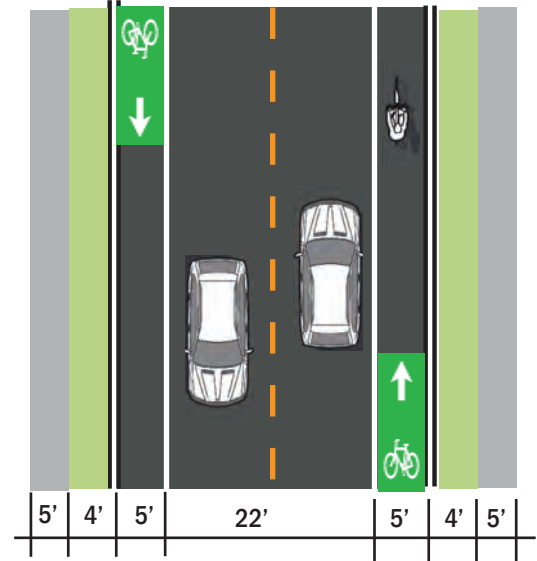
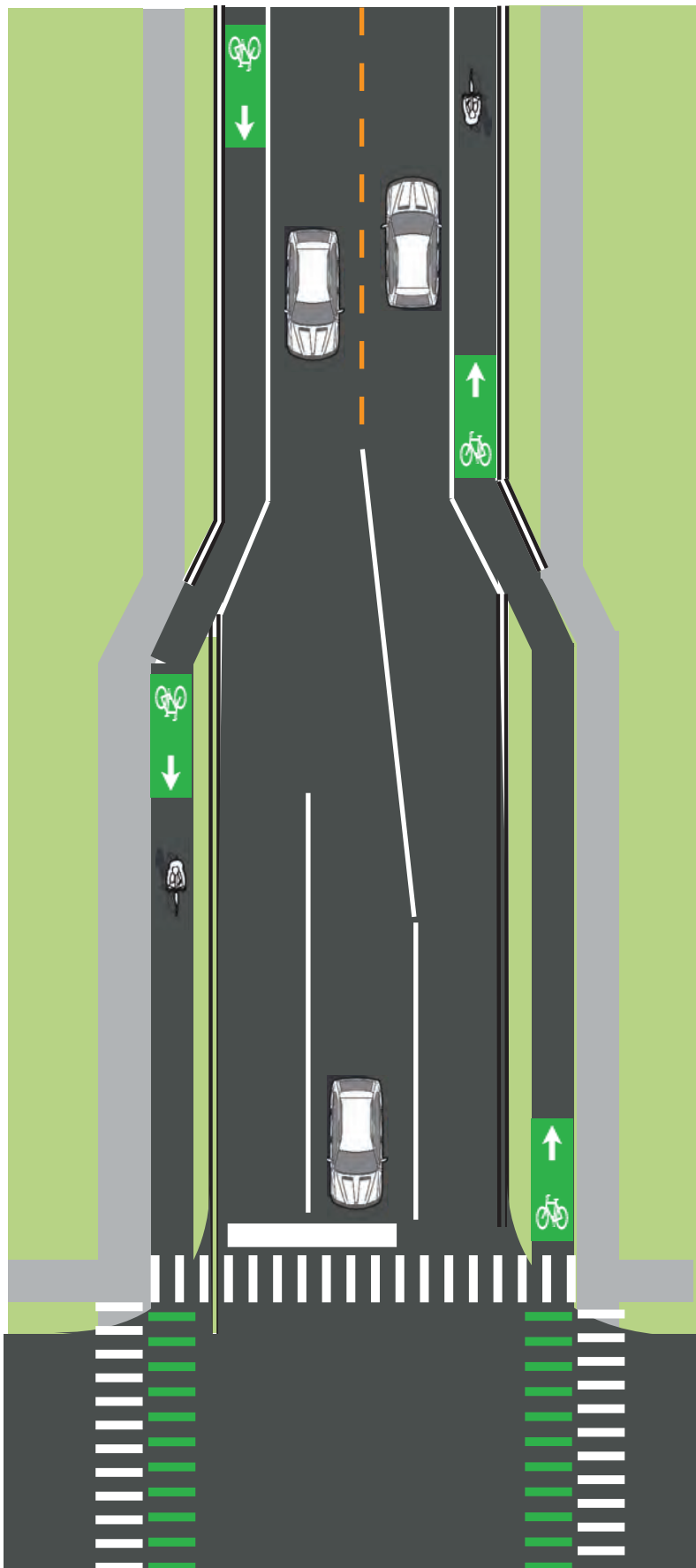
# 3 LAMAR

## 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

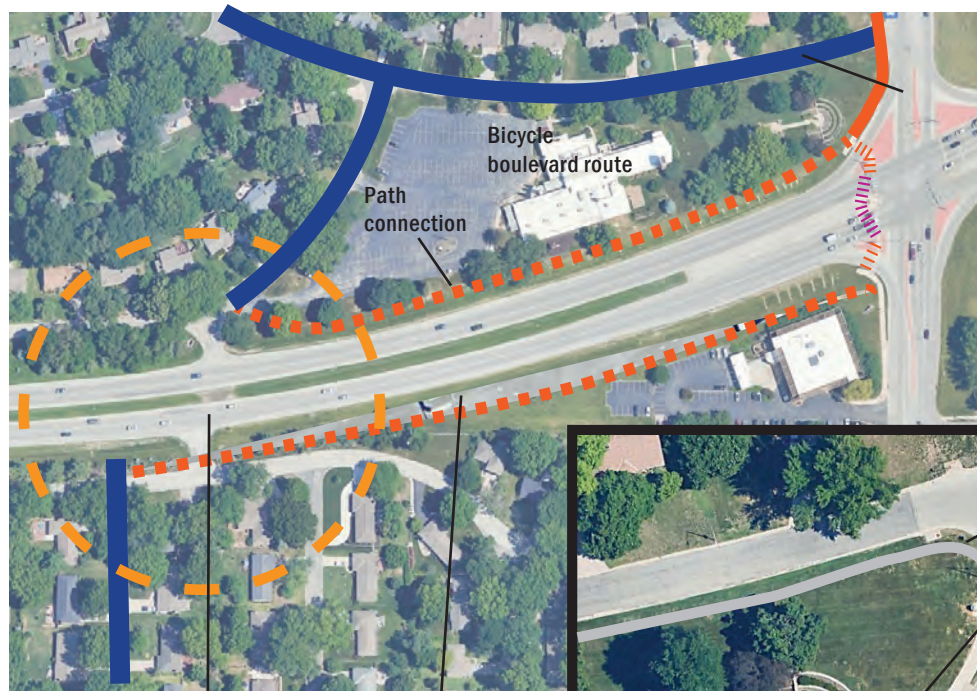
- Major north-south route that links many of Mission’s major destinations, including Rushton School, Water Works Park, Downtown, Aquatics Park, City Hall, and Mohawk Park.
- With upgraded crossing of Shawnee Mission Parkway, provides a major connection between Milhaven neighborhood and the rest of the 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)

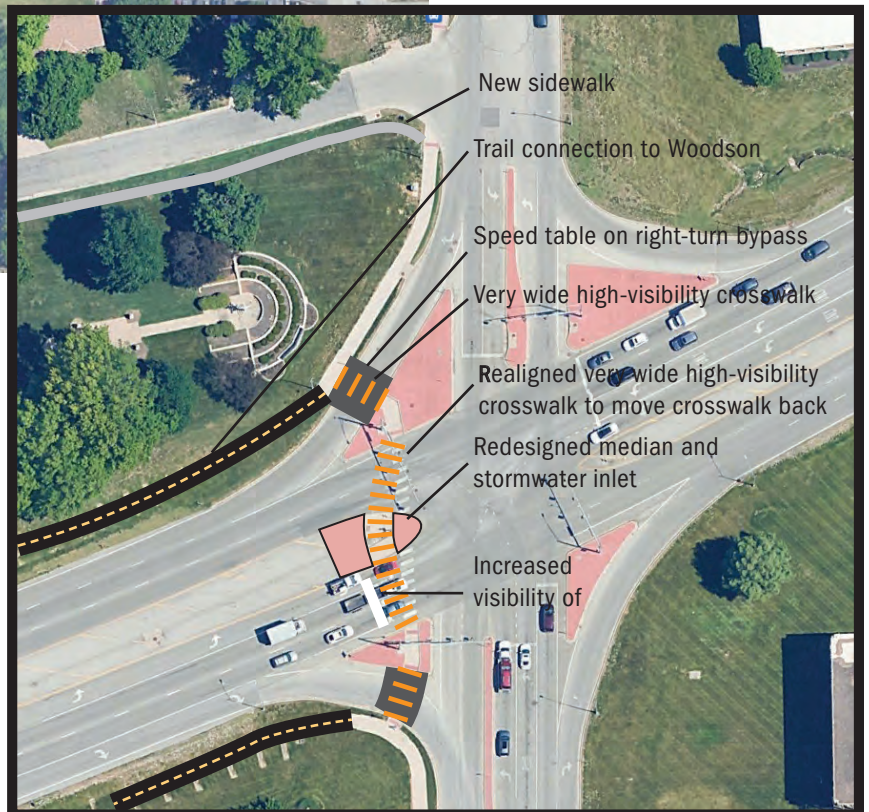
MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
E	Woodson, 53rd to Shawnee Mission Parkway	1.30	Bicycle Boulevard	25'	Both Sides north of 59th Ter, Both Sides south of 61st St	Bicycle Boulevard with sidewalk implemented on both side where needed north of 61st St.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

Possible grade separation site Path connection

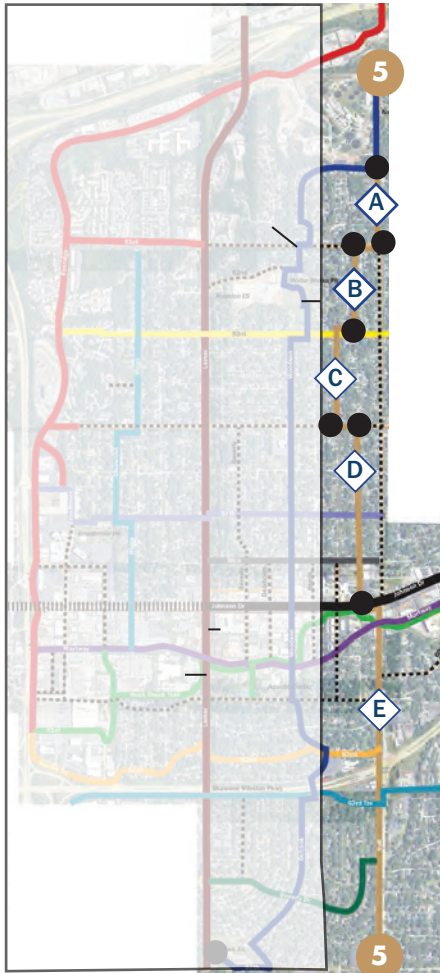
**Crossing Shawnee Mission Parkway.** A grade separated crossing for bicyclists and pedestrians either over or under Shawnee Mission Parkway is the best way to cross this roadway safely. However, minor to moderate redesign of the intersection can create a safer environment for vulnerable users. Because 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/REED

## 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/Reed 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.

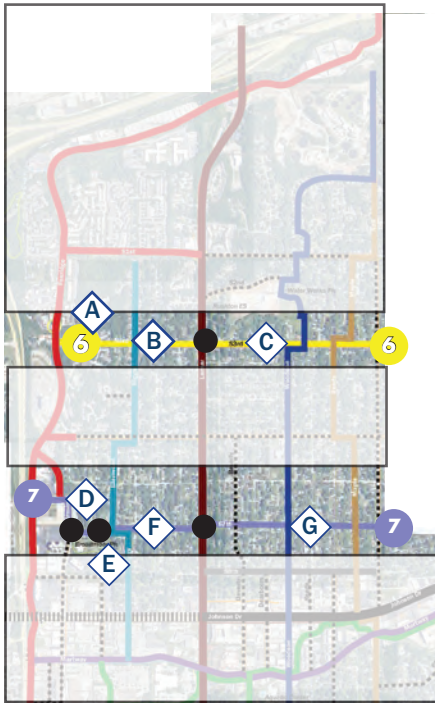
MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Nall: 49th to 51st	.22	Bicycle Boulevard	25'	One Side	Bicycle boulevard
B	Maple: 51 to 53rd	.30	Bicycle Boulevard	25'	Both Side	Bicycle boulevard with sidewalk on west side
C	Reed: 53rd to 55th	.32	Bicycle Boulevard	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

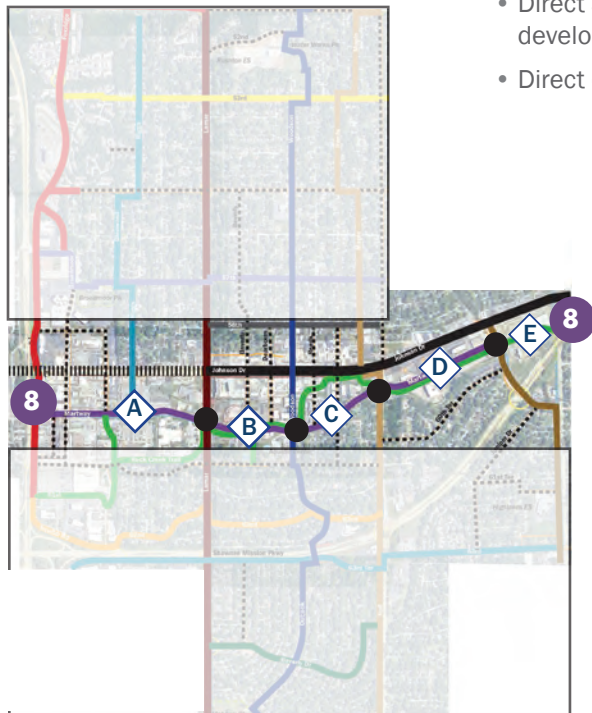


MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Hillsborough Apartments Drives to 53rd Street	200 ft.	Path	NA	NA	Path connecting apartment complex drive to end of 53rd Street. Path probably follows electric line. Connection requires owner permission
B	53rd: Riggs 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

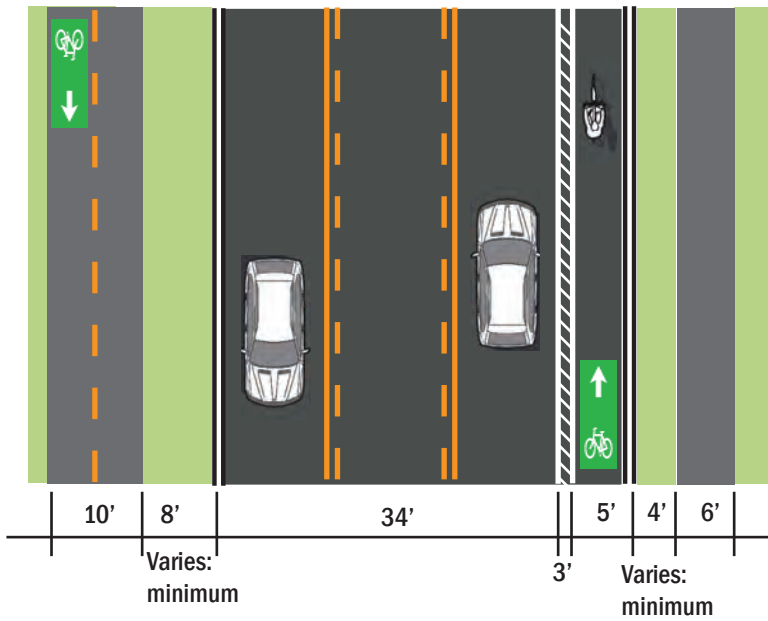
- Key component of braided active transportation system in central corridor, along with Johnson Drive enhanced sidewalks and the Rock Creek Trail
- Direct access to commercial destinations, recreational assets, and new development in central Mission.
- Direct on-street alternative to the more leisurely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



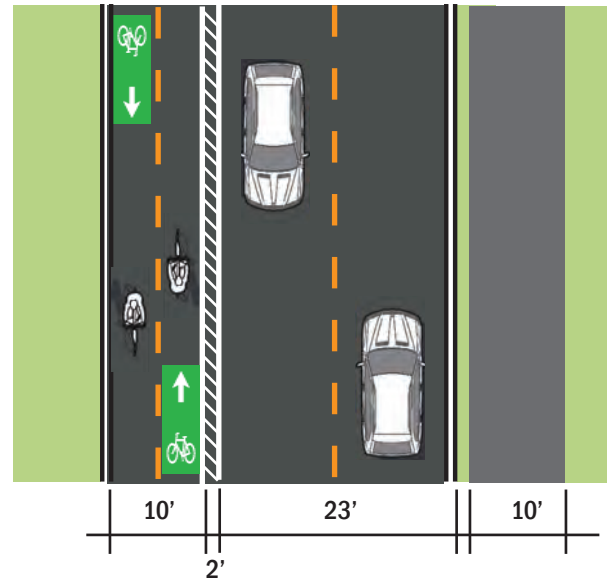
MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Martway: Metcalf to Lamar	0.50	Shared use sidepath on south side; protected one-way westbound cycle track on north side of street	43'	None	Shared Use Sidepath (bi-directional) on south side of Martway. Special attention 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.



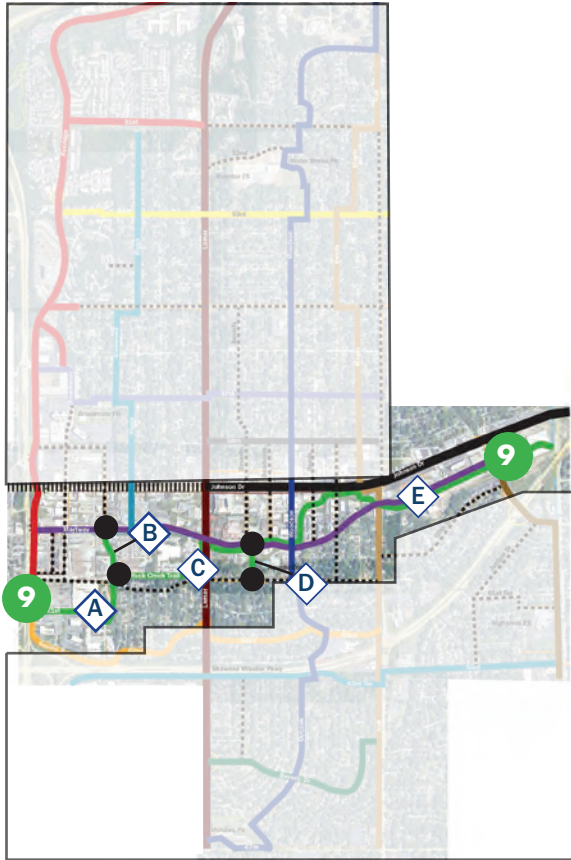
Cycle track within a development project. Above curb option at Gray's Station, Des Moines, IA



# 9 ROCK CREEK TRAIL

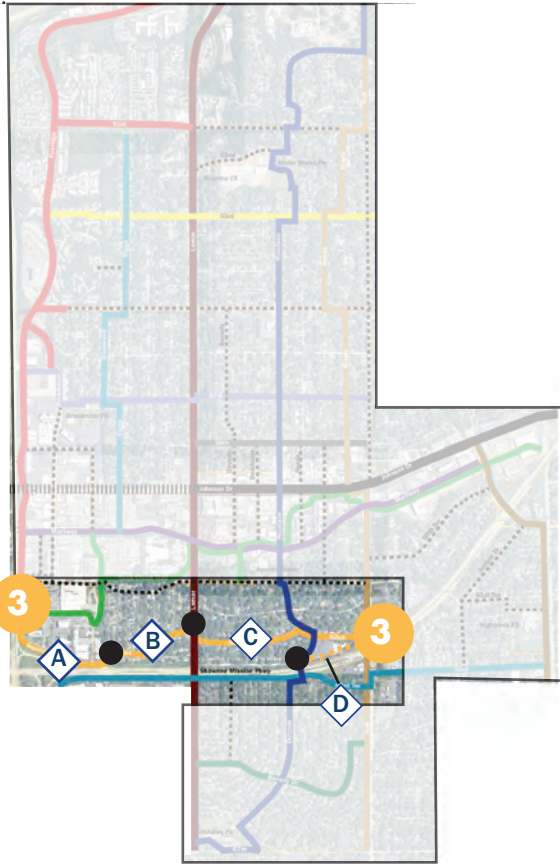
## Role in the Network

- 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

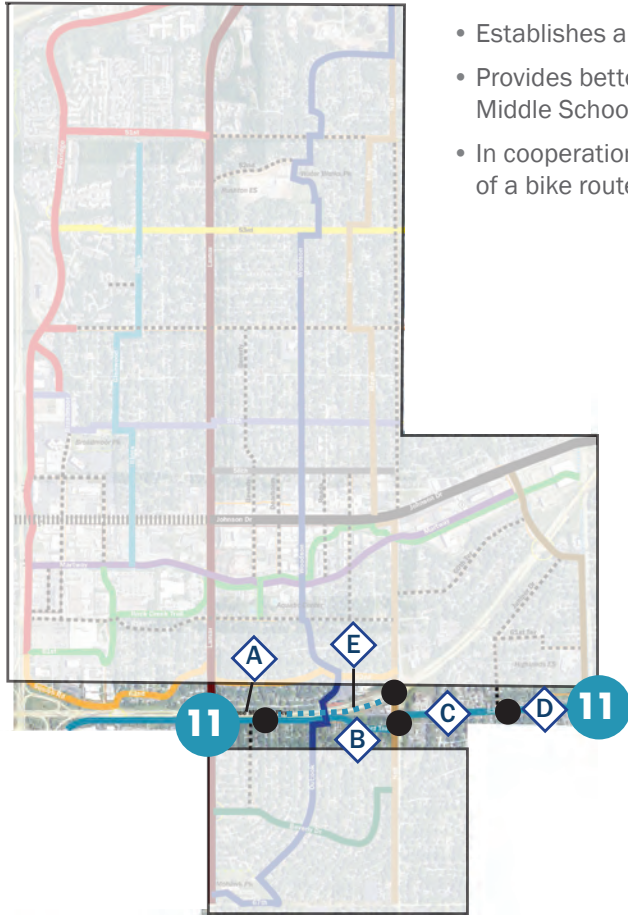


MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Squibb: Rock Creek Trailhead to Glenwood	0.32	Shared Use Sidepath (Bi-Directional)	NA	None	Shared use sidepath (bi-directional) along south side
B	62nd: Glenwood to Lamar	0.31	Bicycle Boulevard with Sidewalk	25'	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

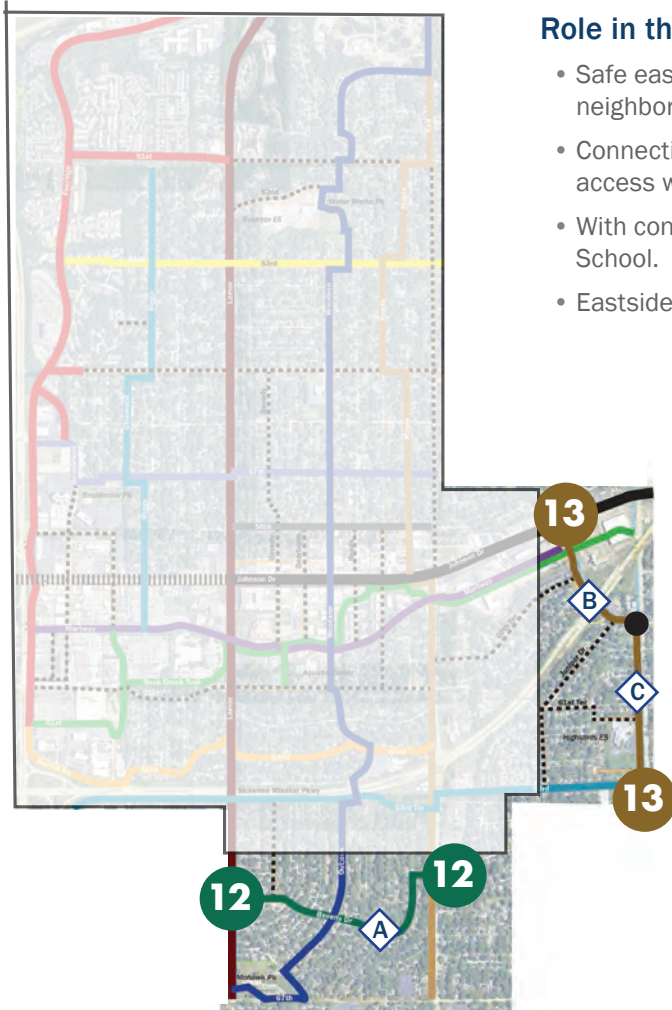
- Continues off-street path established in Overland Park connecting west to Metcalf and potentially to the existing shared use path on the south side of Shawnee Mission Parkway to Antioch Road.
- Establishes a pedestrian route along the Parkway corridor to Nall.
- Provides better connections to Highlands 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	<b>Shawnee Mission Parkway: Lamar to 63rd Terrace</b>	0.10	Trail	NA	None	Trail connecting Lamar, Shawnee Mission Parkway intersection to 63rd Terrace in right of way
B	<b>63rd: Beverly to Nall</b>	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	<b>63rd: Nall to Hillcrest between Hodges and Cedar</b>	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	<b>63rd: Nall to Hillcrest between Hodges and Cedar</b>	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	<b>TRAIL OPTION, Shawnee Mission Parkway: Lamar to Nall</b>	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

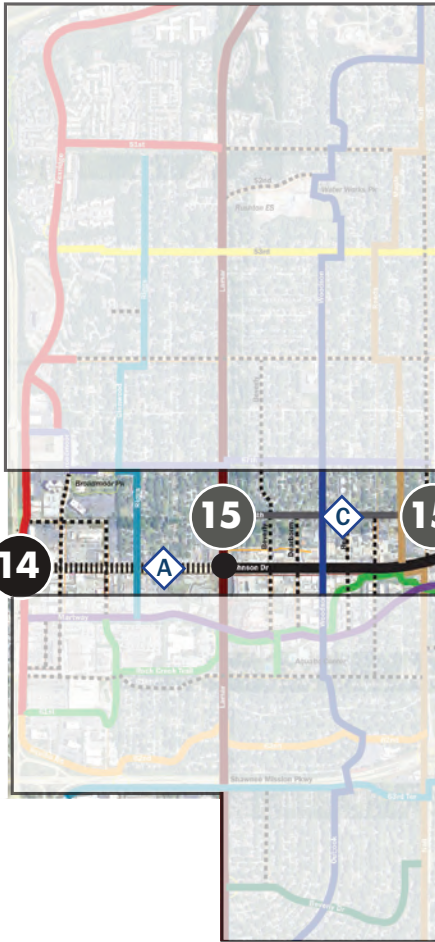
- Safe east-west pedestrian and bicycle route across the Milhaven neighborhood, connecting to off-street paths on either end.
- Connection on local streets west to Antioch Park in Merriam, with park trail access west to Antioch Road.
- With connecting sidewalks, safe pedestrian routes to Highlands Elementary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

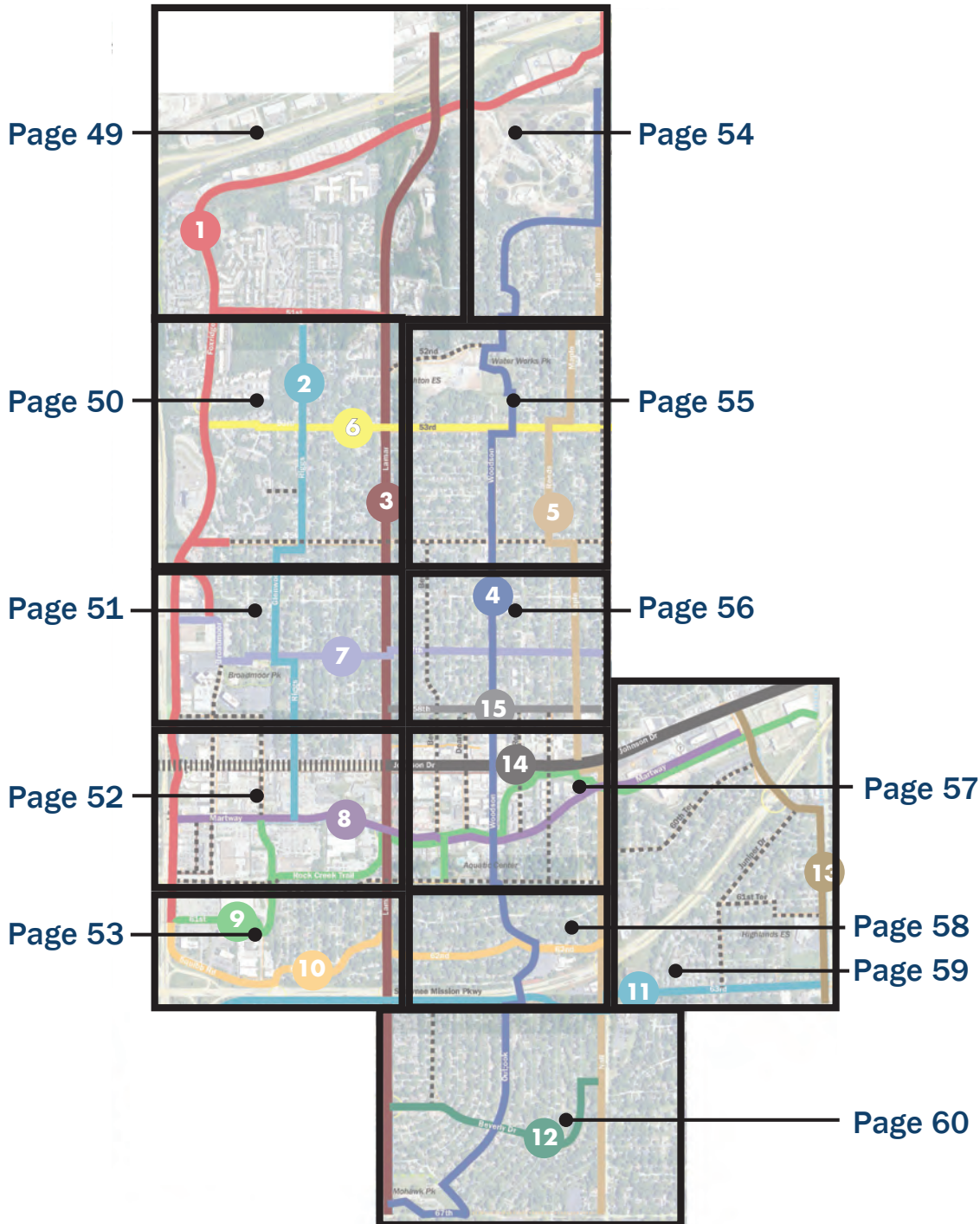


MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	<b>Johnson Drive:</b> Metcalf to Lamar	0.50	Enhanced Sidewalks	NA	None	Sidewalks with streetscape and amenity features to provide a quality pedestrian environment. This concept will be incorporated into the next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

# SECTOR RECOMMENDATIONS

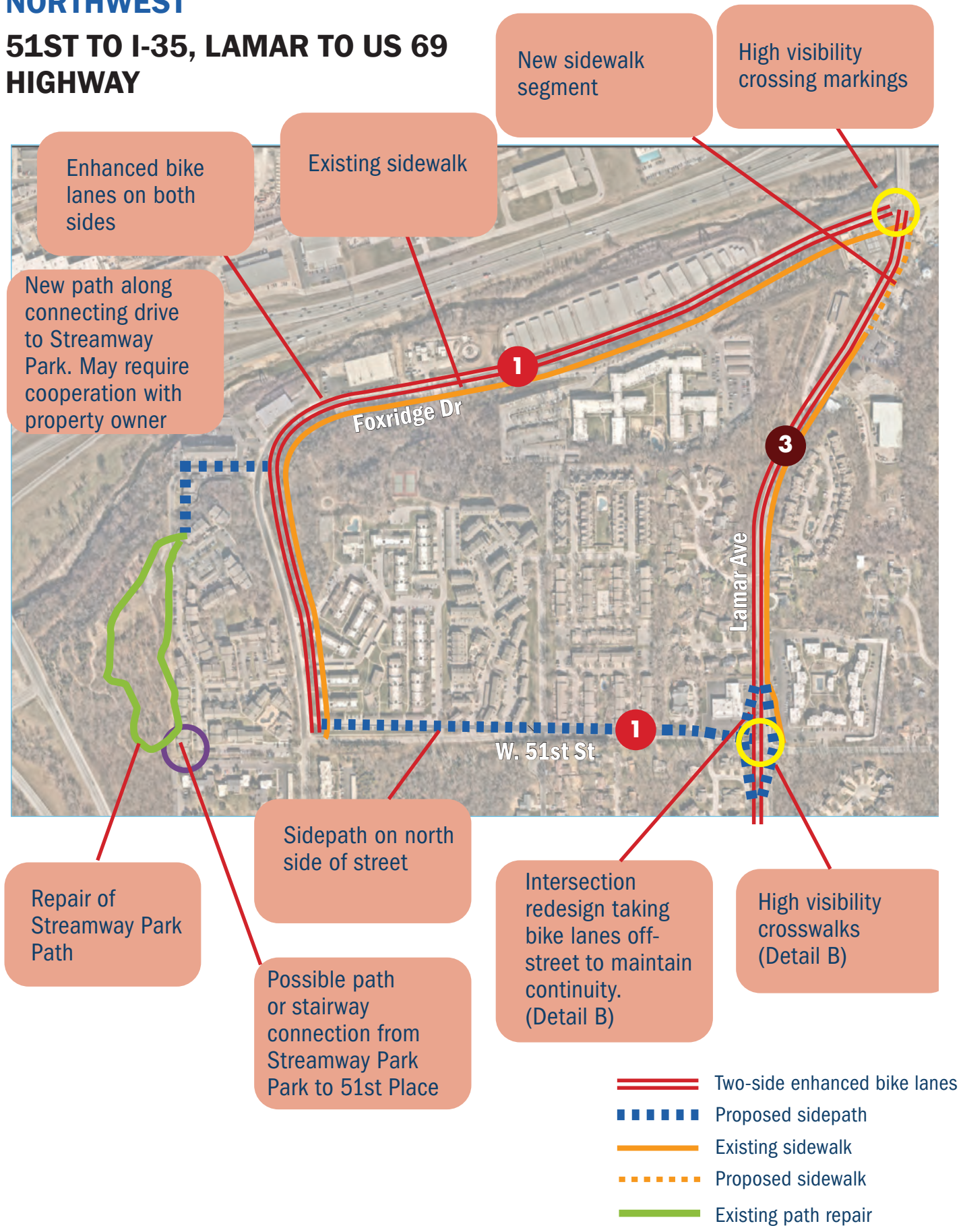
This section presents expanded sectors of the city, typically using Lamar as a dividing line. Its diagrams display the specific location of routes, the type of infrastructure proposed, and a series of notes to provide further explanations or comments. They also show locations for specific projects such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

## Sector Recommendation Key Map.



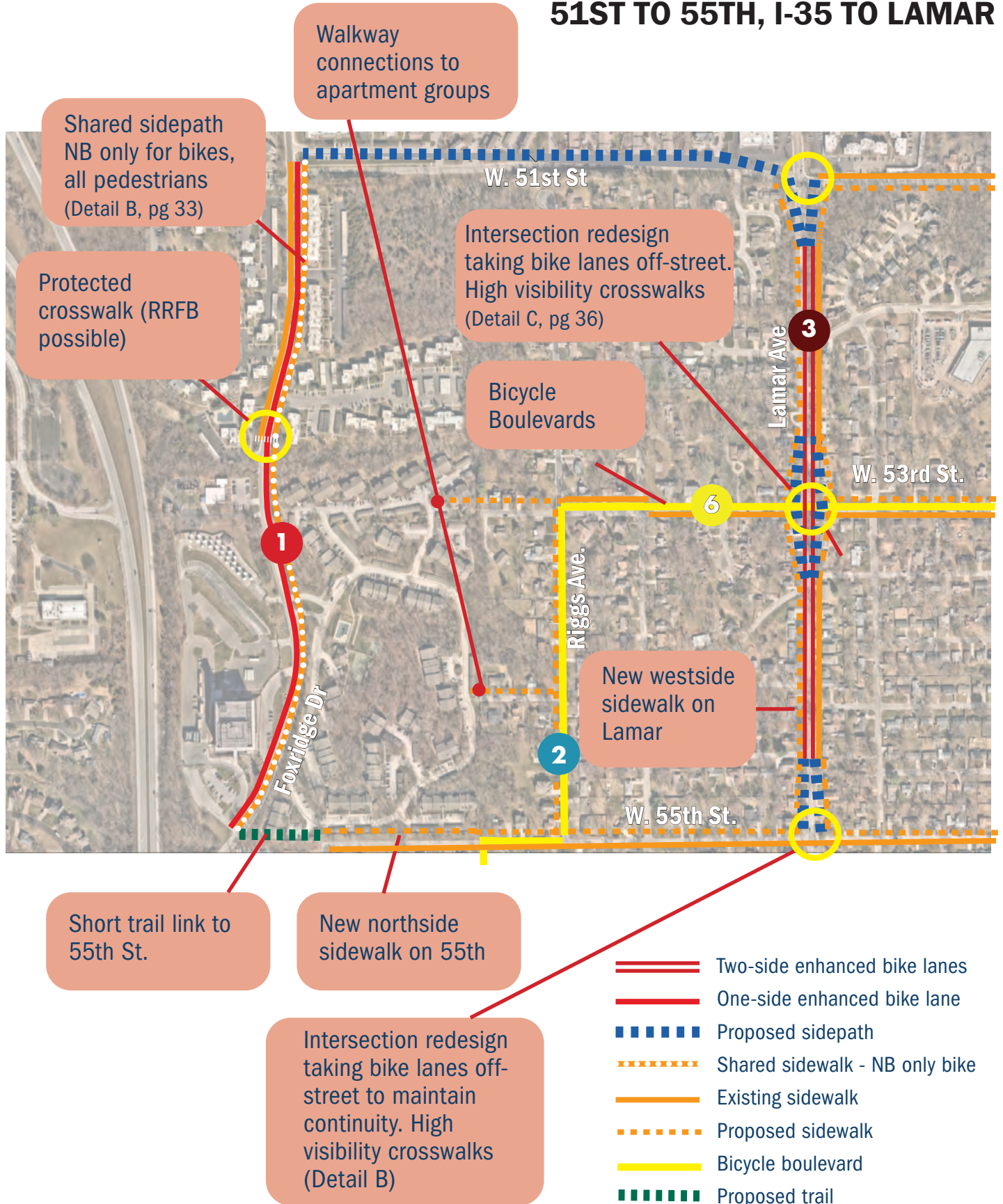
# NORTHWEST

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



# CENTRAL WEST

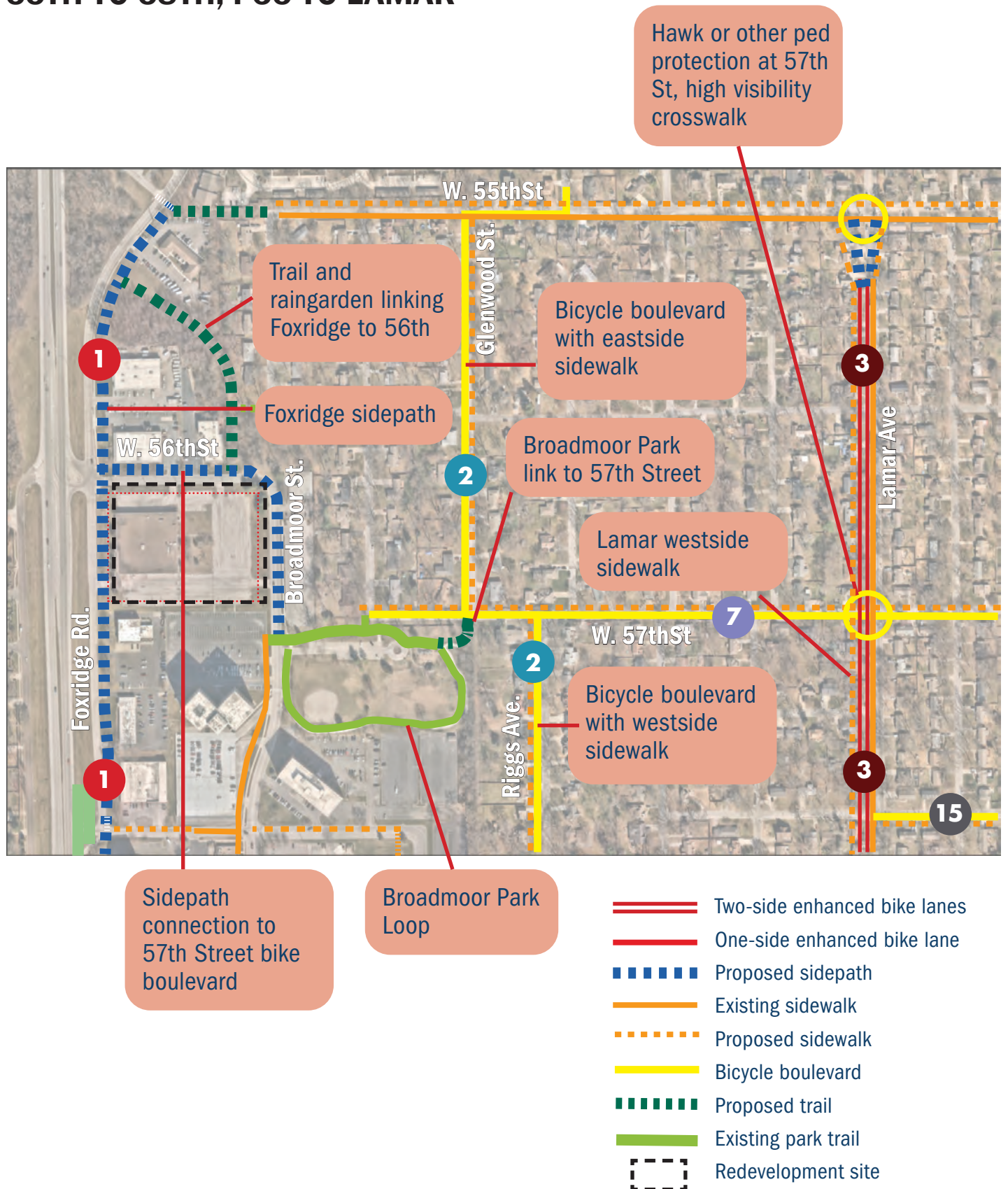
## 51ST TO 55TH, I-35 TO LAMAR





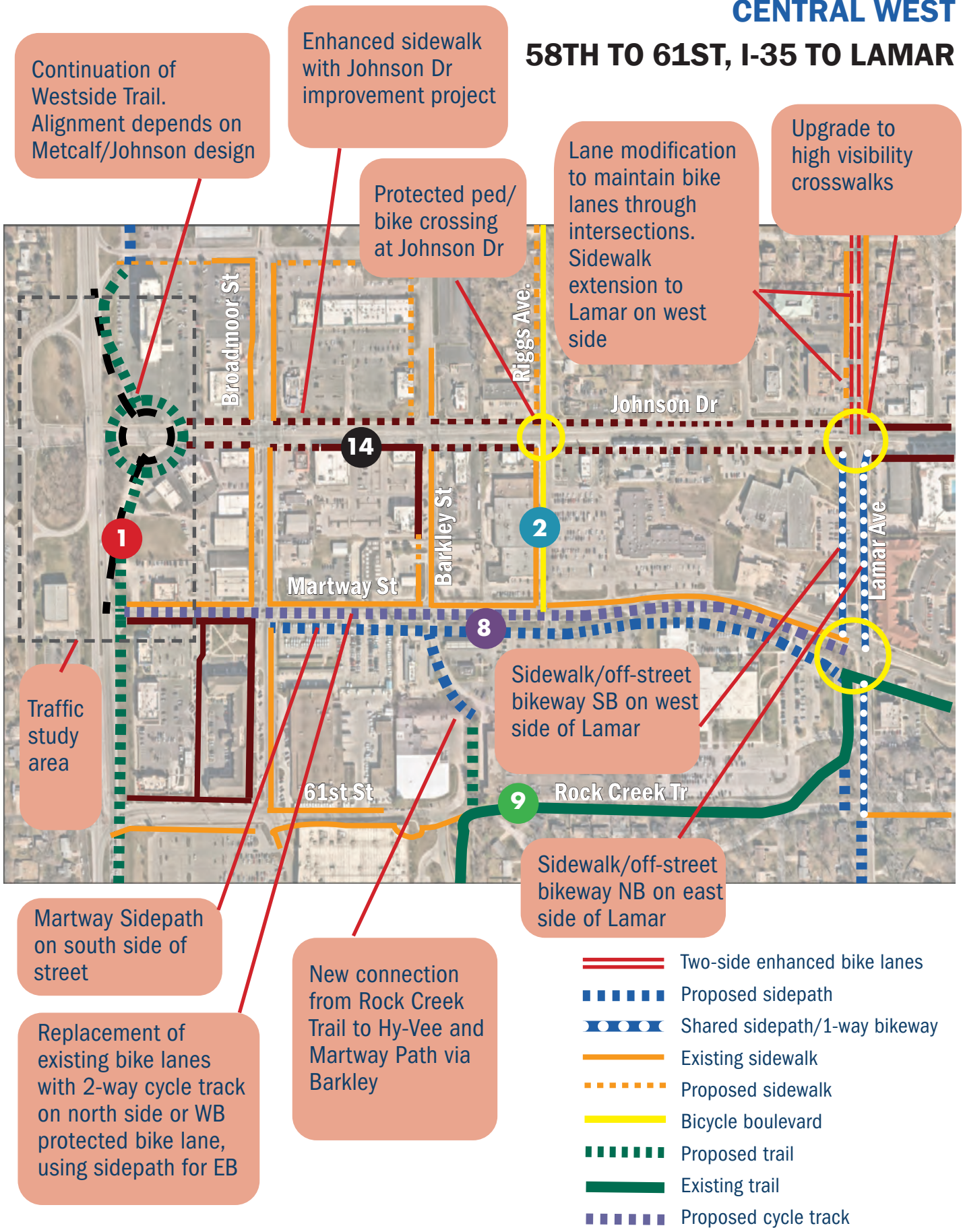
# CENTRAL WEST

## 55TH TO 58TH, I-35 TO LAMAR



# CENTRAL WEST

## 58TH TO 61ST, I-35 TO LAMAR



# 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



Maintain park connection to 52nd St, necessary to provide park access to north neighborhoods

New sidewalk connection from park to 51st St

Improved Water Works Park Path

Maple Street bike route

New sidewalk on Rushton School block

Bicycle boulevard

High visibility crosswalk with RRFB

Sidepath segment to negotiate jog in route

53rd St bike boulevard continuation (with Roeland Park)

High visibility crosswalk with RRFB

Bicycle boulevard

High visibility crosswalk

-  Two-way enhanced bike lanes
-  Proposed sidepath
-  Existing sidewalk
-  Proposed sidewalk
-  Bicycle boulevard
-  Upgraded park path

# EAST CENTRAL

## 55TH ST TO 58TH STREET, LAMAR TO NALL



- Two-way enhanced bike lanes
- Proposed sidepath
- Existing sidewalk
- Proposed sidewalk
- Bicycle boulevard

# EAST CENTRAL

## 58TH TO TO 61ST ST LAMAR TO NALL

Complete missing sidewalk links along north-south streets to connect to Johnson Dr

58th St bike boulevard providing bike traffic access to Johnson Dr businesses.



Walkway connection through redevelopment area connecting Rock Creek Trail to Aquatics Center

Rock Creek Trail

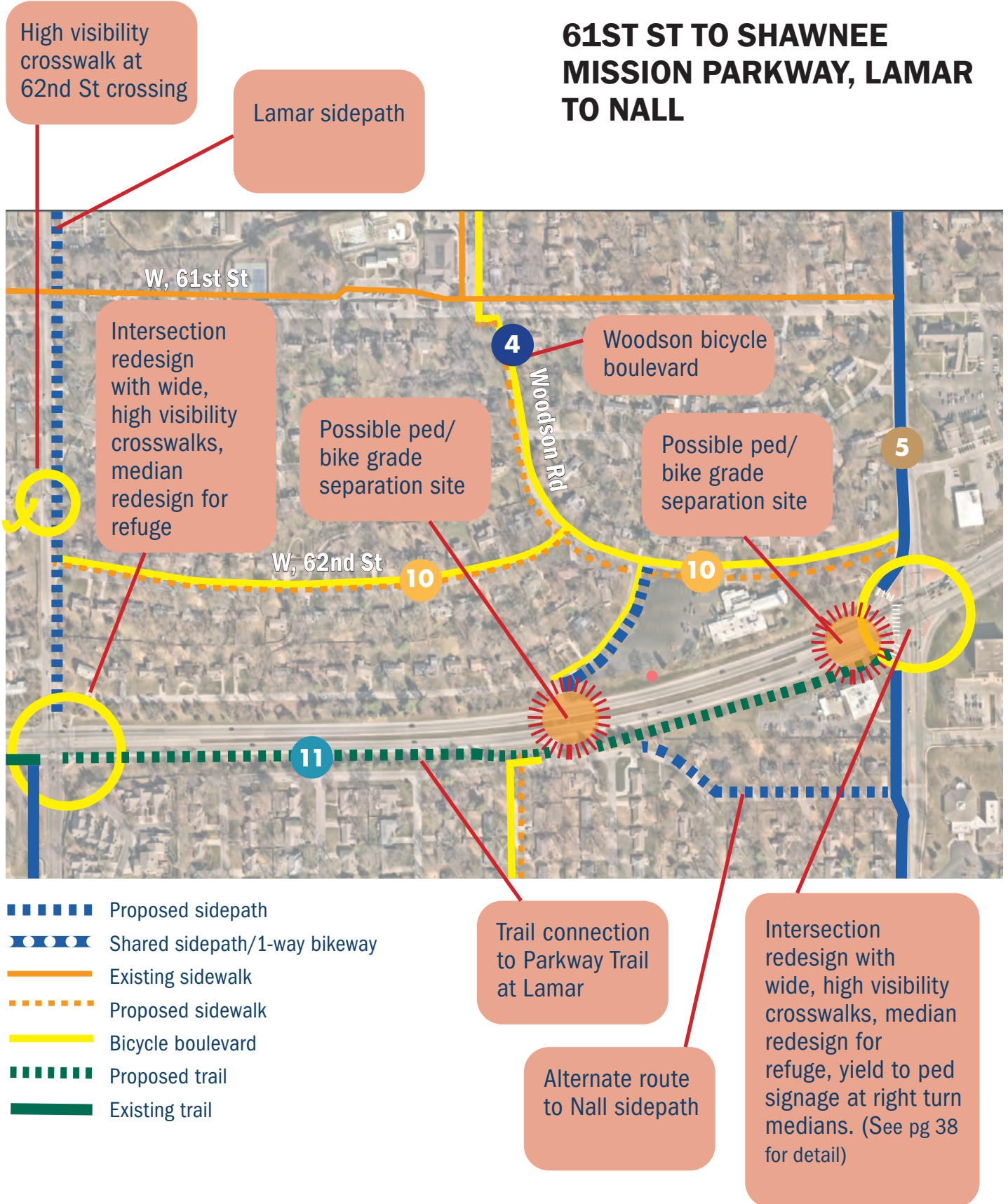
Proposed Martway to Johnson Dr. link and amenity area

Existing Nall sidepath

- 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

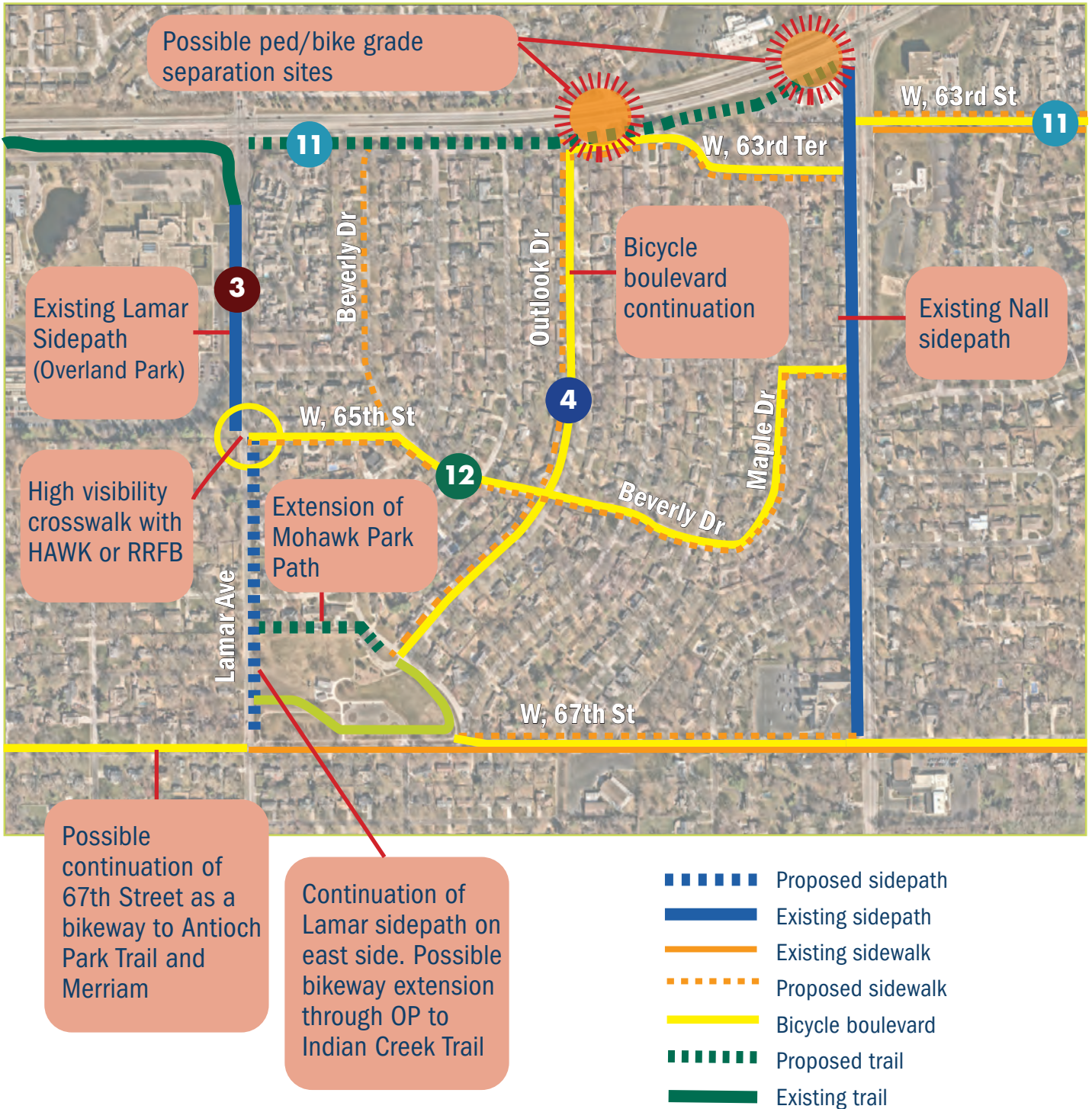
### 61ST ST TO SHAWNEE MISSION PARKWAY, LAMAR TO NALL





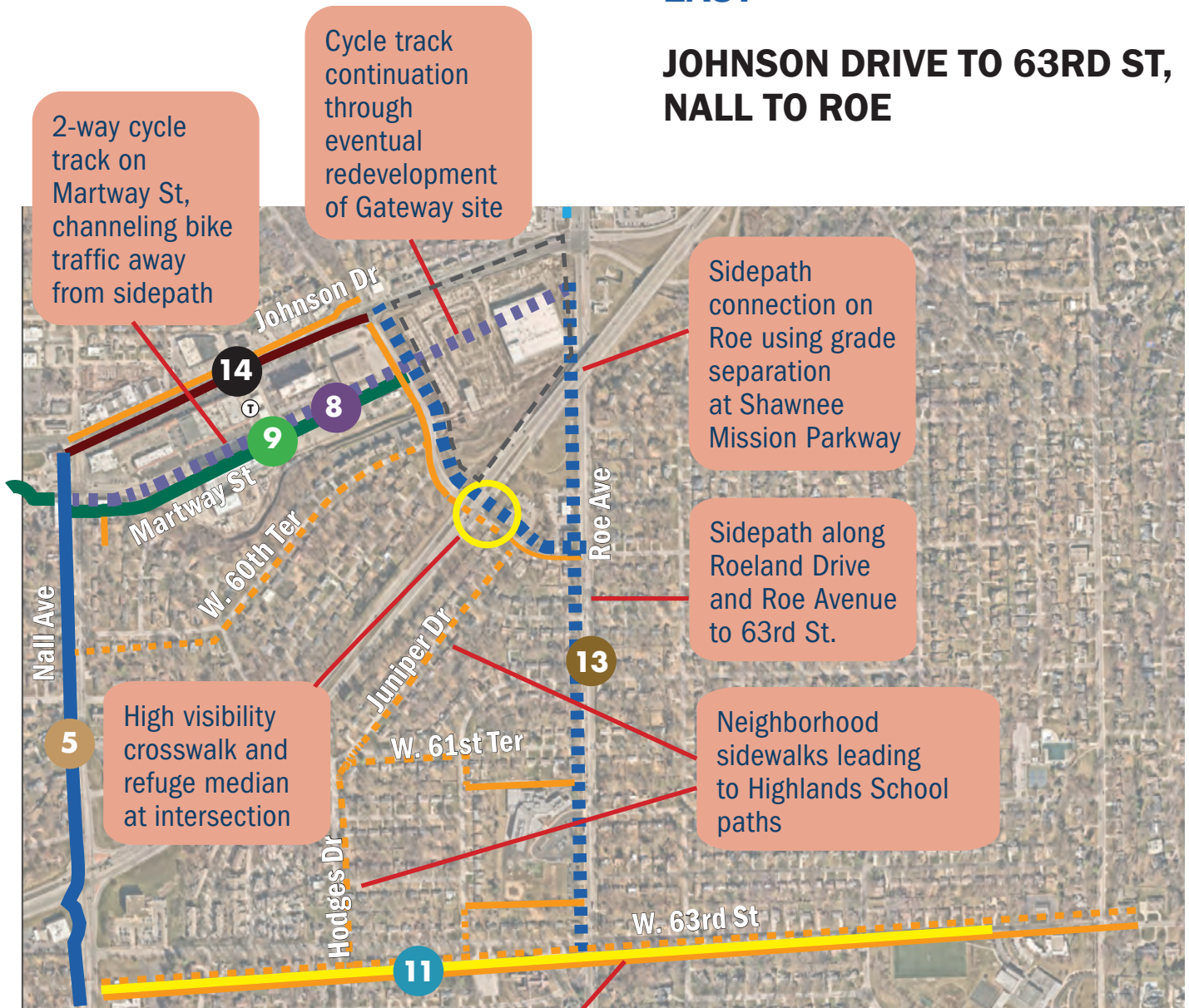
# SOUTH

## LAMAR TO NALL, PARKWAY TO 67TH ST



# EAST

## JOHNSON DRIVE TO 63RD ST, NALL TO ROE



2-way cycle track on Martway St, channeling bike traffic away from sidepath

Cycle track continuation through eventual redevelopment of Gateway site

Sidepath connection on Roe using grade separation at Shawnee Mission Parkway

Sidepath along Roeland Drive and Roe Avenue to 63rd St.

High visibility crosswalk and refuge median at intersection

Neighborhood sidewalks leading to Highlands School paths

63rd St sidewalks and possible uphill bike lane to Indian Hills Middle School with Prairie Village

- ■ ■ ■ ■ Proposed cycle track
- ■ ■ ■ ■ Proposed sidepath
- Shared sidepath/1-way bikeway
- Existing sidewalk
- · · · · Proposed sidewalk
- Bicycle boulevard
- ■ ■ ■ ■ Proposed trail
- ■ ■ ■ ■ Existing trail
- □ □ □ □ Redevelopment Area

## 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)

### **A** Basic Sign Types

- 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.
- 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.
- 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 identify:
  - › 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

**C**

D11-1/D1-3a

**B**

D1-1

### 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 1/4 to 1/2 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

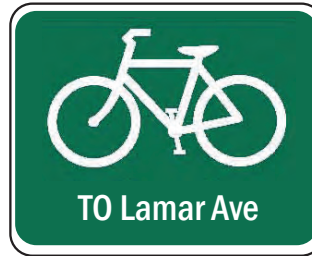
- MUTCD guidelines should be followed for wayfinding sign placement, which includes mounting height and lateral placement from edge of path or roadway.
- Pavement markings can be used to reinforce routes and directional signage.

### Crash Reduction

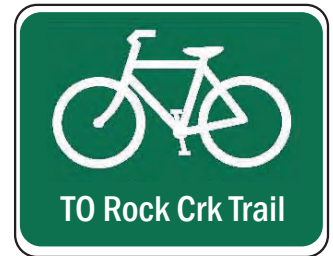
Despite their other virtues, there is no evidence that wayfinding signs have an impact on crash reduction or user safety.

## SUGGESTED CONFIRMATION SIGN COPY

### 1 WESTSIDE PERIPHERAL

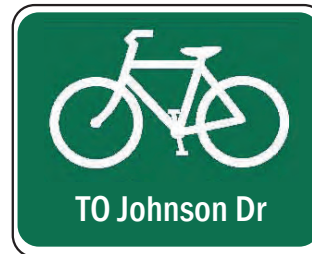


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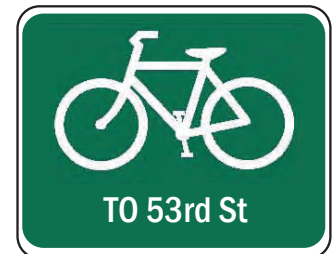


SB

### 2 RIGGS

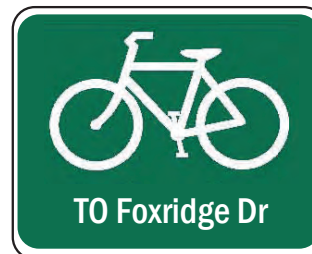


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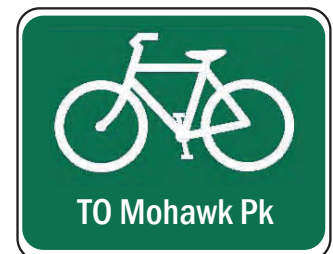


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### 3 LAMAR



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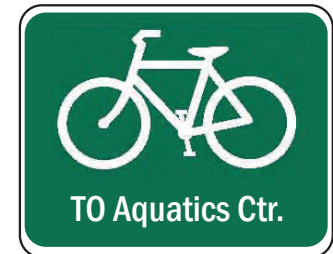


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### 4 WOODSON

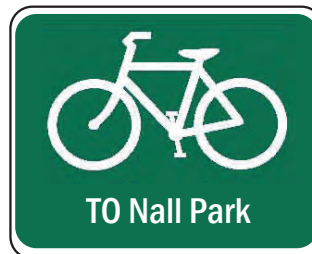


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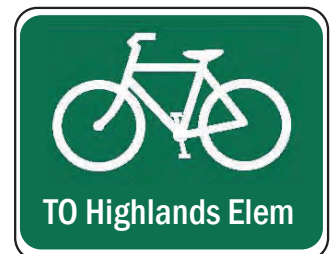


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### 5 MAPLE



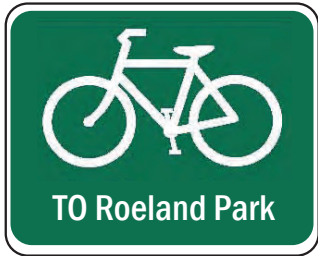
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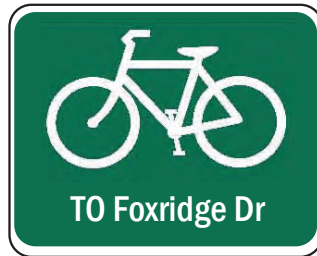
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**SUGGESTED CONFIRMATION SIGN COPY**

**6 53RD ST**

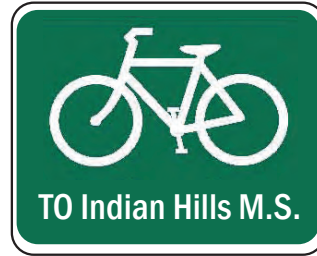


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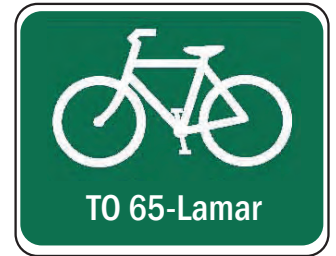


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**11 SHAWNEE MISSION PKWY**

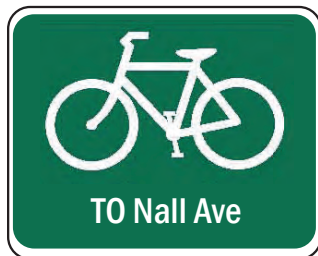


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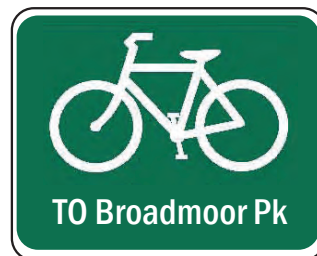


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**7 57TH ST**



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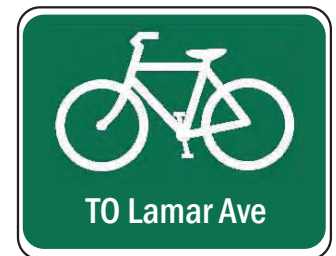


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**12 BEVERLY**

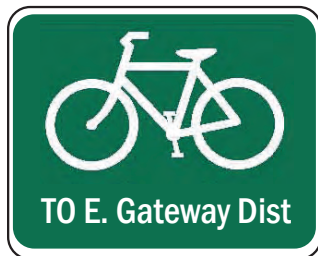


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**8 MARTWAY**

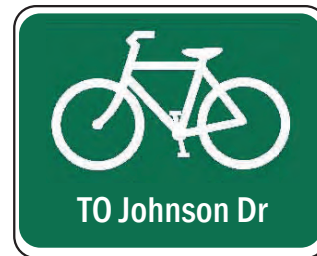


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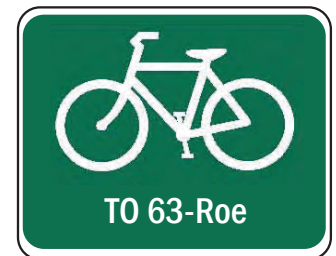


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**13 ROELAND**

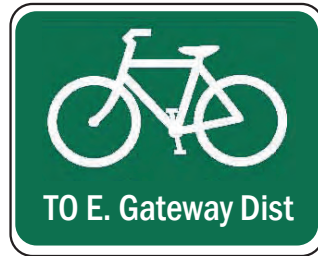


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**9 ROCK CREEK TRAIL**



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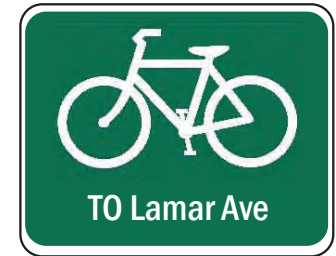


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**15 58TH ST**

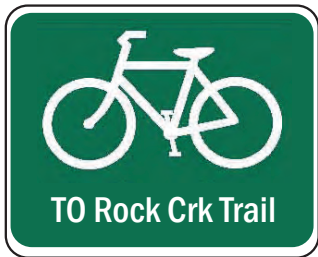


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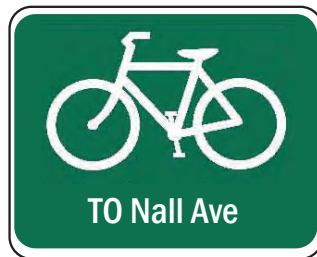


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**10 62ND ST**



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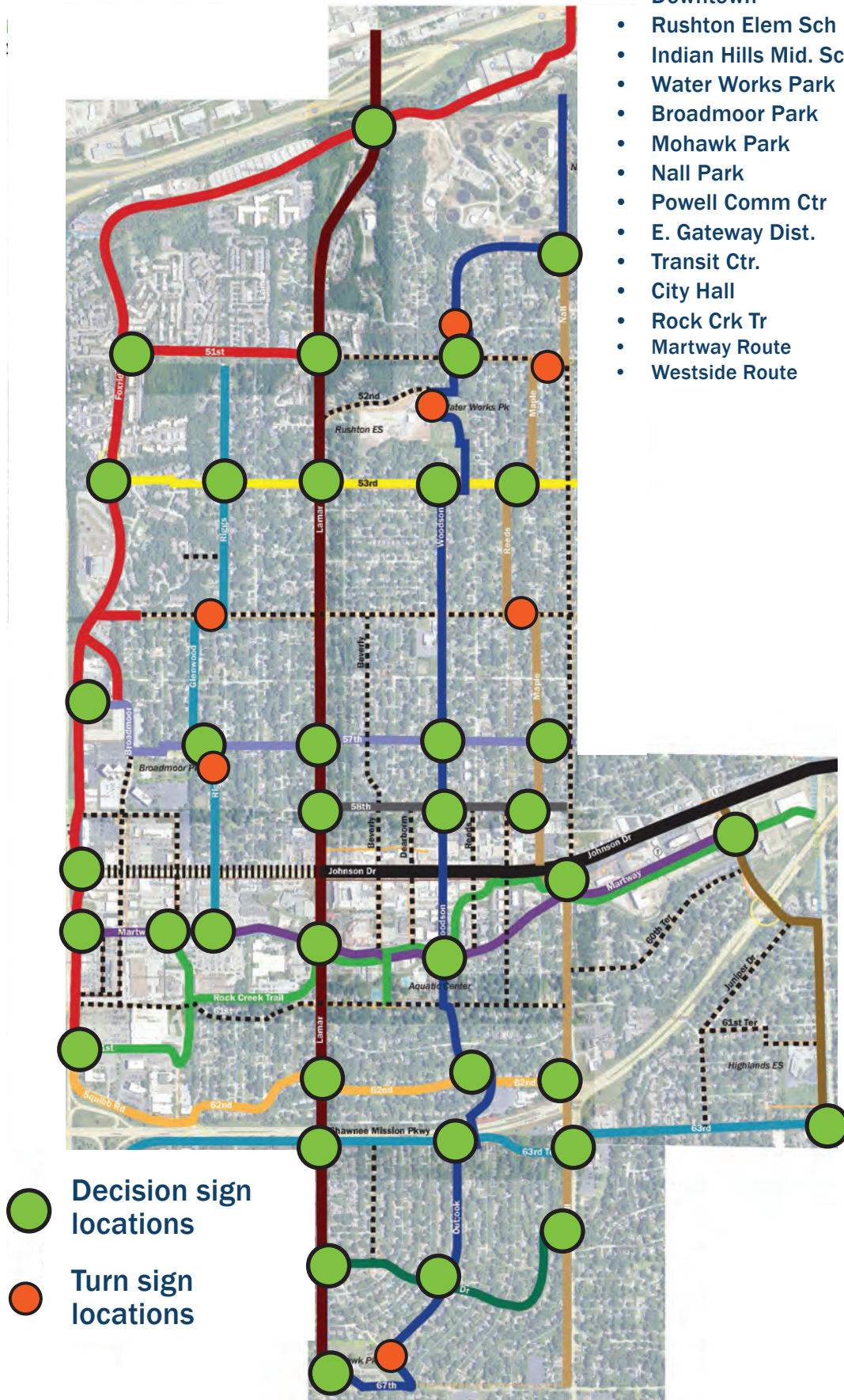
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Note: These suggested sign faces are based on using the endpoints of the point-to-point routes. Some systems use intermediate destinations on these signs. For example, the eastbound- Martway Route sign could read "TO Powell Community Center" to that 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.





# Implementation and Policy

# 4

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

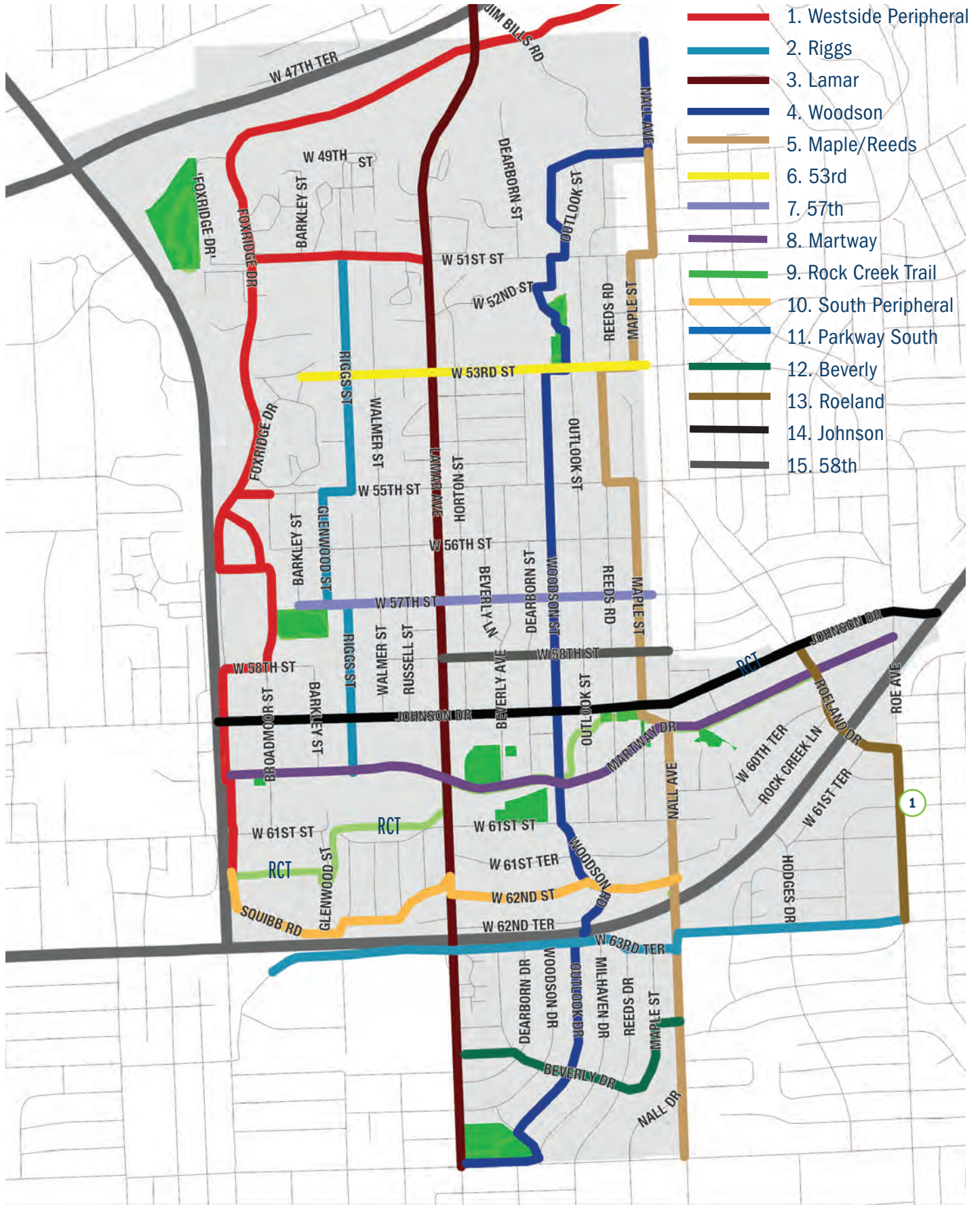
The active transportation network will not happen at once. The following pages suggest an implementation sequence for consideration in developing a capital program. Some phase one projects are rated in the first phase to take advantage of short-term street projects that will be executed through the city’s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

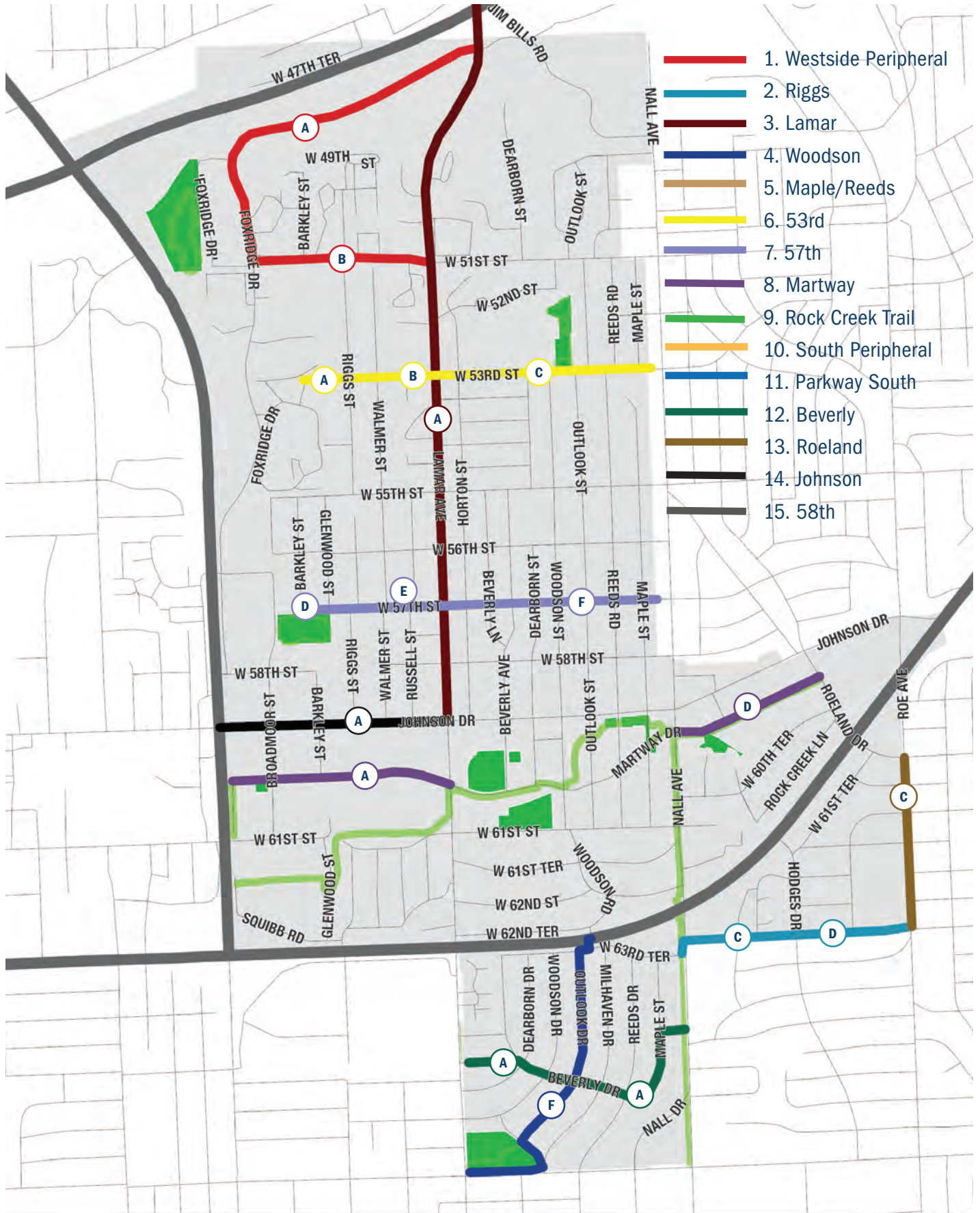
### Network Route Review



## PHASE ONE PROJECTS

NUMBER	SEGMENT	LENGTH (MI)	FACILITY TYPE	BICYCLE FACILITY COST ESTIMATE	PEDESTRIAN FACILITY COST ESTIMATE
	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



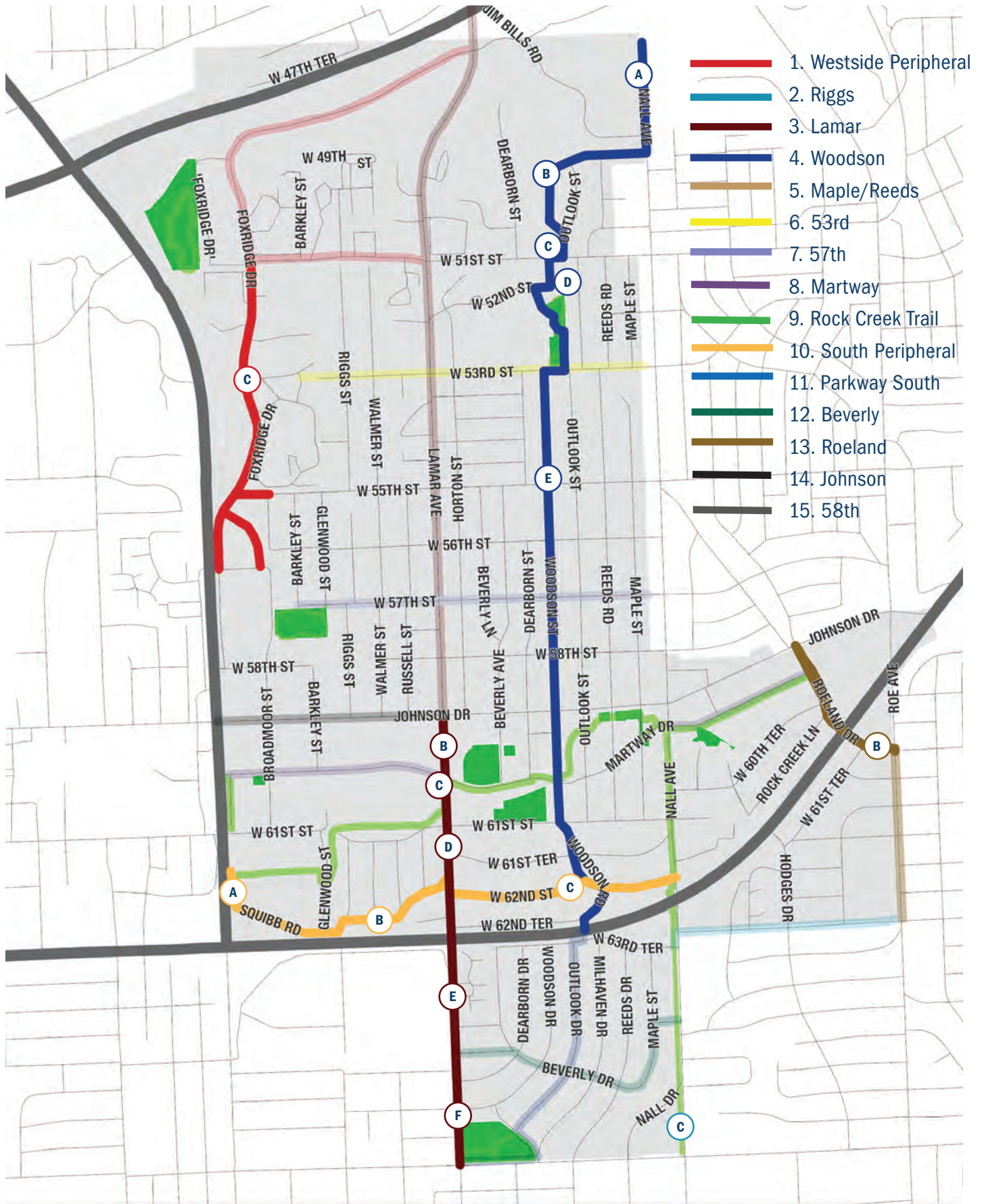
## PHASE TWO PROJECTS

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



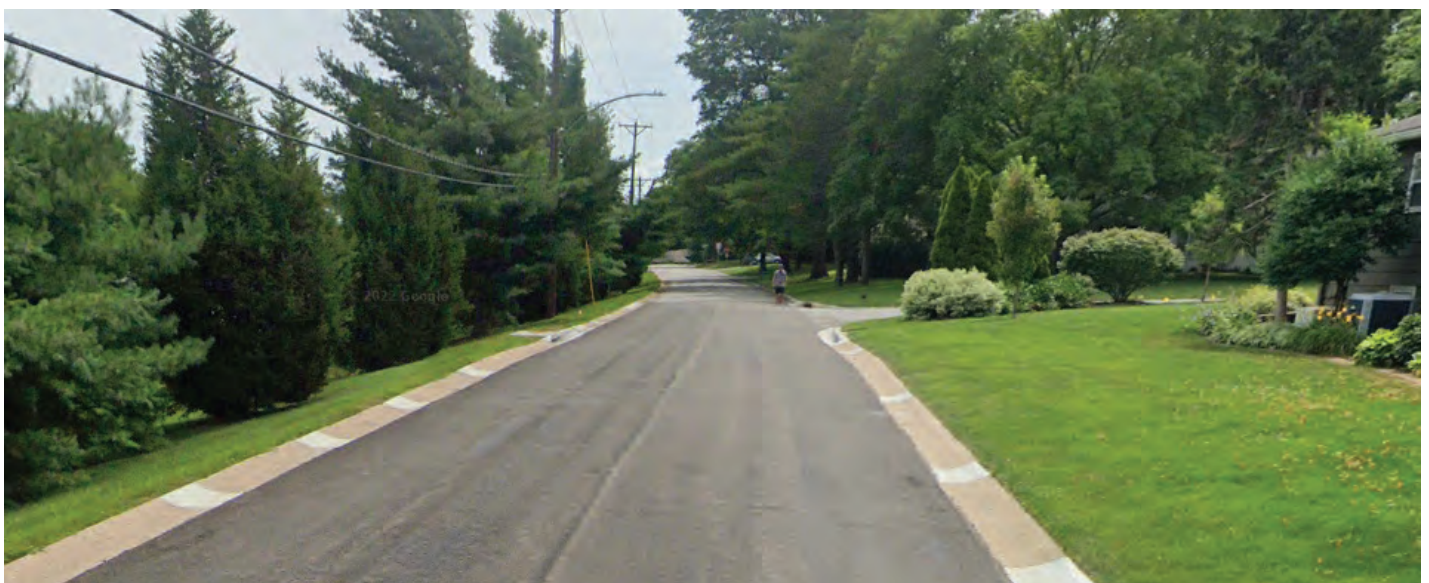
*Pedestrian crossing at 51st and Woodson (Route 4)*

# 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/Reed	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)





## 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 essen-

tial for the active transportation 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.

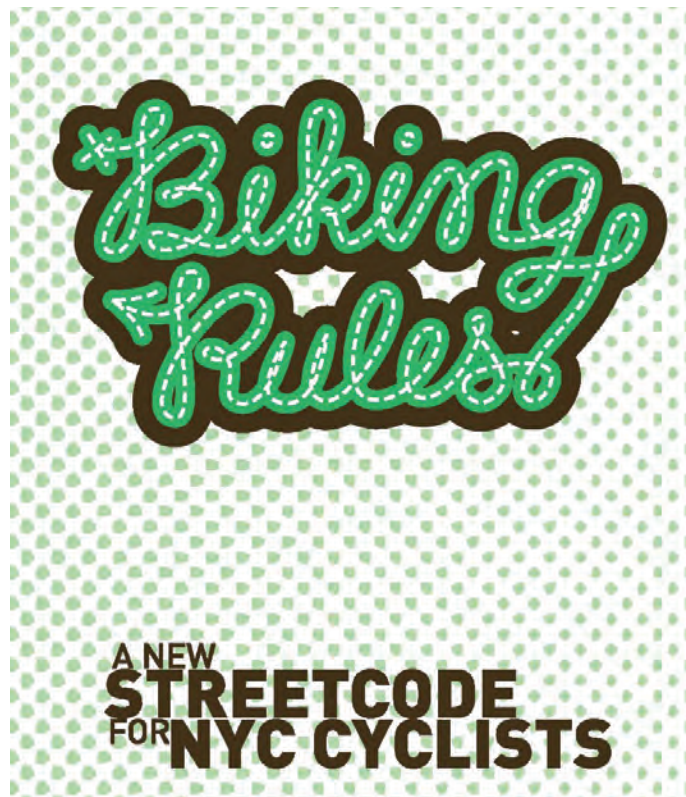


Bike parking as art. Inverted U's at the University of Nebraska at Omaha, enhanced with the school's mascot

- **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. Beyond 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 people 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 Bethlehem, New York formed the Bethlehem Citizens for Pedestrian Safety to meet and discuss 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.
- **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 it is a promise 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](http://www.bikeleague.org)).

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

## 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.





# Appendix



This Appendix Contains:

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

# OPEN HOUSE SIGN IN SHEETS: 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. Ken Davis, Council	kdavis@missionks.org	913-669-7095
2. Sarah Sanders, resident	ssanders0422@gmail.com	816-914-6881
3. Anthony Glasson	aglasson@prat-etailor.com	913-277-7278
4. Taylor Cunningham	tcunningham@marc.org	
5. Brian Shields	brian.shields@opkansas.org	
6. Jacquie Gameson	jhgameson@gmail.com	
7. Emily Randel (staff)	erandel@missionks.org	
8. Josh Thede	joh.thede@gmail.com	913-905-9379
9. Amy Richards	amyinmission@gmail.com	816-529-1856
10. Nicole Sullivan PRT commish	nscier09@gmail.com	
11.		
12.		
13.		
14.		
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. Collette Fleming	cflemingmd@hotmail.com	785-249-5870	Mission resident
2. Sandra Burbank	sburbank@gmail.com		
3. Penn Almoney	palmoney@missionks.org	x8210	
4. SID ARENSON	SARENSON@GMAIL.COM		
5. Susan King-Kostelae	susan.kingkostelae@gmail.com		
6. Marty Kostelae	martinj.kostelae@sbcglobal.com		
7. Joe Pindell	jqpindell@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 Horv.	Mark.Horv@BikeWalkKL.org		
11. Robin Dulcelae	dulcelae robin@gmail.com		
12. James Kohardt	persuingtruth9321@hotmail.com		
13. Angela Vandegrift	angevande@gmail.com		
14.			
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. Valerie Kohoutek	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
7. STEVEN HOOBER	shoobe #1@gmail.com	816 2100455
8. ALISON HOOBER	alison.hooper@gmail.com	816 210 0565
9. GRAHAM HOOBER	—	—
10. JEANNINE LINNANE	jkoranda@gmail.com	913-988-9926
11.		
12.		
13.		
14.		
15.		
16.		

*(Handwritten mark)*

# 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	Mission resident
1. Collette Fleming	cflemingmd@hotmail.com	785-249-5870	
2. Sandra Burbank	sburbank@gmail.com		
3. Penn Almoney	palmoney@missionks.org	x8210	
4. SID ARENSON	SARENSON@GMAIL.COM		
5. Susan King-Kostelae	susan.kingkostelae@gmail.com		
6. Marty Kostelae	martinj.kostelae@sbcglobal.com		
7. Joe Pindell	jqpindell@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 Horv.	Mark.Horv@BikeWalkKL.org		
11. Robin Dulcelae	dulcelae robin@gmail.com		
12. James Kohardt	persuingtruth9321@hotmail.com		
13. Angela Vandegrift	angevande@gmail.com		
14.			
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# NOVEMBER 28, 2023

## Steering Committee #2 November 28th



Name	Email Address
Ed SOLTZ	esoltz54@gmail.com
Jessica Carlson	jessicaedc20@hotmail.com
Jay Cady	laughing@leslieandjay.com
JOSH THEOE	josh.theoe@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 Fouk	Ph1P5586@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**



Name	Email Address
SID ARENSON	FOLKGUY69@GMAIL.COM
Teresa Bittiker	tbittiker@me.com
Brad Bittiker	" "
Brad Stretz	bradstretz@gmail.com
Jessica Carlson	jessica.elder24@hotmail.com
Gayle Bergman	gayle.bergman@yahoo.com



**NOVEMBER 29, 2023****PUBLIC OPEN HOUSE  
Nov 29 - 11:30 am to 1:00 pm****Name****Email Address**

GRANT GLENN	gmglenn73@gmail.com
Sollie Flora	sflora@missionks.org
Jacque Gameson	jhgameson@gmail.com
Dustin WOLFE	dustinfaylorwulfe@gmail.com
Kelsey Brown + fam	kelcheesy@gmail.com
Kevin Schmidt	kevinschmidt@gmail.com
Caroline deFilippis	cdefilippis@wycockk.org
Scott Colebank	skcolebank@gmail.com
Josh THEBE	josh.thebe@gmail.com
Ben Chociej	bchociej@missionks.org

# APRIL 9, 2024

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



Name	Email Address
SID ARENSON	FOLK GUY 69 @ EMAIL . COM
Taylor Cunningham	tcunningham@marc.org
Nicole Sullivan	nseier09@gmail.com
Rachel Finn	rachfinn1014@gmail.com
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Sam Komosa	SamKomosa@gmail.com
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Lori Reeves	lreeves50@gmail.com
Jacque Gameson	jhgameson@gmail.com
Abbie Kring	a.kring@MISSIONKS.ORG
Cindy Long	cindylong0103@gmail.com

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



Name	Email Address
Christian Sinclair	CSinclair@gmail.com

# APRIL 9, 2024

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



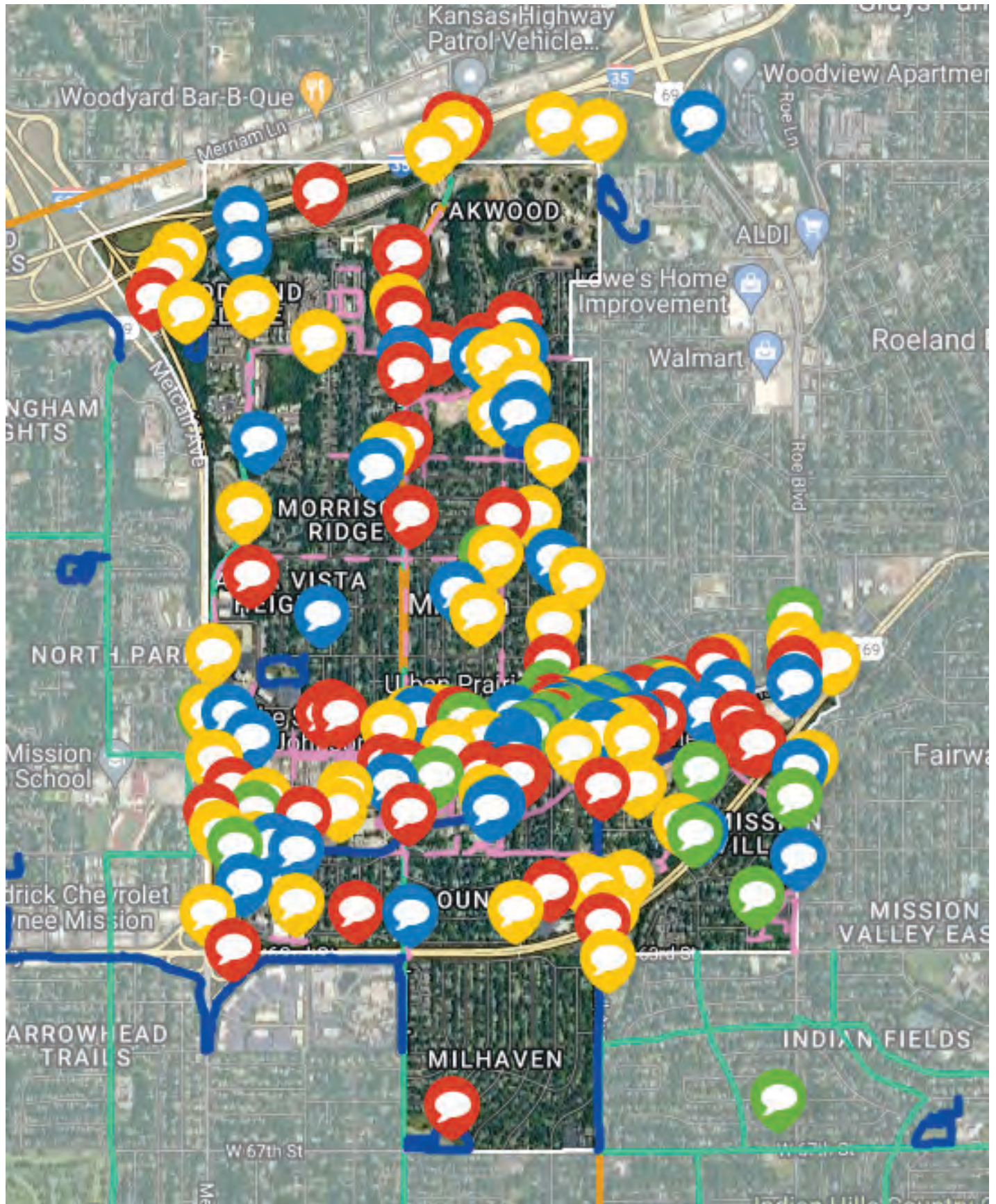
Name	Email Address
Matt Rice	matthew_rice@hotmail.com
Brian Schmid	bschmid@missionks.org
Darl Smith	Davidgreggsmith@gmail.com
Terri Baugh	terribaughe5@gmail.com
Pinn Almoney	palmoney@missionks.org
Bob RANDALL	ttownmill@aol.com
Anthony Blason	Blason@aol.com
Joshua L.	
DAVE MILLER "WERNER'S"	
Henry Estrada	Hestrada945@gmail.com
Mary Est strada	

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



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 bicycle. 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 somewhere 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 pedestrian 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. Current 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 neighborhoods 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 compromised 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 could 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 station.

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 Fairway 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 gravelly/ 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 Trolley 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. Unfortunately 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.

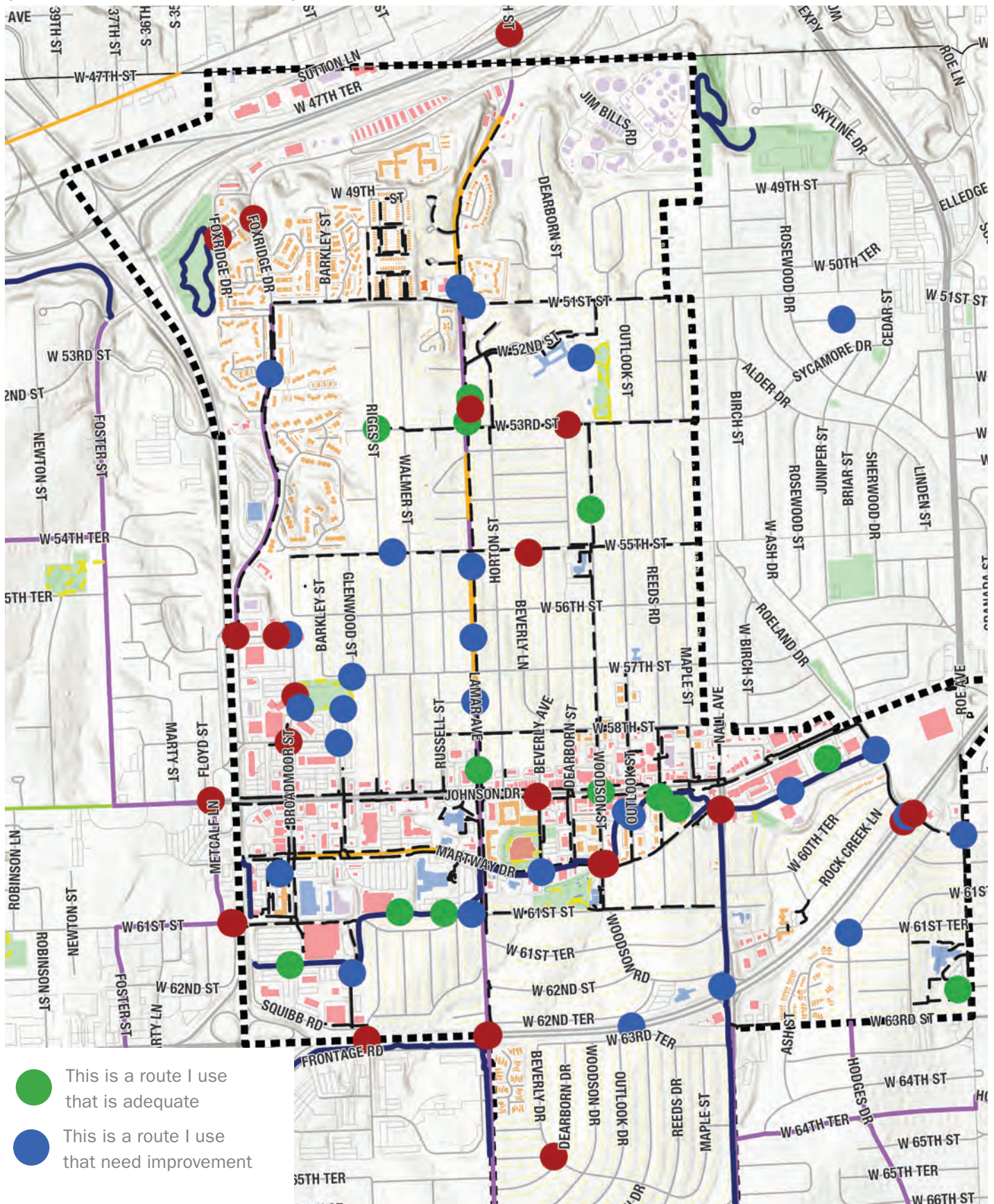
Add a sidewalk on this side of Martway, currently uncomfortable to walk along parking lot full of cars with little room. Also add safer access for pedestrians to access the business fronts and covered sidewalk from Martway/Nall and Rock Creek

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)



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



# VISUAL LISTENING (OCTOBER OPEN HOUSE)



Connection Study

## POSSIBLE INFRASTRUCTURE PRACTICES: PEDESTRIAN FACILITIES



Red only signal cycle ("Denver scramble") **2**



Yield markings at crosswalks  
Have these don't help **1**



High vis. Especially at the big intersections (SM Parking) **8**



Refuge medians **3** Please Yes!



Pedestrians crossing median  
Please Yes! **4**



Special signs **5**



Hybrid (HAWK) beacons  
If it increases compliance. RFBs on 30 Dr. Now do not work here. **6**



Right turn islands with raised crosswalk **7**



Pedestrian pathways through parking lots **8**

Place a dot on ideas that you think apply to and should be used in Mission



Connection Study

## POSSIBLE INFRASTRUCTURE PRACTICES: BIKE FACILITIES



Conventional bike lane adjacent to travel lane  
Have this - paint alone doesn't work here **1**



On-Street mobility path on neighborhood street **2**



Green pavement markings in conflict zones **3**



Parking protected bike lane with paint to define lane (one-way) **4**



Buffered Painted Bike Lane  
Double Buffer **5**



Shared lane marking (sharrow) **6**



Path along freeway  
Shawnee Mission Parkway  
KDot right of way **7**



Bike lane with cross-hatched buffer adjacent to travel lane **8**



Parking protected bike lane with raised curb at corners  
to define parking lane and provide pedestrian protection (one-way) **9**  
Could work in "front" of diagonal parking along Johnson Drive

Plastic "bollards" won't last long, but good concepts

Place a dot on ideas that you think apply to and should be used in Mission

# VISUAL LISTENING (OCTOBER OPEN HOUSE)



Connection Study

## POSSIBLE INFRASTRUCTURE PRACTICES: BIKE FACILITIES



Two way cycle track above curb

1



Two-way protected bike lane with a curbed barrier

4



Sidepath with grass separation from roadway

9

Manicure green carpet that needs irrigation & mowing - not a fan  
 Agree. Native landscape/grass Love the green space between street/walking trail though!



Path with separated bicycle and pedestrian areas  
 If it increases compliance: RRFBs on 30 Dr. Now do not work here.

3



Protected intersection

6



Sidepath with grass separation from roadway and clear driveway and street crossing definition

7



Local street signed as a "neighborhood greenway" with circle to slow traffic  
 Low chance but could do narrowing at entry, intersections to slow traffic

3



Bike lane with cross-hatched buffer adjacent to travel lane with flexible bollards  
 Drivers run down or go between bollards to park - No

3

Place a dot on ideas that you think apply to and should be used in Mission



# POSTERS (OCTOBER OPEN HOUSE)



# POSTERS (APRIL FINAL OPEN HOUSE)

**mission Kansas**

Connection Study

**PROPOSED NETWORK**

Handwritten notes on the poster include:
 

- Make it safe for people to bike to school
- I like 57th to cross Mission on bike route
- Make it safe for people to bike to school
- Make it safe for people to bike to school
- Make it safe for people to bike to school

Legend:
 

- Active Transportation Routes
- Sidewalks
- Enhanced Sidewalks

Logos: RDg, VENICE, PHG

**mission Kansas**

Connection Study

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

**CENTRAL WEST**  
51ST TO 55TH, I-35 TO LAMAR

Handwritten notes on the poster include:
 

- Bicycle Boulevards are great when well implemented
- Laurels

Legend:
 



- Two-side enhanced bike lanes
- Proposed sidewalk
- Existing sidewalk
- Proposed sidewalk
- Existing path repair
- Two-side enhanced bike lanes
- One-side enhanced bike lane
- Proposed sidewalk
- Shared sidewalk - NB only bike
- Existing sidewalk
- Proposed sidewalk
- Bicycle boulevard
- Proposed trail

Logos: RDg, VENICE, PHG

# POSTERS (APRIL FINAL OPEN HOUSE)

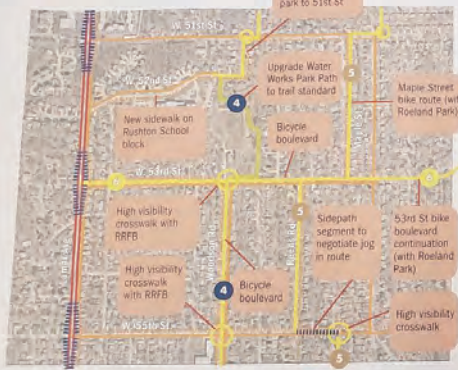


# POSTERS (APRIL FINAL OPEN HOUSE)


**Connection Study**

**EAST CENTRAL**  
51ST ST TO 55TH STREET,  
LAMAR TO NALL





- Two-way enhanced bike lanes
- Proposed sidepath
- Existing sidewalk
- Proposed sidewalk
- Bicycle boulevard
- Upgraded park path

**EAST CENTRAL**  
55TH ST TO 58TH STREET,  
LAMAR TO NALL




- Two-way enhanced bike lanes
- Proposed sidepath
- Existing sidewalk
- Proposed sidewalk
- Bicycle boulevard

Love the #7 Ave Blvd (overhead)


**Connection Study**

**EAST CENTRAL**  
58TH ST TO 61ST ST  
LAMAR TO NALL



- Two-way enhanced bike lanes
- Existing sidepath
- Proposed sidepath
- Shared sidepath / 1-way bikeway
- Existing sidewalk
- Proposed sidewalk
- Bicycle boulevard
- Proposed trail
- Existing trail
- Enhanced sidewalk
- Redevelopment Area

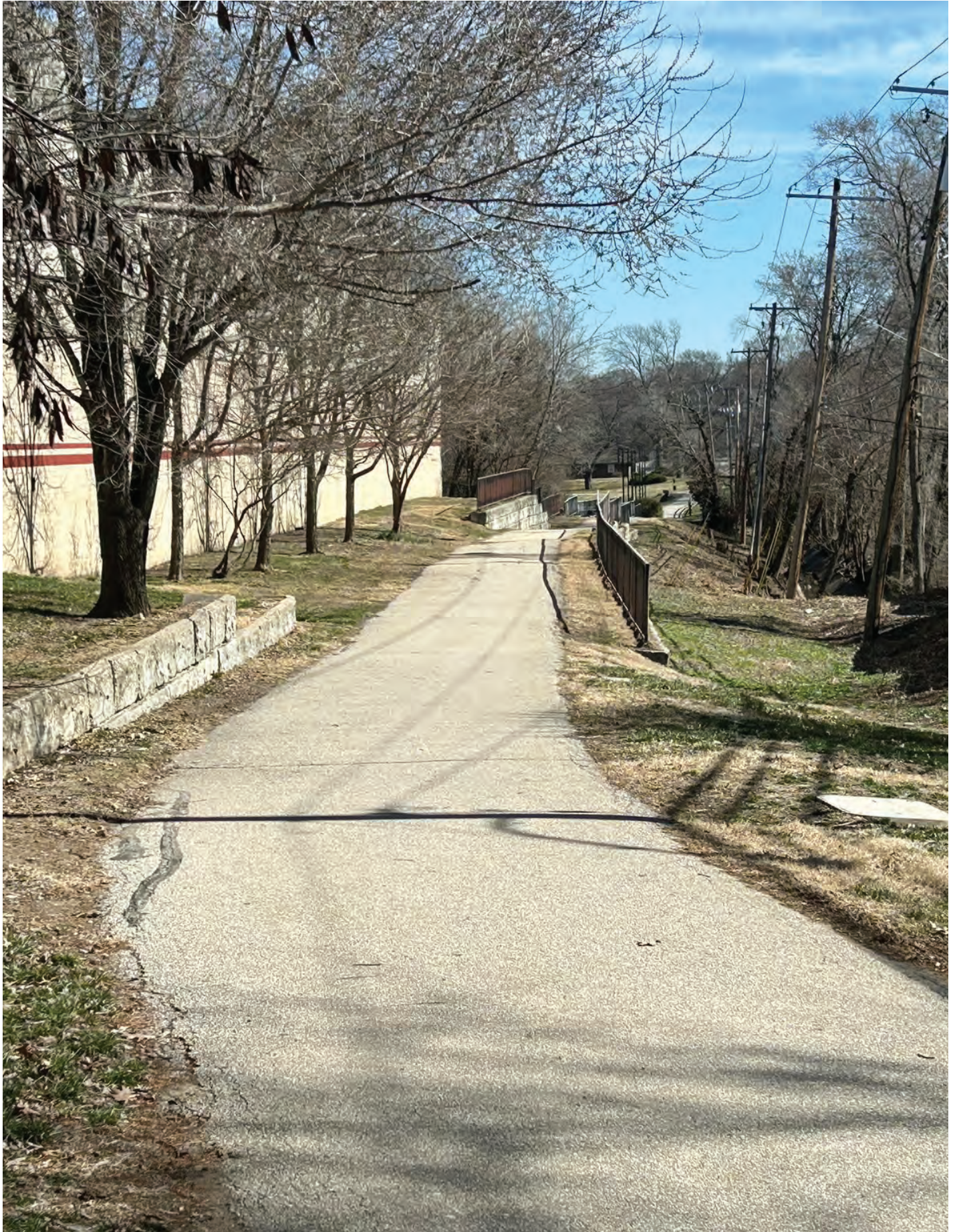
**SOUTH EAST**  
61ST ST TO SHAWNEE  
MISSION PARKWAY, LAMAR  
TO NALL



- Proposed sidepath
- Shared sidepath / 1-way bikeway
- Existing sidewalk
- Proposed sidewalk
- Bicycle boulevard
- Proposed trail
- Existing trail

Love the #7 Ave Blvd (overhead)





## AT A GLANCE

**Applicant:**  
City of Mission Community Development  
Department

**Location:**  
Rock Creek Trail Corridor: Woodson to  
Roeland Drive

**Property ID:**  
N/A

**Current Zoning:**  
N/A

**Proposed Zoning:**  
N/A

**Current Land Use:**  
N/A

**Proposed Land Use:**  
N/A

Public Hearing Required

**Legal Notice:**  
June 4, 2024

**Case Number:**  
24-10

**Project Name:**  
Rock Creek Corridor Plan: Downtown to East  
Gateway

**Project Summary:**  
The City of Mission's Community Development Department received funding through the Mid-America Regional Council's Planning Sustainable Places program in 2023 to hire a consultant, Wilson and Co. with sub-contractors, to perform analysis, conduct public input sessions, and develop a plan for the Rock Creek Corridor from Woodson to Roeland Drive with trail improvements, amenities, and complete streets design on Martway.

**Staff Contact:**  
Karie Kneller, City Planner



## PROPERTY BACKGROUND AND INFORMATION

In 2023, the Mid-America Regional Council (MARC) allocated funding through its Planning Sustainable Places (PSP) program for Mission to develop a corridor plan that would recommend improvements along the Rock Creek Corridor from Woodson to Roeland Drive. The plan would detail enhancements to the Rock Creek Trail and a segment of Martway on the city's east side to improve amenities on the trail and provide bicycle and pedestrian safety through design recommendations. This corridor plan would create an environment that is context-specific and would develop place-making strategies to encourage active transportation, environmental stewardship, and provide transportation choice for Mission residents as well as residents outside of Mission who want to work, play, and connect to downtown and east side destinations. The plan would be developed after extensive existing conditions analysis, a robust public engagement effort, and conversations with a steering committee that provided key ground-level insights.

Mission's Community Development Department led the project, and hired a team of consultants including Wilson and Co., SWT Design, Hoxie Collective, and Singlewing to provide expertise in planning trail improvements, landscape design, and active transportation elements that would capitalize on the existing Rock Creek Trail. The project began in June of 2023 and lasted through March of 2024. The Community Development Department requests that the plan is considered by the Planning Commission and City Council for adoption as an amendment to the Tomorrow Together: 2024 Mission Comprehensive Plan.

## PROJECT PROPOSAL

The project began with meetings between the project team and city staff to establish key responsibilities. The project consultants performed an existing conditions assessment to gain an understanding of the current environment of the corridor. Then, the consultants held public engagement activities such as two stakeholder meetings, an online survey, two focus group meetings, public meetings, and an on-site rolling or walking workshop. Recommendations that were developed as the team received public input consisted of Rock Creek Trail design enhancements and complete streets design on Martway from Nall to Roeland Drive. The plan also includes a section that addresses funding and implementation opportunities. The team received consistent feedback regarding beautification, connections, improved safety features and crossings, slowing traffic, enhanced place-making and public spaces, and accessibility for all users.

Plan recommendations resulted in two concepts for improvements along the Rock Creek Trail from Woodson to Nall. Concept #1, Rock Creek Park, envisions maximizing green space, a water feature, pavilion for the farmers' market, and restroom facilities. This concept contemplates closing Reeds Road to through traffic to enhance bike and pedestrian safety on the trail, as well as traffic tables and chicanes on Outlook where the trail crosses. The design would focus on new park space, a bio-retention area for stormwater capture, native landscaping, and new natural fencing and stone wall features.

Concept #2, Market in the Green, envisions expanding the farmers' market space for pop-up events, providing more improved green space on city-owned properties, a large market pavilion and restrooms, and native landscaping. Concept #2 maintains the connection to Johnson Drive on Reeds Road, but

slows vehicle traffic crossing the trail at the intersection with chicanes. Additional permeable parking surface and underground storm water storage is also recommended.

The complete streets recommendations from Nall to Roeland Drive on Martway provide features such as High-Intensity Activated Crosswalk (HAWK) signals or Rectangular Rapid Flashing Beacon (RRFB) signals, raised speed tables, pedestrian refuge islands, high visibility crosswalks, and street trees. Three alternatives were considered for this segment of Martway: one involves constructing a cycle track on the north side of Martway, one provides a landscaped median in the center of Martway with alternating left-turn lanes, and one provides a reconstructed curb on the north with lane narrowing to provide an 8-foot sidewalk on the north side of the street. All scenarios preserve the Rock Creek Trail on the south side of the street.

At the final open house, the public were invited to vote on the options outlined in the draft recommendations. The Rock Creek Trail concepts received a virtual tie between Concept #1 and Concept #2. For the Martway complete streets alternatives, the cycle track option received the most votes, 16-9. The final recommendations based on public feedback became a combination of the Rock Creek Trail concepts, and the cycle track design for Martway. The final recommendations also included wayfinding signage concepts, and several implementation opportunities.

## PLAN REVIEW AND ANALYSIS

The Comprehensive Plan mentions bicycles 54 times, bikes/bikeability 103 times, and pedestrians 169 times. The Rock Creek Trail is specifically mentioned 41 times, beginning with improvements that explore green infrastructure, functionality, enhancement, and beautification. Strategies that incorporate bike and pedestrian infrastructure include improving the existing trail network, improving walkability and bikeability, maintaining/improving/expanding the sidewalk network with new sidewalks where feasible, and making pedestrian safety a high priority are also included. Strategies include safety features, wayfinding, crossings, dedicated bike lanes, and completing a bike/pedestrian plan. These strategies also include Crime Prevention Through Environmental Design (CPTED) design principles, redeveloping vacant lots as open space, and Community for All Ages principles in the design of public spaces.

## RECOMMENDATION

Staff recommends that the Planning Commission recommend approval of Case #24-10 to the City Council.

## PLANNING COMMISSION ACTION

The Planning Commission will consider Case #24-10 on June 24, 2024.



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## CITY COUNCIL ACTION

The City Council will consider Case #24-10 on July 17, 2024.



# Rock Creek Corridor

## Improvements:

Downtown Center to East  
Gateway Plan

*March 2024*





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# Rock Creek Corridor Improvements



## ACKNOWLEDGMENTS

### City of Mission Council

- Honorable Mayor Sollie Flora (Mayor)*
- Hillary Parker Thomas (Ward I Councilmember)*
- Trent Boultinghouse (Ward I Councilmember)*
- Lea Loudon (Ward II Councilmember)*
- Mary Ryherd (Ward II Councilmember)*
- Debbie Kring (Ward III Councilmember)*
- Brian Schmid (Ward III Councilmember)*
- Ben ChocieJ (Ward IV Councilmember)*
- Cheryl Carpenter-Davis (Ward IV Councilmember)*

### City of Mission Staff

- Brian Scott (Deputy City Administrator)*
- Karie Kneller (City Planner)*

### Mid-America Regional Staff

- Taylor Cunningham*

### Stakeholder Committee

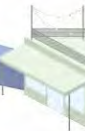
- |                        |                        |
|------------------------|------------------------|
| <i>Bob Randall</i>     | <i>Jessica Carlson</i> |
| <i>Nicole Sullivan</i> | <i>Penn Almony</i>     |
| <i>Bob Fagan</i>       | <i>Dave Breneman</i>   |
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*\*Refer to **Appendix D** for additional stakeholders and advisors*

### Consultant Team

- |                            |                                  |
|----------------------------|----------------------------------|
| <i>SWT Design</i>          | <i>Wilson &amp; Company</i>      |
| <i>Bike Walk KC</i>        | <i>Hoxie Collective</i>          |
| <i>SingleWing Creative</i> | <i>TJ Brown &amp; Associates</i> |





pedestrian-oriented quirk  
 instagramable authentic momentum  
 naturalization celebration lighting intentional  
 signage quiet calming greenery space  
 freedom assets experience cohesive  
 education garden  
 unique art potential beauty sustainability  
 inviting community nature undefined  
 aesthetics joined perspectives wayfinding  
 streetscape active safety public visibility  
 accessibility passive interest connectivity  
 identity gatherings traffic  
 engagement opportunity beautification  
 placemaking welcoming

The listed phrases/words are based on public feedback gathered from one-on-one focus group meetings, stakeholder meetings, open-house dialogues, and the Walk and Roll event. For more information, please see the "COMMUNITY FEEDBACK" section of the report.



## BACKGROUND

### Climate Action Plan

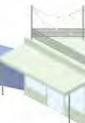
The Mid-America Regional Council (MARC) developed a Regional Climate Action Plan (CAP) to enhance the region's resilience, equity, and health by providing a voluntary framework for coordinated local efforts. The plan encompasses a range of strategies that can be customized to suit individual community priorities, with a strong emphasis on mitigating climate change and achieving net zero greenhouse gas emissions by 2050. It also addresses adapting to climate risks and promoting long-term well-being, with specific interim targets for various sectors like local government operations, energy generation, and buildings. The plan underscores the interconnectedness of its strategies for a comprehensive approach. The City of Mission adopted the plan and continues to work toward implementing climate action efforts within its jurisdictional context.

### Planning Sustainable Places

This project is a Planning Sustainable Places (PSP) project. The PSP program strives to enhance local transportation and land use planning by supporting vibrant, connected, and green communities. Through funding from Surface Transportation Block Grants, the program encourages sustainable concepts and project-specific activities aligned with activity centers and corridor planning. The Sustainable Places Policy Committee evaluates projects in three planning phases, ensuring community engagement and collaboration. The program aims to create diverse, well-connected, and environmentally healthy places while utilizing various transportation options.

Part of the goal of this project is to understand how changes to the Rock Creek corridor could lessen climate change impacts in the KC region.





## PROJECT APPROACH

This project explores an improvement plan for the eastern section of the Rock Creek corridor between Woodson Road and Roeland Drive, a 1.65-mile shared-use path that serves as an east-west connector in the City of Mission Kansas. The project approach outlines the existing conditions assessment and engagement process.

### Plan Roadmap

The subject areas listed below constitute the framework of the Rock Creek Improvement Plan.

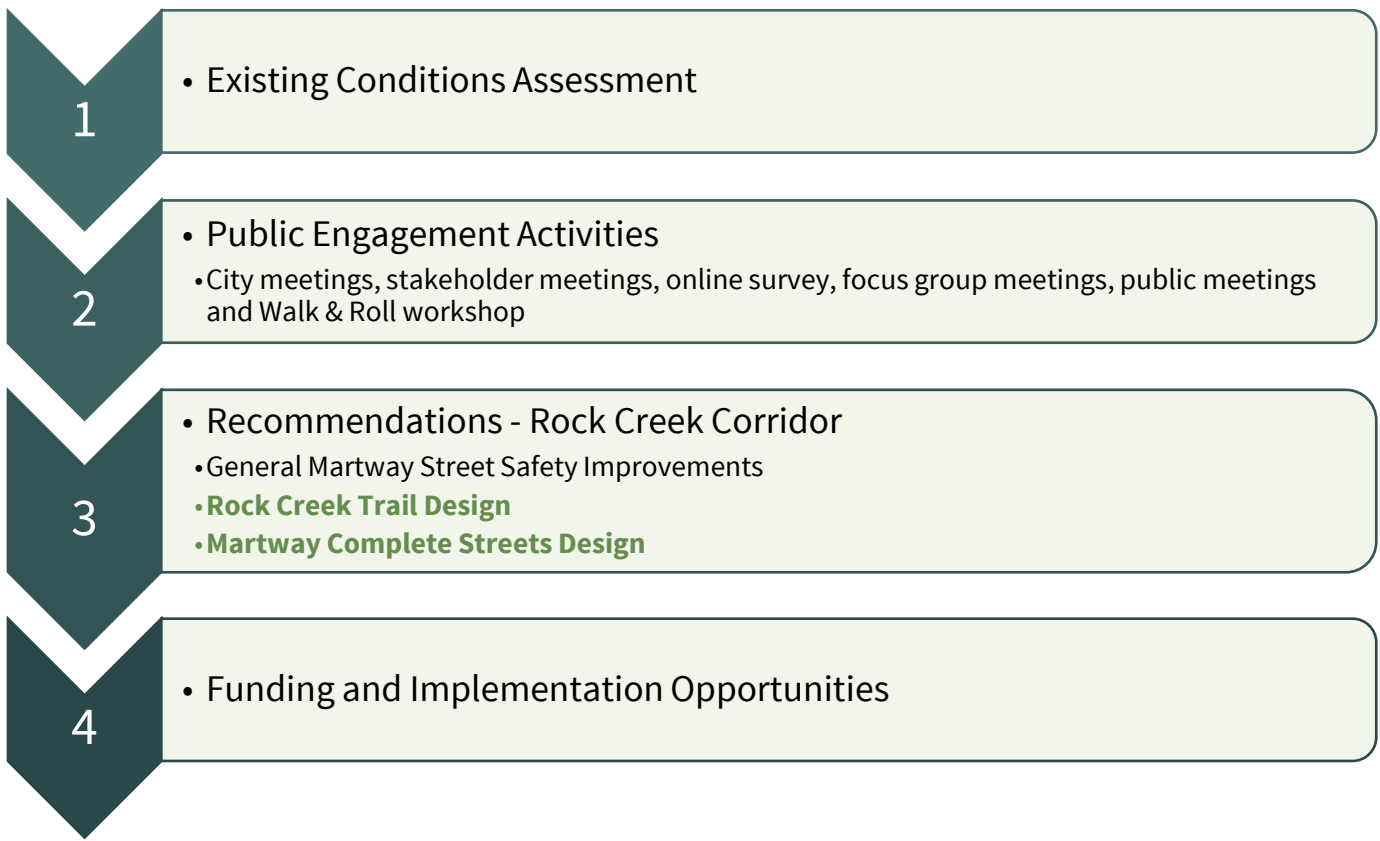


Figure 1 - Plan Roadmap





## Existing Conditions Assessment

An existing conditions assessment was conducted to evaluate the current conditions of the Rock Creek corridor and identify challenges and opportunities within the project area. A 300-foot project parameter along the trail was used to identify property owners and measure existing conditions.

The components of the existing conditions assessment were:

- Plan Review
- Demographic Profile
- Land Development Review
- Transportation Review
- Environmental Review
- Utility and Services Review

This assessment provides an understanding of the existing trail conditions, project area profile, potential opportunities and constraints, and traffic safety conditions. The existing conditions assessment addresses opportunities for stormwater, transportation, sustainability, and water protection and assists in guiding the development of recommendations. Refer to **Appendix A** for further details.







## Engagement

The project team actively engaged with the City of Mission, stakeholders, business owners, residents, and interested individuals in the community. The design process centered on community engagement to address and consider community voices and priorities. Community engagement played a crucial role in guiding the project team to develop concepts for the Rock Creek trail that aligned with city and public goals that enhance the quality of life and functionality of the Rock Creek corridor. Refer to **Appendix B** for further engagement details.

### Stakeholder Group

The stakeholder group consists of business owners, city staff, local organization leaders, representatives, and local property owners. The purpose of the stakeholder committee is to serve as a sounding board for the project team and help prioritize recommendations and methods that reach all area residents' voices and interests. The project team held two stakeholder meetings to discuss project goals, opportunities, engagement process, and design feedback.

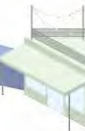
- August 10<sup>th</sup>, 2023
- November 16<sup>th</sup>, 2023

### Walk & Roll Workshop

The Walk & Roll workshop was the initial public engagement outreach where a walking tour was held for the residents of Mission to engage with the project process. The Walk & Roll consisted of two groups: walkers and bikers, who were able to experience the trail, discuss existing trail conditions, identify opportunities and challenges, and cultivate a shared understanding of the state of the Rock Creek corridor. The Walk and Roll event garnered positive community reception, drawing over **40 attendees**.

- September 16<sup>th</sup>, 2023





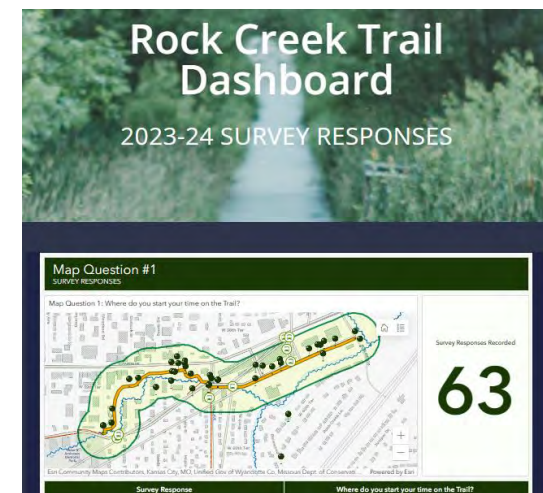
## Focus Groups

Focus groups consists of business and residential groups. The purpose of the focus groups was to understand each group’s personal interests, goals, priorities, and concerns about the Rock Creek trail. The project team held multiple one-on-one meetings on-site with individual businesses, and one residential focus group meeting.

- October 3<sup>rd</sup>, 2023 - Residential Focus Group
- September-October, 2023- Business Focus Groups

## Rock Creek Improvement Online Survey

An online public survey was conducted for 8 weeks to gather public input regarding trail and street improvements, concerns, green infrastructure strategies, and new public amenities. The results of the survey guided the project team throughout the design process to address public interests in the resulting design concepts. Refer to **Appendix C** for survey results.



## ROCK CREEK DESIGN CONCEPTS

Design concepts for the Rock Creek corridor have a unique opportunity to address multiple overlapping needs along the trail. The proposed concepts and recommendations address those needs along the corridor through transportation, public space and amenities, and sustainability strategies. These concepts were developed by synthesizing existing conditions analysis, public engagement, future growth and impacts, feasibility, and city interests. Design concepts aim to enhance multiple aspects regarding function and quality of life enhancements for people who utilize the Rock Creek corridor.

Proposed improvements are focused within the study corridor limits from Woodson Road to Roeland Drive. If opportunities arise, the City should consider acquiring flood-prone parcels to create additional open and interactive space for amenities and green infrastructure elements.

## Needs and Priorities

Between engagement and survey results, needs and priorities were identified to help guide design recommendations. Below is a compiled list of opportunities as identified by each engagement group.

### Stakeholders

- Beautify Martway/complete streets – landscaping, shade trees, a trail – not just a sidewalk.
- There needs to be a cohesive connection with the trail
- Activate Nall & Martway intersection – add connections
- Formalize a Maple Street connection

### Residential Focus Group

- Improve safety (lighting, trail marking, Outlook Street parking activation behind businesses on Johnson Drive with trail crossing)
- Shorter and more visible crossings on Martway
- Resident cleanup groups, trail sponsors, etc.
- Nall and Martway intersection needs more bike-ped priority and seamlessness

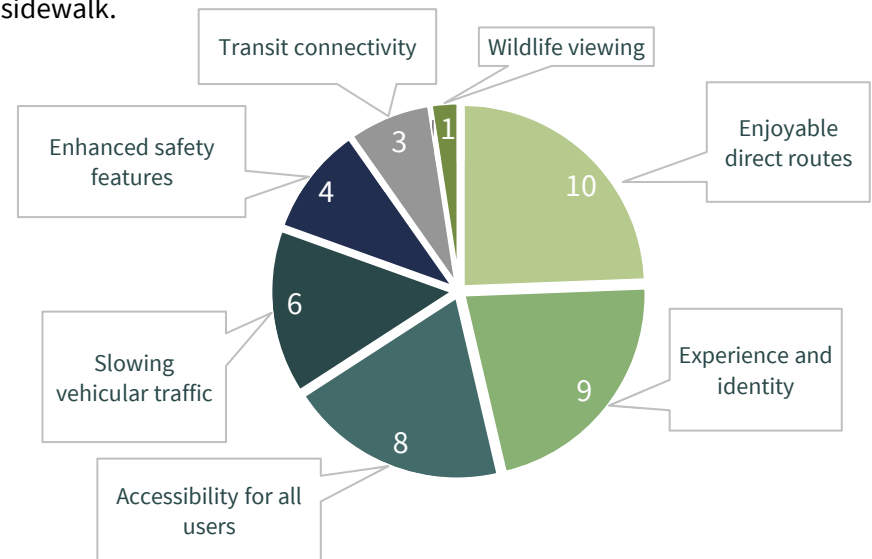


Table 1 - Survey Results: Key factors needed for enhanced experience



## Business Focus Group

- The Market would benefit from more intentional design for shade and gathering spaces
- Increase in opportunities for community spaces – drives attraction and walkability
- The more walkable, the more livable
- Create more natural congregation spaces (Barcelona Plazas)
- Bike racks
- Safety technology at crossings
- More previous surfaces
- Make it cute!

## Pedestrians & Bikers

- Wayfinding (design for directional signposts and information signs)
- More shade and tables, the umbrellas are not enough
- Benches and rest stops
- Traffic calming
- Dog waste stations
- More hydration hubs
- Enhancing connections
- Defining spaces better
- Adding beatification and experiences
- Signage, signage, signage!
- Automated pedestrian signals
- Dedicated bike infrastructure on Martway

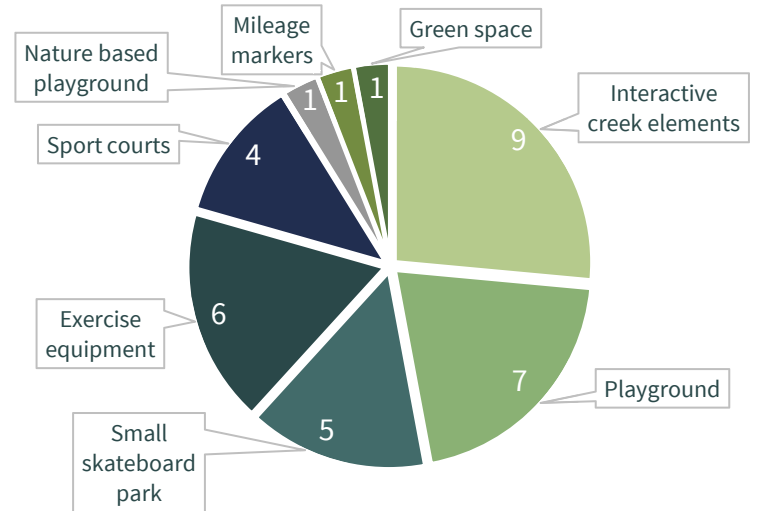


Table 2 - Survey Results: Active recreation elements wanted

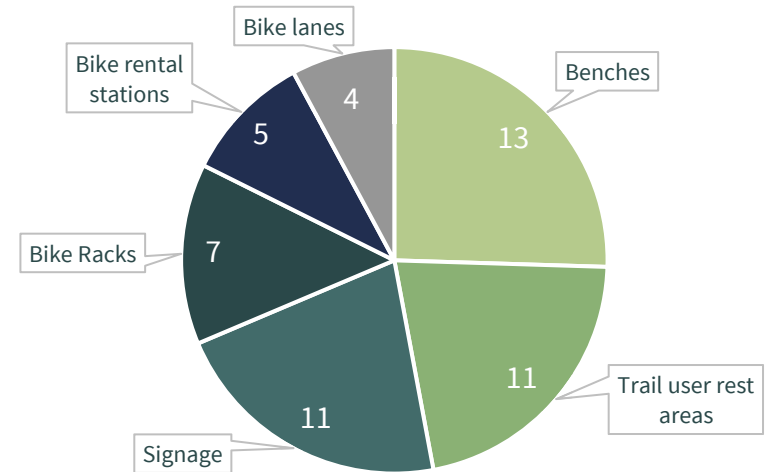


Table 3 - Survey Results: Infrastructure features wanted



## Concept #1 – Rock Creek Park

The Rock Creek Park concept for downtown Mission emphasizes the maximization of open green space, incorporation of stone walls inspired by the region’s historic use, and utilization of a water feature inspired by the adjacent creek. The design includes a fitness space, a permanent pavilion for the Farmers Market and events, and a restroom for market activities. Closing Reeds Road to vehicular traffic enhances open space and minimizes conflicts. Traffic tables and chicanes are proposed for improved trail user safety. The design also focuses on connecting existing and new park spaces, introducing a bioretention area, a pollinator landscape, and community spaces. Green infrastructure is a key element, and proposed improvements to the Rock Creek stream channel include enhanced natural fencing and guardrails.



Figure 2 - Concept 1: Rock Creek Park



## Rock Creek Park Trail Section

Concept 1 introduces new and unique trailside features that enhance the experience on the trail and the surrounding environment. **Figure 3** illustrates elements such as rustic limestone walls and contemporary pedestrian-scale lighting along the trail path. Stone mile markers and guardrails placed along the trail path would create an interactive and safe space.

### Potential Enhancements

- Stone Walls
- Contemporary Pedestrian Lighting
- Pollinator Gardens
- Pump Track
- Fitness Court
- Pavilion
- Splash Pad
- Creek Edge Guard Rail
- Trash and Recycling Receptacles
- Rock Creek Trail Markers
- Recirculating Water System
- Bioswales
- Bioretention Ponds
- EV Charging
- Green Curb Inlets
- Entry Node
- Street Closure
- Restroom
- Chicanes
- Speed Tables
- Wayfinding
- Dog-waste Stations

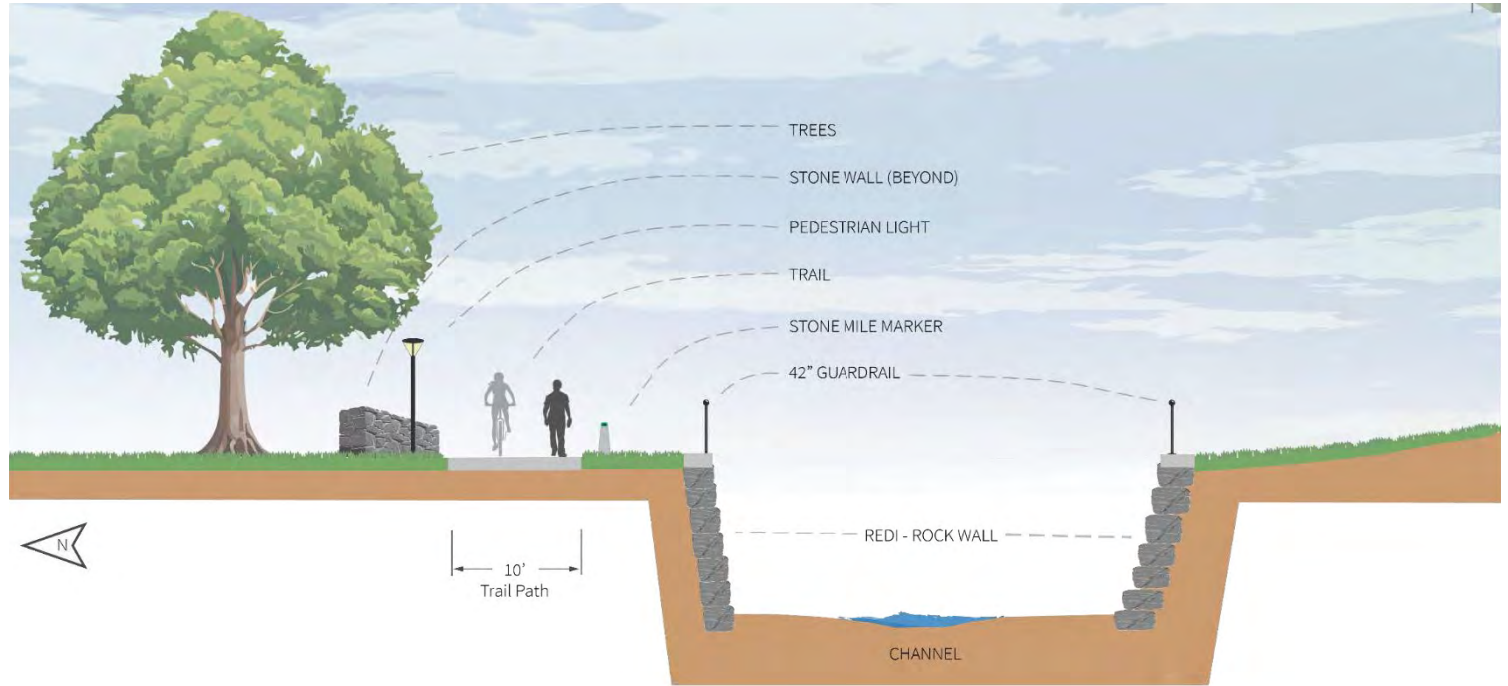


Figure 3 - Rock Creek Park Trail Section



## Concept #2 – Market in the Green

The Market in the Green concept envisions expanding events, pop-up markets, and the Farmers Market beyond Johnson Drive, utilizing City-owned property to the west. Key features include a large pavilion on Johnson Drive, smaller pavilions to the west, restrooms, and artful shade structures for visual interest during events. A fitness area near the large pavilion, along with pollinator landscapes and a bioretention area, would emphasize the connection between farmers, food, and biodiversity. Unlike the previous concept, Reeds Road remains open, with proposed traffic tables and chicane street alignments to enhance safety. Additional permeable parking with sub-surface stormwater storage is suggested to support the market and events.



Figure 4 - Concept 2: Market in the Green



## Market in the Green Trail Section

Concept 2 introduces new and unique trailside features that enhance the experience on the trail and the surrounding environment. **Figure 5** illustrates elements such as pollinator gardens and traditional pedestrian-scale lighting along the trail path to enhance the natural environment experience by creating interactive and safe spaces.

### Potential Enhancements

- Traditional Pedestrian Lighting
- Pollinator Gardens
- Speed Tables
- Chicanes
- Bioretention Ponds
- Green Curb Inlets
- Bioswales
- Pervious Pavement
- EV Charging
- Restroom
- Shade Structures
- Art Structures
- Fitness Area
- Event Space
- Pavilion
- Trash and Recycling Receptacles
- Wayfinding Signage
- Creek Edge Guard Rails
- Dog-waste Stations

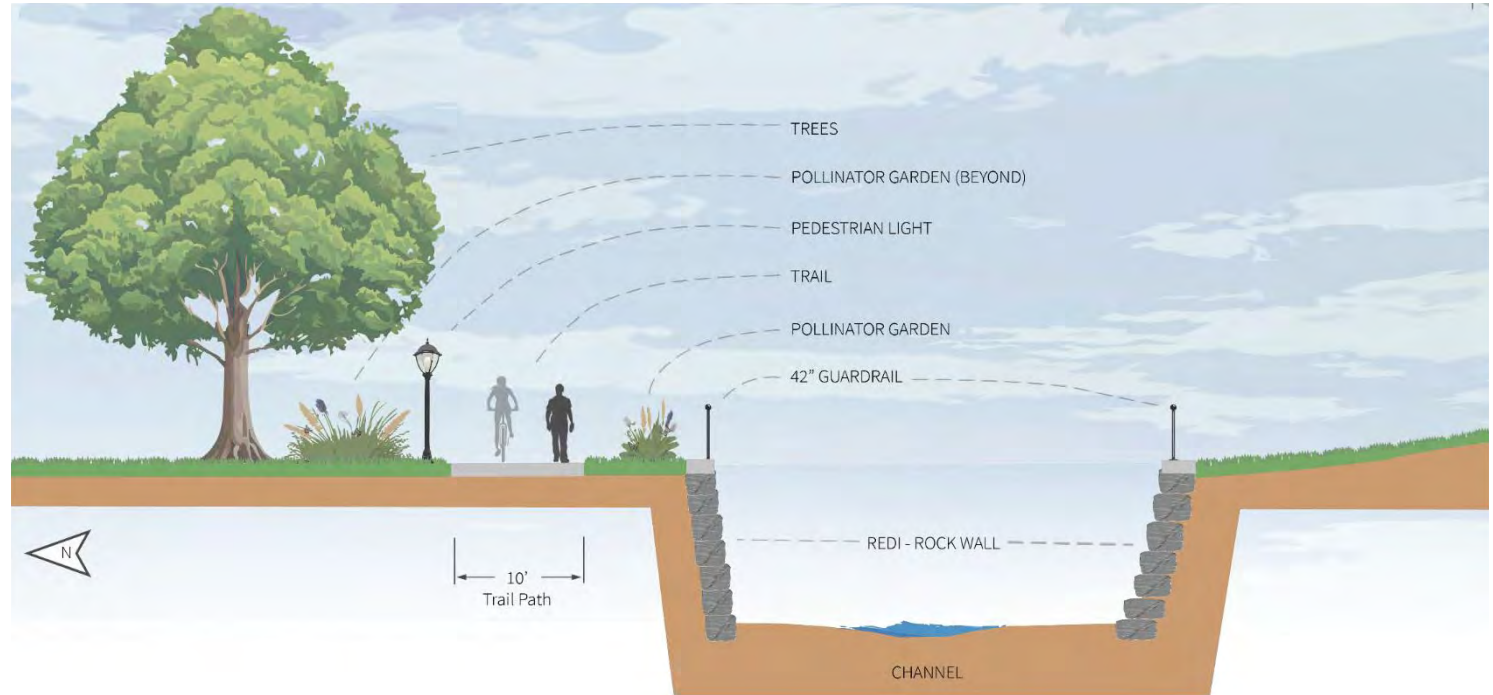


Figure 5 - Market in the Green Trail Section





## MARTWAY COMPLETE STREETS

The Martway Complete Streets approach focuses on improving Martway Street, east from Nall Avenue to Roeland Drive. These improvements are aimed at enhancing this segment of Martway Street through improvements in traffic safety, multi-modal integration, connectivity, and accessibility. Design approaches and treatments were evaluated through traffic volume analyses, road geometry, and future growth.

### Safety Improvements

#### High-Intensity Activated Crosswalk (HAWK)

A traffic control device that stops traffic and assists pedestrians crossing at major arterials, intersections, and midblock crossings. HAWK signals can reduce up to **29%** of total crashes and **69%** of pedestrian collisions.

Read more: [High-Intensity Activated Crosswalks \(HAWK\) | FHWA \(dot.gov\)](#)

#### Rectangular Rapid Flashing Beacon (RRFB)

A safety treatment device that flashes yellow lights to alert drivers of crossing pedestrians and cyclists at marked locations with uncontrolled or unsignalized crossings. RRFBs can reduce up to **47%** of pedestrian collisions and **97%** increase in motorists yielding.

Read more: [Rectangular Rapid Flashing Beacons \(RRFB\) | FHWA \(dot.gov\)](#)



Figure 6 - HAWK Signal (City of San Rafael, CA)



Figure 7 - RRFB (FHWA)



## Raised Speed Table

A midblock traffic calming treatment that raises the entire wheelbase of a vehicle across a roadway to physically slow down and limit the speed of a motorist. Raised speed tables can reduce up to **36-64%** of crashes and slow down speeds between **4-11 mph** in the 85<sup>th</sup> percentile range.

Read more: [Raised Speed Table | FHWA \(dot.gov\)](#)

## Pedestrian Refuge Islands

A protected space placed in the center of the road usually accompanied by a median to protect and facilitate bicycle and pedestrian crossings. Refuge islands can reduce up to **56%** of pedestrian collisions and enhance the visibility of the crossing.

Read more: [Medians and Pedestrian Refuge Islands in Urban and Suburban Areas | FHWA \(dot.gov\)](#)

## High Visibility Crosswalk

A traffic calming treatment that enhances crosswalk visibility (solid and ladder merged crosswalks), signs, and alerts drivers of potential crossing pedestrians. High-visibility crosswalks can reduce up to **40%** of pedestrian collisions.

Read more: [Crosswalk Visibility Enhancements | FHWA \(dot.gov\)](#)



Figure 8 - Raised Speed Table (NACTO)



Figure 9 - Refuge Island (NACTO)



Figure 10 - High-Visibility Crosswalk (FHWA)





## Street Trees

A cost-effective traffic calming treatment that creates visual friction and optical narrowing to reduce traffic speeds along a road segment.

Read more: [Countermeasures \(5.5.5.2 Landscaping\) | FHWA \(dot.gov\)](#)

## Nall Avenue Intersection Improvement

The Nall Avenue intersection is a leading topic in the conversation for activating and improving the functionality and safety of Martway Street due to existing conditions and incoming future growth. Three main factors are considered for improving the intersection: **safety**, **accessibility**, and **connectivity**.



Figure 11 - Street Trees (City of Falls Township)

### Safety

- Maintain left-turn lanes. Reduce through lanes from 16-ft to 12-ft
- High visibility crosswalk improvements

### Connectivity

- 10-ft Right-of-Way (ROW) available on the north side; North sidewalk connection
- North and south connection to the trail

### Accessibility

- Crosswalks at each leg of the intersection for accessibility from all cardinal directions to and from the trail
- Leading Pedestrian Interval (LPI) traffic signals at the intersection



# Rock Creek Corridor Improvements

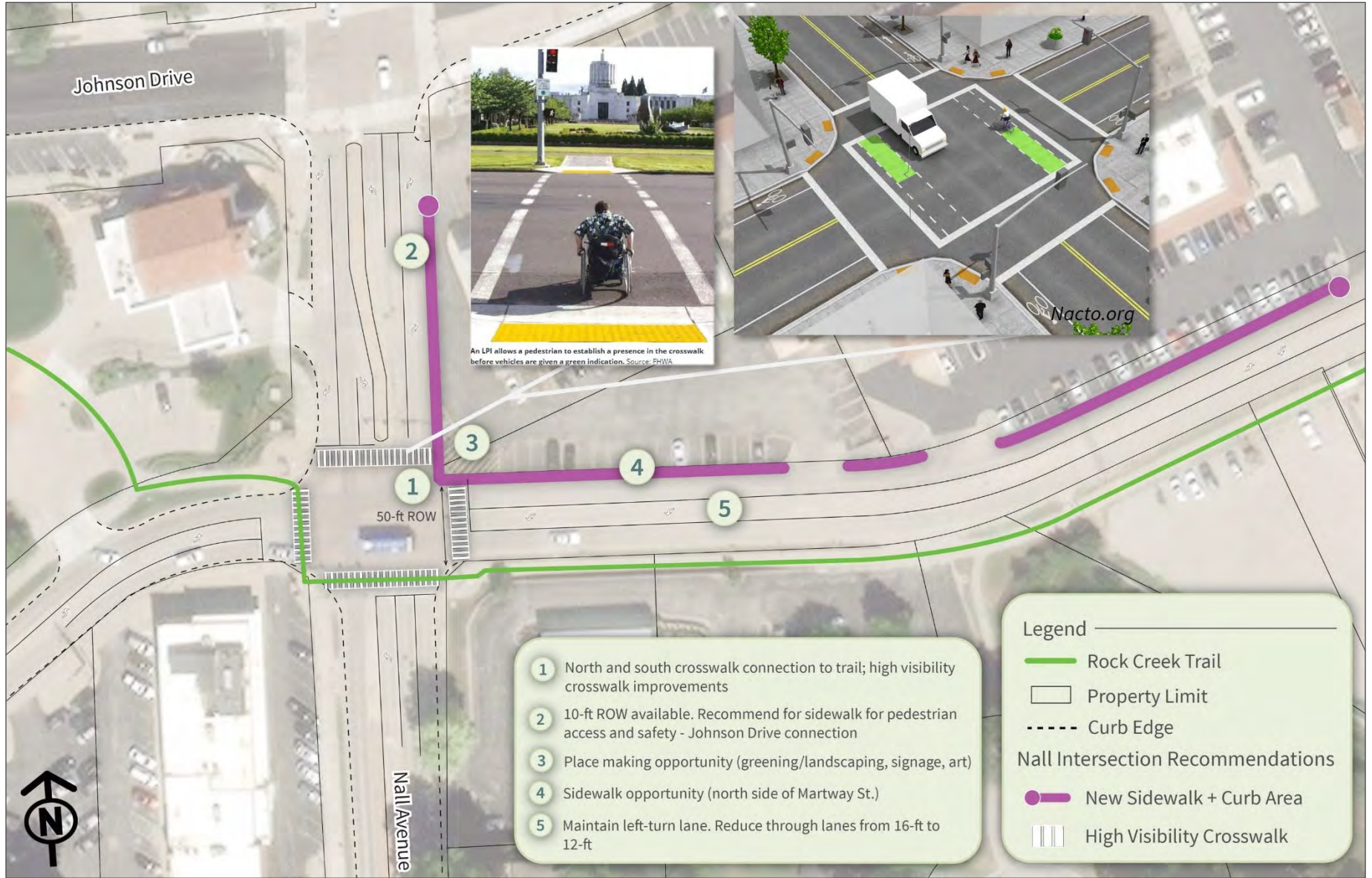


Figure 12 - Nall Avenue Intersection Improvement Plan



## Alternative 1: Cycle Track

Alternative 1 implements a protected cycle track on the north side of Martway Street that reduces the existing lanes from three lanes to two lanes while maintaining the existing curb-to-curb roadway width. The south side sidewalk remains unchanged. Alternative 1 aims to provide a continuous north side connection from the trail while implementing new on-street infrastructure that reduces driving roadway and slows traffic, creating a safe road environment for all users.

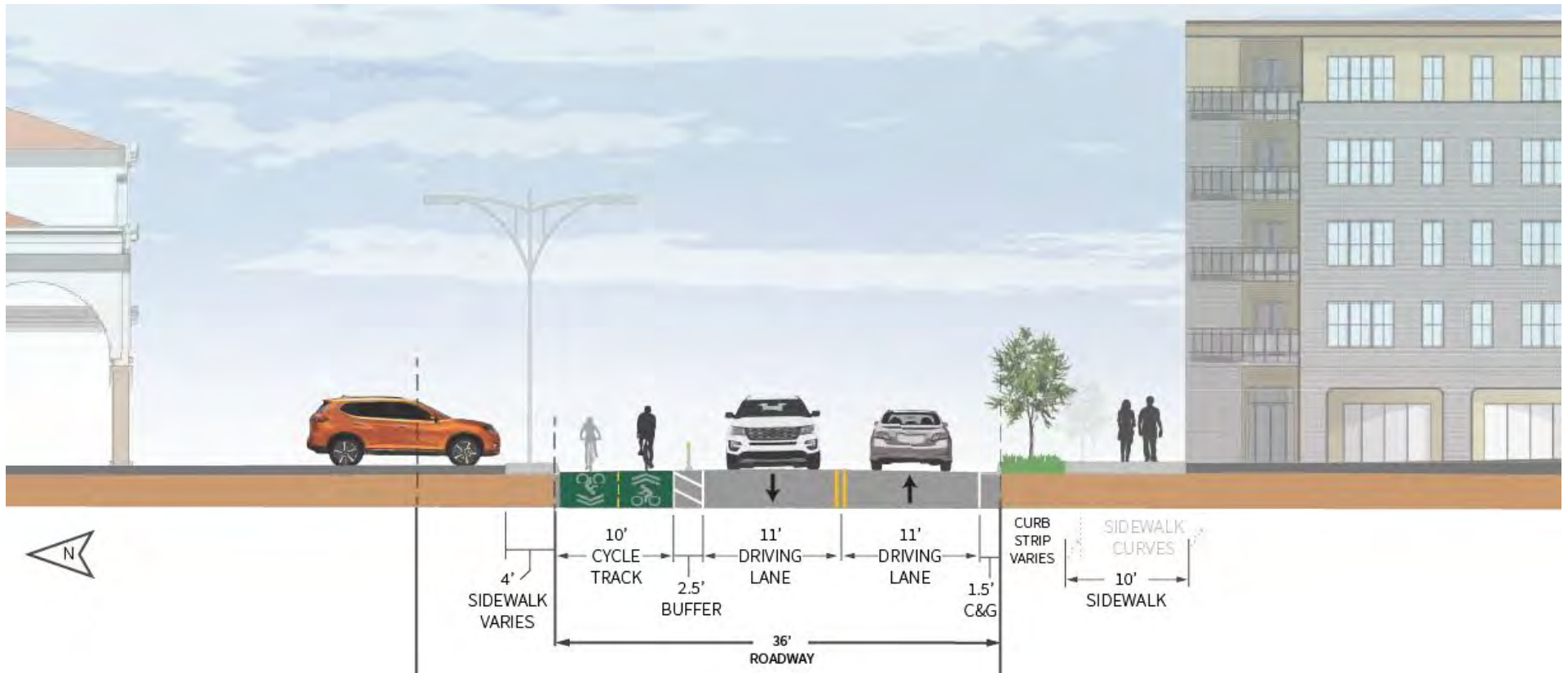


Figure 13 - Alternative 1: Cycle Track





# Rock Creek Corridor Improvements

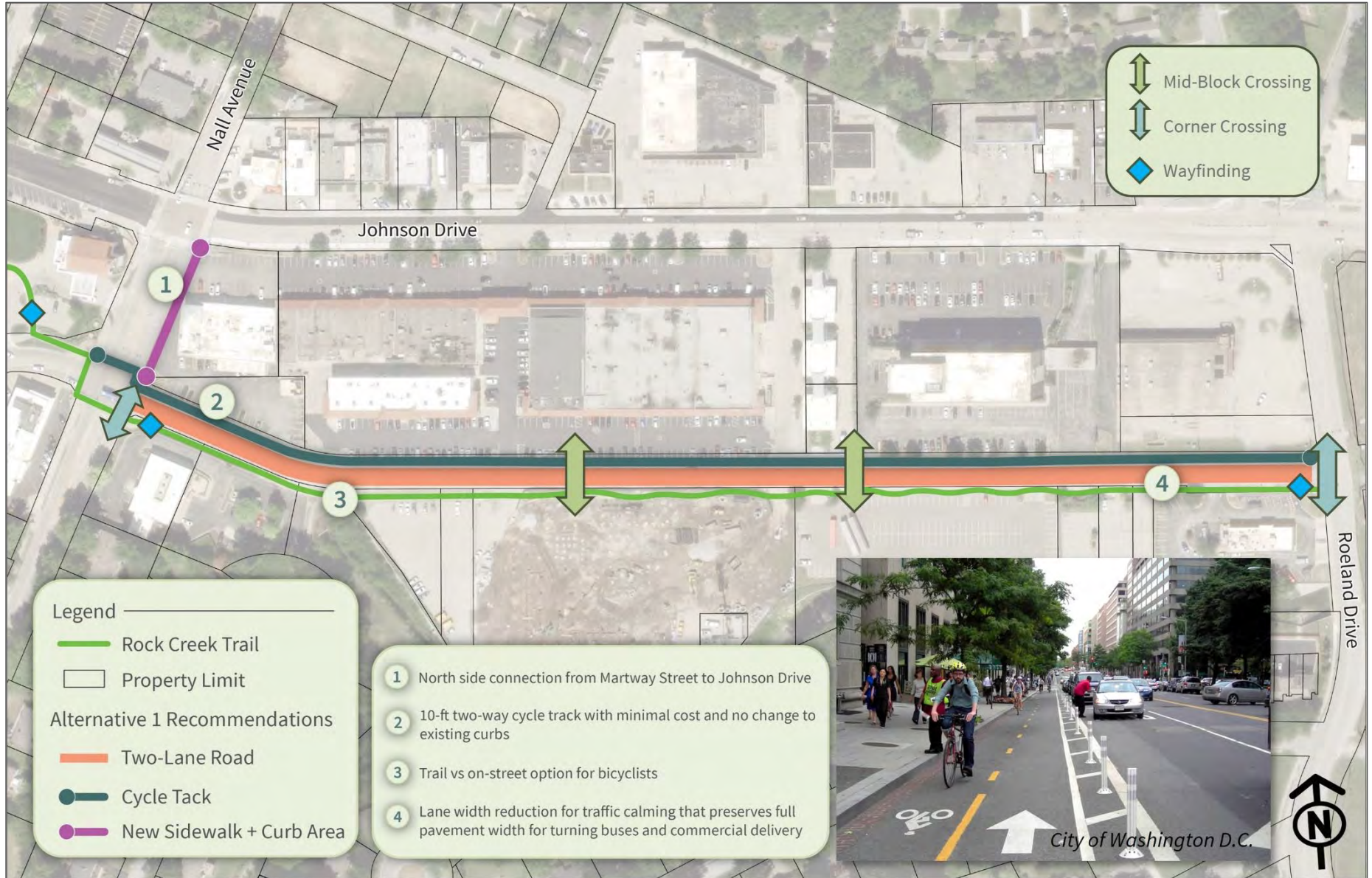


Figure 14 - Cycle Track Plan Diagram



## Alternative 2: Median

Alternative 2 provides an 8-ft median along Martway Street that reduces curb-to-curb roadway width and reduces lanes from three lanes to two lanes with preserved left-turn lanes. The north side curb is reconstructed closer to the street allowing for a 5-ft sidewalk on the north side (where applicable), creating a continuous north side connection from the trail. The south side sidewalk remains unchanged. Alternative 2 aims to create a safer road environment by physically reducing curb-to-curb distance with a median providing visual friction and narrowing turn radii to improve roadway safety, crossing distances, and pedestrian access and connectivity.

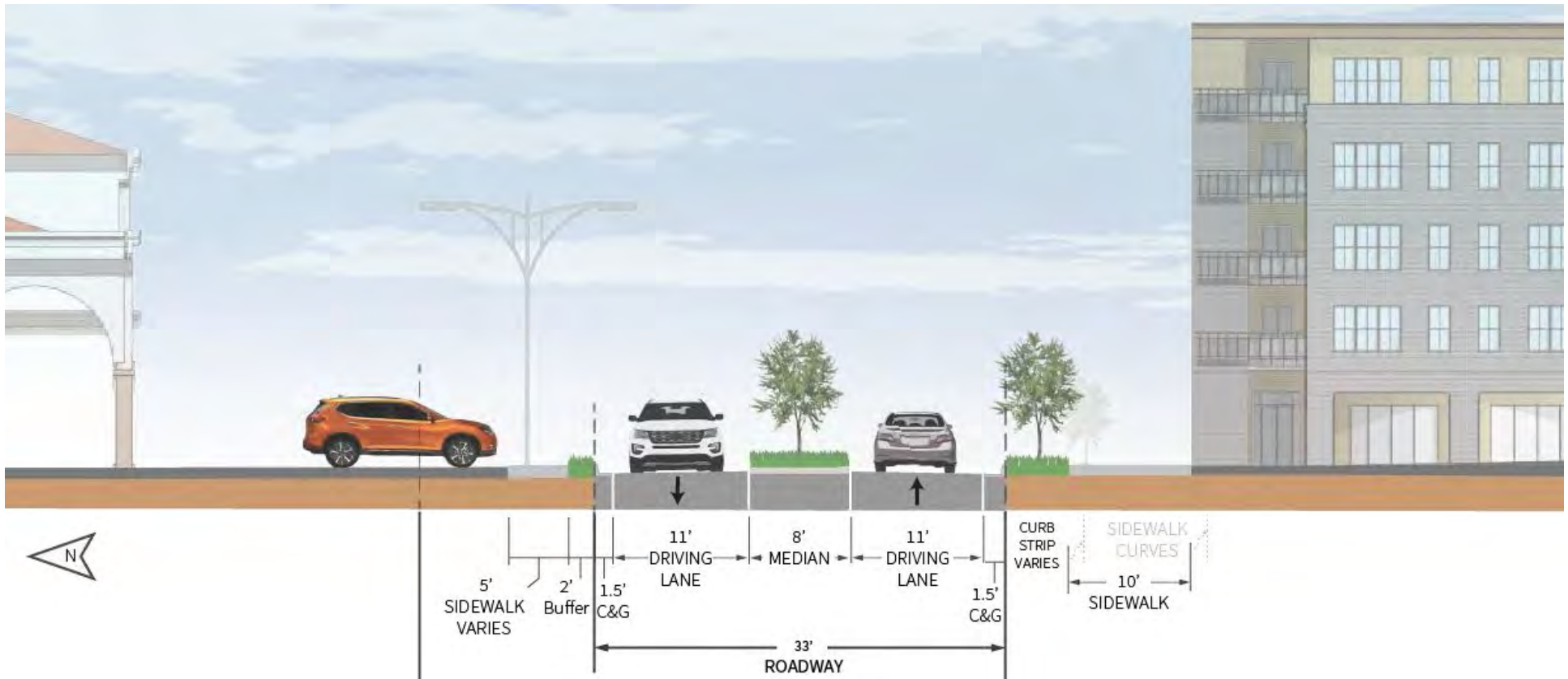


Figure 15 - Alternative 2: Median



# Rock Creek Corridor Improvements



Figure 16 - Median Plan Diagram





## Alternative 3: North Sidewalk

Alternative 3 provides a reconstructed curb-to-curb reduction from the existing 36-ft to 25-ft of roadway that allows for an 8-ft sidewalk on the north side of Martway Street. The reduced roadway width will narrow turn radii that aim to slow traffic, reduce crossing distance, and create a safer road environment for all users. The north sidewalk will provide ample space for street furniture and utilities, maximizing the shared-use space for both trail paths and reducing two-way mode conflicts. Alternative 3 aims to improve continuous connectivity, accessibility, and roadway safety.

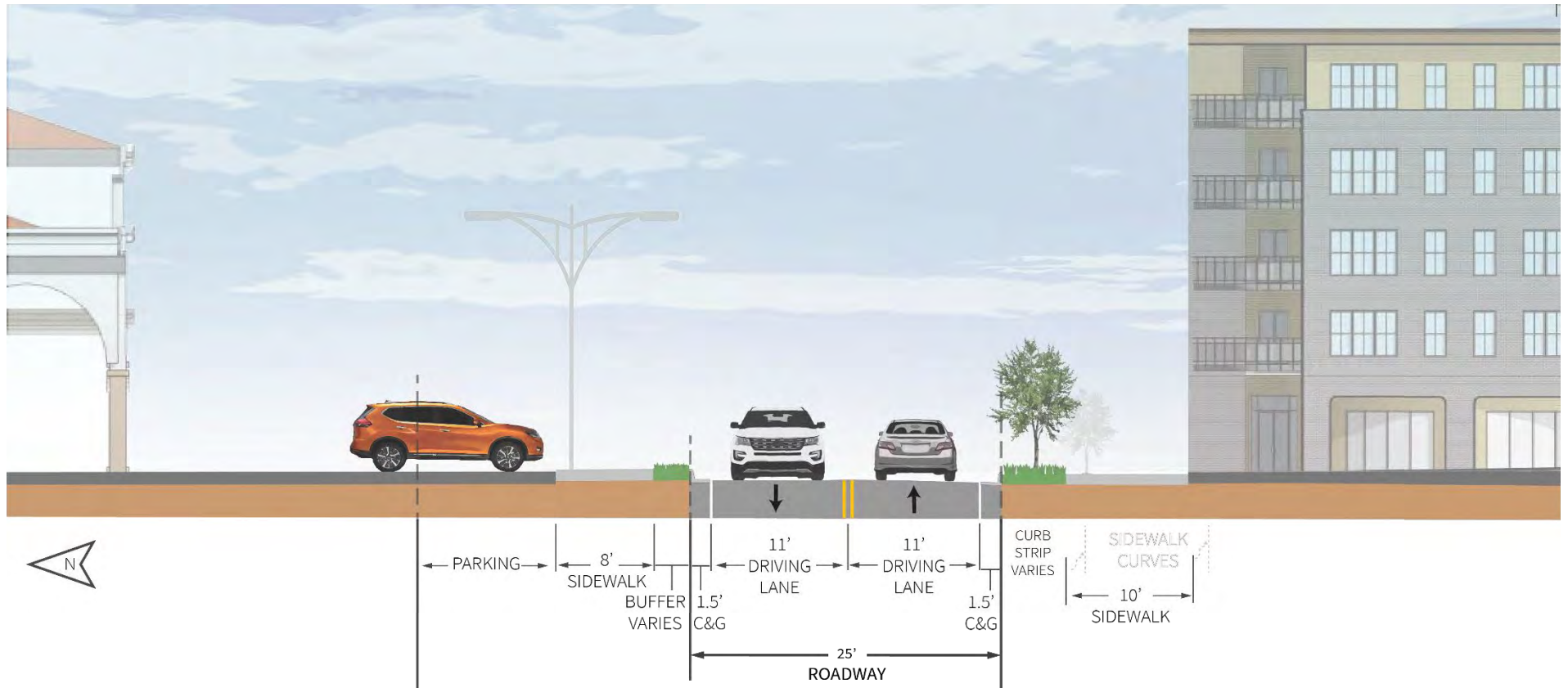


Figure 17 - Alternative 3: North Sidewalk



# Rock Creek Corridor Improvements

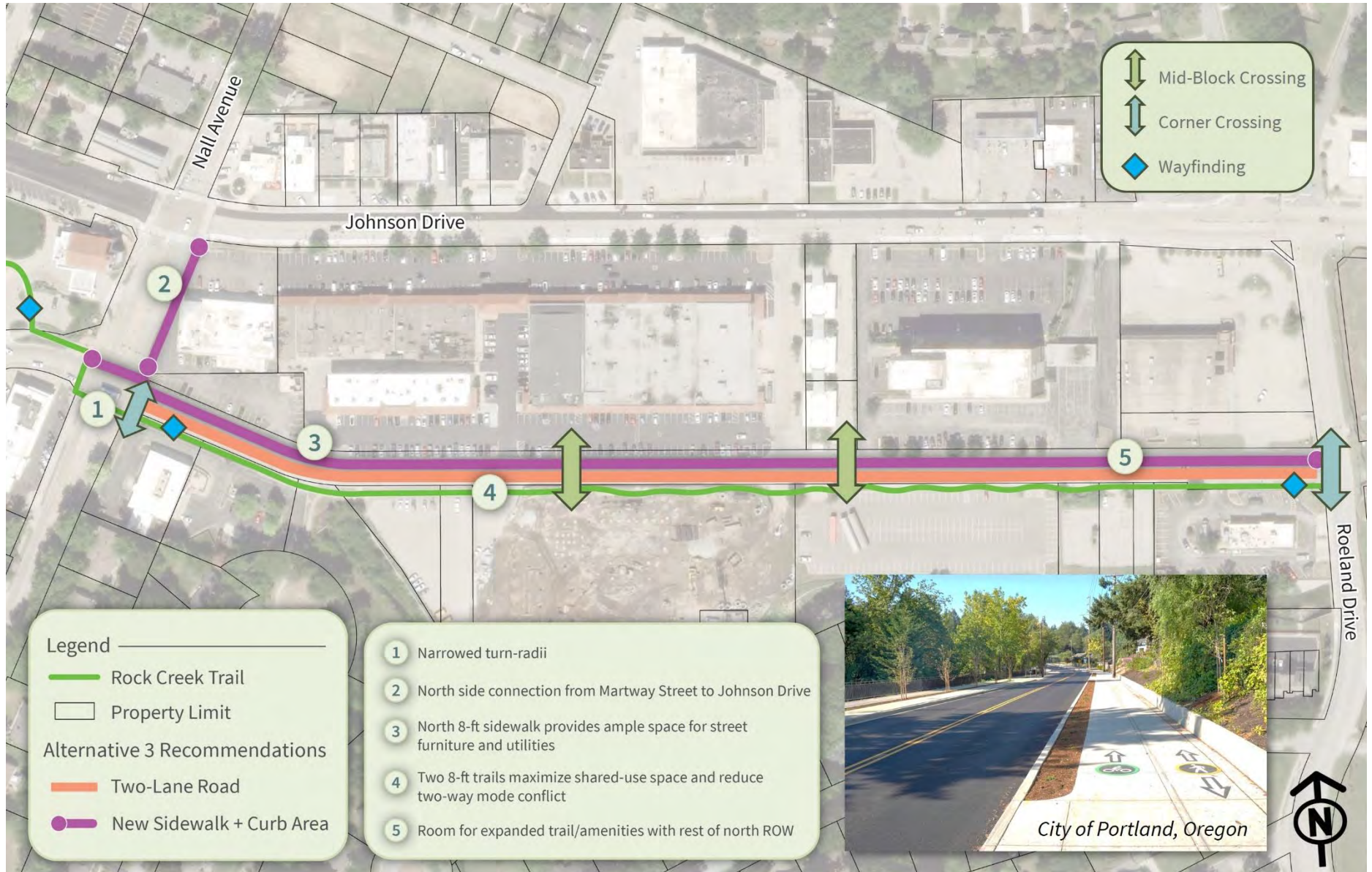


Figure 18 - North Sidewalk Plan Diagram





## COMMUNITY FEEDBACK

Community feedback was collected to refine concept elements, identify building recommendations for further consideration, and further address community input.

### Concept 1 Dialogue

- Increase focus on the safety issues that have been communicated
- Add a pedestrian/bike connection at Reeds Road if closed to vehicular traffic
- Appreciation of west-end utilization where currently there is a lot of vacancy
- I like the market structure and restrooms – they serve more than just trail users
- I like the trees and vegetation between the trail and street (Johnson Drive), which also acts as a noise buffer – I would appreciate as much separation as possible
- I like the market space and water feature, which creates opportunities for more diverse uses and audiences
- Some are concerned about the maintenance of the water feature and perception when the water is not running
- I appreciate the accessibility to all businesses and amenities of concept 1 – compliments the experience and connectivity
- Low-maintenance synthetic turf is preferred
- This pavilion would be a great opportunity to have a space to program live music
- Great idea to beautify the parking areas and the edge of the channel with plantings
- The pump track is a highly requested feature
- Great opportunities for both public art and landscape integration



*An open-house design table discussion*

### Concept 2 Dialogue

- Why more parking on the west end? – additional market space and parking for new gathering spaces
- Potential opportunity for food trucks and new vendors
- Space for multi-purpose but back of buildings aren't attractive
- I like the signature shade structure – it adds artistic character
- I like activating more of the west and south parts of the study area
- The event space at Capital Federal Bank is exciting





## Complete Streets Dialogue

- Majority of residents liked the cycle track
- Potential for sidewalks on both sides of Martway Street
- Add plantings and vegetation to beautify and buffer from car traffic
- The trickiest part of walking in the area is crossing Martway (hills, low visibility, narrow sidewalk, no buffer from fast-moving vehicles)
- The potential to connect Pearl Harbor Park is a great idea
- Identify the safest spots to cross and provide wayfinding
- I like the idea of reducing the Right-of-Way (ROW)
- Crossing Nall in 2 phases is a terrible idea
- I would like the cycle track long-term, but it is ahead of its time without a full city bike plan
- Parking will start to be a premium on the east-end of the corridor
- Reduce crossing length and naturally slow the flow of traffic



Open-house attendance and design feedback



## RECOMMENDATIONS

The building recommendations for the Rock Creek corridor were developed from public input, the existing conditions assessment, and the alignment of the City's interests and goals.

### Open House – Vote Ballot

An open house was held on December 7<sup>th</sup>, 2023 at the Powell Community Center where residents gave final feedback on the design concepts for the Rock Creek Trail and Martway Street. The project team discussed the concepts with the community residents and City staff to refine recommendations. Refer to **Appendix B** for further details.

A vote ballot was created to record and understand majority preferences among design concepts. Community members cast their ballots on their top preferences. The results are below:

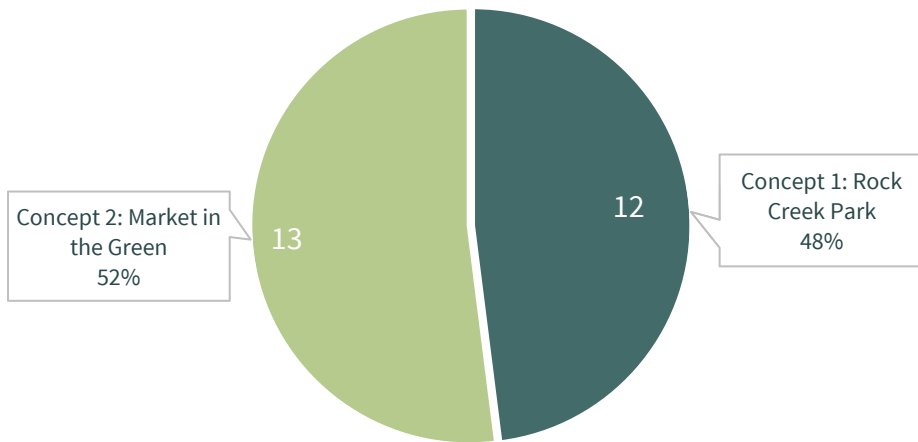


Table 5 - Rock Creek concept ballot results

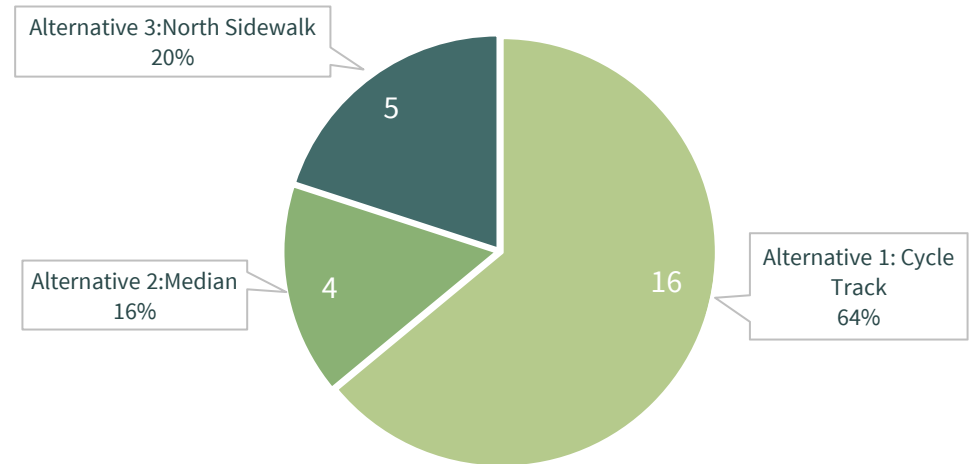


Table 4 - Martway Street alternative ballot results





## Cost-Benefit Tradeoff Analysis

**Table 6** provides a comprehensive understanding of the individual design concepts to compare benefits, opportunities, feasibility, community priorities, and project-goal achievement.

The Cost-Benefit matrix splits concepts 1 and 2 with elements, planning level costs, and project goal achievement. At the bottom of the matrix, there is a score analysis of how each concept ranks in terms of the analysis factors.

- **Concept 2** scores at a lower cost than Concept 1
- **Concept 1** scores higher than Concept 2 in transportation
- **Concept 1** scores higher than Concept 2 in green infrastructure and sustainability
- **Concept 1** scores higher than Concept 2 in public amenities and programming

Ultimately, the City has the opportunity to implement elements from either concept. Our analysis shows community support for both concepts. Considering the cost-benefit trade-off analysis results, there is more benefit to meeting project goals in Concept 1.

Please refer to **Appendix E** on cost-benefit methodology.

Table 6 - Cost-Benefit Trade-off Matrix

Rock Creek: Cost Benefit Trade-off					
Option:	Element:	Cost (\$-\$\$\$\$):	Project Goals/Benefits Met:		
			Transportation:	Green Infrastructure & Sustainability:	Public Amenities & Programming:
Concept 1: Rock Creek Park	Speed Table	\$\$\$\$	X		
	Street closure	\$\$\$\$	X	X	X
	Hammerhead turn radii	\$\$\$	X		
	Chicanes	\$\$	X	X	
	Stone wall	\$\$\$			X
	Bioretention pond	\$\$\$		X	X
	Green curb inlet	\$\$	X	X	
	Bioswale	\$		X	X
	Tree	\$		X	X
	Pollinator garden	\$\$		X	X
	EV charging	\$\$\$	X	X	X
	Recirculating system	\$\$		X	X
	Restroom	\$\$\$			X
	Fitness court	\$\$\$		X	X
	Pavilion	\$\$\$\$			X
	Entry node	\$			X
	Pump track	\$\$\$	X	X	X
	Rock Creek Trail Marker	\$	X		X
	Splash Pad	\$\$\$		X	X
	Creek Edge Guard Rail	\$		X	X
Wayfinding Signage	\$\$	X		X	
Trash and Recycling Receptacles	\$		X	X	
Pedestrian light pole	\$\$	X		X	
<b>Average/Total Criteria</b>	<b>2.35</b>	<b>10</b>	<b>14</b>	<b>19</b>	
Concept 2: Market in the Green	Speed Table	\$\$\$\$	X		
	Parking Lot	\$\$	X		X
	Chicanes	\$\$	X	X	
	Bioretention pond	\$\$\$		X	X
	Green curb inlet	\$\$	X	X	
	Bioswale	\$		X	X
	Pervious pavement	\$\$	X	X	
	Tree	\$		X	X
	Pollinator garden	\$\$		X	X
	EV charging	\$\$\$	X	X	X
	Recirculating system	\$\$		X	X
	Restroom	\$\$\$			X
	Shade structure	\$\$\$			X
	Fitness Area	\$\$			X
	Pavilion	\$\$\$\$		X	X
	Event space	\$\$			X
	Trash and Recycling Receptacles	\$		X	X
Rock Creek Trail Marker	\$	X		X	
Wayfinding Signage	\$\$	X		X	
Creek Edge Guard Rail	\$		X	X	
Pedestrian light pole	\$\$	X		X	
<b>Average/Total Criteria</b>	<b>2.14</b>	<b>9</b>	<b>12</b>	<b>17</b>	



## Preferred Recommendations

The preferred recommendations are suggested improvements that are considered to be most ideal to the city and public's interests, the cost-benefit tradeoff analysis recommendation, and the most optimal to enhance the quality of life and functionality of the Rock Creek corridor. Please refer to **Appendix B** for further details on preferred recommendations methodology.

### Rock Creek Design Concept 1.2: Rock Creek Park

The community feedback and voting ballot revealed equal support for both concepts. Following extensive discussions and a thorough cost-benefit analysis, Concept 1 emerged as the preferred choice for further development. However, elements favored by both the public and the City from Concept 2 were integrated into a new refined design, Concept 1.2. This new iteration not only aligns with the project's goals but also represents a blend of approaches that resonate with both community and City interests. This refined version incorporates elements from Concept 2, such as an artful pedestrian bridge at Reeds Roads to preserve pedestrian and bicycle connectivity while closing the street to vehicles. A signature shade structure for informal performances on the Capital Federal lawn is an artistic, yet functional, point of interests, and the restroom building is repositioned behind the existing structure. This scenario also includes additional green infrastructure south of the creek on Outlook Street on City-owned property, with a focus on water quality improvements at existing low points before runoff enters the creek.



Figure 19 - Preferred Concept 1.2: Rock Creek Park





Figure 20 - Concept 1.2 NW rendering

## Open-House Public Feedback

- Appreciation of west end utilization where currently there are a lot of vacancies
- “I like the market structure and the restrooms – serves more than just trail users”
- “I like the trees and vegetation between the trail and street (Johnson Drive), which also acts as a noise buffer”
- “Like the market space and water feature, creates opportunities for more diverse uses and audiences”
- “I appreciate the accessibility to all businesses and amenities of Concept 1 – compliments the experience of the trail and connectivity “





## Martway Complete Streets Alternative 1: Cycle Track

Alternative 1 was voted by the public and the city as the preferred alternative for Martway Street, contingent on roadway safety improvements, connectivity, feasibility, and a multi-modal approach. Alternative 1 aims to improve roadway safety and connectivity through new north side connections and protected on-street infrastructure while managing future growth on the east-end of the corridor.

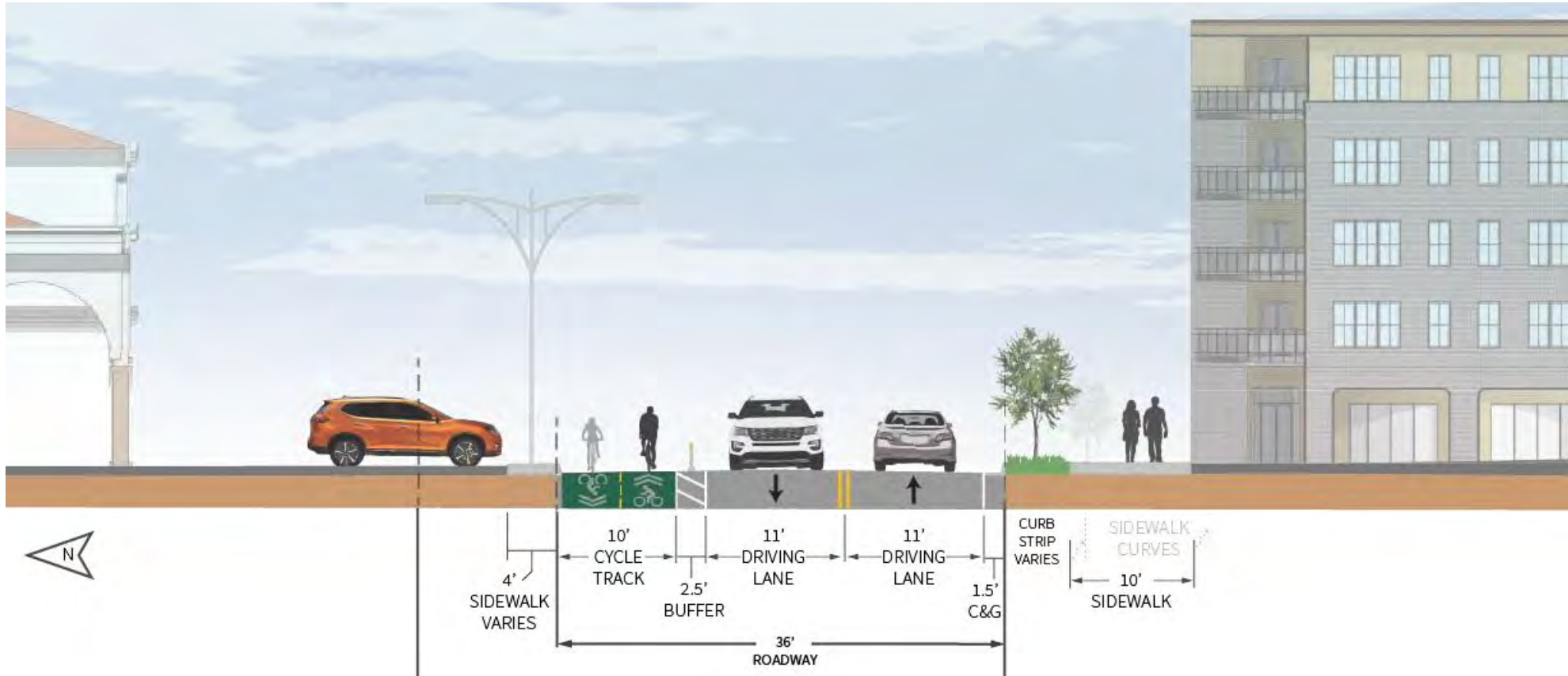


Figure 21 - Preferred Alternative 1: Cycle Track





Figure 22 - Cycle Track NE rendering

## Open-House Public Feedback

- A majority of residents like the concept of a cycle track
- “Sidewalks are necessary on both sides of Martway Street”
- “Add plantings and vegetation to beautify and buffer from car traffic – feels more like a trail”
- “Identify the safest spots to cross and provide wayfinding”
- A cycle track will provide a cohesive connection from the west end of the trail – bringing more volume to the east end of the trail



## Wayfinding Design

The wayfinding design approach aims to provide a cohesive branding and statement of the Rock Creek Corridor in the community. The proposed wayfinding will communicate locations and opportunities around the Rock Creek corridor to maximize foot traffic and provide key navigation information to surrounding areas along the trail that will create a sense of direction and placemaking. Proposed wayfinding designs are intended to be aesthetically pleasing and cohesive to the Mission Parks + Recreation branding and the surrounding environment. **Figure 23** displays proposed wayfinding designs.

### Signpost Design:

- Limestone base
- Mission Parks + Rec branding
- Iconography
- Map location-finding

### Scale:

- Large and Medium signs
- Mile/Step-marker posts
- Engraved detail

### Engraved/Painted Tile Approach:

- Branding engraved into limestone
- Wayfinding integrated into the rock wall channel feature
- Painted branding/iconography on trail path surface

### Education:

- Potential use for nature communication and place sense
- Interpretive Signing



Figure 23 - Proposed Wayfinding Designs





## FUNDING & IMPLEMENTATION

Implementation of the Rock Creek Improvement Plan will rely on some outside sources such as grants and special programs. Some potential funding streams are provided below and may be combined with City funds and private donations.

### Funding Opportunities

#### **MARC Planning for Sustainable Places (PSP) Next Round Funding: Implementation**

Next-round funding for project implementation through the MARC PSP program is now available as an opportunity for further funding. The MARC PSP program aims to assist local jurisdictions and eligible organizations to advance integrated local transportation, land use planning, and project development actions that support vibrant, connected, and green communities that support healthy living and sustainability. Funding is available to support project implementation and development to further develop and integrate previously identified project needs and concepts outlined in prior plans.

Grants are awarded based on applicant proposal.

Read more: [Planning Sustainable Places | MARC](#)

#### **Quadratic Cares ‘Energize The Environment’ Grant**

Quadratic is a leading aftermarket supplier of 4x4 vehicles that is committed to awarding environmental grants to groups and individuals who are pursuing a program or initiative designed to improve the environment. This includes but is not limited to trail-building restoration projects, earth study initiatives, sustainable land management activities, and community environmental projects.

Grants are awarded in amounts of \$3,500.

Read more: [Quadrattec Cares 'Energize The Environment' Grant Program | Quadrattec](#)

#### **Sunflower Foundation Grant**

The Sunflower Foundation is a statewide health philanthropy and sustainable nonprofit sector with a mission to catalyze improving the health of all Kansans. The Sunflower Foundation is committed to awarding grants to nonprofit organizations with a primary focus on improving community health, social structure, and economic drivers that all contribute to health outcomes.

Grants are awarded up to \$25,000 based on the applicant's proposal.

Read more: [How We Work - Sunflower Foundation](#)





## **Building Resilient Infrastructure and Communities Grant (BRIC) – FEMA**

The BRIC grant is a federal program offered by the U.S Federal Emergency Management Agency (FEMA) to support states, local communities, tribes and territories efforts to undertake hazard mitigation projects, reducing risks from disasters and natural hazards. BRIC’s available funding for fiscal year 2023 is \$1 billion. The goal of the program is to address future risks to natural disasters and foster proactive investment in community resilience to reduce disaster suffering.

Grants are awarded based on the applicant’s proposal.

Read more: [Building Resilient Infrastructure and Communities | FEMA.gov](https://www.fema.gov/building-resilient-infrastructure-and-communities)

## **Flood Mitigation Assistance Grant (FMA) – FEMA**

The FMA grant is a federal program offered by the U.S Federal Emergency Management Agency (FEMA) to fund and support states, federal recognized tribal governments, U.S territories, and local government projects that reduce or eliminate the risk of repetitive flooding and damages to buildings insured by the National Flood Insurance Program. FMA’s available funding for the fiscal year 2023 is \$800 million. The goal of the program is to address future risks to natural flooding and foster proactive investment in community resilience against flooding. Local jurisdictions must apply through the State as a sub-applicant: Kansas Department of Emergency Management (KDEM). This grant opportunity can also be used for property acquisition and relocation of displaced tenants.

Grants are awarded based on the applicant’s proposal.

Read more: [Flood Mitigation Assistance Grant Program | FEMA.gov](https://www.fema.gov/flood-mitigation-assistance-grant-program)

Read more: [Hazard Mitigation Assistance | Kansas Adjutant General's Department, KS \(kansastag.gov\)](https://www.kansasastag.gov/)

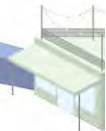
## **Climate Pollution Reduction Grants (CPRG) – U.S EPA**

The CPRG grant is a federal program offered by the U.S Environmental Protection Agency (EPA) to fund and support states, local governments, tribes, and territories to develop and implement ambitious plans for reducing greenhouse gas emission and other harmful pollution. This two-phase program provides \$250 million for noncompetitive planning grants, and approximately \$4.6 billion for competitive implementation grants. If MARC is awarded funding, The City of Mission could apply for funding to potentially implement complete streets and/or some of the improvements in the downtown Market area.

Grants are awarded based on the applicant’s proposal.

Read more: [Climate Pollution Reduction Grants | US EPA](https://www.epa.gov/climate-pollution-reduction-grants)





## SS4A Planning & Implementation Grants

Safe Streets and Roads For All (SS4A) is a federal discretionary program established by the Bipartisan Infrastructure Law (BIL) with \$5 billion in appropriated fund rounds over 5 years, 2022-2026. The SS4A program funds regional, local, and tribal initiatives to address roadway safety issues through two different types of grants: Planning and Demonstration Grants and Implementation Grants. Eligible applicants include:

- Metropolitan Planning Organizations (MPOs)
- Political subdivisions of the State
- Cities and municipalities
- Counties
- Metropolitan Transit Authorities
- Townships
- Federally recognized Tribal governments

The City of Mission was awarded a Planning and Demonstration grant with a total project cost of \$200,000 with a \$40,000 local match. The next opportunity for the City of Mission would be the next round of funding for implementation.

Read more: [Safe Streets and Roads for All \(SS4A\) Grant Program | US Department of Transportation](#)

## Kansas SS4A Match Pilot Program: Kansas Department of Transportation

The Kansas SS4A Match Pilot Program is a financial initiative to assist local entities awarded by the U.S DOT SS4A grant to provide financial assistance in local match costs and the development of Safety Actions Plans. The Kansas Match Program provided \$1.0 million in funding SS4A recipients and is expanding share costs.

Read more: [Program Information \(ksdot.gov\)](#)





# Rock Creek Corridor Improvements: APPENDICES

# Appendix A: Existing Conditions Assessment







# Rock Creek Corridor Improvements:

Downtown Center  
to East Gateway Plan

*Technical  
Memorandum*

October, 2023

**HOXIE**  
COLLECTIVE LLC

The logo for Mission Kansas features a stylized graphic of three vertical bars in blue, green, and orange, with horizontal lines intersecting them. To the right of this graphic, the word "mission" is written in a bold, blue, sans-serif font, and "Kansas" is written below it in a smaller, orange, cursive font.

**mission**  
*Kansas*

BIKE  
WALK **KC**

The logo for Single Wing Creative consists of a dark purple circle containing the white letters "SW" in a bold, sans-serif font. To the right of the circle, the words "SINGLE WING CREATIVE" are stacked vertically in a bold, black, sans-serif font.

**SW**  
SINGLE  
WING  
CREATIVE

The logo for MARC is contained within a light gray hexagon with a dark green border. The word "MARC" is written in a large, black, serif font. Below it is a solid red horizontal bar, and underneath that, the words "Mid-America Regional Council" are written in a smaller, black, sans-serif font.

**MARC**  
Mid-America Regional Council

The logo for SWTDESIGN features a green and blue gradient square on the left, followed by the text "SWTDESIGN" in a bold, black, sans-serif font.

**SWTDESIGN**

The logo for Wilson & Company is contained within a light green hexagon with a darker green border. The words "WILSON & COMPANY" are written in a bold, blue, sans-serif font.

**WILSON**  
& COMPANY

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## CLIMATE CHANGE IMPACTS

### Climate Action Plan

The Mid-America Regional Council (MARC) developed a Regional Climate Action Plan (CAP) to enhance the region's resilience, equity, and health by providing a voluntary framework for coordinated local efforts. The plan encompasses a range of strategies that can be customized to suit individual community priorities, with a strong emphasis on mitigating climate change and achieving net zero greenhouse gas emissions by 2050. It also addresses adapting to climate risks and promoting long-term well-being, with specific interim targets for various sectors like local government operations, energy generation, and buildings. The plan underscores the interconnectedness of its strategies for a comprehensive approach. The City of Mission adopted the plan and continues to work toward implementing climate action efforts within its jurisdictional context.

### Planning Sustainable Places

This project is a Planning Sustainable Places (PSP) project. The PSP program strives to enhance local transportation and land use planning by supporting vibrant, connected, and green communities. Through funding from Surface Transportation Block Grants, the program encourages sustainable concepts and project-specific activities aligned with centers and corridors planning. The Sustainable Places Policy Committee evaluates projects in three planning phases, ensuring community engagement and collaboration. The program aims to create diverse, well-connected, and environmentally healthy places while utilizing various transportation options.

Part of the goal of this project is to understand how changes to the Rock Creek corridor could lessen climate change impacts in the KC region.



## INTRODUCTION

The Rock Creek corridor is a crucial component of Mission’s transportation network. It connects a variety of land uses and serves as a critical link between neighborhoods and downtown. Addressing transportation, sustainability, economic development, and stormwater management is vital to Mission’s future, as these can potentially alleviate several challenges, improve safety and accessibility, and create a more vibrant, livable, and sustainable community for all.

## Purpose

The purpose of this existing conditions assessment is to evaluate the current conditions of the Rock Creek corridor and identify challenges and opportunities within the project area. The existing conditions assessment will develop recommendations for improvements that address stormwater, transportation, sustainability, and waterway protection within the study area.

## Study Area

Rock Creek corridor is a 1.65-mile shared-use path that serves as an east-west connector. This study will evaluate the eastern half of the Rock Creek corridor from Woodson Road east to Roeland Drive. A 300-foot project parameter will be used to identify property owners and to measure existing conditions (**Figure 1**).

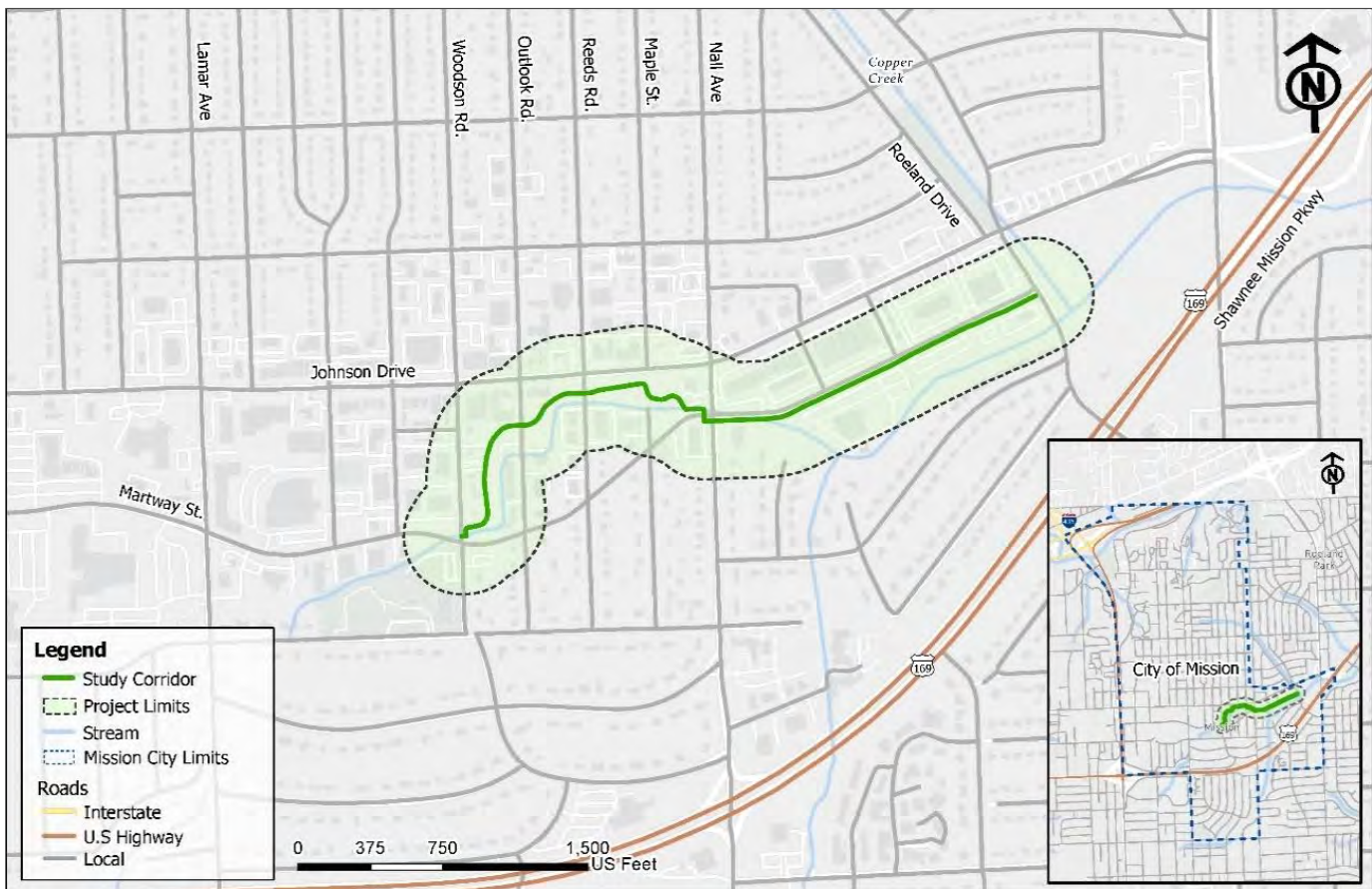


Figure 1 - Study Corridor & Project Area



## PLAN REVIEW

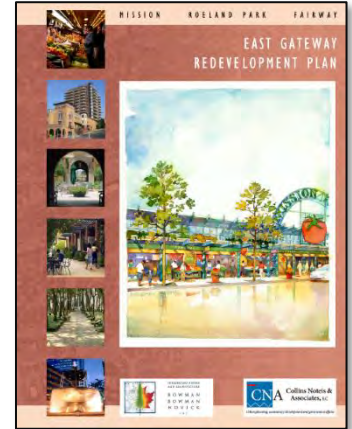
Numerous studies, plans, and guidelines have been produced to address several challenges and identify opportunities to respond to community needs. The section below summarizes the plans in preparation for assessing the existing conditions.

### East Gateway Redevelopment Plan

This development plan is a 20-year strategy between Mission, Fairway, and Roeland Park to address tri-city issues. Strategies include:

- Need for more urban housing types
- Sustaining and attracting local businesses and residents
- Increased tax bases
- Attaining quality redevelopment that preserves local "flavor"

The plan incorporates elements such as new zones for higher density, mixed-use development, parks, trails, and improved landscape and streetscape amenities to address diverse tri-city issues.



### Recommendations:

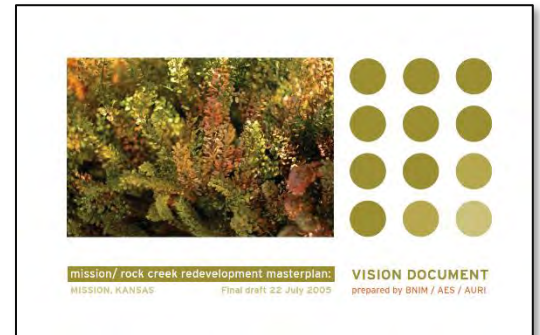
- Roadway alignment for primary and secondary streets
- Increase of mixed-use and "main street" type of land uses for increased density and walkable urban lifestyle communities

### Mission Rock Creek Redevelopment Plan

This redevelopment plan aims to assist and encourage identity and development in Mission's downtown district in a sustainable and progressive direction through mixed-range housing, walkability, stormwater management, and strong economic and ecological city core redevelopment.

### Recommendations:

- Create partnerships with tributary communities with shared goals to seek improvements in the watershed, water quality, and flood levels
- Extending greenway to the east (downstream) and west (upstream) to reduce flooding impacts and increase floodway management



## Overland Park and Mission Downtown Bike and Pedestrian Plan

This document is a toolbox design plan with strategies and recommendations to improve safety and access for all modes of travel, emphasizing bicycle and pedestrian facilities for each downtown district. This plan shapes and guides efforts for vibrant and sustainable places through diverse transit modes and connecting communities.

### Recommendations:

- Develop a bicycle boulevard network
- Intersection improvements for pedestrian crossings and priority pedestrian zones with streetscape and pedestrians comfort amenities

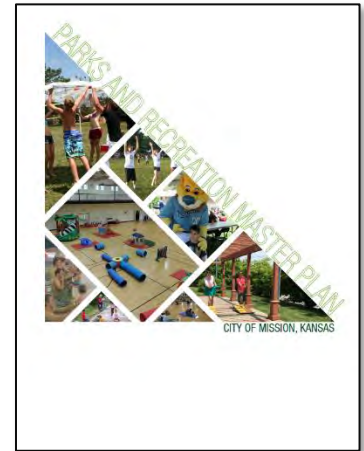


## Park and Recreation Master Plan 2018

The Parks and Recreation Master Plan is a 10-year strategic goal. This plan sets out to guide financial investment in Mission's outdoor park system, recreational facilities, and operations with a goal of high-quality programming and services that support the growth and economic health of the community.

### Recommendations:

- Develop a capital investment plan that ensures proper funding for future parks and recreation improvements
- Identify additional sidewalks throughout the city to connect underserved or inaccessible areas

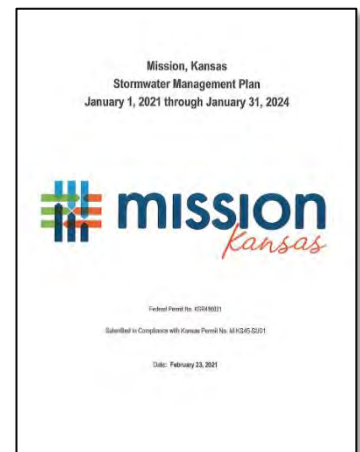


## Stormwater Management Plan 2021

The Stormwater Management Plan aims to reduce stormwater runoff pollutants in Mission by implementing six minimum control measures, best management practices, the Clean Water Act, and the Kansas surface water statutes and regulations.

### Recommendations:

- Public stormwater educational programs
- Developing, implementing, and enforcing a program to detect and eliminate illicit wastewater discharges or other non-stormwater discharges into the storm sewer system



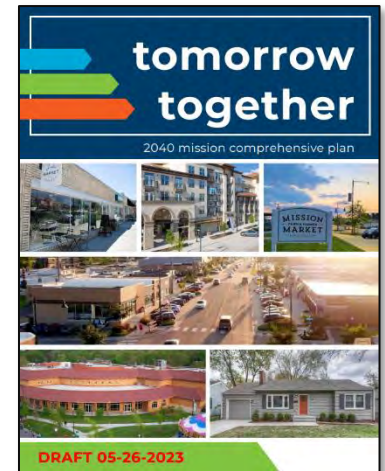


## Tomorrow Together 2040 Mission Comprehensive Plan: Transportation and Mobility

Mission's Comprehensive Plan is a fresh and innovative approach to help guide growth and development through six major themes that reflect Mission's current challenges and conditions. Transportation and Mobility are significant themes that Mission addresses in the plan, with eight goals to achieve its objective:

- Prioritize pedestrian safety
- Multi-modal transportation/mobility system
- Adapt with flexible policies
- Tie current and future mobility plans to economic development strategies and neighborhood stabilization
- Recognize and improve Johnson Drive as a major connection
- Coordination and support for SmartMoves 3.0 Regional Plan
- Explore Johnson Drive and Metcalf Avenue reconfiguration
- Explore future public street alignments

Mission envisions improving transportation and mobility with strategies for each identified goal that will connect neighborhoods and businesses through multi-modal transit options and accessibility for all. The City Council adopted the Plan in December 2023.



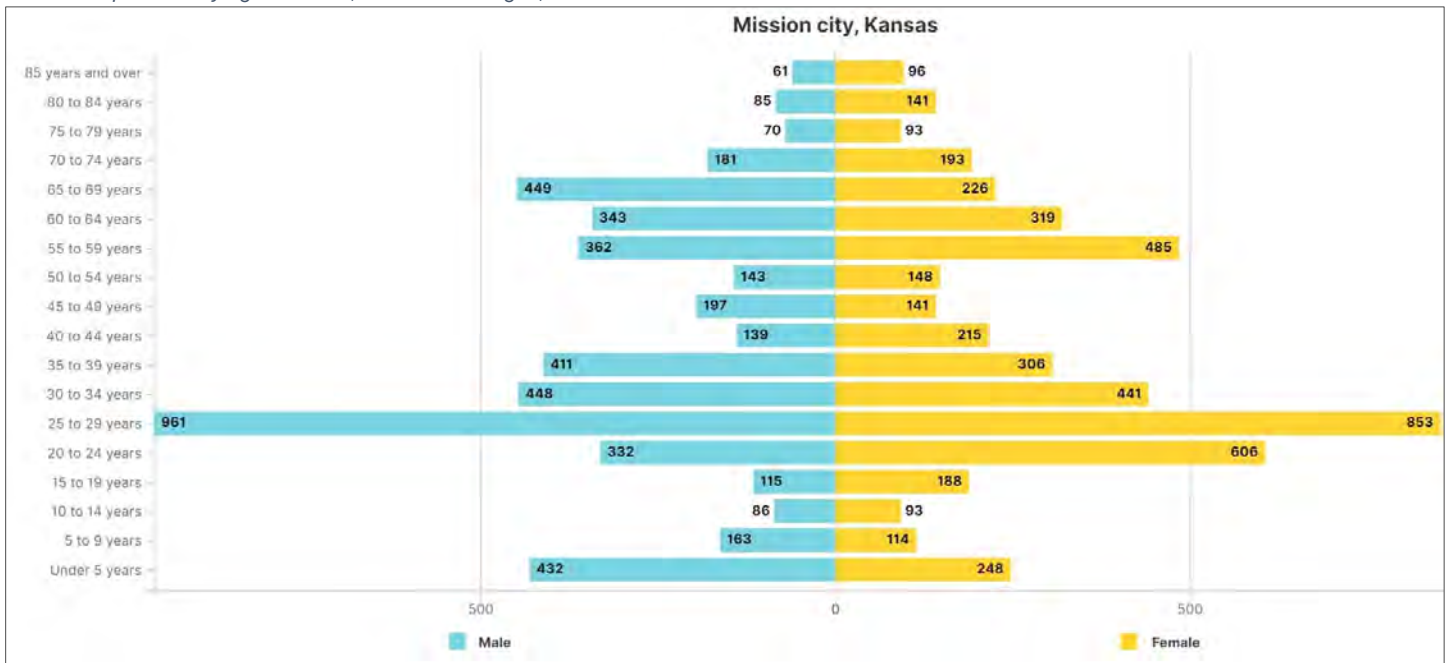
## AREA DEMOGRAPHIC PROFILE

Socioeconomic characteristics from the 2021 5-year American Community Survey (ACS) create a demographic profile for Mission and the Rock Creek corridor. To help to visualize demographic differences and understand social transitions, the subsequent figures and tables help to describe population statistics around Mission and the Rock Creek Trail.

### Population Distribution

The current population rate is 9,954 residents, and the population distribution varies by age group. As shown in **Table 1**, age groups are based on 5-year increments, with the highest population in the 25 to 29 age group range. Different age groups will have a diverse range of needs, achieved by strategic planning that ensures all community needs are identified and addressed accordingly.

Table 1 - Population by age and sex (Source: census.gov)



## Employment by Industry

**Table 2** breaks down employment by industry for the employed population. About 30% of the employed population works in educational, health care, or social assistance industries, followed by 16% in professional and administrative/management services. Mission contains diverse industries that can serve diverse employment groups and expand community identity.

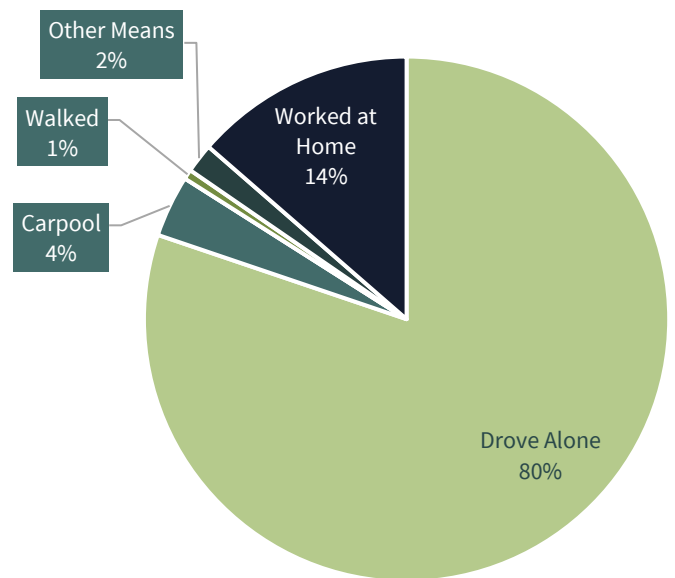
Table 2 - Industry for civilian employed population (Source: census.gov)

Industry	Value
Educational services, and health care and social assistance	29.6%
Professional, scientific, administrative, waste management services	16.0%
Finance and insurance, and real estate and rental and leasing	11.2%
Retail Trade	8.7%
Transportation and warehousing, and utilities	7.4%
Manufacturing	5.7%
Construction	5.3%
Arts, entertainment, and recreation, and accommodation and food services	4.5%
Other services, except public administration	4.0%
Wholesale Trade	3.9%
Public administration	2.1%
Information	1.5%
Agriculture, Forestry, Fishing and Hunting, and Mining	0.2%

## Mode of Transportation to Work

**Table 3** illustrates transportation modes to work. Currently, many residents drive to work as their primary mode of transit, while post-pandemic aftershock has raised working-from-home percentages. Other modes of transportation, such as public transit, remain low, potentially indicating, most residents travel outside Mission to work or are more car-dependent.

Table 3 - Means of transportation to work (Source: census.gov)



## Median Income

According to census.gov, a *married-couple family* is a husband and wife established in the same household, and a *family* is defined as a group of two or more people related by birth, marriage, or adoption. *Nonfamily households* are described as a householder living alone or sharing the home with people to whom they are not related.

**Table 4** provides data on median household income by family type. The median household income is \$68,859. Median income by family shows that married-couples average \$97,250 a year, and families average \$91,250 a year. Out of the 5,029 households, 2,345 households are families, and 1,800 are married-couple families. Families and married-couple families account for 83% of households in the city.

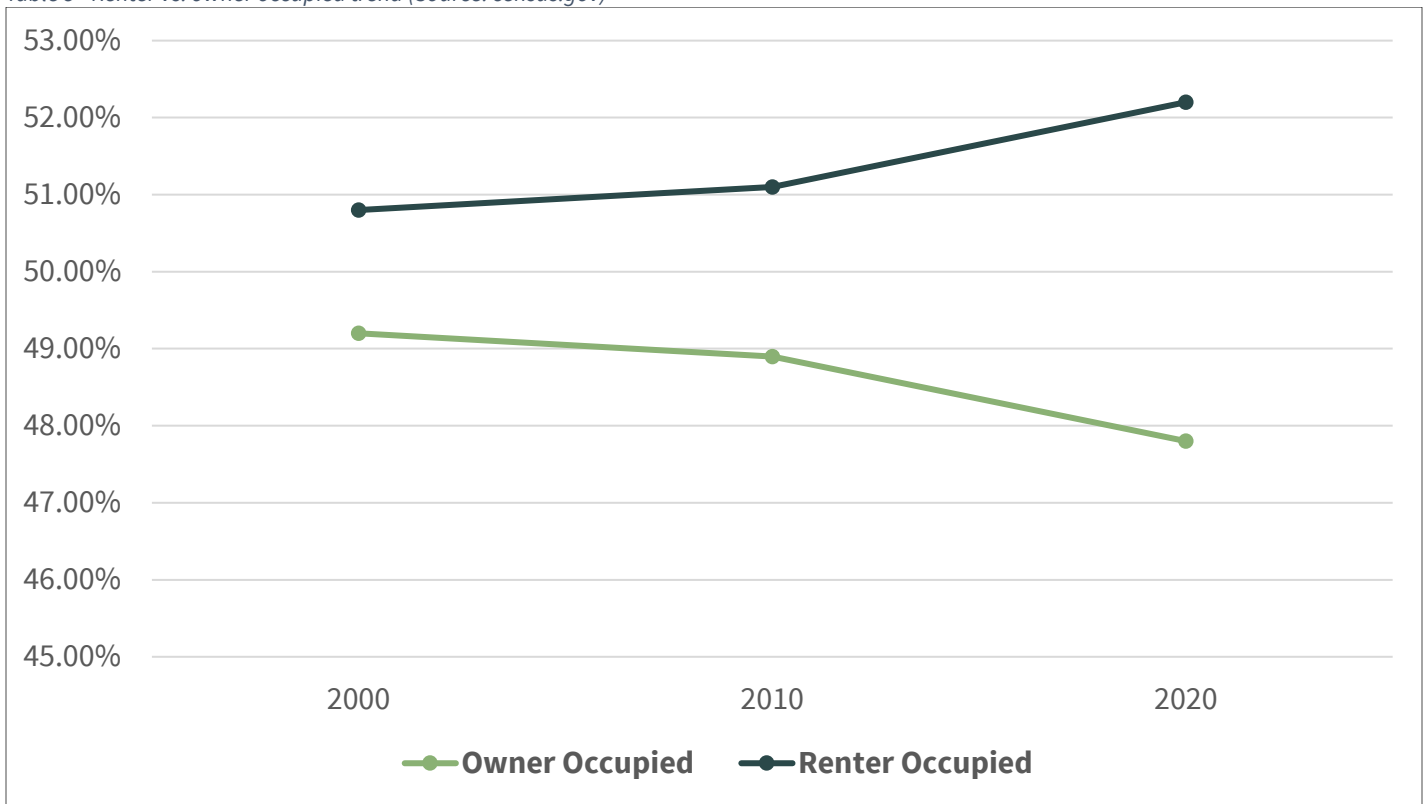
Table 4 - Median income by type of families (Source: census.gov)



## Renter vs. Owner-Occupied Housing

**Table 5** illustrates housing ownership trends within a 20-year span. Renter-occupied housing has been increasing while owner-occupied housing has been decreasing since 2010. Mission has diverse housing ownership groups that reflect its diverse population. Mission continues to adapt to changes in the local housing landscape through mixed-use high-density and medium-density developments while maintaining and stabilizing homeowner occupants. Changing economic factors and shifts in housing preferences within the community likely have an impact on this data. Mission recognizes these changes and is working to accommodate both renters and owners.

Table 5 - Renter vs. owner occupied trend (Source: census.gov)



## Households Vehicle Ownership

**Table 6** displays the number of vehicles available per household. Many residents have one or two vehicles available per household, while a few have three or more. Car dependency is a factor in most households. Very few households have no vehicle at all, indicating possible low dependency on other transit modes.

Table 6 - Vehicles available per household (Source: census.gov)

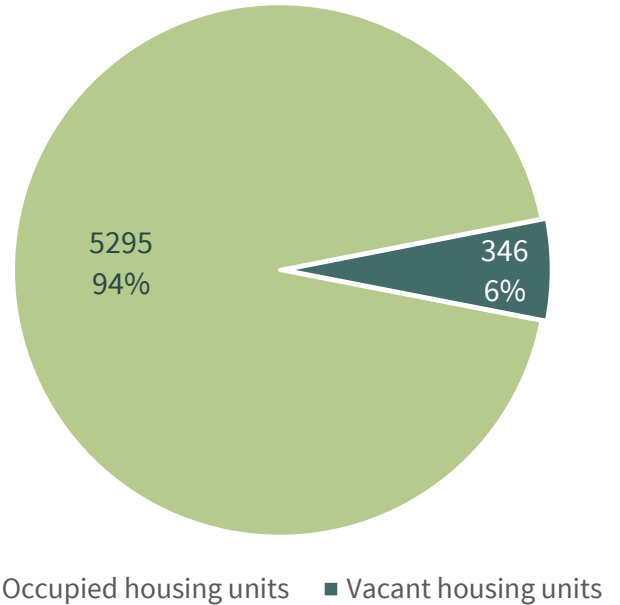


## Housing Occupancy

**Table 7** illustrates the total housing occupancy comparison in Mission. Most of the housing stock consists of occupied units, with only 6% vacant units around Mission’s vicinity.

Comparing this data to the Kansas City Metropolitan Area and Johnson County, we see that the KC Metro has 8% vacant and 92% occupied housing units. Johnson County has 9% vacant and 91% occupied housing units.

Table 7 - Housing Occupancy Status (Source: census.gov)



## Where People Work

Most people who live in Mission travel to neighboring cities in the metropolitan area for their jobs (**Figure 2**). Of these cities, the top three neighboring cities for work include:

- Kansas City, MO - 23.5%
- Overland Park, KS- 18.8%
- Kansas City, KS - 13.2%

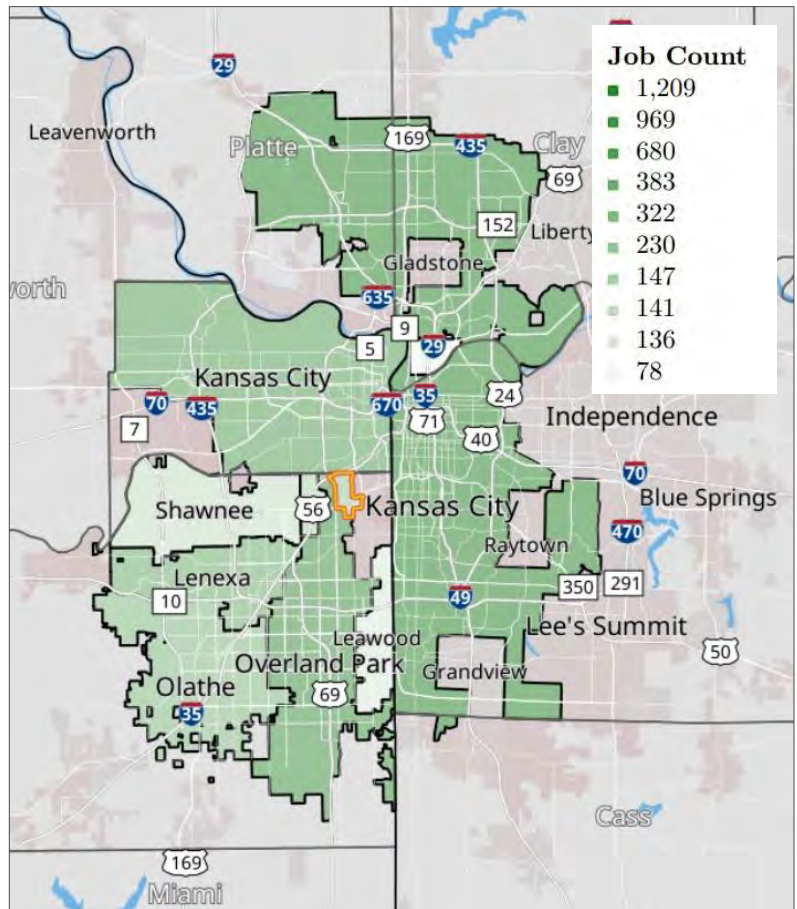


Figure 2 - Where People Work Vicinity



## LAND DEVELOPMENT REVIEW

This section documents a land development analysis of the study area to identify current conditions of Mission’s land use, zoning, property ownership, and current/potential developments in relation to the Rock Creek corridor and any potential impacts.

### Land Use

**Figure 3** displays the existing land use in the project area. Within the limits of the Rock Creek corridor, the primary land use is commercial, followed by office and multi-family residential. The corridor is in a walkable commercial strip along Johnson Drive and Martway Street that can serve as a key active transportation connection between residential land uses and the downtown commercial corridor.

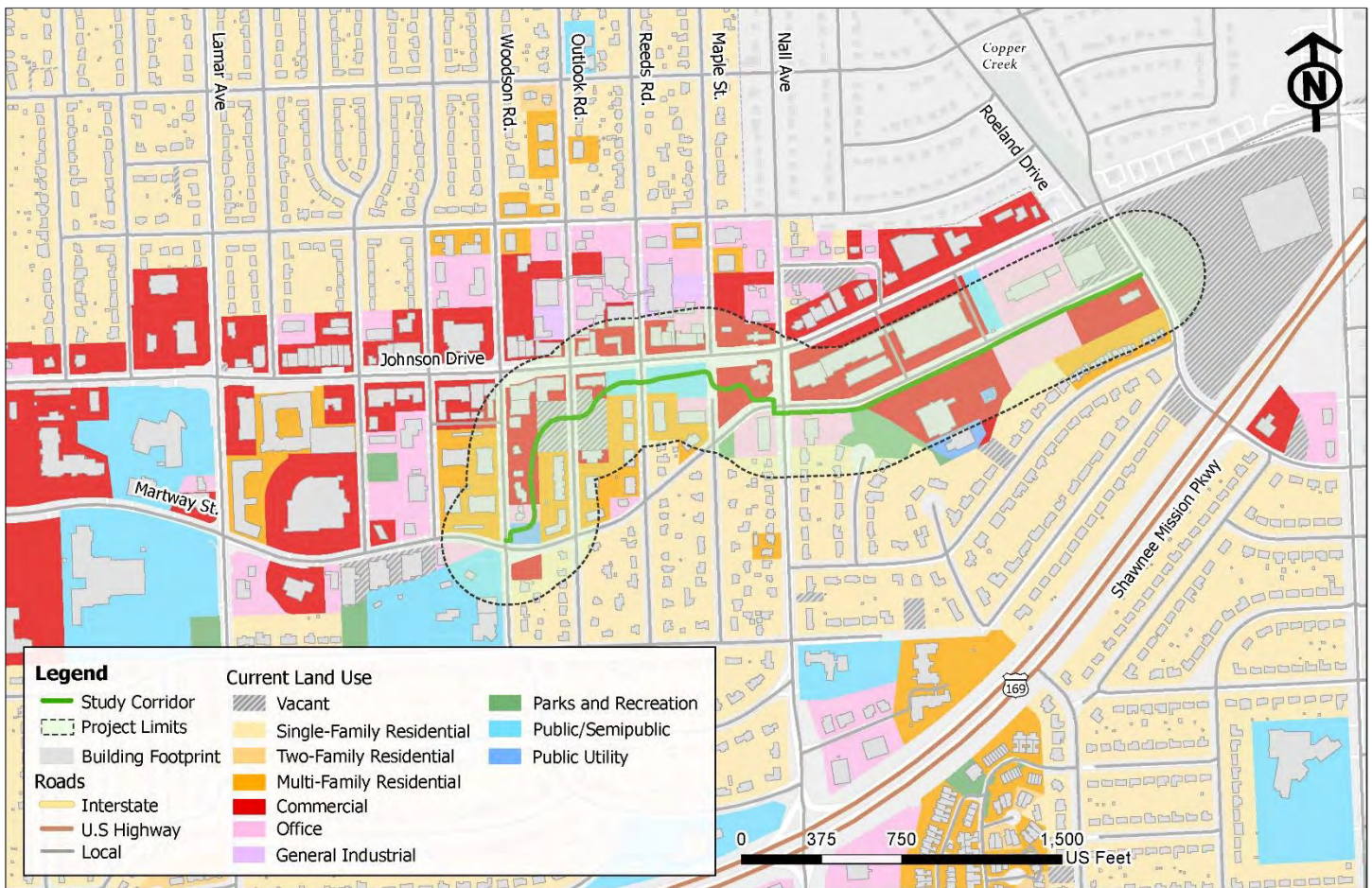


Figure 3 - Existing Land Use





## Future Land Use

**Figure 4** displays the future land use around the Rock Creek corridor. The future land use introduces more high and medium-density mixed-use development with parks and pathways while commercial is kept on the north end of Johnson Drive near the corridor. The future land use supports and creates a versatile Rock Creek corridor and downtown that bridges the gap and supports both residential and commercial development through mixed-used development and implementation of more green public space. It allows the trail to benefit and enhance land use opportunities and connect communities to downtown.

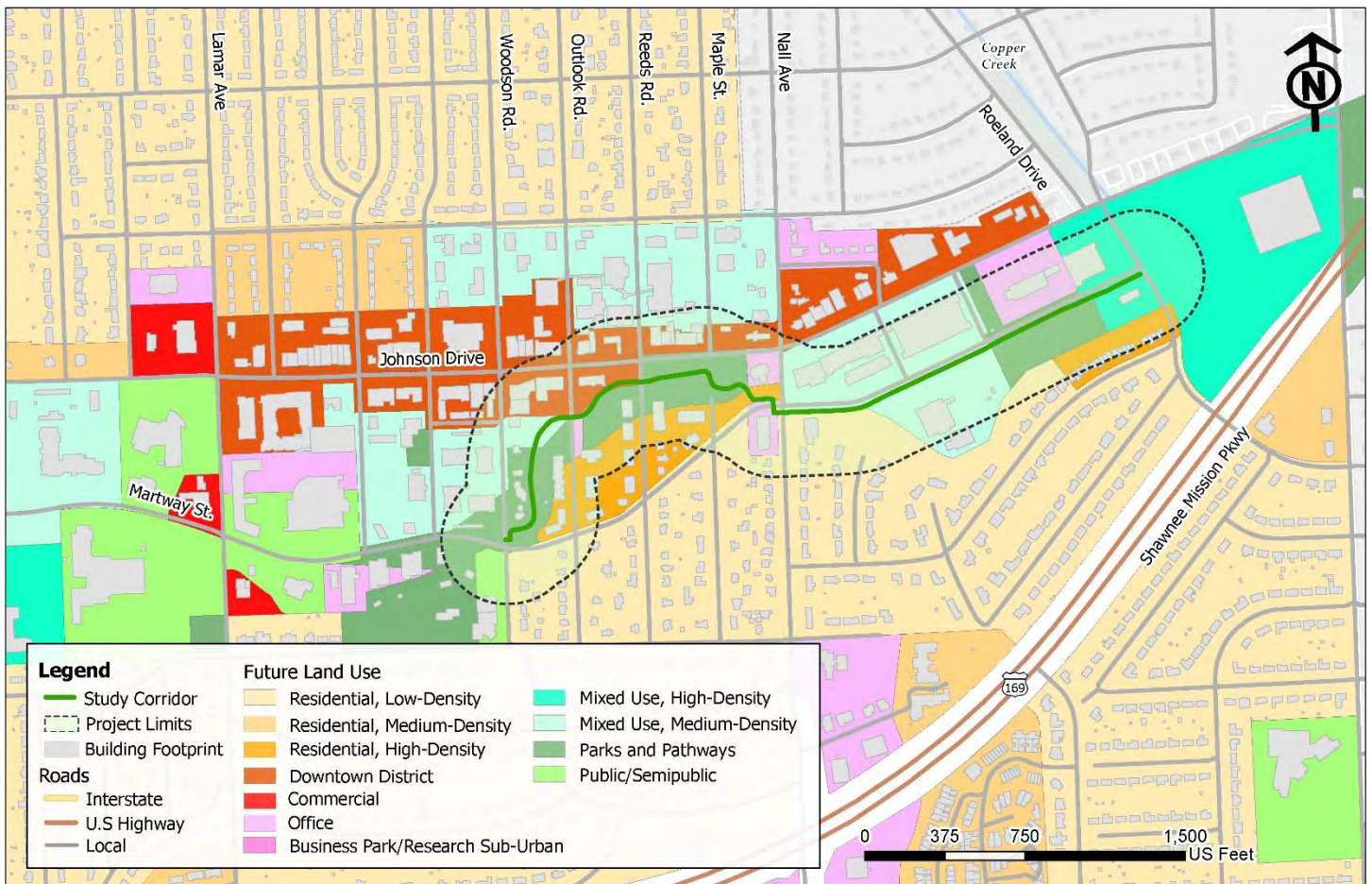


Figure 4 - Future Land Use



## Zoning

**Figure 5** illustrates existing zoning within the project area. The Rock Creek corridor primarily lies within the Downtown Neighborhood District (DND) and the Main Street Districts (MS1 and MS2). The zoning of property as "DND" Downtown Neighborhood District is intended to encourage private and public investment in the neighborhoods surrounding the commercial core of downtown Mission. The intent is to offer a unique living environment that offers a variety of housing styles, that supports the downtown businesses, and acts as a way to stabilize the surrounding single-family neighborhoods. The Main Street District 1 (MS1) is intended to provide development opportunities consistent with the existing character within the core of Downtown Mission. Downtown Mission is the original commercial district within the city. The majority of buildings in the core of downtown have been constructed to the public right-of-way. Public parking lots are available and on-street parking is present to serve the downtown businesses. The result is a character unique to downtown that is not found elsewhere in the city. The objectives for Main Street District 2 (MS2) are similar to "MS1", except residential and office uses are permitted on the ground floor level of mixed-use buildings or complexes in order to support the businesses in the downtown area.

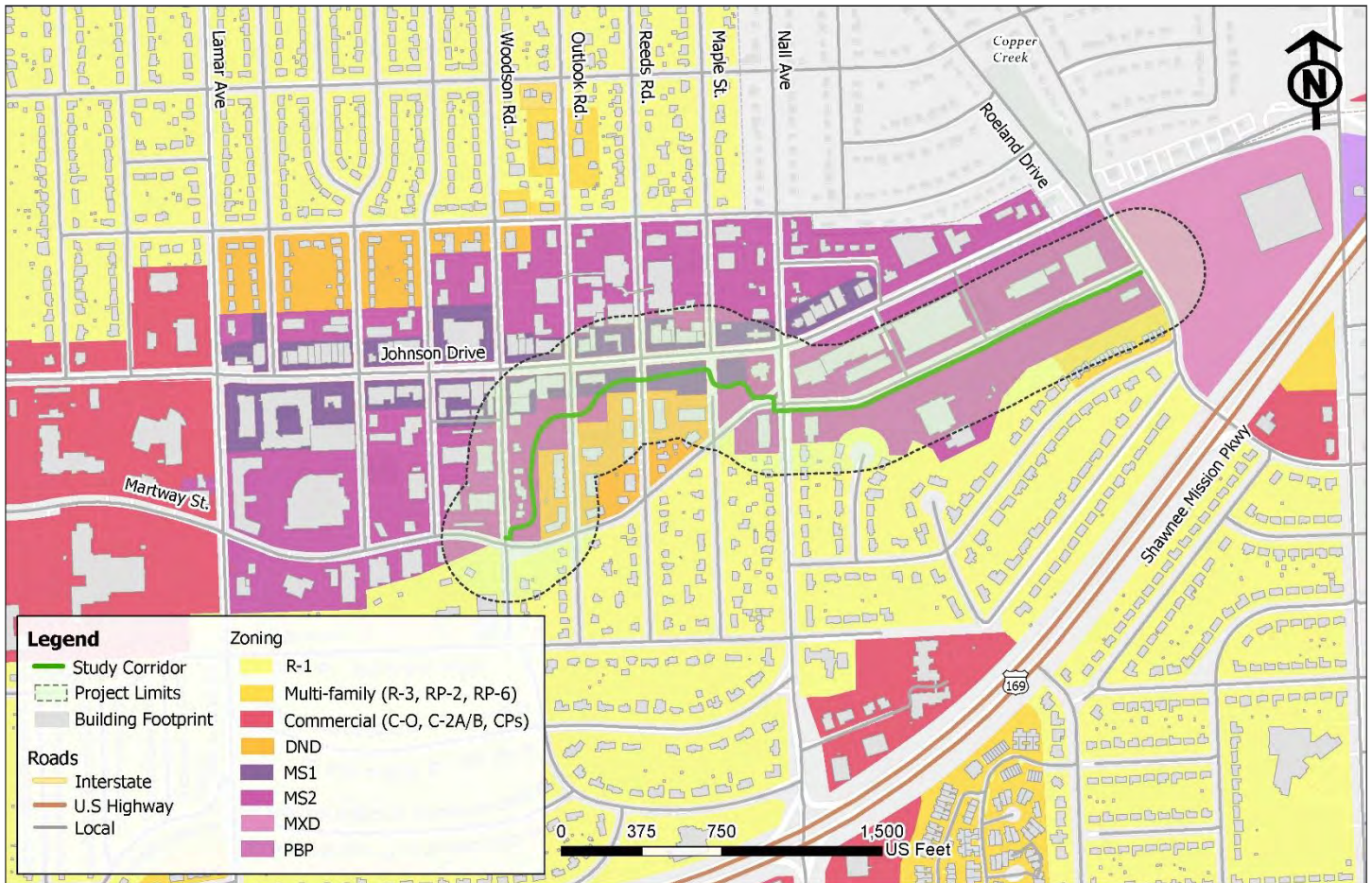


Figure 5 - Existing Zoning



## Current and Potential Developments

The City of Mission has seven private development projects that are under construction or in the planning phase. Two out of the seven projects are within the study area (**Figure 6**). These projects are primarily residential developments with a mixed-use component. Most proposed developments have elements that will improve walkability through new sidewalk connections, increase foot and vehicle traffic east of Nall, increase population, and beautify the Rock Creek corridor and nearby properties. New developments will improve economic activity along the trail and downtown, encouraging new businesses to consider Mission. The following pages outline the highlights of key private developments.



Figure 6 - Current and Potential Developments



## Mission Vale Townhomes: Southeast Corner of Nall and W. 58<sup>th</sup> Terrace

- Two story Townhomes
- 19 units
- 1,341 sq ft each
- 19 units/acre
- New sidewalks around the perimeter of the site
- Currently vacant lot (one single-family conversion to office unit demolished)
- Native Plantings
- Zoning and development approved, and construction permitted. – waiting on the developer to begin construction.



Figure 7 - Mission Vale Townhome Rendering: Unit 6-15



## Nall 58 Apartments: Southwest Corner of Nall and 58<sup>th</sup> Street

- Three (3) stories
- 77 units
- 35 units/acre
- Bicycle storage
- EV (Electrical Vehicle) charging
- New sidewalk north and west of the building
- Native plantings
- Stay true to local characteristics (height, frontage, fascia)
- Zoning and development approved, and construction permitted. The developer and city are currently negotiating a possible tax abatement to assist with construction costs.



Figure 8 - Nall 58 North & East Renderings: 58th and Nall Avenue



## Residence at Rock Creek (Phase I): South Side of Martway between Nall and Roeland Drive

- Five (5) stories
- 168 units
- 53 units/acre
- Live-work units on the ground floor along Martway Street
- A linear park experience along the existing Rock Creek Trail by adding trees, landscaping, and pedestrian amenities where none currently exist.
- Pocket fitness park west of the building
- Pocket dog park west of the building



Figure 9 - Residence at Rock Creek I: Entrance Rendering



## Residence at Rock Creek II: Adjacent on the East to Phase I

- Under review - preliminary development plan approved and awaiting final development plan (per the ordinance, final must be approved by the commission if no significant changes from PDP and all conditions of approval are met for the FDP)
- Staff required as part of the conditions of approval that the stormwater on site is captured through BMPs that meet the MARC BMP Guidebook and APWA standards – the PDP does not reflect these standards, so we are waiting on the FDP to determine if it conforms.
- 96 units on 74,117 sf
- Approximately 56 units/acre



NORTH ELEVATION

Figure 10 - Proposed Phase II North Elevation



## Land Development Challenges & Opportunities

This section outlines challenges and opportunities identified from the land development assessment that will be used to develop recommendations for the Rock Creek corridor.

### Land Development Challenges

The following are identified land development challenges for the Rock Creek corridor:

- Primarily commercial land use/zoning
- Getting large property owners to cooperate and prioritize community-based planning efforts

### Land Development Opportunities

The following are identified land development opportunities for the Rock Creek corridor:

- Catalyzed downtown growth
- Mixed-use diversity
- New public spaces and programming
- Improved connectivity between communities in proximity to the Rock Creek corridor to downtown





## TRANSPORTATION REVIEW

This section of the report documents an analysis of Mission’s transportation network to assess existing transit infrastructure conditions, traffic safety, transit methods, connectivity, and commuter habits.

### Traffic Counts

Identifying and understanding traffic volumes are essential to understand roadway demand, efficiency, and commuter habits. 24-hour traffic counts were assessed during a peak hour for each of the four listed intersections by mode.

- Johnson Drive & Reeds Road
- Martway Street & Woodson Road
- Martway Street and Nall Avenue
- Martway Street and Roeland Drive



## Traffic Volumes

**Figure 11** illustrates traffic volumes and speed percentages per intersection recorded throughout the Rock Creek corridor. Trail crossings are well situated near intersections with high traffic volumes. There is lower traffic volume on Martway Street, east of Nall Avenue, which can be a potential location for on-street bike traffic. There is potential for a complete streets approach along Johnson Drive and Martway Street, where speeding instances have been recorded.

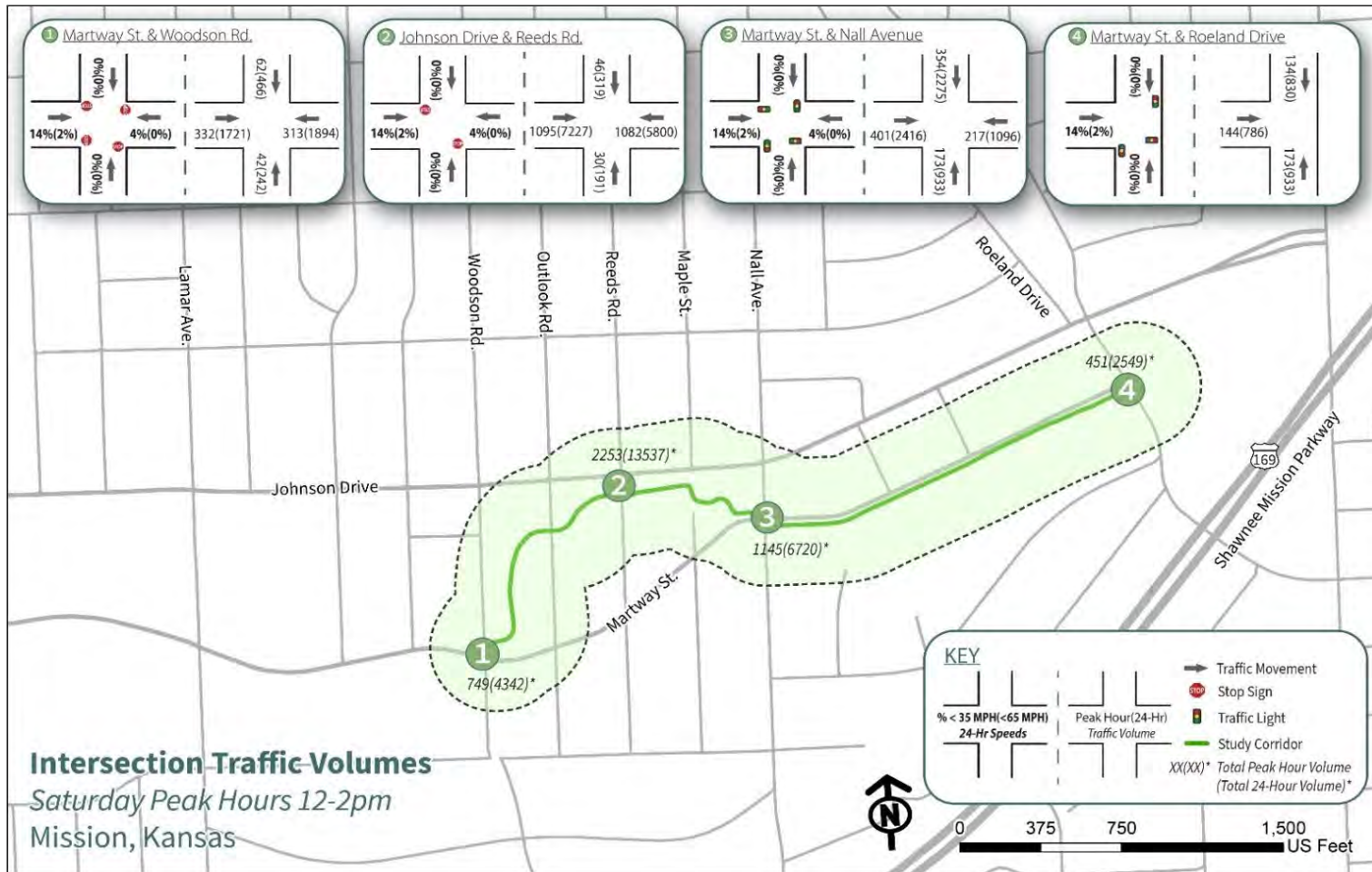


Figure 11 - Intersection Traffic Volumes



## Bike and Pedestrian Volumes

**Figure 12** illustrates bike and pedestrian volumes per intersection throughout the Rock Creek corridor. Higher pedestrian volumes are recorded on the west end of the corridor. With higher recorded pedestrian activity, the trail serves as a critical link for pedestrians walking towards downtown. There is potential for increasing bike ridership along the corridor to implement transit diversity.

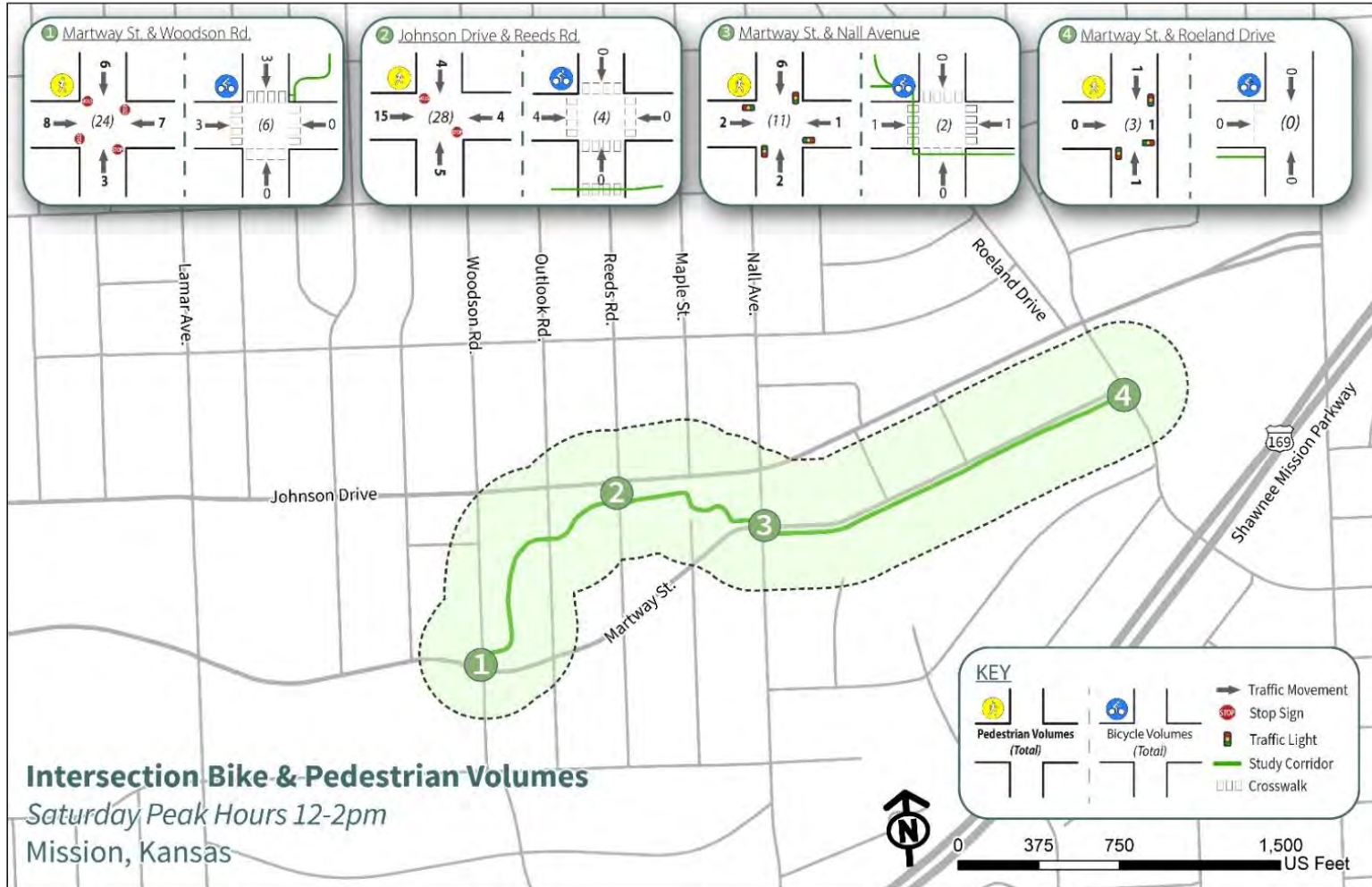


Figure 12 – Bike and Pedestrian Volumes



## Traffic Safety

### Pedestrian & Cyclists

The Kansas Drive to Zero crash data dashboard is an interactive crash data explorer tool that displays fatal and serious injuries within a 5-year period covering multiple Strategic Highway Safety Plan (SHSP) emphasis areas. **Figure 13** exhibits one serious injury crash that involved one pedestrian and a vehicle near the intersection of Johnson Drive and Lamar Avenue. Driver distractions and traffic signal indicators were contributing factors to the crash. Traffic signal indicator factors are crashes that occur at a location with a traffic signal.

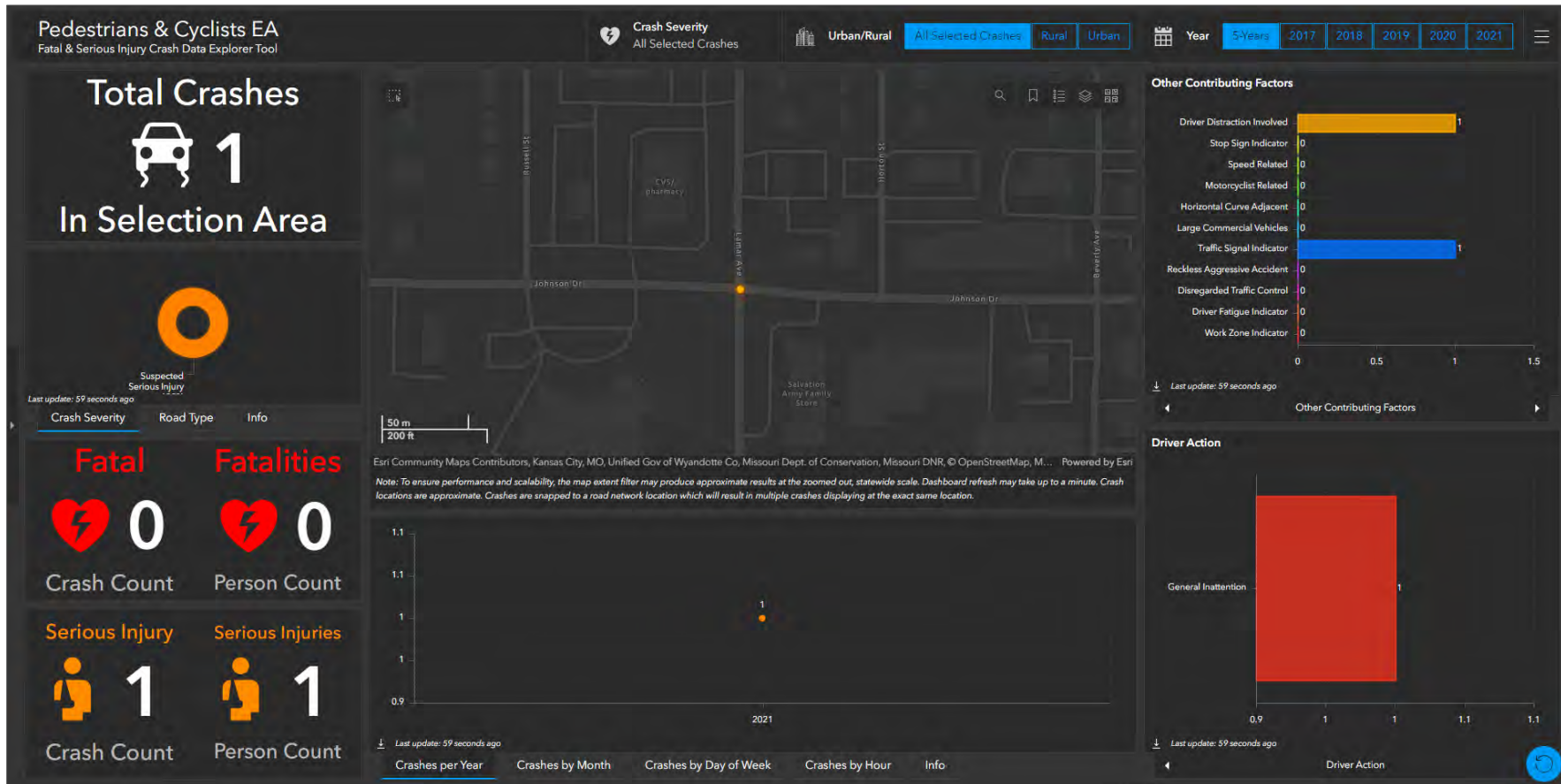


Figure 13 - Pedestrian & Cyclists Crash Data (Source: Kansas Drive to Zero Dashboard)



Mission is relatively safe and satisfactory in having low severe or fatal pedestrian and cyclist crashes. Two total pedestrian and cyclist crashes were accounted for within a 5-year period. In comparison to adjacent and nearby cities with relative area size and population, Mission has greater crash volume than Roeland Park, Mission Hills, and Fairway but far fewer crashes than the city of Merriam. Land area, population, and nearby infrastructure likely have an impact on this data.

- Merriam, Kansas: 4 crashes
- Roeland Park, Kansas: 0 crashes
- Mission Hills, Kansas: 0 crashes
- Fairway, Kansas: 0 crashes



# Rock Creek Corridor Improvements

## Total General Crashes

**Figure 14** presents the total general crashes in the project area's vicinity. A total of ten severe crashes are recorded, nine of which are reported as serious injuries, and one fatal crash. 2021 saw the highest peak, with four crashes recorded, with most crashes happening on Monday. Most collisions are head-on or rear-end crashes with only one angle/side impact crash. The major contributing factors for all general crashes are distracted drivers and traffic signal indicators. The closest crash to the project corridor is a motor vehicle crash south of Martway on West 60<sup>th</sup> Terrace and Rosewood Street. The Rock Creek corridor is relatively safe, with no high volume of crashes nearby within a 5-year period.

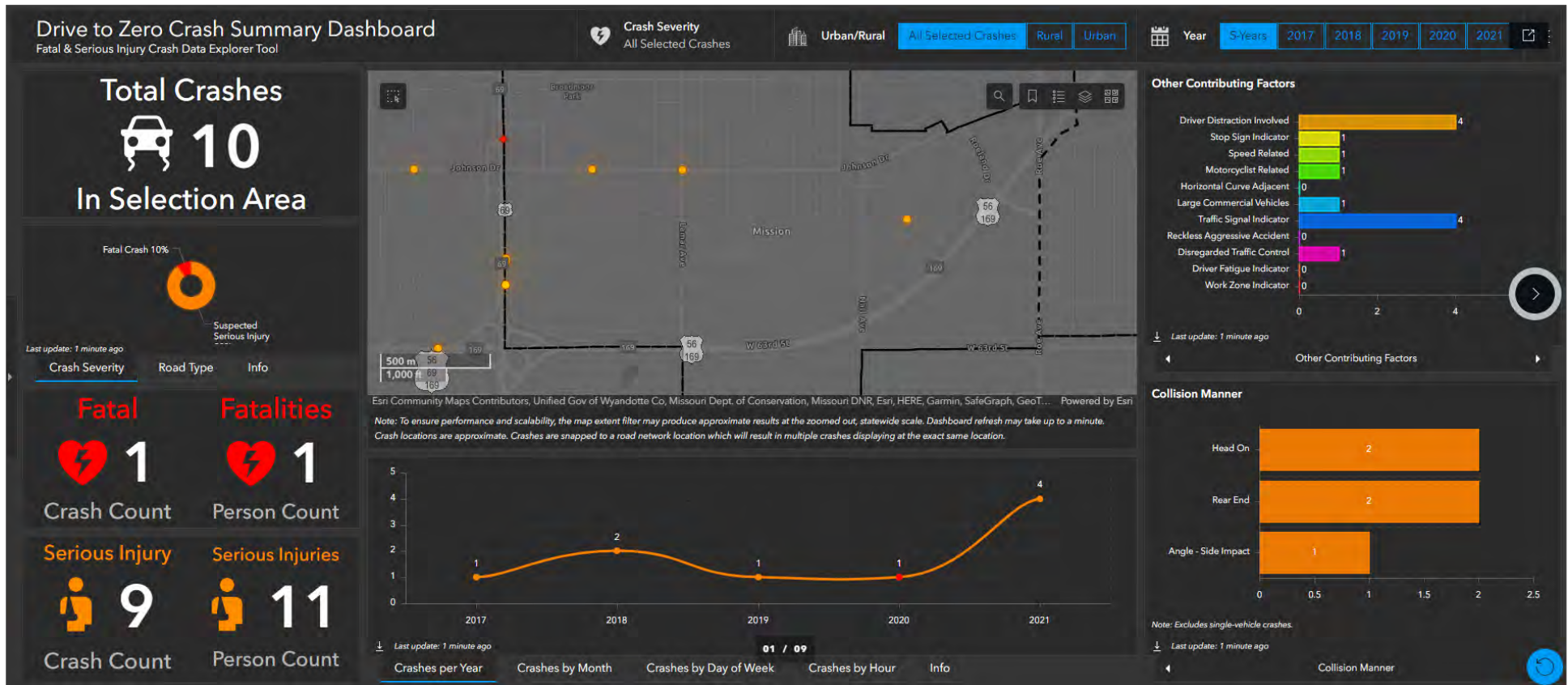


Figure 14 – Total General Crashes (Source: Kansas Drive to Zero Dashboard)



Mission is relatively safe and satisfactory in low severe or fatal total crashes. Seventeen total collisions were accounted for within a 5-year period. Compared to adjacent and nearby cities with relative land area and population, Mission has greater crash volume than Roeland Park, Mission Hills, and Fairway but far fewer crashes than the city of Merriam. Land area, population, and nearby infrastructure likely impact this data.

- Merriam, Kansas: 37 crashes
- Roeland Park, Kansas: 4 crashes
- Mission Hills, Kansas: 3 crashes
- Fairway, Kansas: 3 crashes



## Functional Classification

According to the U.S. Federal Highway Administration (FHWA), road functional classification is the method by which streets and highways are grouped into classes or systems according to the character of traffic service that they are intended to provide. Mission’s overall street network is comprised of local roads, major collectors, minor arterials, and principal arterials (**Figure 15**). Lamar and Nall Avenue, south of Johnson Drive, are minor arterials. Martway Street is a major collector, and east of Nall Avenue is unclassified. Therefore, it is not a critical link from a functional classification perspective. This is important to note because roadway characteristics can drive, influence, and support future development along the corridor. It can enhance user experience through careful planning and measures for all transit methods and potentially evolve the Rock Creek corridor and downtown.

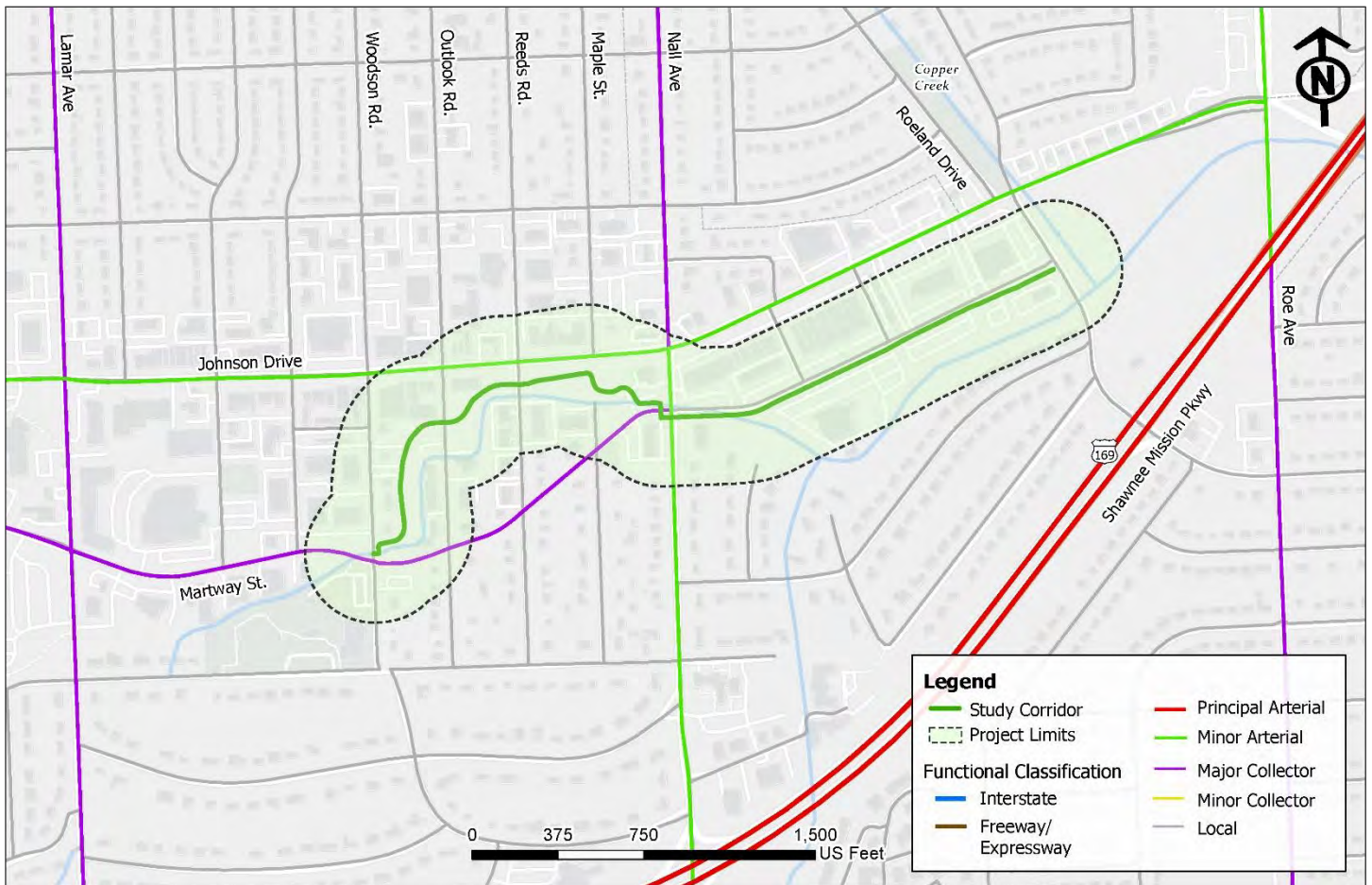


Figure 15 - Road Functional Classification





## Connectivity Analysis

Currently, two transit services run through Mission’s major roadways that serve essential parts of the downtown corridor and city (**Figure 16**). RideKC has existing routes north on Roe Boulevard and Johnson Drive connecting to the Mission Transit Center (MTC). Johnson County Transit has routes running along the major roadways heading west and south that also depart and connect to MTC. There are multiple transit stops within busy intersection nodes around the trail and downtown corridor. MTC is a critical node in the area and acts as a connector for the trail and transit riders. The project area overall has highly suitable transit accessibility with multiple routes and transit stops. However, there is a lack of connectivity from trails to bike lanes, impeding active transportation development. This is an opportunity with the infrastructure already in place to develop a multi-model transit system.

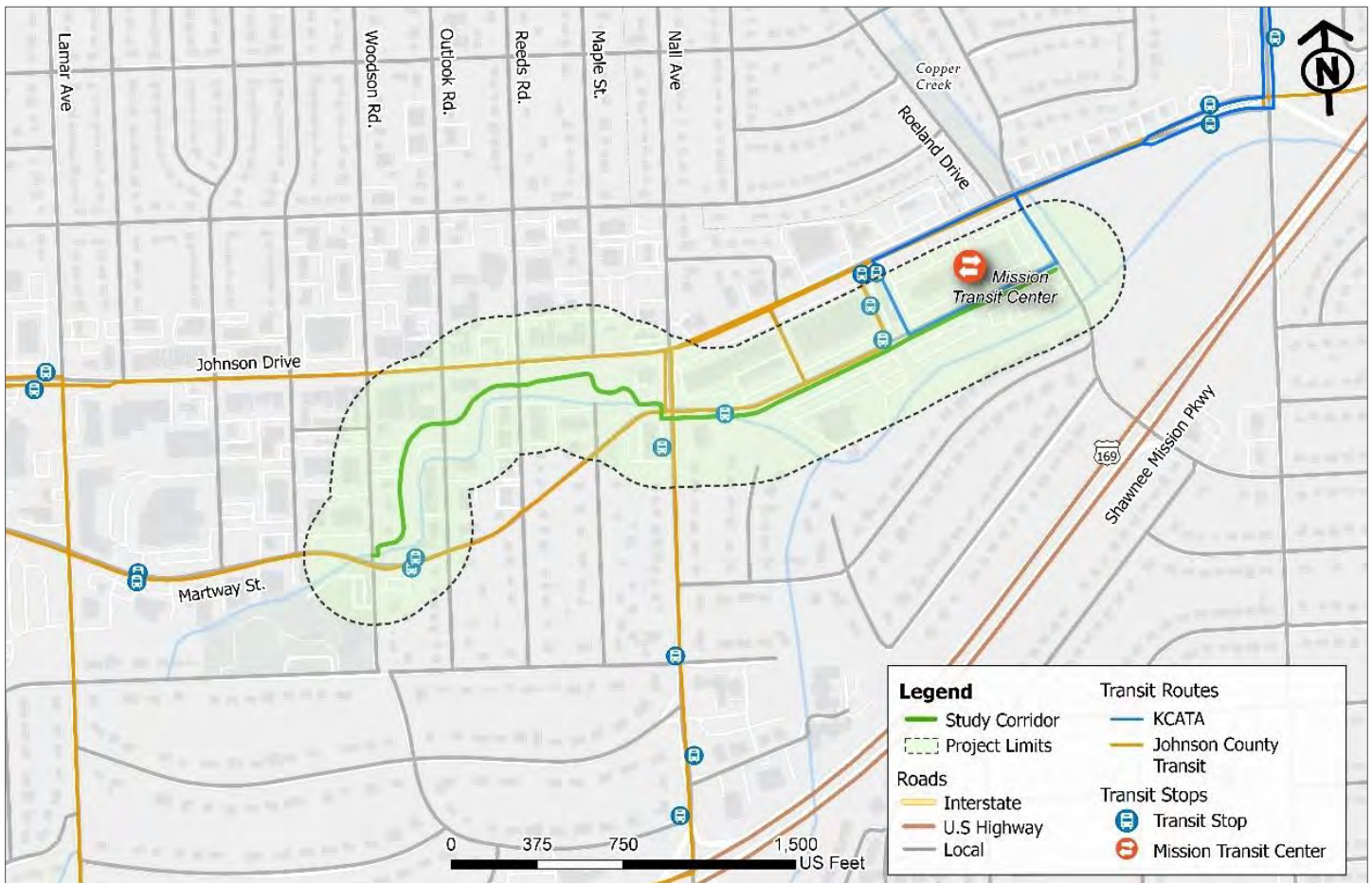


Figure 16 - Existing Transit Routes & Stops



## Route 487 87<sup>th</sup> Street - MTC

Johnson County Transit's RideKC services recently adopted Route 487, connecting Lenexa City Center to Mission Transit Center (**Figure 17**). The newly adopted route is critical in serving the 87<sup>th</sup> corridor, and the route connects residents of Mission to several other RideKC routes. Additionally, the route also connects riders to multiple different neighborhoods, attractions, trails, and centers. The new route will improve ridership to MTC, enhancing the node and potentially bringing new opportunities to the trail and downtown Mission.



Figure 17 - RideKC Route 487



## Existing Bike and Trail Network

The available non-motorized infrastructure in the area is limited, but available for opportunities and improvements. Rock Creek has two types of bike paths: a shared bike lane that runs perpendicular to the Rock Creek corridor along Lamar Avenue, and a bike lane that runs parallel to the Rock Creek corridor west of Nall Avenue along Martway Street (**Figure 18**). Local trails such as Broadmoor Park Trail and trails connecting south and west to Overland Park are present. Currently, there is a lack of connectivity between trails and bike lanes to the area and study corridor. Fortunately, the infrastructure is in place to plan and develop a friendlier bike and pedestrian transit system that can increase bike ridership along the corridor. The opportunity is in reach to improve north and south connections to local vicinities.

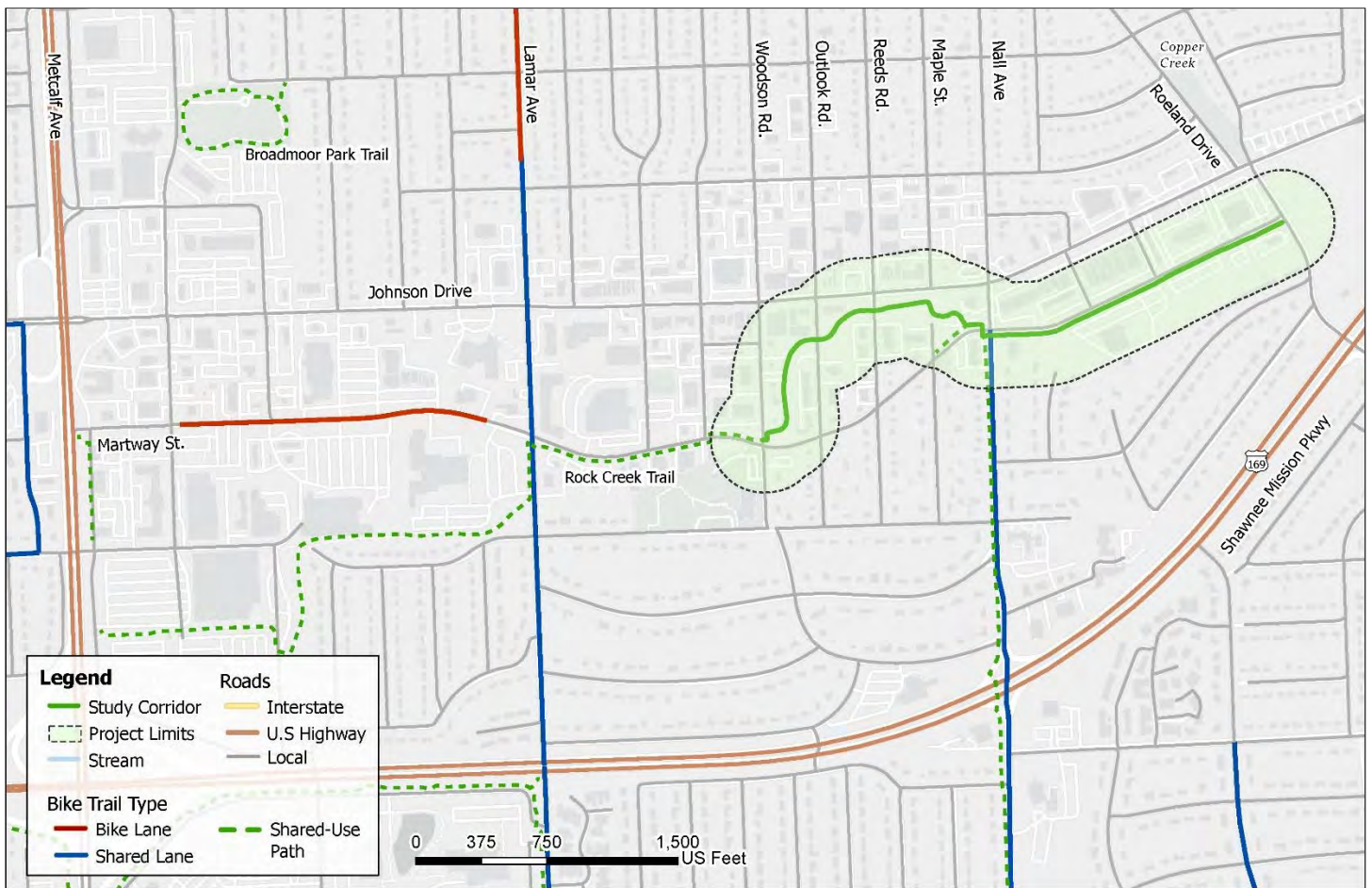


Figure 18 - Existing Bike and Trail Routes



## Transportation Challenges and Opportunities

This section outlines challenges and opportunities identified from the transportation assessment that will be used to develop recommendations for the Rock Creek corridor.

### Transportation Challenges

The following are identified transportation challenges for the Rock Creek corridor:

- Lack of connectivity from trails to bike lanes
- Unmitigated safety risks at key crossings
- Vehicular speed (Johnson Drive & Martway Street)
- Lack of bike signage/markings north of 67<sup>th</sup> Street along Nall Avenue.

### Transportation Opportunities

The following are identified transportation opportunities for the Rock Creek corridor:

- Safer crossings
- Connectivity (intersections vs outside connections)
- Wayfinding clarity
- Increasing bike ridership along the corridor



## ENVIRONMENTAL REVIEW

This section documents an environmental analysis to assess current environmental conditions and identify potential areas of concern throughout the project area.

### Topography

The topography in the project area is a significant factor in water runoff, risk, and development. There are moderate elevation differences from the lowest and highest elevation points in the project area, but there is a gradual elevation change (**Figure 19**). The corridor runs along the lowest elevation point adjacent to the floodplain. Due to the natural decrease in elevation, stormwater runoff is potentially increasing the risk of property flood damage.

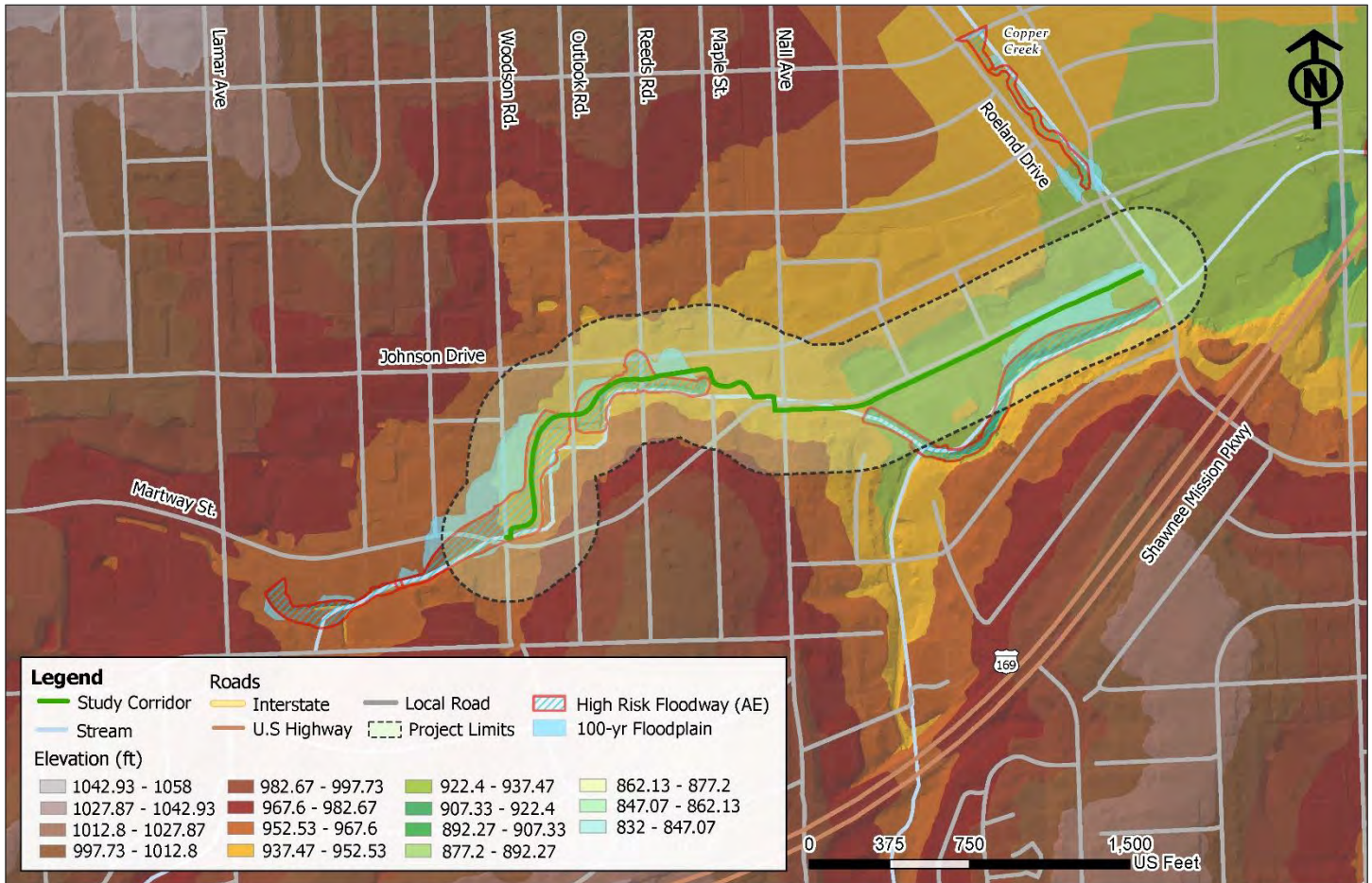


Figure 19 – Project Area Elevation





## Flood Risk Evaluation

The 100-year floodplain and the high-risk floodway (AE) are portrayed in **Figure 20**. The floodplain and AE zone cover most of the trail from Woodson Road to Maple Street, following the stream channel and the decrease in elevation change. The 100-year floodplain means there is a 1% flooding each year. Consequently, properties proximate to the corridor and floodplain are at higher risk of flood-related damages and safety risks for trail riders. Fortunately, there are opportunities to implement green infrastructure and stormwater best practices to mitigate and reduce flood-related risks.

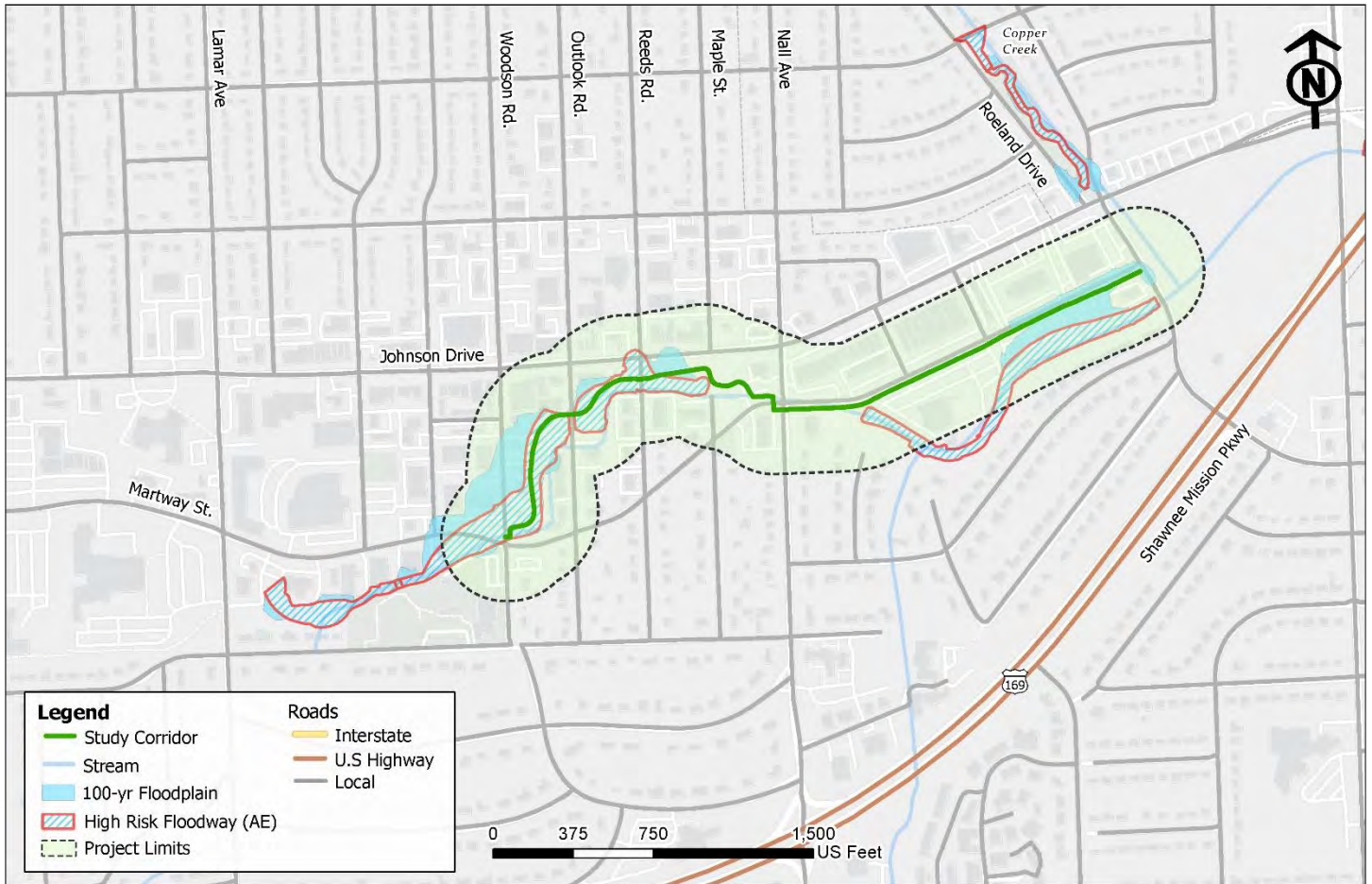


Figure 20 - Project Area Floodplain



## Alternative Engineering Floodplain

**Figure 21** displays a recent engineering study that identified various solutions that could reduce the existing floodway in Mission. If funded, solution three could potentially shore up some of the floodplain's inundation boundary, lowering risks for business owners and trail users, and mitigating economic hardship for property owners.



Figure 21 – Olsson Floodplain Study



## Environmental Challenges and Opportunities

This section outlines challenges and opportunities identified from the environmental assessment that will be used to develop recommendations for the Rock Creek corridor.

### Environmental Challenges

The following are identified environmental challenges for the Rock Creek corridor:

- AE flood risk
- Large floodplain
- Properties at risk of flood-related damages

### Environmental Opportunities

The following are identified environmental opportunities for the Rock Creek corridor:

- Gradual elevation change
- Green infrastructure best practices
- Community interaction
- Stormwater best practices
- Floodway mitigation efforts





## UTILITY AND SERVICES REVIEW

This section documents an assessment of Mission’s utilities and services to determine current conditions and identify opportunities for stormwater and electrical structure improvements.

### Stormwater Structures

**Figure 22** displays the location of stormwater drains by type and mains. Most drains located near the project corridor are of Curb or Grate Inlets. Stormwater mains primarily run parallel to the channel and perpendicular to Nall Avenue and Maple Street.

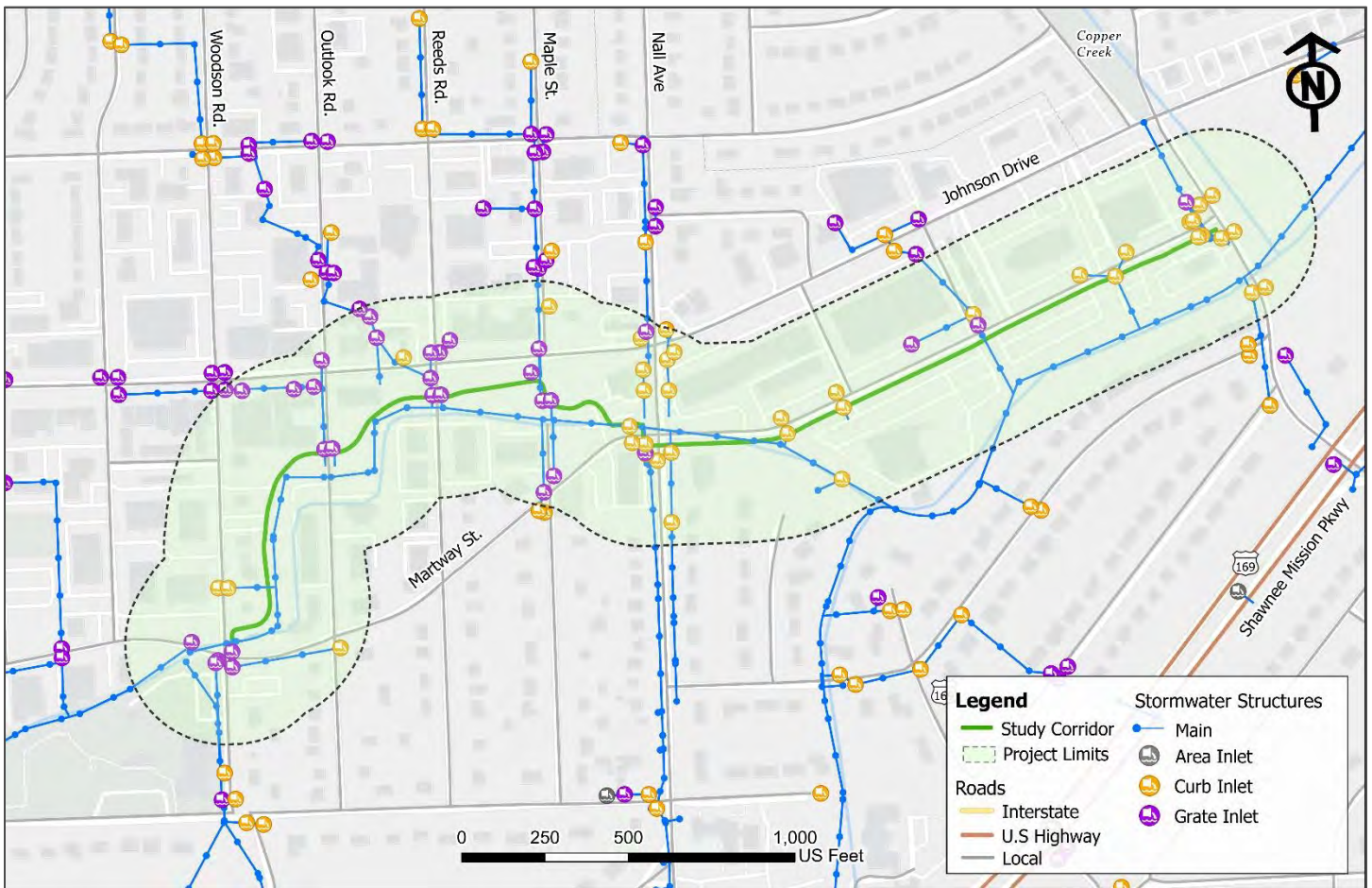


Figure 22 - Stormwater Structures by Type



**Figure 23** illustrates stormwater drainage locations, density, and mains. Currently, the project corridor has a few areas, primarily at intersections, with high counts of drains to contain and mitigate stormwater flooding. The highest density area that includes many gutters is east of the corridor at Martway Street and Roeland Drive. All drainage is connected to the stormwater main.



Figure 23 - Stormwater Drainage Density



## Water & Sanitary Sewer Lines

**Figure 24** displays water and sewer lines along the Rock Creek corridor. Most water and sewer lines run parallel to each other along local roads, with a few exceptions where water lines run perpendicular to sewer lines on the corridor. Most water lines are located west of the Rock Creek corridor near businesses and residential properties. One main water line runs east on Martway Street parallel to the corridor. Sanitary sewer lines are located throughout the corridor connecting to local residential properties. The Rock Creek corridor is experiencing several water line breaks along Outlook and Reeds Road. Water lines and sanitary sewer lines are often close to each other, which imposes a threat to water quality and safety due to potential contamination from nearby sewer lines.

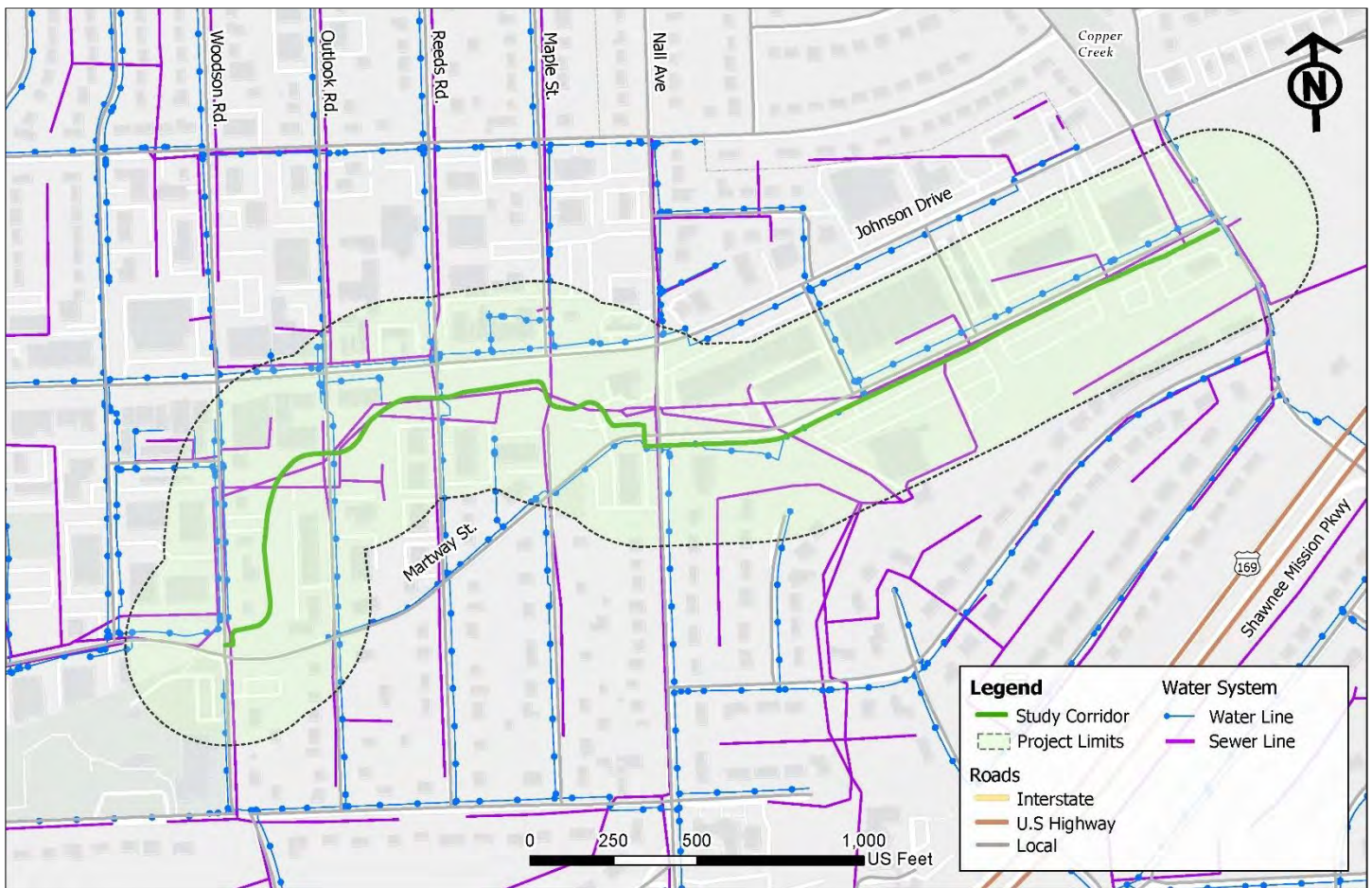


Figure 24 - Water & Sanitary Sewer Line System



## Electrical Structures

**Figure 25** exhibits electrical structures along the Rock Creek corridor. Most single-pole structures are located within residential roads and west of Nall Avenue along the project corridor. A few single electrical poles are east of Nall Avenue along the project corridor. A majority of single electrical poles have overhead primary and secondary lines that run parallel to each other behind residential properties. The project corridor has a moderate source of electrical overhead lines and poles west of Nall Avenue and an adequate amount of underground electrical lines all around.

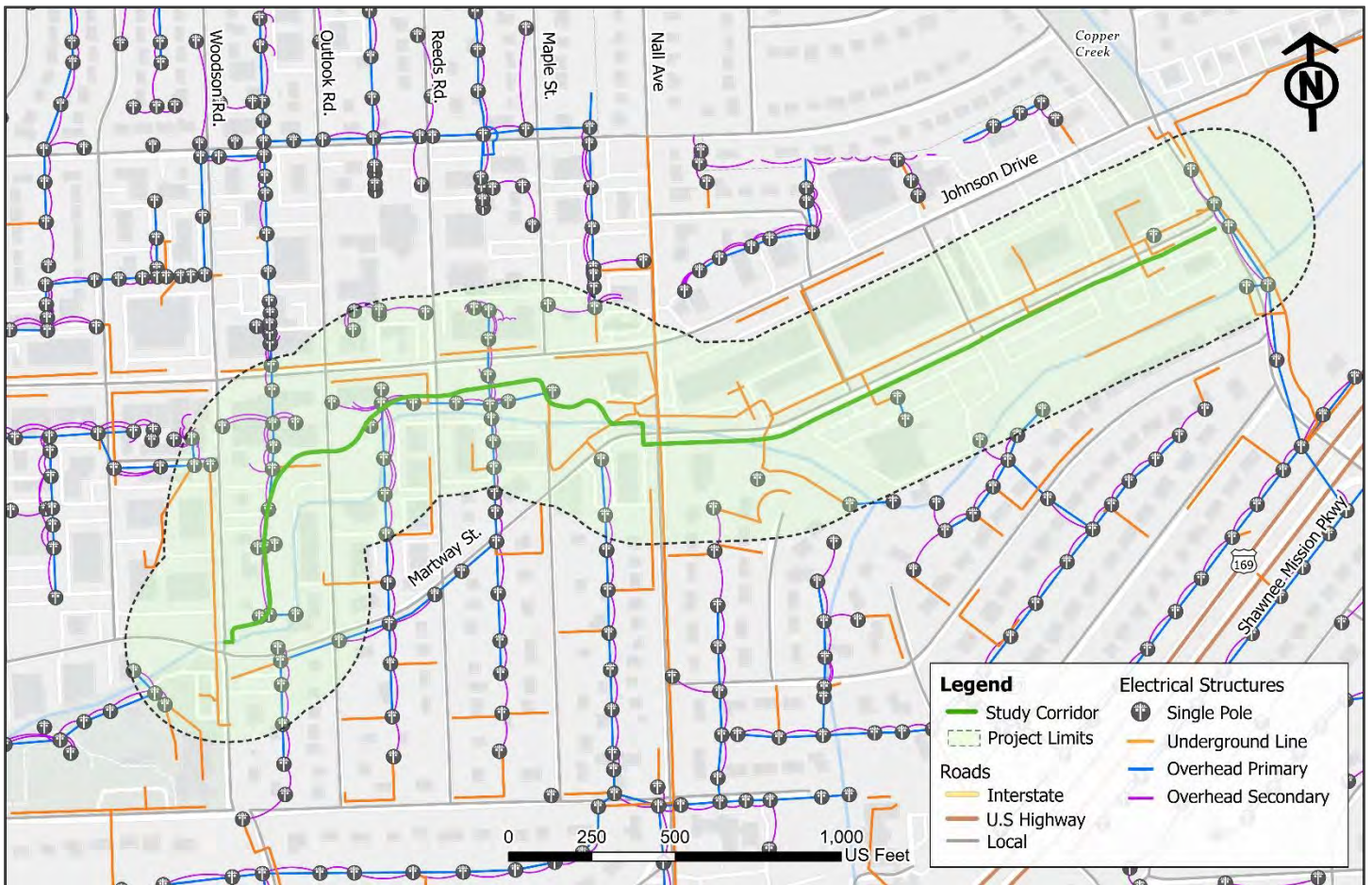


Figure 25 - Electrical Structures



## Utility and Service Challenges and Opportunities

This section outlines challenges and opportunities identified from the utilities and services assessment that will be used to develop recommendations for the Rock Creek corridor.

### Utility and Service Challenges

The following are identified utility challenges for the Rock Creek corridor:

- Lack of electrical structures east of Nall Avenue along the trail
- Potential water contamination from sanitary sewer lines
- Water line breaks along Outlook and Reeds Road

### Utility and Service Opportunities

The following are identified utility opportunities for the Rock Creek corridor:

- Suitable stormwater main network
- Suitable electrical underground network



## NEXT STEPS

### Evaluating Public Input

Public input is being received through meetings and workshops with local business owners, residents, and stakeholders. Public input is being evaluated through an online survey to identify community priorities, opportunities and challenges, individual needs and wants, project and process feedback, and, ultimately, understand the relationship of the residents to the Rock Creek corridor.

### Walk and Roll Workshop

Walk and Roll is the initial community engagement workshop to engage residents in the project, cultivate a shared understanding of the state of the Rock Creek corridor, and identify both challenges and opportunities. The workshop is conducted by a walking tour along the stretch of the trail or a biking tour along the bike routes of the project corridor, with both having stopping points at important locations to discuss existing trail conditions, constraints, and potential improvement opportunities.

### Building Recommendations

The building recommendations for Rock Creek shall be based on public input, existing conditions assessments, and align with city interests and goals. These recommendations aim to enhance the quality of life and functionality of the Rock Creek corridor.



# Appendix B: Engagement Summary

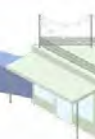








# Rock Creek Corridor Improvements



When asked, *What are the biggest opportunities to the project that relate to the goals of the corridor?* the main takeaways were:

- Cohesive but with distinct areas and uses
- New development aligned with Rock Creek Trail Plan
- Pocket Parks

When asked, *Is there any feedback on the engagement process (i.e., Methods, City Website, In Person Meeting Types, People to Engage)?* the main takeaways were:

- Reach out to Homes Association, Senior Living Facilities, Artists, Councilmembers, Sustainability Commission, Parks and Recreation, Independence Walk, and businesses on Johnson Drive
- Put up signs with QR code to landing page along the trail and at the pool, and at Schools?
- On the website, have people post their pictures of things that they like/don't like + photos of development to show Before and After imagery
  - Walk and Roll Tour: Send your pictures to \_\_\_\_\_
- Have as many city staff involved as possible, including Public Works and Parks
- The Independence walk (fundraiser) is September 9th to highlight businesses along Johnson Drive. It might be a good idea if you wanted to put together a flyer.
  - Distribute hard copies to business owners.
- Mission Project started a walking group in 2004. The participants can walk to almost any destination and the trail is the anchor.



In immediate response to Stakeholder feedback, yard signs were made and distributed throughout the study area to spread awareness for public input, and an online photo opportunity was started on the City's website.

To access the presentation, please click [here](#).

## ROCK CREEK CORRIDOR PROJECT:

Mission wants your input!  
Find out more by scanning the QR code, and GET INVOLVED!



Share pics and selfies using #RockCreekMission on social media so we can see what you like versus what needs improvement to be highlighted on the project webpage!

#mission MARC WILSON & COMPANY <https://www.missions.org/government/legislativedevelopment/community-development/rock-creek-corridor/> #RockCreekMission

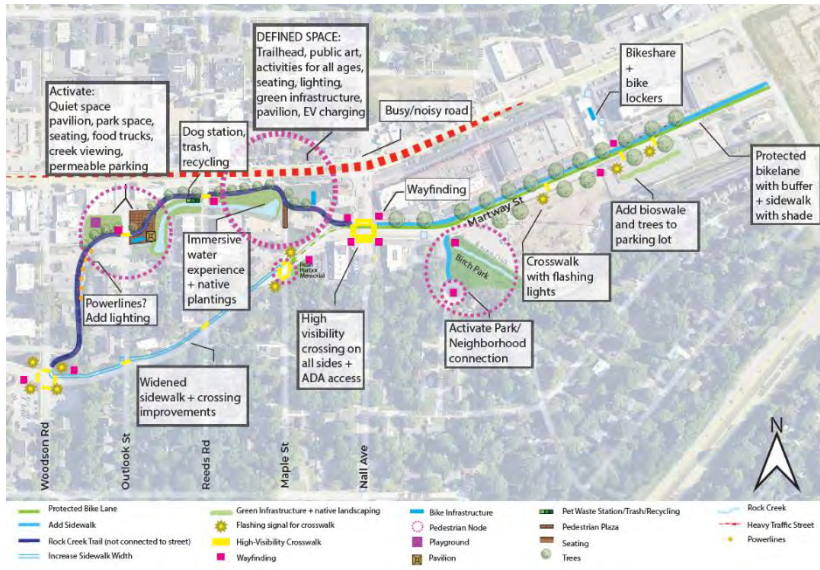
## Walk and Roll – Public Event

On September 16<sup>th</sup>, 41 residents of Mission joined the consultant team for the Walk and Roll tour. Of the 41 residents, 36 walked with team members along the trail in the study area, while 5 rode their bicycles with team members from BikeWalkKC throughout the entirety of Rock Creek Trail. With the large number of attendees, the residents were divided into smaller groups that walked the trail as team members facilitated conversations at designated stops. At each stop, residents were asked how the area looked and felt, what their visions for the spaces could be, and if there are any current challenges to overcome. Residents were also prompted for input on safety, comfort, multi-modal transportation, stormwater management, neighborhood connection, and any other observations. The community's feedback helped to guide the direction of the Conceptual Designs. Overall comments included:

- Add protected bike lanes with a buffer and/or a sidewalk with shade (Martway)
- Bikeshare and bike lockers needed at Transit Center (Martway)
- Add bioswale and trees to the parking lot (Martway)
- All crosswalks should be high visibility with speedbumps or flashing lights
- Activate Park and improve neighborhood connection (Birch Park)
- Nall and Martway need to have high visibility crossing on all sides and ADA access
- Wayfinding should be throughout, *but* shouldn't need signs to know it's a trail
- Widened sidewalk and crossing improvements needed throughout (Martway)
- Johnson Drive is a busy and noisy road –promote safety and foot traffic headed west
- This should be a defined space that has a trailhead, public art, activities for all ages (Greenspace west of Capital Federal Plaza/ Mission Market area)
- Dog stations, trash receptacles, and recycling are needed throughout
- Make Rock Creek an immersive water experience with native plantings
- Activate this space as a quiet space with a pavilion, park space, seating, food trucks, creek viewing, and permeable parking (vacant lots along Outlook and Woodson)
- Are the powerlines dangerous? Additional lighting needed to improve safety (trail between Outlook and Woodson)



# Rock Creek Corridor Improvements



During the Walk and Roll, a map of existing pedestrian conditions was also made which detailed the conditions of sidewalks, crosswalks, and ADA access, while noting locations of stop signs and lighting.

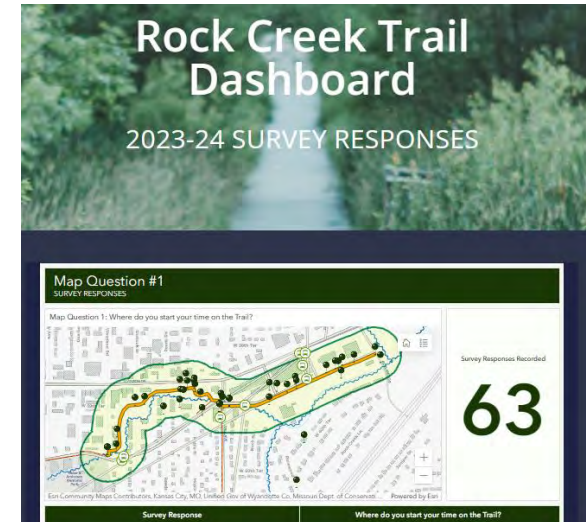
## Phase II: Conceptual Design

### Public Survey

On August 23<sup>rd</sup>, the online public survey went live and remained accessible until October 20<sup>th</sup>. The survey gathered public input regarding trail and street improvements, flood hazard mitigation strategies, and new public amenity concepts. The survey had interactive mapping components where residents could pinpoint specific details, such as where they enter or exit Rock Creek Trail, destinations, where they would like to see more connections, and where they have concerns. The 47 responses provided the team with additional understanding of the community's relationship with the trail.

- Most respondents have a car and drive most of the time, while others choose to commute or would like to commute more in the future.
- A couple of respondents did not have vehicles and used the bus as their main form of transportation.
- While most have vehicles and choose to drive, 30% would like to use active or public transportation more.
- Many respondents had never been on Rock Creek Trail before, and 2 were unsure.
- Most of the respondents use the trail multiple times a month and throughout the year.
- About 40% of respondents would use the trail more if it connected to more places,
- About 30% of respondents would prefer to have more amenities such as shade and lighting throughout the trail.
- Almost 20% of respondents would use the trail more if it were easier to get to, while almost 10% of respondents said future improvements would not change the frequency they use the trail.
- Of the respondents that use the trail, most walk while others bike or ride their scooter. To get to the trail, most walk.
- 26% of respondents use the trail to run errands, commute to or from work, or to visit a friend.

To view all results from the Public Input Survey, please click [here](#).



## Focus Group Meetings

### Resident Focus Group

The Resident Focus Group met on October 3<sup>rd</sup> at the Sylvester Powell Community Center. It included homeowners, multi-family property owners, and residents who live within a block of Rock Creek Corridor. In total, 15 residents gathered to learn about the project, discuss how the project can best serve residents and neighborhoods, and identify priorities for the project. Comments from the meeting include:

- “Is that what the trail is called?”
- Should include signage with a map that could identify destinations, breweries, restaurants, bike stations, hydration stations, and mile markers
- Signage could increase foot traffic to businesses and connect residents from their neighborhoods to the trail.
- The trail is run down, and the poor aesthetics diminish the experience.
  - Routinely emptying the dumpsters, adding more waste receptacles, adding lighting, and repairing sections of the trail and parking lots could make the trail feel like less of an “alleyway.”
- Safety could be improved by adding a play or exercise area, activating spaces on the backside of businesses, clearly marking the trail, and adding more lighting.
- Challenges for cyclists include the crossing at Lamar Avenue (behind Fluffy Fresh), the intersection of Nall and Martway, and the intersection of Johnson Drive and Metcalf.
- Sidewalks are in disrepair and need improvements
- Accessing the trail from any street should be and feel safe with improved crosswalks.
- Biking is more difficult on the eastern edge of the trail as there are many stopping points and intersections, so cyclists are most likely to bike in the street if they are coming from the east.
- Martway and Reeds experiences substantial amounts of water runoff
- “What can we do on our properties to help with water retention?”
- Crossing improvements are needed at Martway and Nall.
- Johnson Drive and Martway Avenue west of Nall could benefit from mid-block crossings with a flashing beacon, but a pedestrian refuge or median is not necessary.

- Biggest concerns are maintenance and cohesion

To view all comments from the Resident Focus Group, please click [here](#).

## Business Focus Group

From the end of September through the middle of October, one-on-one meetings were held with business owners to understand how the goals of the project could be achieved through the lens of the business community. The team met with Mason Hans from Mission Board Games, Jay Fler from Mission Barbell Club, Janay and Tim Joy from High Vibe Bride, and Jenny Pugh from LuLu's Boutique. Comments included:

- Increase accessibility from the trail to businesses through improved sidewalks, placemaking, infrastructure, and education.
- Improve connectivity from the businesses to the trail—especially for those with mobility challenges.
- Improve intersections and wayfinding to aid pedestrians
- Interested in a conservation approach and privacy for property owners along the trail (High Vibe Bride).
- Would like to see more park space, trail amenities, and flood management.
- Increase the walkability of Johnson Dr. and the trail through the incorporation of public art along the trail and at businesses
- Enhance and uplift community identity and trail aesthetics through public art.
- Increase community involvement and development through movie nights and after-hours events

To view all comments from the Business Focus Group, please click [here](#).

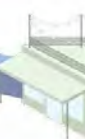
## Phase III: Final Corridor Improvement Plan

### Final Stakeholder Group Meeting

On November 16<sup>th</sup>, the 3<sup>rd</sup> Stakeholder Meeting was held at the Sylvester Powell Jr. Community Center. The purpose of this meeting was to review the Walk & Roll Feedback and the Online Engagement Summary; and review the design concepts, wayfinding, and complete streets concepts. The design team facilitated feedback from the group on all proposed concepts.

## Concept 2

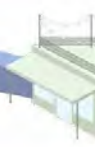




### Comments:

- Increase focus on the safety issues that have been communicated
- **Add a pedestrian/bike connection at Reeds if closed to vehicular traffic**
- Appreciation of west end utilization where currently there is a lot of vacancy
- Like the market structure and restrooms – serves more than trail users
  - Could the restroom be more tucked away – less prominent on Johnson Dr?
  - The placement is based on the floodway and to make sure that eyes are on it for public safety and maintenance
- Like the trees and vegetation between trail and street (Johnson Drive), also acts as a noise buffer – would appreciate as much separation as possible
- Like the market space and water feature, creates opportunities for more diverse uses and audiences
- Some are concerned about maintenance of the water feature and perception when the water is not running
- Sewer line near Capitol Federal parcel – road/pavement hump where line is located underneath would be near the proposed pavilion?
- Appreciate the accessibility to all businesses and amenities of concept 1– compliments the experience and connectivity
- Kids love artificial turf areas to play – great opportunity for families to have more to do here (soccer, yoga, entertainment)
  - Low maintenance synthetic turf preferred
  - No fitness court but perhaps concrete ping pong table, and/or futsal court with mini goals
- **This pavilion would be a great opportunity to have a space to program live music (currently must travel to other cities for this activity)**
  - The market could potentially outgrow the pavilion, where would vendors be placed?
- Like the idea of beautifying the parking areas and the edge of the channel with plantings
- Penn - The pump track is a highly requested feature, and I like the idea that it is also a training space for new bike riders
- **Where are the opportunities for public art? Call them out**
  - Gateways
  - Trailheads
  - Mile markers
  - Open spaces





## Concept 2

**Concept 2: Market in the Green**

**KEY**

- 01 Raised Traffic Table
- 02 New Parking
- 03 Restroom
- 04 Shade Structure with Bike
- 05 Fitness Area
- 06 Large Pavilion
- 07 Event Space
- 08 Chicane Street Alignment
- 09 Signature Shade Structure
- 10 Small Shade Structure
- Green Infrastructure

## Comments

- Why more parking on the west side?
  - Potentially for food trucks and to support vendors for additional market space and parking for new gathering spaces
  - Could be pervious and landscaped for multiple purposes not just parking
- Space for multi-purpose is nice but the backs of those buildings aren't attractive
  - Mass St. in Lawrence KS is a good example of behind building parking that is landscaped and aesthetically pleasing
- **Like the event space**
- **Like the signature shade structure, adds artistic character**
- **Like activating more of the west and south part of the study area**

## Overall, the group likes Concept 1 better because:

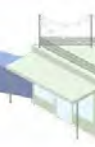
- It has more buffer between the trail and street
- Appreciate closing Reeds
- Seems more flexible
- It has more open space to gather, play, and rest (Concept 2 seems a little over-programmed)
  - Smaller pavilion
- Several nodes of exciting design
- Like the water feature – a nice compromise to naturalizing the creek – a way to touch the water (however, maintenance concerns)
- Daytime family corridor + late night date night location across from restaurants and bars

## Complete Streets Dialogue:

- 1. How does each option ensure **safety** for **pedestrians, cyclists, and drivers**?
- 2. Which alternative offers the best overall **user experience**?
- 3. How well does each design integrate with the **neighborhood and local businesses**?
- 4. What potential **social or economic impacts** might arise from each option?
- 5. What are the expected **maintenance costs and sustainability** aspects for each alternative?
- 6. Which option presents the best **long-term value** for the community and stakeholders?
- **Really like the cycle track**



# Rock Creek Corridor Improvements



- Why on the north side of Martway? There are more traffic conflicts with the parking lot
- On the south side it would be coupled with the wide sidewalk
- If on south, still need sidewalk and plantings/buffer on north
- **Need sidewalks on both sides of Martway**
- **Add plantings and vegetation to beautify and buffer from car traffic (feel more like a trail)**
- Once new apartment residents are there things will change
  - Wait and see on traffic flow before reducing lanes?
  - Analysis of counts and increased use shows that reduced lanes will handle the traffic with no problem – turns will take a little more time.
- The trickiest part of walking in the area is crossing Martway (hills, low visibility, narrow sidewalk, no buffer to fast moving traffic)
  - **Identify the safest spots to cross and provide wayfinding**
- No one expressed interest in planted median option

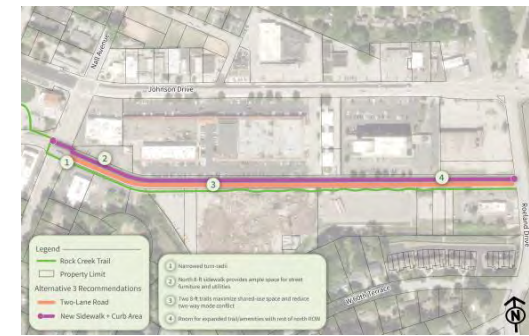
To access the presentation, please click [here](#).



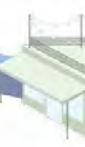
Concept 1.



Concept 2.



Concept 3.



## Open House

An Open House was held on December 7<sup>th</sup> at the Sylvester Powell Jr. Community Center where residents gave final feedback on the Design Concepts. Residents discussed the concepts with the consultant team and City staff and provided comments for refinement. Community members cast their ballots on their top choices. It was a close vote, with 13 in favor of Concept 2: “Market in the Green,” and 12 in favor of Concept 1: “Rock Creek Park”. The vote on Martway alternatives revealed that 16 were in favor of a 2-way on-street cycle track, 5 were in favor of a wide sidewalk on the north side, and 4 were in favor of a center median and sidewalk.



The feedback received at this final public event will guide the final plan design and recommendations.

To view all comments from the Open House, please click [here](#).

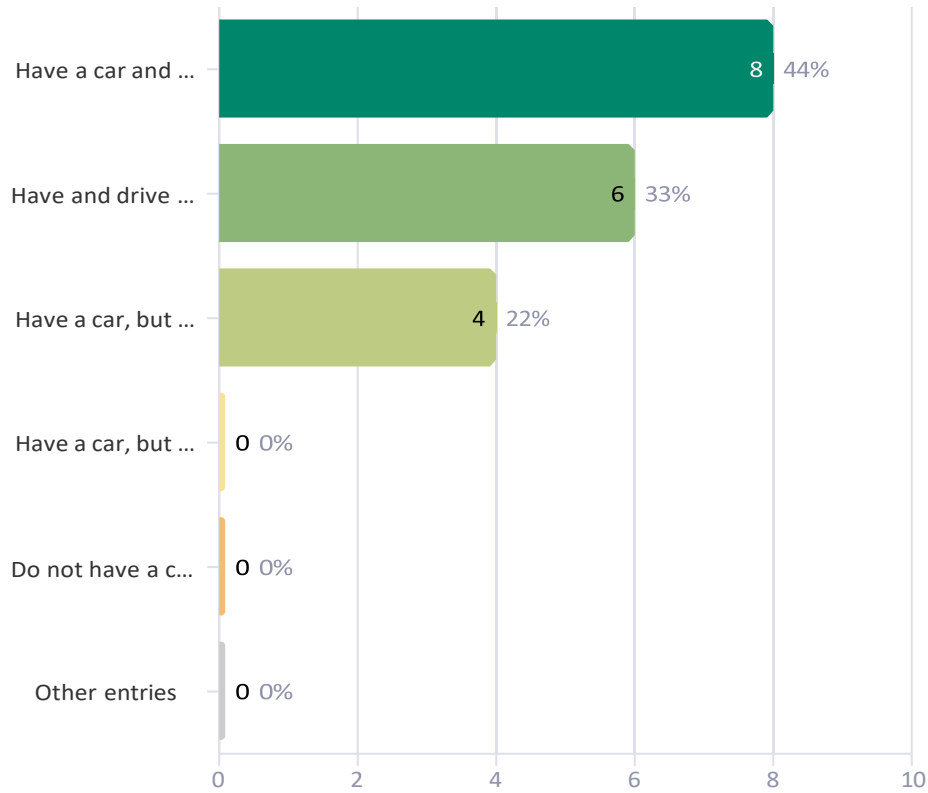


# Appendix C: Rock Creek Improvement Online Survey



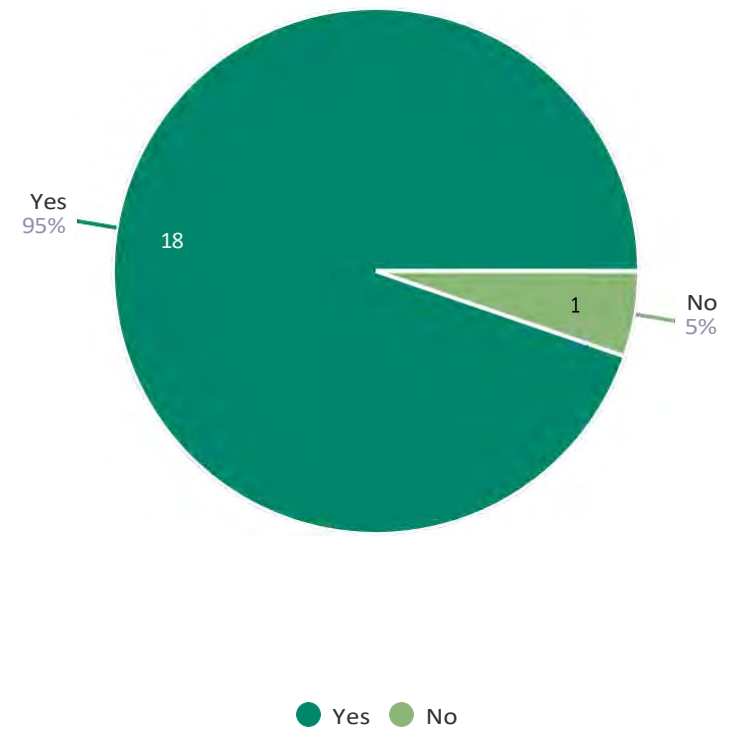
## How do you use the Rock Creek Trail?

18 Responses- 1 Empty



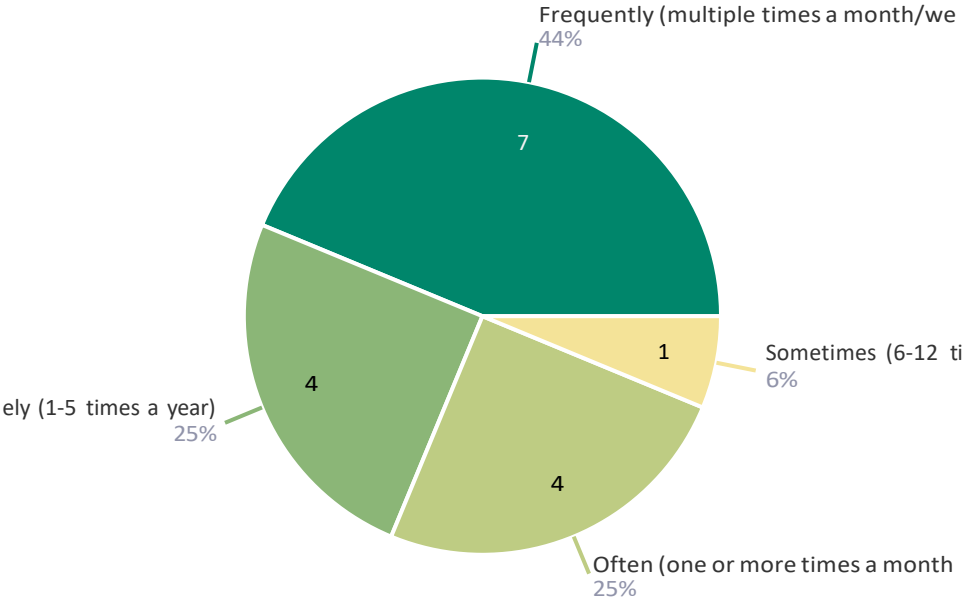
## Have you ever used the Rock Creek Trail?

19 Responses



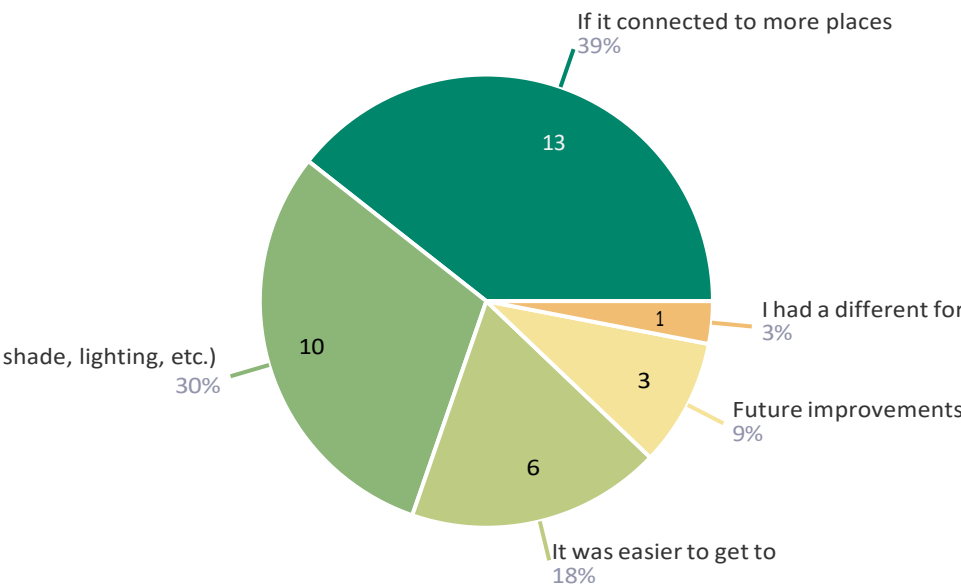
## If yes, how often do you use the trail?

16 Responses- 3 Empty



## If yes, I would use the trail more often if

33 Responses- 2 Empty

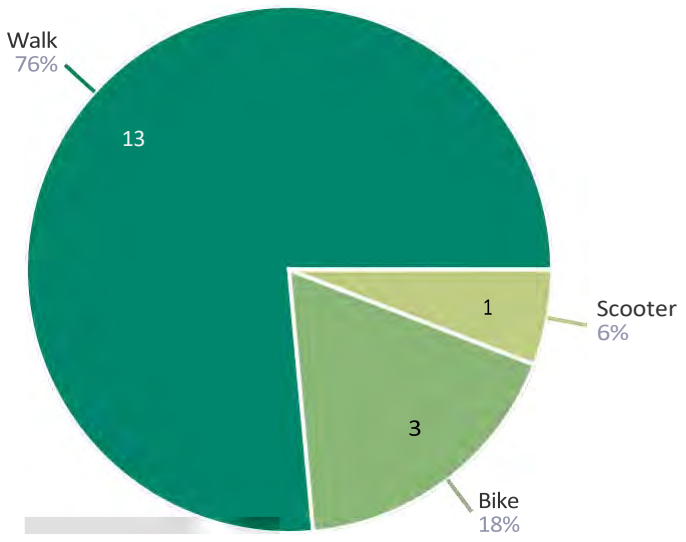


- Frequently (multiple times a month/weekly basis)
- Rarely (1-5 times a year)
- Often (one or more times a month)
- Sometimes (6-12 times a year/monthly or every other month basis)

- If it connected to more places
- It had better amenities (benches, shade, lighting, etc.)
- It was easier to get to
- Future improvements would not change the frequency I use the trail
- I had a different form of transportation (bike, scooter, roller blades/skates)

If yes, what mode of transportation did you use on the trail?

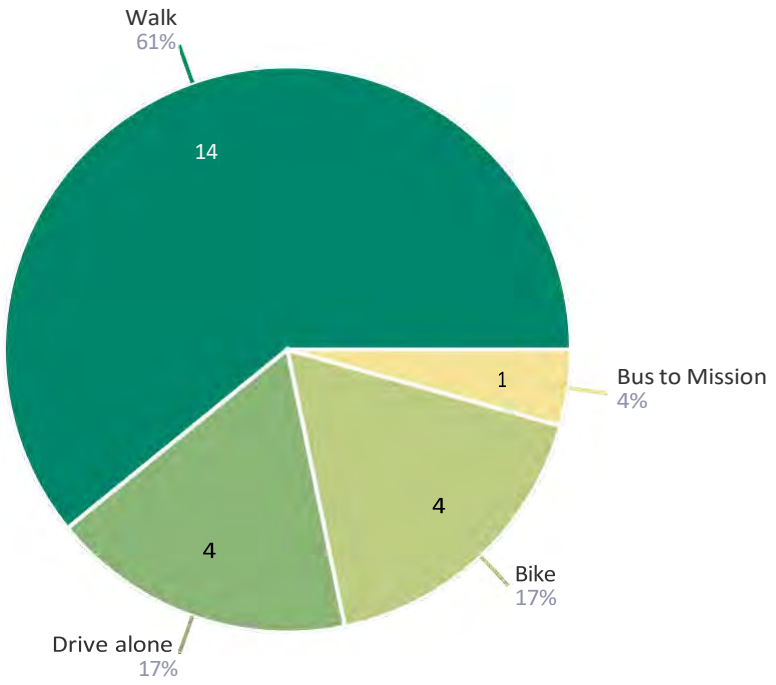
17 Responses- 2 Empty



● Walk ● Bike ● Scooter

If yes, how did you arrive at the trail?

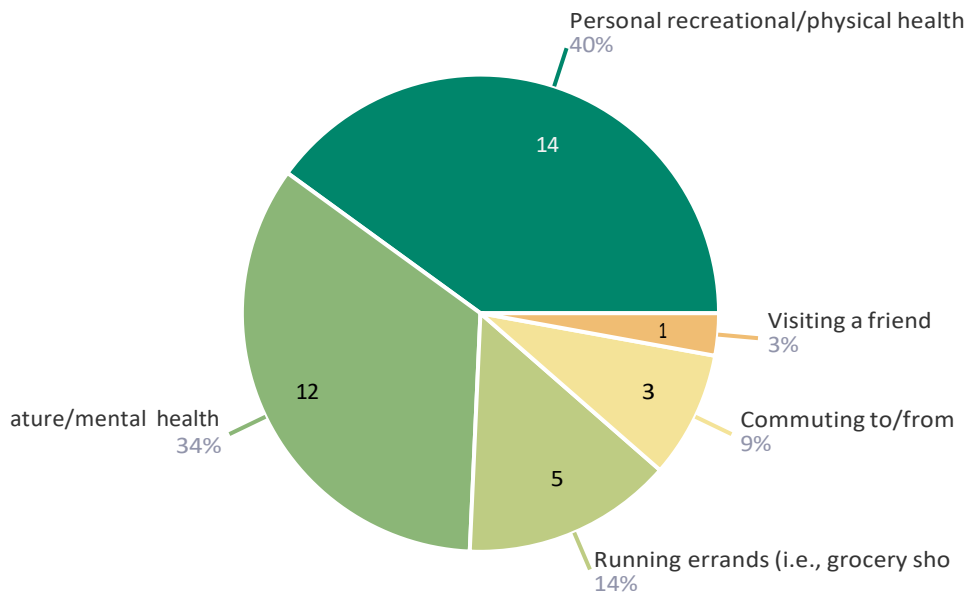
23 Responses- 2 Empty





## If yes, what was your primary reason for using the trail?

35 Responses- 2 Empty



- Personal recreational/physical health
- Enjoying nature/mental health
- Running errands (i.e., grocery shopping, mailing packages, picking up a prescription,...
- Commuting to/from work, school, appointments, etc.
- Visiting a friend

## How would you rate your level of comfort and safety in and around the Rock Creek Trail?

18 Responses- 1 Empty

Best Response

3

33%  
Percentage

18  
Responses

Data	Response	%
3	6	33%
5	5	28%
4	4	22%
2	3	17%
1	0	0%

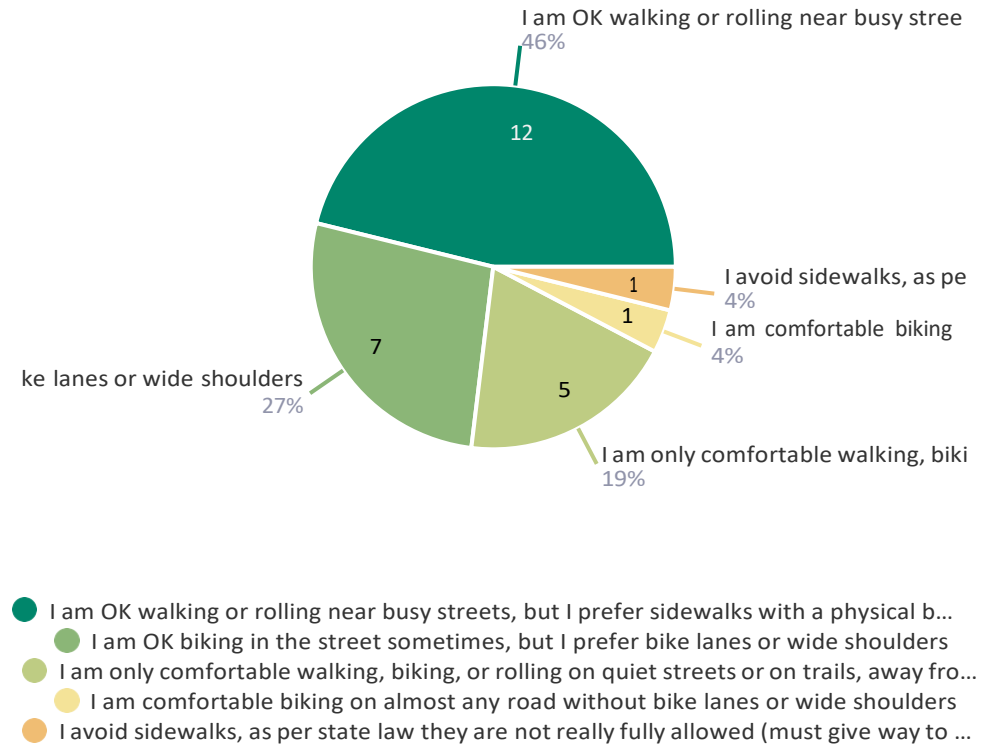
If you require mobility assistance devices such as wheelchairs or walkers, how confident are you in using them to navigate the Rock Creek Trail?

4 Responses- 15 Empty

Data	Responses
N/A	1
pretty confident on the short stretches of good trail itself, but not as comfortable getting to and from the trail. Also, sidewalk closures are so frustrating. Mission started putting pedestrian detour signage, but unsure if all of the detours were accessible or not.	1
n/a	1
the portion of Rock Creek Trail which has a wide sidewalk is great. the portion between Nall and Woodson is not as accommodating.	1

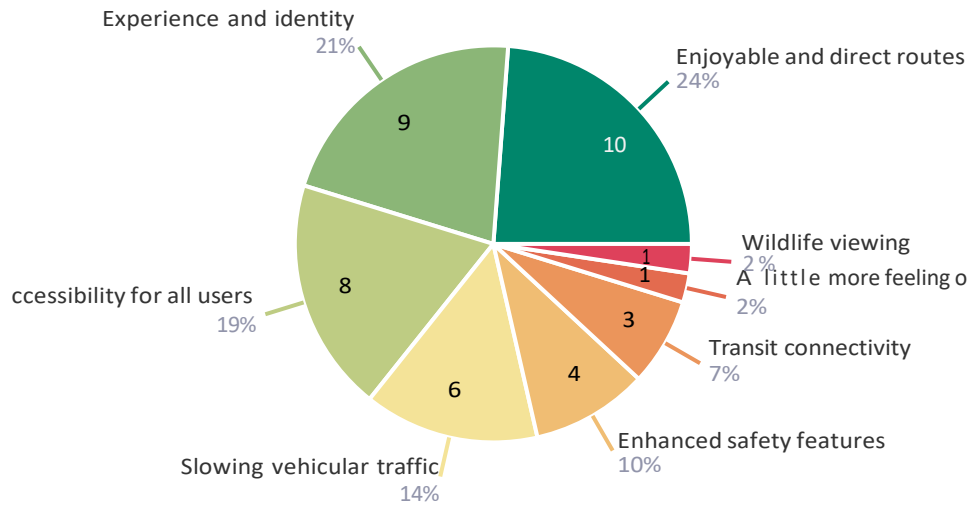
What is your comfort level in walking, biking, or rolling in and around the Rock Creek Trail? (Rolling refers to roller blades/skates, scooters, skateboards.)

26 Responses



## What are the key factors that must be addressed to improve your experience on Rock Creek Corridor

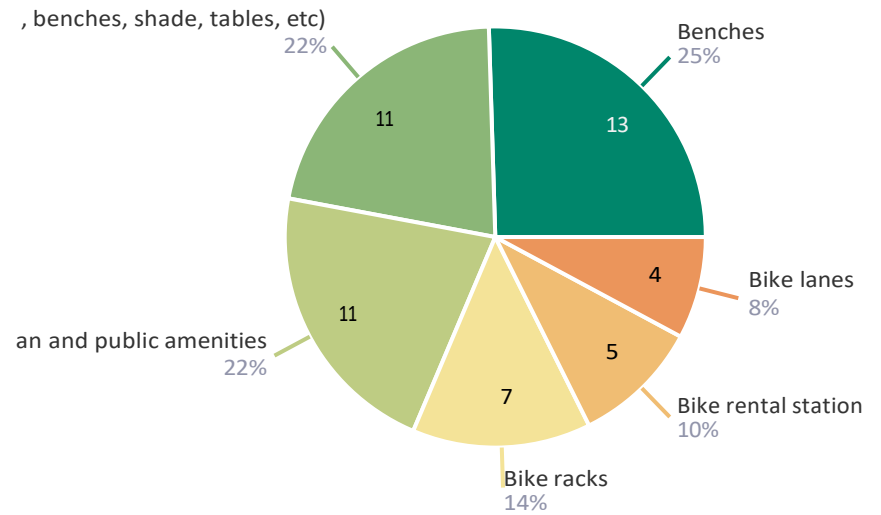
42 Responses



- Enjoyable and direct routes to my destination
- Experience and identity
- Accessibility for all users
- Slowing vehicular traffic
- Enhanced safety features
- Transit connectivity
- A little more feeling of safety on the path behind Hy-Vee and Target and I would use it more
- Wildlife viewing

## What infrastructure features would improve the pedestrian and biking experience on Martway Street?

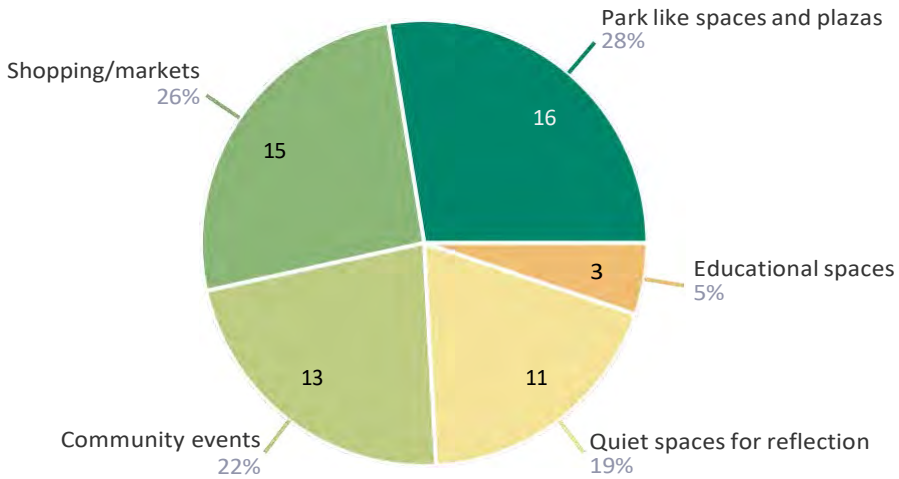
51 Responses



- Benches
- Trail user breakpoints (open space with water, benches, shade, tables, etc)
- Signage on trail indicating other pedestrian and public amenities
- Bike racks
- Bike rental station
- Bike lanes

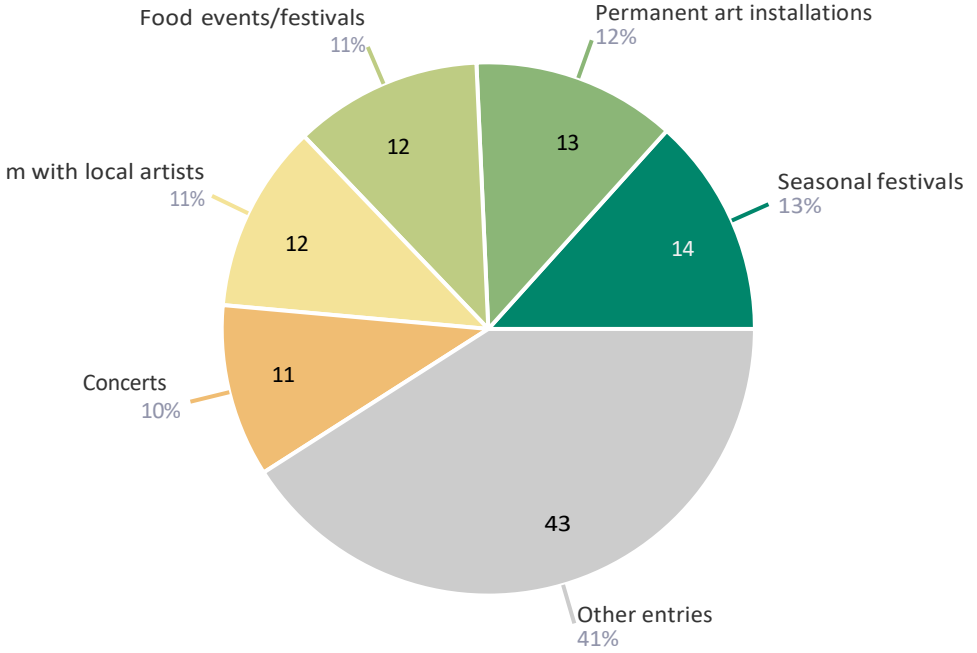
## What types of community events would you like to participate in?

58 Responses



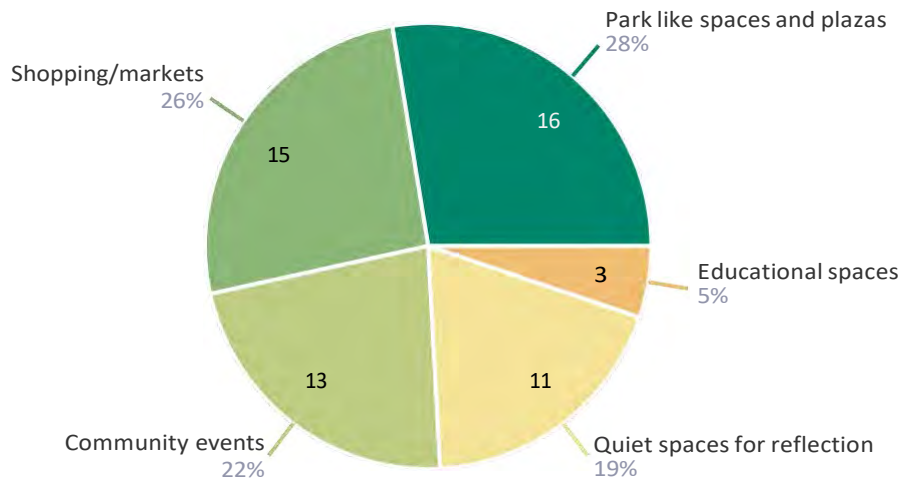
## If you selected COMMUNITY EVENTS: What types of community or art events would you like to participate in?

105 Responses- 2 Empty



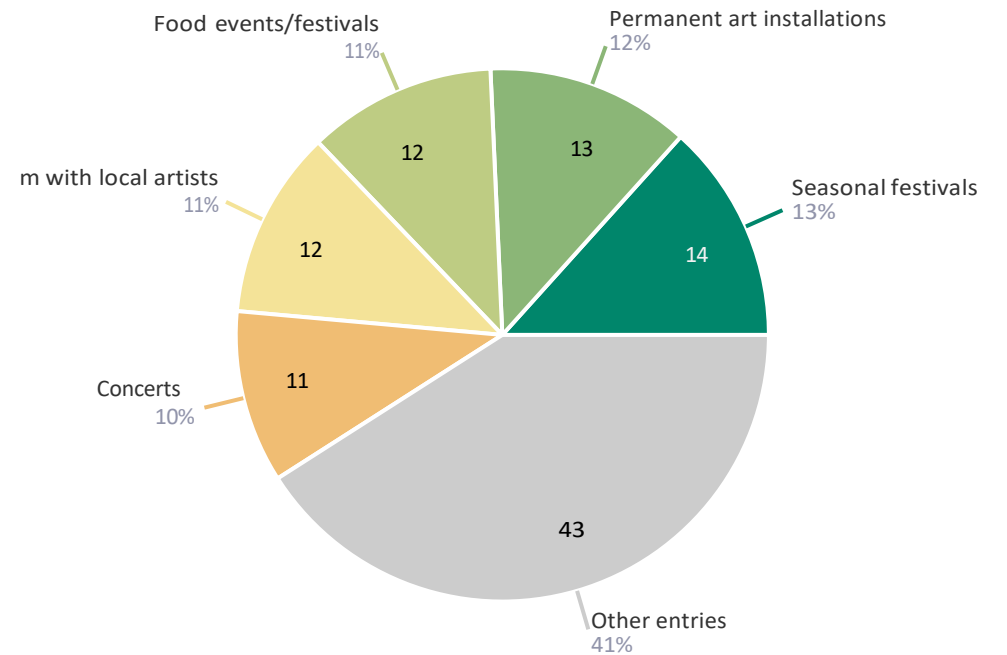
## What types of community events would you like to participate in?

58 Responses



## If you selected COMMUNITY EVENTS: What types of community or art events would you like to participate in?

105 Responses- 2 Empty



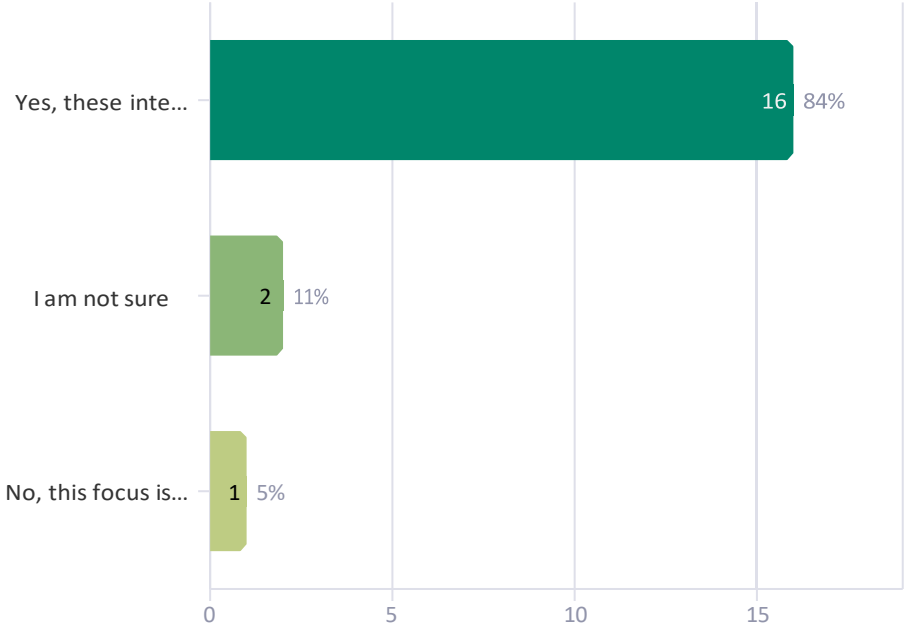
Please provide your thoughts on local people and organizations that should be involved in placemaking and programming.

9 Responses- 10 Empty

Data	Responses
KC Art Institute & JCCC could provide a conduit to new local artists for creating sculptural works and murals	1
Schools within the city - Rushton, (although not "in Mission") Hocker Grove and SMN. Could be a good outlet for middle and high school students to share their creativity and allow the community to provide additional support for the kids.	1
Arts Council of Johnson County	1
Any of the shops and eateries along Johnson Drive should be involved, too. And AtHome Apartments in Mission.	1
Tyler's House, Elementary Schools, Samba seniors, Sustainability commission, neighborhood party groups, special Olympics of Kansas, Down syndrome guild, volleyball players near Nall Avenue Church.	1
We should partner with more Black-owned businesses across KC- Generating Income for Tomorrow has a lot of connections, as well as community organizations like Big Brothers Big	

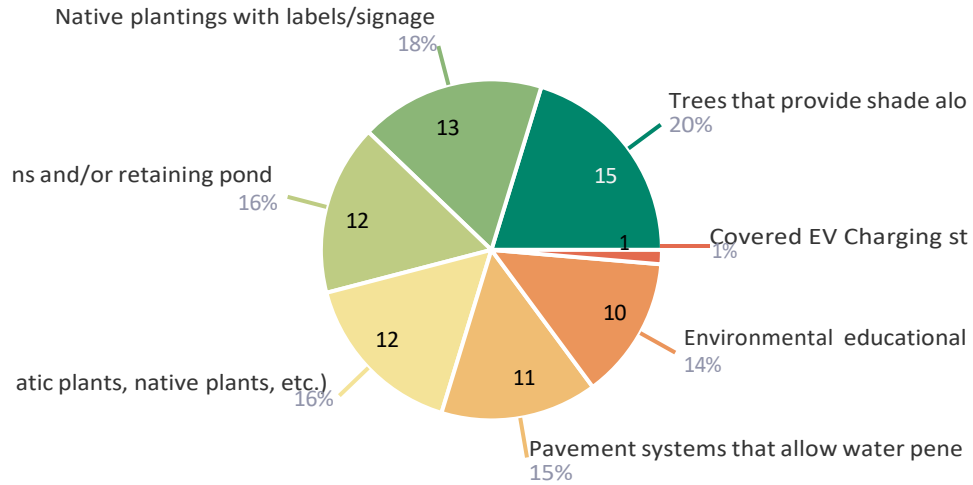
Should Rock Creek Corridor be a model of integrated, nature-based solutions for managing stormwater, increasing the environmental quality of the water and surrounding landscape, and providing a beautiful place for people to connect with and learn from nature?

19 Responses



As improvement concepts are developed for Rock Creek Corridor, which environmental improvements would make this place unique and inviting?

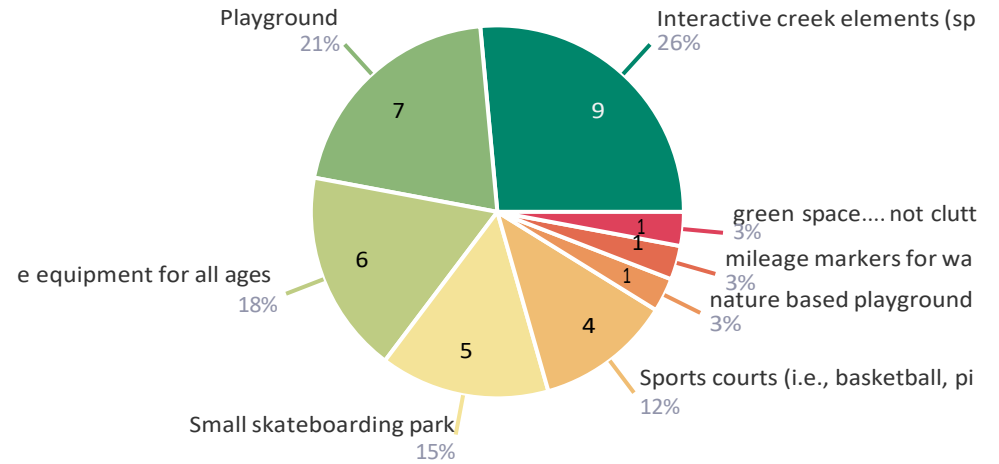
74 Responses- 1 Empty



- Trees that provide shade along the full path
- Native plantings with labels/signage
- Rain gardens and/or retaining pond
- Continuous nature-centered channel improvements (flowering plants, aquatic plants, etc.)
- Pavement systems that allow water penetration
- Environmental educational opportunities for all ages and abilities
- Covered EV Charging stations in city owned parking lots along the trail.

What would you like to see included along the corridor for active recreation?

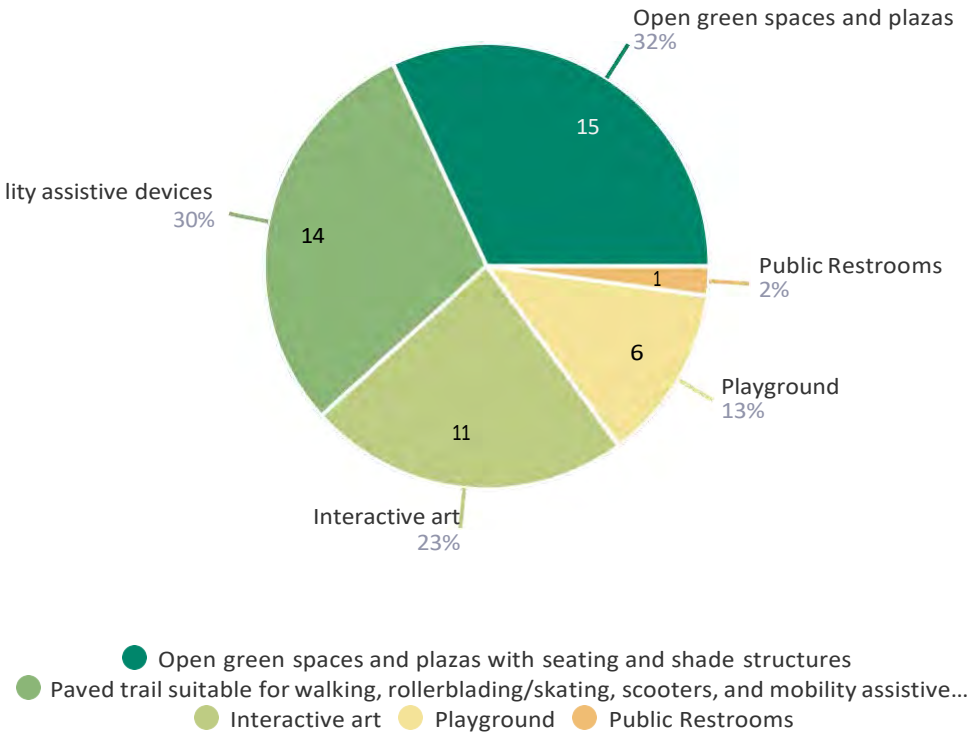
34 Responses



- Interactive creek elements (splash and play areas for people and animals)
- Playground
- Exercise equipment for all ages
- Small skateboarding park
- Sports courts (i.e., basketball, pickleball, tennis, volleyball, roller skating, etc.)
- nature based playground (hoping this is cheaper than full blown playground)
- mileage markers for walking distances along the trail.
- green space....not cluttered with stuff

## What would you like to see included along the corridor for passive recreation?

47 Responses



## Is there a location or locations in the corridor you would like to see used for the passive recreations you selected?

8 Responses- 11 Empty

Data	Responses
The area SW of the Johnson County offices on Lamar seems underutilized; as does the land around where the trail intersects with Outlook Street. The park land at the Birch Street trail access point could also be used for a playground.	1
Anywhere they would fit!	1
Outlook parking lot with the woody-whacker station wagon that never moves.	1
Johnson Drive across from Urban Prairie Coffee	1
along martway west of woodson. Those vacant buildings would be a great place for a skatepark. That part of the creek could use some help, and would extend the park that is already there.	1
The empty abandoned parking lots along Outlook, south of Johnson drive.	1
While I'd love to select an open natural channel, the fact is that	



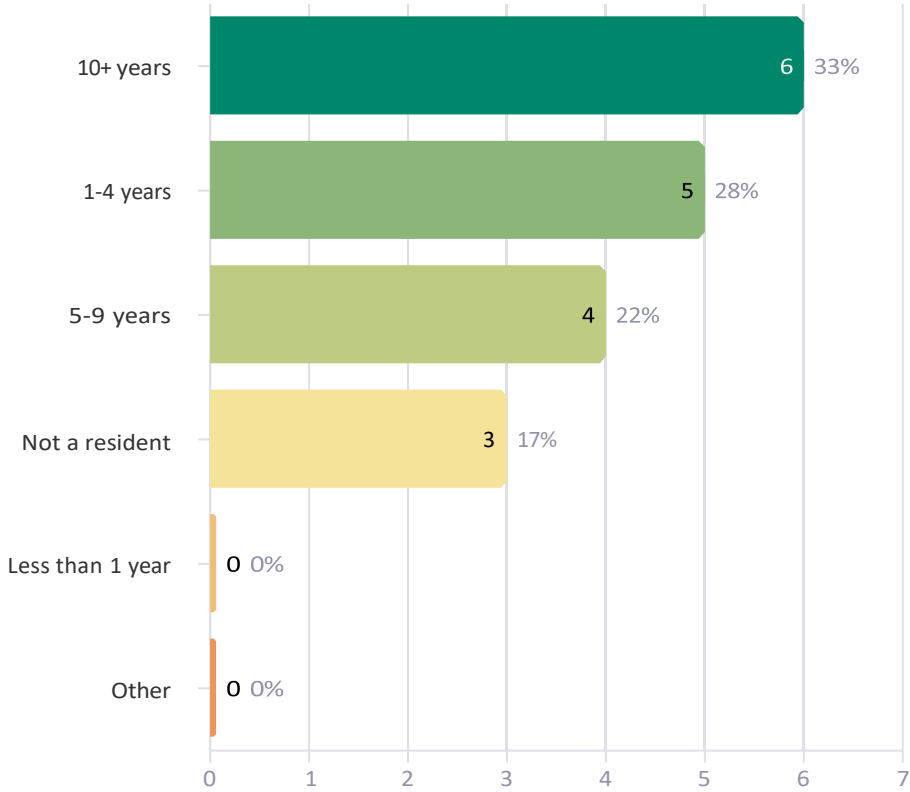
## What is your zip code?

19 Responses

Data	Responses
66202	13
66205	3
66212	1
12345	1
64111	1

## How long have you lived in Mission?

18 Responses- 1 Empty



What improvements are most important to you? Please rank the list from most important (11) to least important (1).

209 Responses

Data	Responses
3: Connection to trails in neighboring cities	8
4: Improved pedestrian and bicycle environment	8
10: Rock Creek restoration (i.e., bringing it back to a natural creek state, removing concrete, etc.)	7
11: Safety	7
1: Improved accessibility for all users and abilities	7
5: Improved recreational opportunities	7
7: Educational spaces about nature	7
9: Improved capacity to handle stormwater	6
2: Connection from neighborhood and businesses to the Rock	

What else would you like to tell us about your current perception of the Rock Creek Corridor Study Area, and how it could be improved?

11 Responses- 8 Empty

Data	Responses
There needs to be a lot of benches added above anything else. There's nowhere to sit along the whole thing!	1
I would have had connection to trails in neighboring cities as #1, because it would be awesome to have a longer off street trail option closer to home. But my understanding is that that is nearly impossible due to neighboring cities reluctance to seek easements that would be necessary. If my understanding is wrong, and there is any hope, that would be awesome. Off street trails are something that those that choose to live further south enjoy that I'm really jealous of. If I want to take my family for a safe trail ride, we have to load the bikes up and take a car to get there. It stinks and not all families can afford the equipment necessary to do that.	1
I use the trail daily for exercise and to get to some of the businesses along the South side of Johnson Drive. I've always thought it could use more trees or places to rest along the way, and would be nice to see it extended. It would be great to see	

If you would like to be informed about future community events, please enter your email.

9 Responses- 10 Empty

Data	Responses
jamesarpin@gmail.com	1
josh.thede@gmail.com	1
thamara.subramanian@Gmail.com	1
humblefurniture@gmail.com	1
shoobe01@gmail.com	1
bridgetvpohlman@gmail.com	1
janay@janay-a.com	1
spartain@olsson.com	1
laura@mconwell.com	1

# Appendix D: Additional Stakeholders & Advising Committee



Client Team	Name	Email	Organization	Phone number	Notes				
	Karie Kneller Brian Scott Taylor Cunningham	<a href="mailto:kkneller@missionks.org">kkneller@missionks.org</a> <a href="mailto:bscott@missionks.org">bscott@missionks.org</a> <a href="mailto:tcunningham@marc.org">tcunningham@marc.org</a>	Mission, Community Development Mission, Neighborhood Services MARC						
<b>Consultant Team</b>	Drew Pearson	<a href="mailto:Drew.Pearson@wilsonco.com">Drew.Pearson@wilsonco.com</a>	Wilson						
	Brian Ortiz Christina Hoxie Tianna Morton	<a href="mailto:brian.ortiz@wilsonco.com">brian.ortiz@wilsonco.com</a> <a href="mailto:choxie@hoxiecollective.com">choxie@hoxiecollective.com</a> <a href="mailto:tmorton@hoxiecollective.com">tmorton@hoxiecollective.com</a>	Wilson Hoxie Hoxie						
	Tresa Carter Lance Klein	<a href="mailto:tresa.carter@bikewalkkc.org">tresa.carter@bikewalkkc.org</a> <a href="mailto:lancek@swtdesign.com">lancek@swtdesign.com</a>	BWKC SWT						
	Will Metcalf Emily Elmore Sarah Shipley	<a href="mailto:willm@swtdesign.com">willm@swtdesign.com</a> <a href="mailto:emily@singlewingcreative.com">emily@singlewingcreative.com</a> <a href="mailto:sarahs@singlewingcreative.com">sarahs@singlewingcreative.com</a>	SWT Singlewin g Singlewin g						
<b>Stakeholder Group</b>									
City reps	Karie Kneller	<a href="mailto:kkneller@missionks.org">kkneller@missionks.org</a>	Mission City Planner						
	Brian Scott Mayor Flora	<a href="mailto:bscott@missionks.org">bscott@missionks.org</a> <a href="mailto:flora@missionks.org">flora@missionks.org</a>	Mission Deputy City Administrator Mayor						
	Penn Almoney	<a href="mailto:palmoney@missionks.org">palmoney@missionks.org</a>	Parks and Recreation Director		accepted	added to invite, 8/3			
	Brent Morton Dan Madden	<a href="mailto:bmorton@missionks.org">bmorton@missionks.org</a> <a href="mailto:dmadden@missionks.org">dmadden@missionks.org</a>	Public Works Manager Chief of Police		emailed 7/27, 8/3 emailed 7/27, 8/3	added to invite, 8/3 added to invite, 8/3			
Commission Members	Kate Deacon Emily Randel Ramsey Attaria	<a href="mailto:kdeacon@missionks.org">kdeacon@missionks.org</a> <a href="mailto:erandel@missionks.org">erandel@missionks.org</a> <a href="mailto:rattaria@gmail.com">rattaria@gmail.com</a>	Mission Farmers' Market Coordinator Deputy City Administrator  Sustainability Commission		accepted but unavailable for first meeting emailed 7/27, 8/3	added to invite, 8/3 added to invite, 8/3			
Electeds	Cathy Boyer-Shesol Cynthia Smith Nicole Sullivan Robin Dukelow Lea Loudon	<a href="mailto:cboyershesol@gmail.com">cboyershesol@gmail.com</a> <a href="mailto:cynthiaelainessmith@gmail.com">cynthiaelainessmith@gmail.com</a> <a href="mailto:nseier09@gmail.com">nseier09@gmail.com</a> <a href="mailto:Robin.Dukelow@hendersonengineers.com">Robin.Dukelow@hendersonengineers.com</a> <a href="mailto:lloudon@missionks.org">lloudon@missionks.org</a>	Sustainability Commission Member Planning Commissioner Parks and Recreation and Tree Board Planning Commissioner for Ward IV City Councilmember for Ward II		accepted but unavailable for first meeting accepted accepted accepted but unavailable for first meeting accepted				
Service providers	Ben Chociej Bob Fagan Sarah Mai	<a href="mailto:bhociej@missionks.org">bhociej@missionks.org</a> <a href="mailto:Robert.fagan@cbre.com">Robert.fagan@cbre.com</a> <a href="mailto:sarah@kcpsi.org">sarah@kcpsi.org</a>	City Councilmember for Ward IV Down Syndrome Innovations rep Down Syndrome Innovations rep		accepted accepted emailed 7/27, 8/3	out of town until 8/7			
	Cori Hastings Laura Jackson (Bob Randall POC)	<a href="mailto:cori.hastings@tylershousekc.org">cori.hastings@tylershousekc.org</a> <a href="mailto:ttownmill@aol.com">ttownmill@aol.com</a>	Tyler's House  The Mission Project		declined  accepted				
Residents	Josh Powers Justus Welker Dave Breneman	<a href="mailto:Joshua.powers@jocogov.org">Joshua.powers@jocogov.org</a> <a href="mailto:Justus.welker@jocogov.org">Justus.welker@jocogov.org</a> <a href="mailto:hhanddb@gmail.com">hhanddb@gmail.com</a>	Joco Transit Joco Transit rep Countryside Homeowner and artist/sculpturist		emailed 7/27, 8/3 emailed 7/27, 8/3 accepted	added to invite, 8/3 added to invite, 8/3			

<b>Technical Advisor</b>	Jessica Carlson Michele Ohmes	jessicaeder26@hotmail.com michele@michele-able.com	Homeowner and avid bicyclist ADA Specialist		accepted said she'd be happy to talk				
<b>Engaged Residents (from survey)</b>		jared.p.bergeron@gmail.com spartain@olsson.com laura@mconwell.com jamesarpin@gmail.com josh.thede@gmail.com							
<b>Focus Group 1: Business and Property Owners</b>	outreach language in 4th	thamara.subramanian@gmail.com l.com humblefurniture@gmail.com shoobe01@gmail.com bridgetvpohlman@gmail.com janay@janay-a.com							
	Steve Choikhit Andrew Brain Jay Floor	commven@yahoo.com abrain@braingroup.com jay@missionbarbell.com	Owner of Mission Mart Shopping Center Owner of 5201 Johnson Dr. (Brain Group) Owner of Mission Barbell Club						
	Janay A Johnathan Williamson	janay@janay-a.com jonathan@sandhillsbrewing.com	Owner of High Vibe Bride Sandhills Brewing Co.						
	Mike Coughlin	mike@scriptpro.com sbrandli@wtads.com nburgard@canfed.com	ScriptPro Walz						
	Mason Hans Jenny Pugh	masonsterlinghans@gmail.com artsifarts02@yahoo.com	Owner of Urban Prairie Coffee						
<b>Focus Group 2: Residents</b>	outreach language in 4th								
	Darion & Claire Hillman	913-529-9518 Darion.Hillman@yahoo.com	5519 W 61st Street		emailed 09/15 emailed 09/15				
	David & Annette Henderson	913-485-9663 hendersondm@yahoo.com 913-485-9661	5705 W 61st Street		Unable to attend Accepted!! (Annette)				
	Rick & Barb Kemmis	816-507-1764 Rick.kemmis@gmail.com 816-507-1764 Barbkemmis@gmail.com	6001 Reeds Road		Accepted!! Accepted!!				
	Kevin & Laura Patti	847-903-7534 jessicaeder26@hotmail.com	6008 W 61st Terrace		accepted!!				
	Emily & Brodie Knop	Kpatti@att.net 913-908-8134 lspatti55@gmail.com 913-909-2336 bknop@yahoo.com (Brodie)	5709 W 61st Terrace		accepted!! Unable to attend Accepted!!				
	Todd & Sally Johnson	913-707-6229 eshopper@yahoo.com 816-807-2550	5812 W 62nd Street		emailed 09/15				



# Appendix E: Cost-Benefit Methodology & Costs







# Rock Creek Corridor Improvements



The methodology used to create the cost-benefit trade-off matrix involved an assessment of the two design concepts, and how their elements align with both project goals and planning-level costs.

Project goals included improving transportation & mobility, Green Infrastructure & Sustainability, as well as Public Amenities & Programming. An average of how each concept aligned with project goals is located at the bottom row of each concept.

Additionally, order of magnitude planning-level costs were established for each element (\$-\$\$\$\$), where one dollar sign equates to lower costs (approx. in the hundreds) and four-dollar signs equate to higher costs (approx. in the millions). Element costs were evaluated by full implementation of each element per concept, not a per unit costs per se. The average count of dollar signs is also shown at the bottom row of each concept (i.e. 2.35-dollar signs). This average does not indicate the cost of the concept, however, suggests the “pricy-ness” of each.

The analysis sets thresholds for recommending a concept based on three criteria: low cost, feasibility, and achieving two or more project goals than its counterpart.

Ultimately, the City has the opportunity to implement elements from either concept. Our analysis shows community support for both concepts. Considering the cost-benefit trade-off analysis results, there is more benefit to meeting project goals in Concept 1

Rock Creek: Cost Benefit Trade-off					
Option:	Element:	Price (\$-\$\$\$\$): *((\$4-\$1.1m)	Project Goal Met:		
			Transportation:	Green Infrastructure & Sustainability:	Public Amenities & Programming:
Concept 1: Rock Creek Park	Speed Table	\$\$\$\$	X		
	Street closure	\$\$\$\$	X	X	X
	Hammerhead turn radii	\$\$\$	X		
	Chicanes	\$	X	X	
	Stone wall	\$\$\$			X
	Bioretention pond	\$\$\$		X	X
	Green curb inlet	\$	X	X	
	Bioswale	\$		X	X
	Tree	\$		X	X
	Pollinator garden	\$		X	X
	EV charging	\$\$\$	X	X	X
	Recirculating system	\$		X	X
	Restroom	\$\$\$			X
	Fitness court	\$\$\$		X	X
	Pavilion	\$\$\$\$			X
	Entry node	\$			X
	Pump track	\$\$\$	X	X	X
	Rock Creek Trail Marker	\$	X		X
	Splash Pad	\$\$\$		X	X
	Creek Edge Guard Rail	\$			X
Wayfinding Signage	\$	X		X	
Trash and Recycling Receptacles	\$		X	X	
Pedestrian light pole	\$	X		X	
<b>Average/Total Criteria</b>		<b>2.35</b>	<b>10</b>	<b>14</b>	<b>19</b>
Concept 2: Market in the Green	Speed Table	\$\$\$\$	X		
	Parking Lot	\$	X		X
	Chicanes	\$	X	X	
	Bioretention pond	\$\$\$		X	X
	Green curb inlet	\$	X	X	
	Bioswale	\$		X	X
	Pervious pavement	\$	X	X	
	Tree	\$		X	X
	Pollinator garden	\$		X	X
	EV charging	\$\$\$	X	X	X
	Recirculating system	\$		X	X
	Restroom	\$\$\$			X
	Shade structure	\$\$\$			X
	Fitness Area	\$			X
	Pavilion	\$\$\$\$		X	X
	Event space	\$			X
	Trash and Recycling Receptacles	\$		X	X
	Rock Creek Trail Marker	\$	X		X
	Wayfinding Signage	\$	X		X
	Creek Edge Guard Rail	\$		X	X
Pedestrian light pole	\$	X		X	
<b>Average/Total Criteria</b>		<b>2.14</b>	<b>9</b>	<b>12</b>	<b>12</b>

Table 1 - Cost-Benefit Tradeoff Matrix





# Rock Creek Corridor Improvements



**Table 2** summarizes potential enhancements specific to Concept 1, categorizing them based on their alignment with project goals. These enhancements are evaluated and compared in terms of price, unit, quantity, and total costs.

This table serves as a template tailored to Concept 1, providing the City of Mission with a planning-level cost guide to facilitate the conversation of design elements towards implementation.

Rock Creek Cost/Benefit Analysis: Concept 1					
Category	Action:	Price:	Unit:	#:	Total:
Transportation	Speed table	\$18	per sqft.	-	-
	Street closure	\$4	per sqft.	-	-
	Hammerhead turn radii	\$16,000	total	-	-
	Chicanes	\$12,000	set of 3	-	-
<b>Subtotal:</b>					\$XXX,XXX
Green Infrastructure & Sustainability	Stone wall	\$160	per LF	-	-
	Bioretention pond	\$35	per sqft.	-	-
	Green curb inlet	\$8,000	per sqft.	-	-
	Bioswale	\$30	per sqft.	-	-
	Tree	\$500	per each	-	-
	Pollinator garden	\$8	per sqft.	-	-
	EV charging	NA	NA	-	-
	Recirculating system	NA	NA	-	-
	Splash pad	\$600,000	per each	-	-
<b>Subtotal:</b>					\$XXX,XXX
Public Amenities & Program Improvements	Restroom	\$400,000	per sqft.	-	-
	Fitness court	\$22	per sqft.	-	-
	Large pavilion	\$700,000	per each	-	-
	Entry node	\$25,000	per each	-	-
	Pump track	\$130,000	per each	-	-
	Trail marker	\$1,200	per each	-	-
	Pedestrian light pole	\$8,000	per each	-	-
	Creek edge guard rails	\$85	per LF	-	-
	Wayfinding signage	\$8,000	per each	-	-
	Dog waste stations	\$350	per each	-	-
	Trash and recycling receptacles	\$1,500	per each	-	-
<b>Subtotal:</b>					\$XXX,XXX
<b>Total:</b>					\$XXX,XXX

Table 2 - Concept 1 Cost-Benefit Analysis





# Rock Creek Corridor Improvements



**Table 3** summarizes potential enhancements specific to Concept 2, categorizing them based on their alignment with project goals. These enhancements undergo comparison in terms of price, unit, quantity, and total costs.

This table serves as a template for Concept 2, offering the City of Mission a planning-level cost guide to facilitate the conversation of design elements towards implementation.

Rock Creek Cost/Benefit Analysis: Concept 2					
Category	Action:	Price:	Unit:	#:	Total:
Transportation	Speed table	\$18	per sqft.	-	-
	Parking lot - asphalt	\$6	per sqft.	-	-
	Chicanes	\$12,000	set of 3	-	-
<b>Subtotal:</b>					\$XXX,XXX
Green Infrastructure & Sustainability	Bioretention pond	\$35	per sqft.	-	-
	Green curb inlet	\$8,000	per sqft.	-	-
	Bioswale	\$30	per sqft.	-	-
	Permeable Paver	\$25	per sqft.	-	-
	Tree	\$500	per each	-	-
	Pollinator garden	\$8	per sqft.	-	-
	EV charging	NA	NA	-	-
	Recirculating system	NA	NA	-	-
<b>Subtotal:</b>					\$XXX,XXX
Public Amenities & Program Improvements	Restroom	\$400,000	per sqft.	-	-
	Shade structure	\$200,000	per each	-	-
	Fitness area	\$22	per sqft.	-	-
	Large pavilion	\$1,100,000	per each	-	-
	Event space	\$50,000	per each	-	-
	Pedestrian light pole	\$8,000	per each	-	-
	Creek edge guard rails	\$85	per LF	-	-
	Trash and recycling receptacles	\$1,500	per each	-	-
	Dog waste stations	\$350	per each	-	-
	Wayfinding signage	\$8,000	per each	-	-
	<b>Subtotal:</b>				
<b>Total:</b>					\$XXX,XXX

Table 3 - Concept 2 Cost-Benefit Analysis



**AT A GLANCE**

**Applicant:**  
Sunflower Development Group

**Case Number:**  
24-11

**Location:**  
5399 Martway Street

**Project Name:**  
Special Use Permit for Lanes and Mission Bowl Sign Package

**Property ID:**  
KP32400000 0008

**Project Summary:**  
Sunflower Development Group is requesting a special use permit for a sign package in association with its Lanes and Mission Bowl mixed-use development that is nearing completion.

**Current Zoning:**  
MS2

**Proposed Zoning:**  
N/A

**Current Land Use:**  
Mixed-Use Office and Residential

**Staff Contact:**  
Karie Kneller, City Planner

**Proposed Land Use:**  
N/A

Public Hearing Required

**Legal Notice:**  
June 4, 2024



## PROPERTY BACKGROUND AND INFORMATION

The subject property at 5399 Martway Street is currently under construction. The Lanes at Mission Bowl is a mixed-use commercial and office development that is expected to be complete in September of 2024. This case is consideration of a special use permit for a complete package of exterior signage, including 16 various types of wall signs and podium signs at various locations on each side of the property. View Sign & Light is the sign fabricator and installer, which is licensed with the City of Mission.

The project entitlements did not initially include sign specifications as part of the development plan, so the City requires a special use permit to be submitted for approval by the Planning Commission for signage that is not regulated by the municipal code for a project of this type and scale. There is no provision in the municipal code to permit the number of signs by-right that would be appropriate for the development.

## PROJECT PROPOSAL

The signs in the package include the following:

1. Large Blade Sign (Figure 1) - Approximately 63 square feet (3'-3"x19'-5") illuminated blade sign attached to the north facade. The sign is double-faced aluminum, with a painted grey background, and white channel letters with black trim and interior LED bulbs.

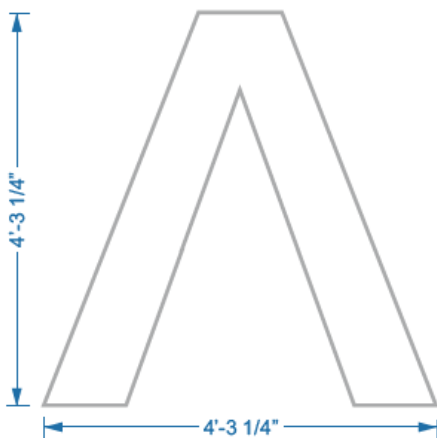


Figure 2



Figure 3

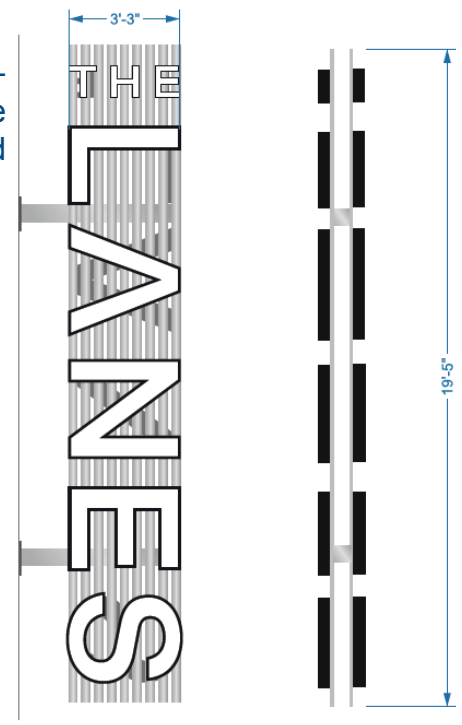


Figure 1

2. West Arrow Wall Sign (Figure 2&3) - Approximately 18 square feet (4'-31/4"x4'-31/4") channel letters, 3" deep, with white faces and stainless steel trim on the northwest facade. RGB lighting will change colors for special events.

3. The Lanes Wall Sign (Figure 4&5) - Approximately 10 square feet (1'-4 1/4"x7'-7 1/2") non-illuminated reverse channel letters on the northwest facade. Letters are aluminum 3" reverse channel painted brushed stainless steel, and mounted to the wall.

4. FDC Panel Sign (Figure 6) - Approximately two square feet (2'x1'-2") on the west wall near the storage entrance, for fire department connection. The sign is red with white vinyl lettering.



Figure 4

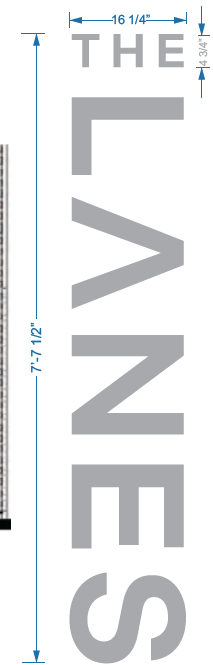


Figure 5



Figure 6

5. Freestanding Directional Signs (Figure 7) - Approximately 9 square feet each, four signs located throughout the site at parking lot entrances. The signs read "Exit Only," "Pocket Fitness Park," "Dog Park Rules," and "Restricted Parking." The panels are 4' single-sided and freestanding with aluminum posts set in concrete footings.

6. Trash Panel Sign (Figure 8) - Approximately 7 square feet, located on the trash area door located within the back parking lot, the sign is a single-sided aluminum panel.

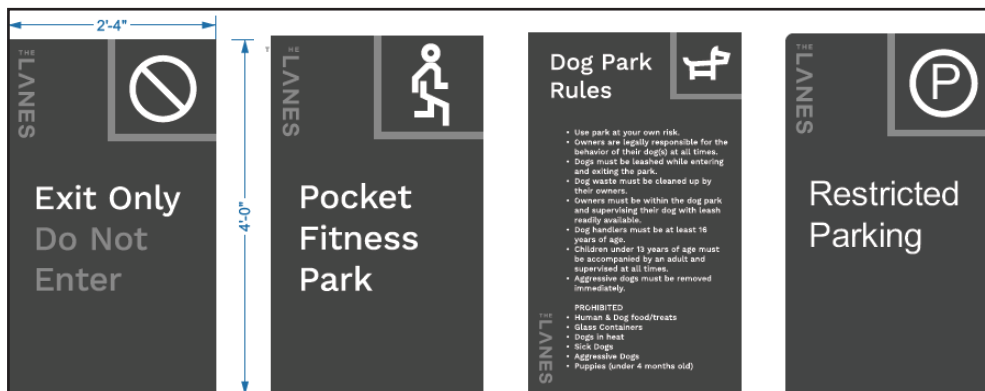


Figure 7



Figure 8

7. Parking Garage Signs and Garage Clearance Bar (Figure 9) - Approximately 18 square feet each, located at each east side entry into the parking garage, non-illuminated overhead “Resident Parking Only,” and “Exit Only” signs combined with a clearance bar at the garage entrance.

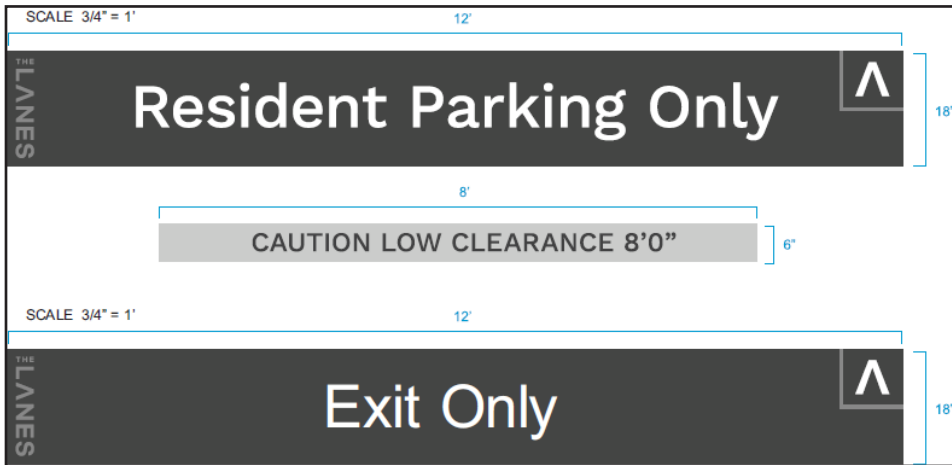


Figure 9

8. Future Resident Parking Signs (Figure 10) - Approximately 2 square feet on a 4' pole. Signs are three freestanding identical signs on the west side, located at three parking spots for visiting potential tenants. Signs are single-sided aluminum with vinyl lettering.

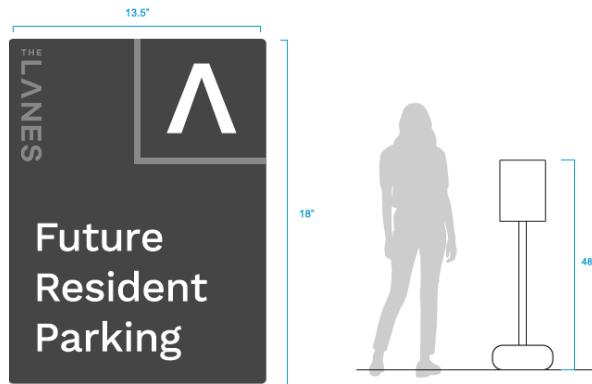


Figure 10

9. Small Blade Signs (Figure 11) - Approximately 3 square feet each (18" x 24"), blade signs on the north and west facades indicating retail suites, bike storage, and paw spa locations. Signs are non-illuminated and aluminum.



Figure 11

## PLAN REVIEW AND ANALYSIS

Mission Municipal Code at Section 430.120 “Private Sign Criteria” states that all... “MXD’ developments shall be required to prepare a set of sign criteria governing all exterior signs in the development to assure harmony and visual quality throughout the development...Final development plans shall not be approved until the Planning Commission has approved the sign criteria.” For the purpose of this section and specific to this project, “MXD” means a project consisting of one or more buildings planned as an integrated unit on property under unified control. However, when the final development plan was approved, the developer did not submit a sign package to be included in the final development plan. Therefore, approval of the sign package shall be considered under Section 430.100 “Signs Permitted in Conjunction with Special Use Permits.” Three criteria govern the stipulations under this section of the code:

- A. In the case of sign permitted by issuance of a special use permit, all signs shall be approved by City Council after recommendation from the Planning Commission, except where private sign criteria have been previously approved for the project.
- B. The special use permit for signage shall be processed as required in Sections 440.050-440.140.
- C. Where appropriate, the sign regulations of the underlying zoning district or the most analogous zoning district shall be followed.

Sections 440.050-440.140 stipulate administrative procedure such as deadlines for submittal, newspaper publications for public hearing, surrounding property owner notifications, and submission requirements. This special use permit application meets all these requirements.

The MXD zoning district does not have certain stipulations for signs. Therefore, the sign package may be considered by the Planning Commission for recommendation to the City Council. The Planning Commission may determine whether the signage is harmonious and provides visual quality throughout the site.

## RECOMMENDATION

Staff recommends that the Planning Commission recommend approval of Case #24-11 to the City Council.

## PLANNING COMMISSION ACTION

The Planning Commission will hear Case #24-11 at its June 24, 2024 meeting.

## CITY COUNCIL ACTION

The City Council will hear Case #24-11 at its July 17, 2024 meeting.





6090 Woodson St  
Mission, Kansas 66202  
913.676.8360  
www.missionks.org

### Application for Sign Permit

Business Name The Lanes at Mission Bowl

Address for Sign 5399 Martway St Business Phone ( 816 ) 988-2808

Primary Contact Banks Floodman/Sunflower Development Group Email bfloodman@sunflowerkc.com

Type of Sign  New  Alter  Temporary Big Blade Sign

Wall  Monument  Projecting  Other (Describe) \_\_\_\_\_

Single Faced  Double Faced Elevation/Location North

Non-Illuminated  Illuminated Type of Illumination  Internal  Indirect

Temporary Sign Information: Duration: \_\_\_\_\_ Start Date: \_\_\_/\_\_\_/\_\_\_ End Date: \_\_\_/\_\_\_/\_\_\_

Sign Dimensions: Length: 3 ft. 3 in. Height: 19 ft. 5 in. Area: 63.12 Sq Ft.

Wall Dimensions: Length: 360 ft. 0 in. Height: 55 ft. 6 in. Area: 19,980 Sq Ft.

Setback from Property Lines: Front: \_\_\_\_\_ Side: \_\_\_\_\_ Rear: \_\_\_\_\_

Project Valuation: \$ 25,000

#### Installer Information

Sign Company Name: View Sign & Light

Applicant: Marti Palmer Sign Installer License #: 59

Mailing Address: 10935 Kaw Dr Tel. No. 913/529.2010

City: Edwardsville State: KS Zip Code: 66111

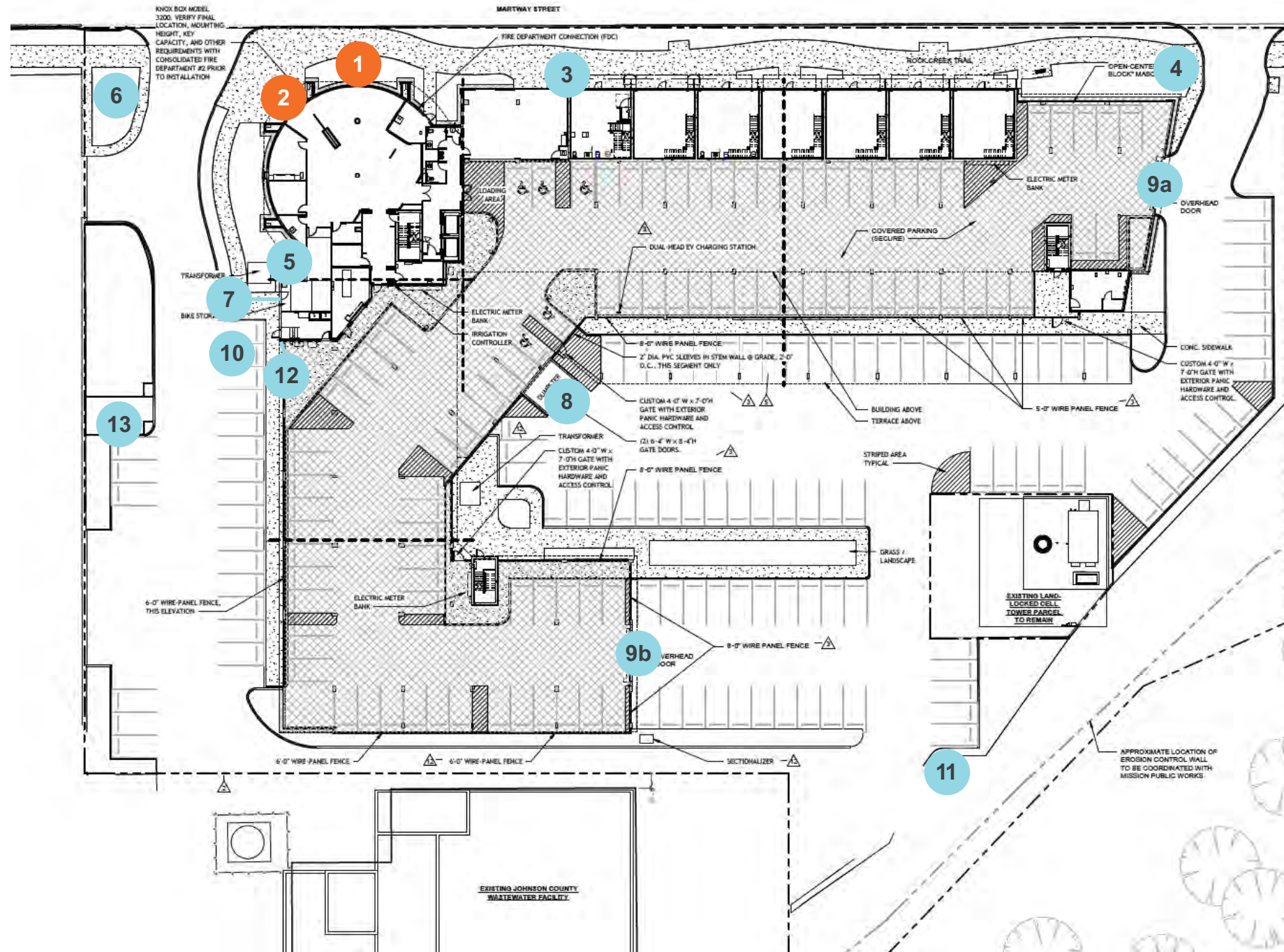
Email: mpalmer@viewsignlight.com Is Sign Company also the Installer?  Yes  No

Name of Licensed Electrical Contractor: \_\_\_\_\_

Additional Information: \_\_\_\_\_

\* All of the information provided above is true and correct to the best of my knowledge. I have read and understand the provisions of the City of Mission Sign Ordinance. I understand that if at any time it is found that provisions of the Sign Ordinance have not been met, the Sign Permit may be revoked.

Signature: [Signature] Date: 5-01-2024 I am the (circle one):  Owner  Owner's Agent



- sign type
- 1 Primary Monument - Blade Sign**
  - 2 Primary Entry Signage
  - 3 Retail/Suites - Blade Sign
  - 4 Restricted Parking - Pedestal
  - 5 Fire Dept Connection (FDC)
  - 6 Pocket Fitness Park - Pedestal
  - 7 Bike Storage - Blade Sign
  - 8 Trash (Residents Only)
  - 9 (a) Resident Only Parking; (b) Exit Only
  - 10 Future Resident Parking
  - 11 Exit Only
  - 12 Paw Spa - Blade Sign
  - 13 Dog Park ID/Rules - Pedestal

- Illuminated Signage
- Non-Illuminated Signage



**View Sign & Light**  
 10935 Kaw Drive  
 Edwardsville, KS 66111  
**913 / 529.2010**

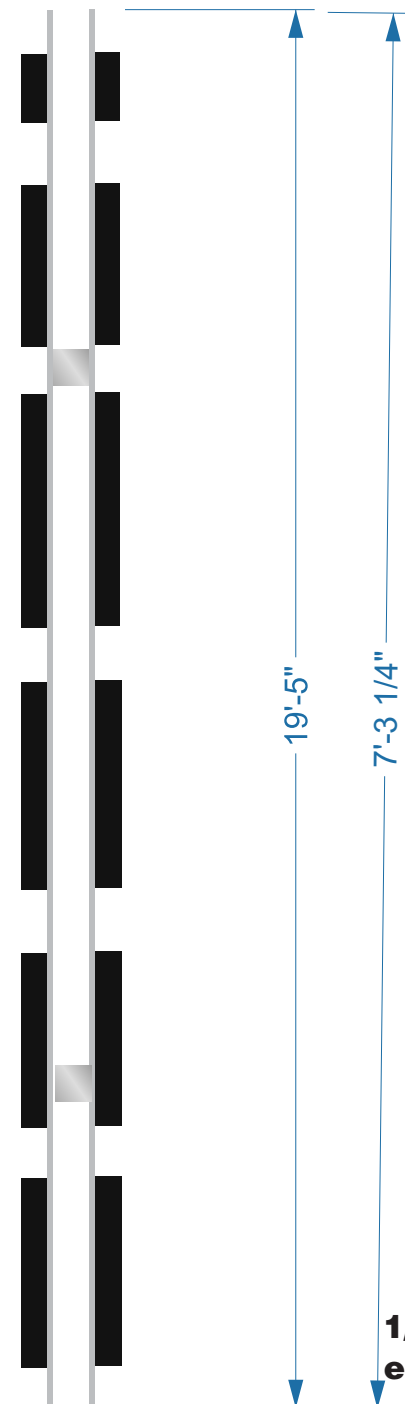
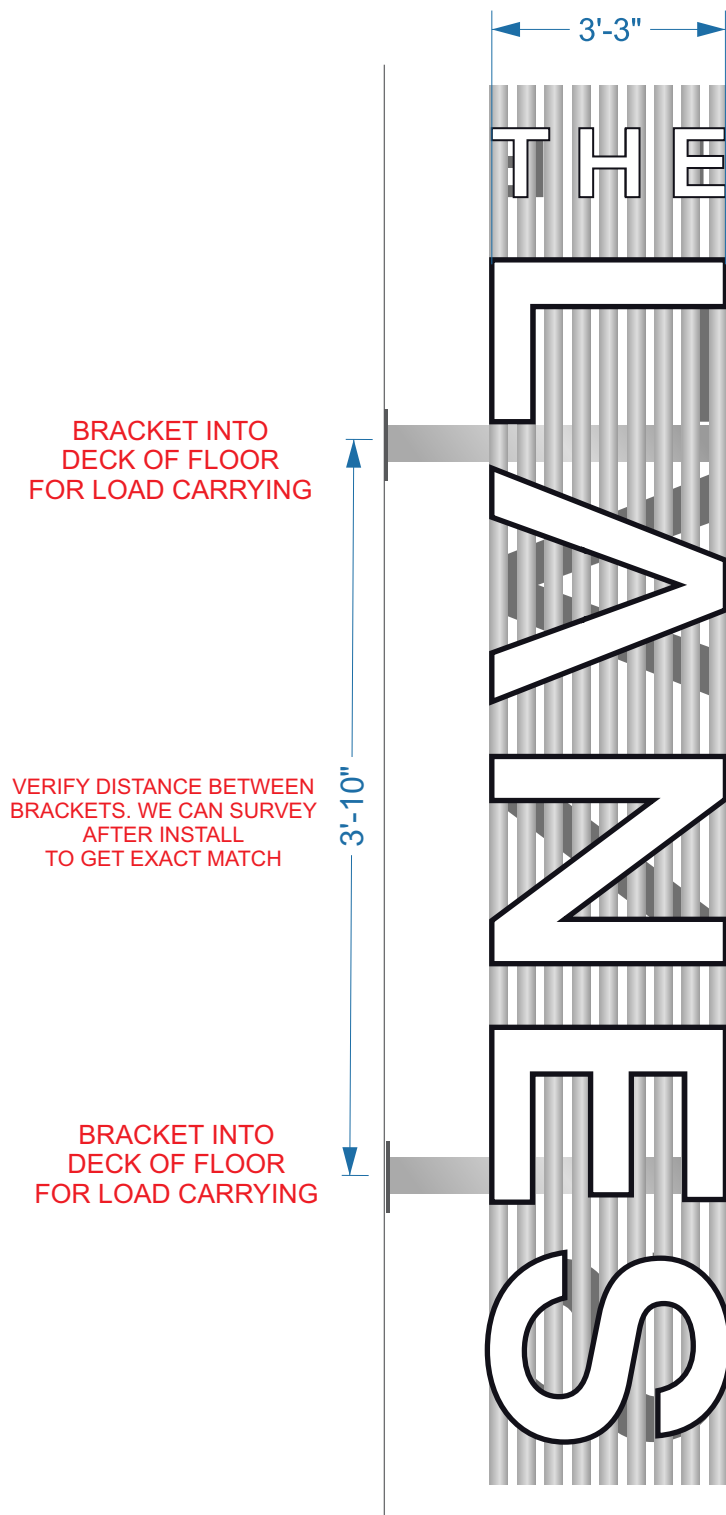
**THE LANES**  
 Mission KS

3/08/2024  
 Last Revision: 5/01/2024  
 Drawing #: The Lanes Mission 0324

- .....
- Client Approval
- .....
- Landlord Approval

**Sales Rep:**  
 DV  
**Designer:**  
 MAP

MEMBER  
  
 LISTED  

**1/2" Mounting Plate at end of each sign arm**

**STRUCTURE**

- Manufacture and install one (1) double faced blade sign- aluminum construction - 3"x 1" tube face frame construction painted grey (color match TBD). Arms are 6" x 6" Tubes mounted to arms
- power supplies sit on top of top arm and wires are concealed

Sign weight approx. 1200 lbs

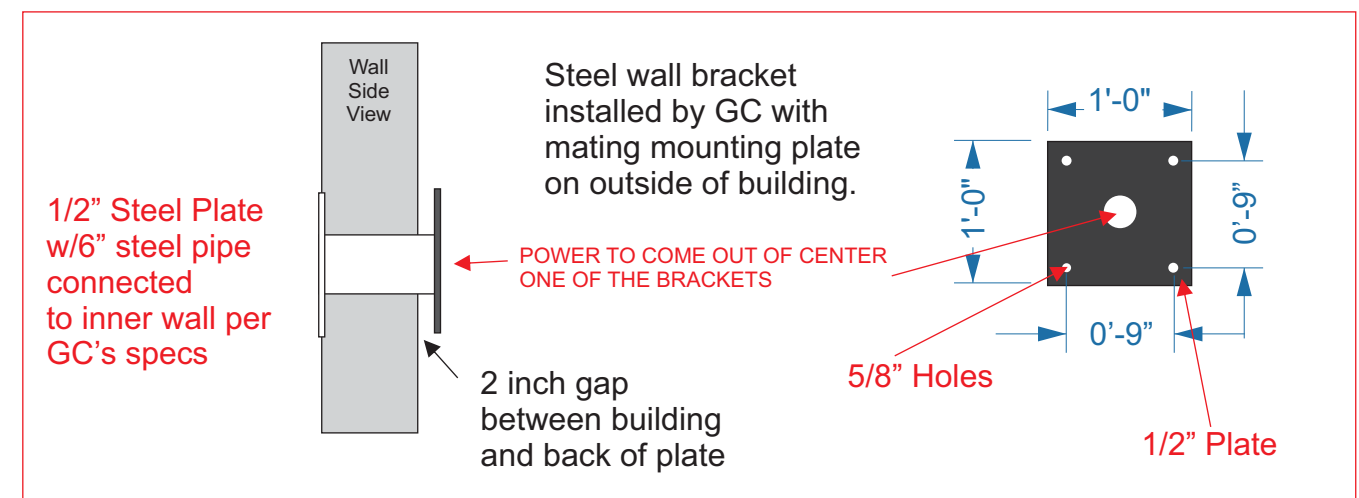
**CHANNEL LETTERS**

- 'THE LANES' - 5"-deep fabricated .040 aluminum letters and returns - **BLACK**
- 1" Jewelite Trimcap - **BLACK**
- 3/16"-thick plex/polycarbonate faces - **#7328 WHITE**
- Interiors painted Light Enhancement White
- LED illumination Module, 1/4" Weep holes (2) per letter
- Low-Voltage Electronic Transformer remote-mounted on wall interior

- Mount on building facade on North elevation as illustrated.
- All electrical and installation details to meet local codes and site requirements.
- Primary electrical to sign area provided by others.

**ELECTRICAL NOTES:**

- (1) 60W POWER SUPPLY @ 1.2 AMPS EACH / 6 REQUIRED-TOTAL AMPS: 7.2
- (2) 20 AMP 120V CIRCUIT REQ.
- (3) POWER TO COME OUT OF ONE OF THE BRACKETS



**View Sign & Light**  
 10935 Kaw Drive  
 Edwardsville, KS 66111  
**913 / 529.2010**

**THE LANES**  
 Mission KS

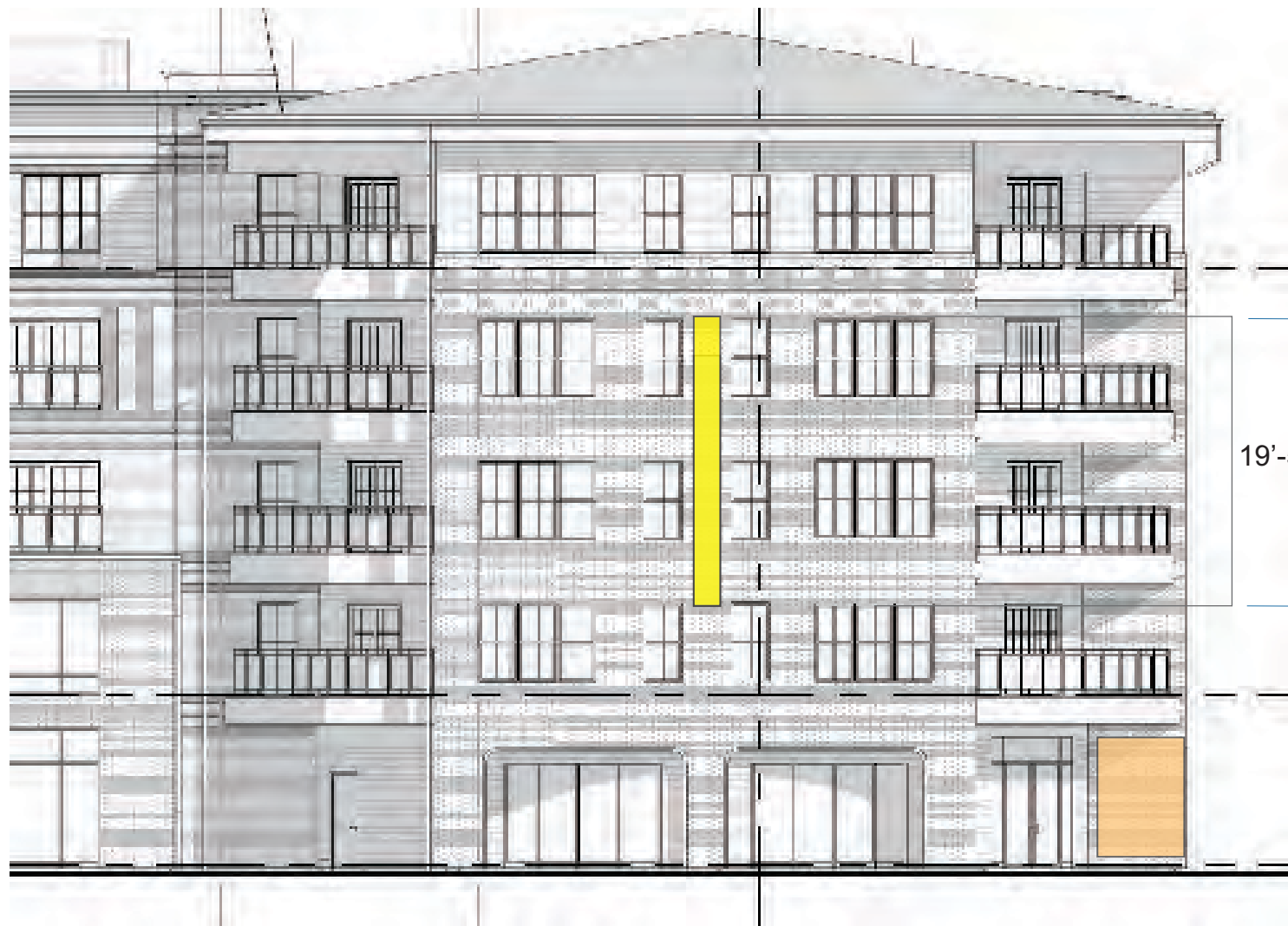
3/08/2024  
**Last Revision:** 4/30/2024  
**Drawing #:** The Lanes Blade 0324

Client Approval

Landlord Approval

**Sales Rep:**  
 DV  
**Designer:**  
 MAP





Bldg facade: 19,980sf  
 Blade height: 19'-5"  
 Blade width: 3'-3"  
 Sign Area: 63.12 (0.32%)



**NORTH BUILDING ELEVATION**


**View Sign & Light**  
 10935 Kaw Drive  
 Edwardsville, KS 66111  
**913 / 529.2010**

**THE LANES**  
 Mission KS

3/08/2024  
**Last Revision:** 3/14/2024  
**Drawing #:** The Lanes Mission 0324

- .....
- Client Approval
- .....
- Landlord Approval

**Sales Rep:**  
 DV  
**Designer:**  
 MAP





6090 Woodson St  
Mission, Kansas 66202  
913.676.8360  
www.missionks.org

### Application for Sign Permit

Business Name The Lanes at Mission Bowl

Address for Sign 5399 Martway St Business Phone ( 816 ) 988-2808

Primary Contact Banks Floodman/Sunflower Development Group Email bfloodman@sunflowerkc.com

Type of Sign  New  Alter  Temporary 'The Lanes' non-lit reverse channel letters

Wall  Monument  Projecting  Other (Describe) \_\_\_\_\_

Single Faced  Double Faced Elevation/Location North

Non-Illuminated  Illuminated Type of Illumination  Internal  Indirect

Temporary Sign Information: Duration: \_\_\_\_\_ Start Date: \_\_\_/\_\_\_/\_\_\_ End Date: \_\_\_/\_\_\_/\_\_\_

Sign Dimensions: Length: 1 ft. 4 1/4 in. Height: 7 ft. 7 1/2 in. Area: 10.33 Sq Ft.

Wall Dimensions: Length: 360 ft. 0 in. Height: 55 ft. 6 in. Area: 19,980 Sq Ft.

Setback from Property Lines: Front: \_\_\_\_\_ Side: \_\_\_\_\_ Rear: \_\_\_\_\_

Project Valuation: \$ 3,500

#### Installer Information

Sign Company Name: View Sign & Light

Applicant: Marti Palmer Sign Installer License #: 59

Mailing Address: 10935 Kaw Dr Tel. No. 913/529.2010

City: Edwardsville State: KS Zip Code: 66111

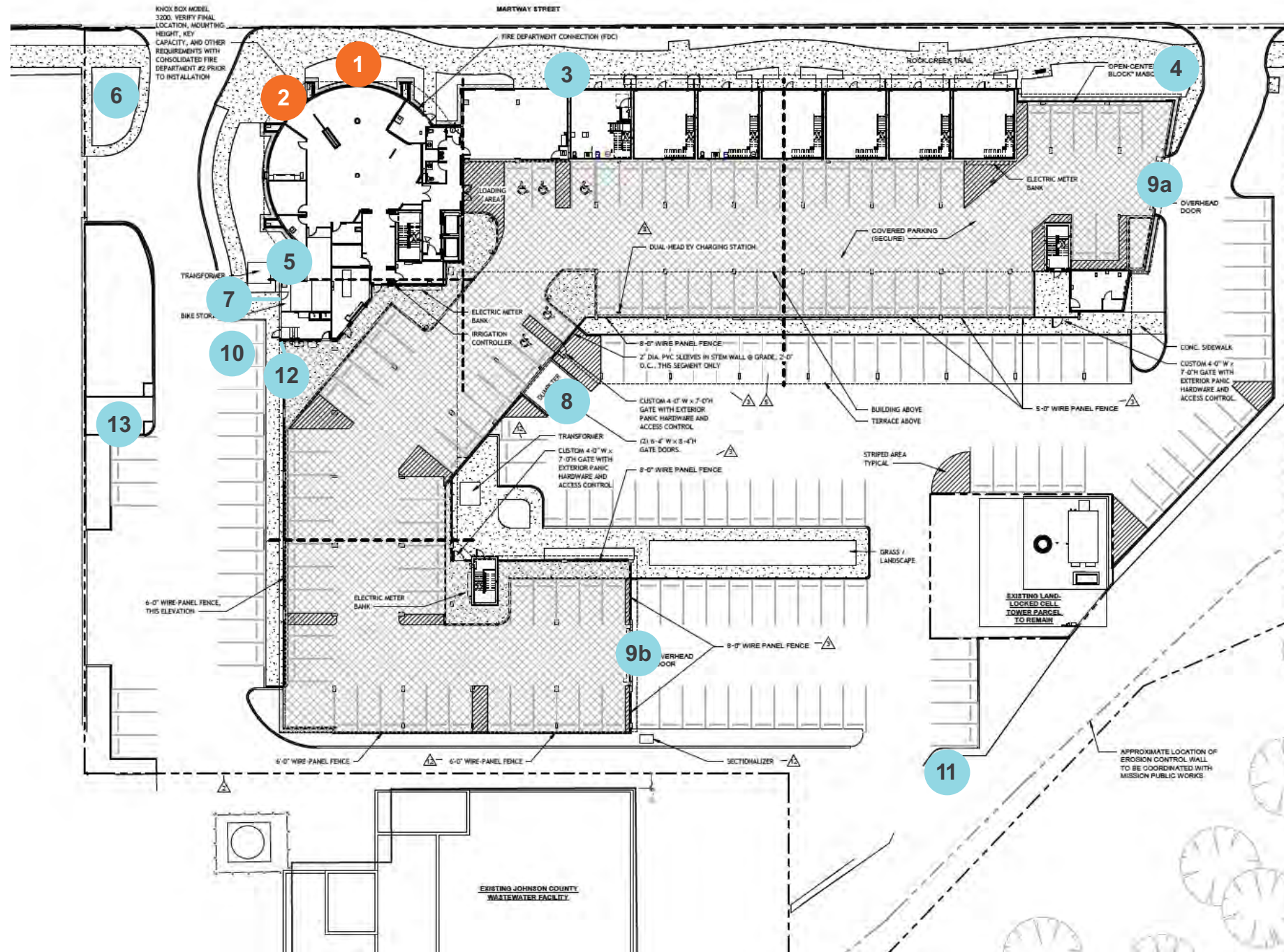
Email: mpalmer@viewsignlight.com Is Sign Company also the Installer?  Yes  No

Name of Licensed Electrical Contractor: \_\_\_\_\_

Additional Information: \_\_\_\_\_

\* All of the information provided above is true and correct to the best of my knowledge. I have read and understand the provisions of the City of Mission Sign Ordinance. I understand that if at any time it is found that provisions of the Sign Ordinance have not been met, the Sign Permit may be revoked.

Signature: [Signature] Date: 5-01-2024 I am the (circle one):  Owner  Owner's Agent



- sign type
- 1 Primary Monument - Blade Sign
  - 2 Primary Entry Signage
  - 3 Retail/Suites - Blade Sign
  - 4 Restricted Parking - Pedestal
  - 5 Fire Dept Connection (FDC)
  - 6 Pocket Fitness Park - Pedestal
  - 7 Bike Storage - Blade Sign
  - 8 Trash (Residents Only)
  - 9 (a) Resident Only Parking; (b) Exit Only
  - 10 Future Resident Parking
  - 11 Exit Only
  - 12 Paw Spa - Blade Sign
  - 13 Dog Park ID/Rules - Pedestal

- Illuminated Signage
- Non-Illuminated Signage



**View Sign & Light**  
 10935 Kaw Drive  
 Edwardsville, KS 66111  
**913 / 529.2010**

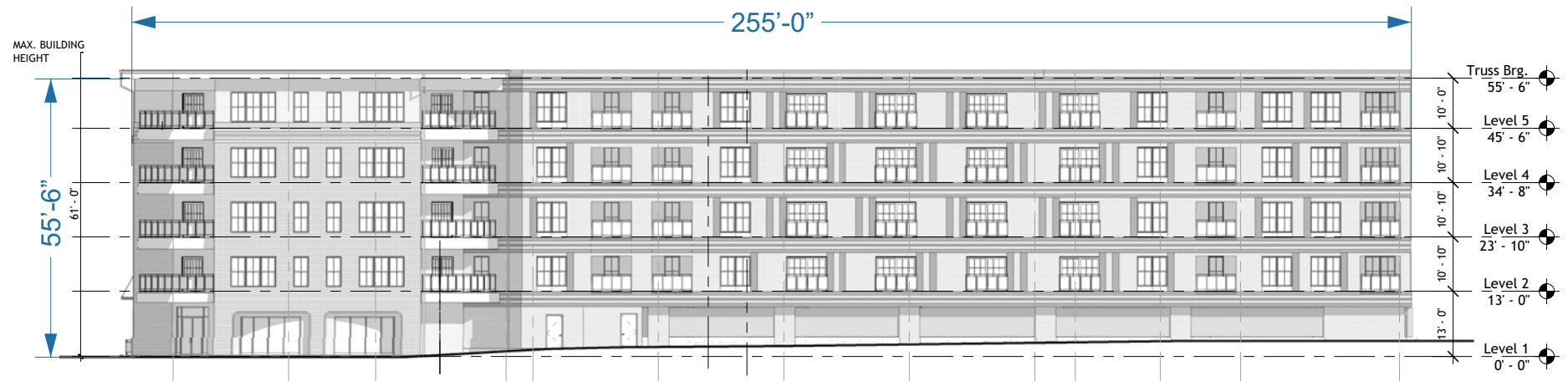
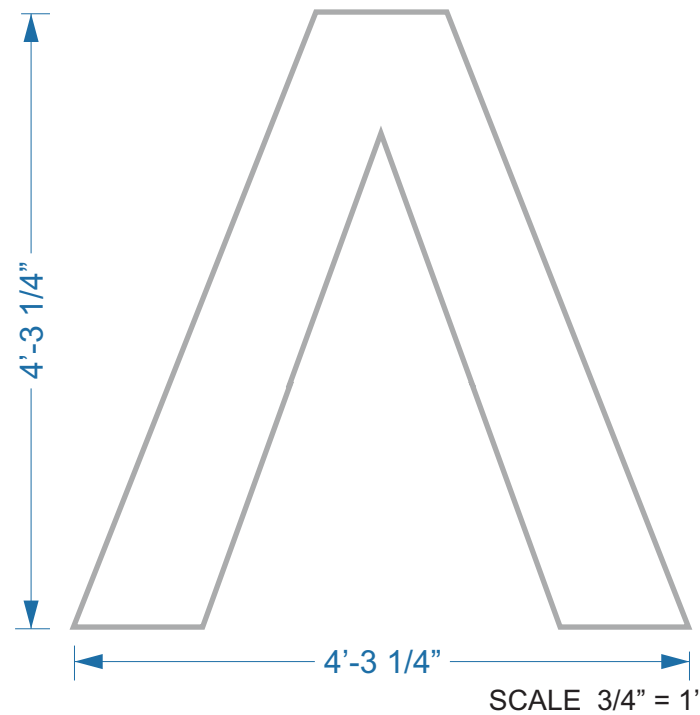
**THE LANES**  
 Mission KS

3/08/2024  
 Last Revision: 5/01/2024  
 Drawing #: The Lanes Mission 0324

- .....
- Client Approval
- .....
- Landlord Approval

**Sales Rep:**  
 DV  
**Designer:**  
 MAP

MEMBER  
  
 LISTED  

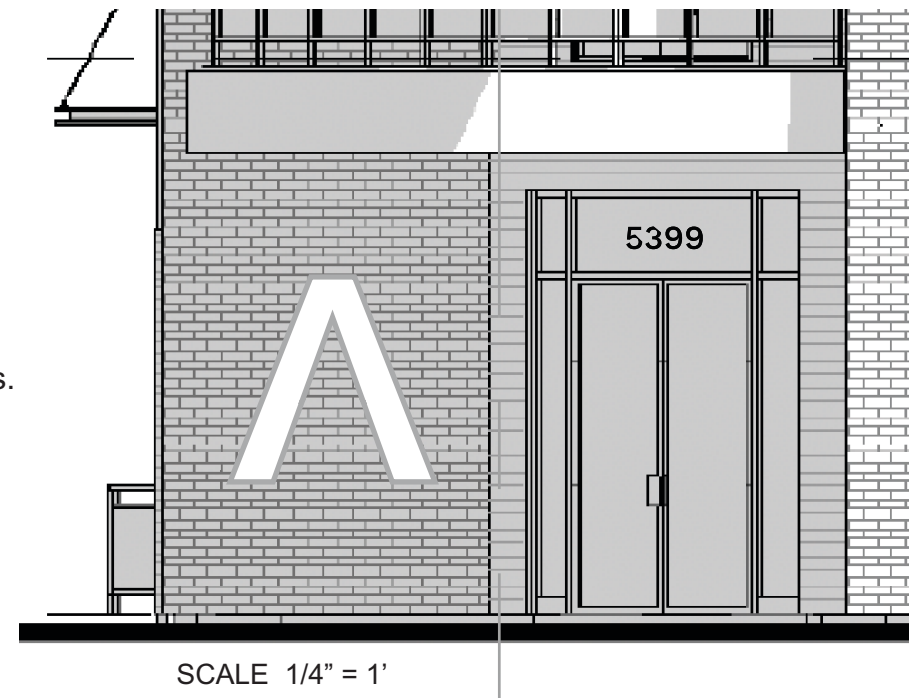



**WEST BUILDING ELEVATION**  
1/32" = 1'-0"

**Building Frontage:** 14,152.5 sr  
**Overall Sign Height:** 4'-3 1/4"  
**Overall Sign Width:** 4'-3 1/4"  
**Total Sq. Ft.:** 18.23 (0.13%)

**SCOPE OF WORK:**

- Manufacture and Install one (1) set - Channel Letters
- 3" deep, brushed stainless steel returns and trim cap.
- White acrylic faces and .050" returns.
- Illuminate with RGB lighting, so can be changed from white light to special colors during special events.
- Power supplies remotely mounted in base



**View Sign & Light**  
 10935 Kaw Drive  
 Edwardsville, KS 66111  
**913 / 529.2010**

**THE LANES**  
 Mission KS

3/08/2024  
**Last Revision:** 3/28/2024  
**Drawing #:** The Lanes Mission 0324

Client Approval  
 Landlord Approval

**Sales Rep:** DV  
**Designer:** MAP

MEMBER INTERNATIONAL SIGN ASSOCIATION  
 LISTED



6090 Woodson St  
Mission, Kansas 66202  
913.676.8360  
www.missionks.org

### Application for Sign Permit

Business Name The Lanes at Mission Bowl

Address for Sign 5399 Martway St Business Phone ( 816 ) 988-2808

Primary Contact Banks Floodman/Sunflower Development Group Email bfloodman@sunflowerkc.com

Type of Sign  New  Alter  Temporary Arrow - RGB Channel Letter

Wall  Monument  Projecting  Other (Describe) \_\_\_\_\_

Single Faced  Double Faced Elevation/Location West

Non-Illuminated  Illuminated Type of Illumination  Internal  Indirect

Temporary Sign Information: Duration: \_\_\_\_\_ Start Date: \_\_\_/\_\_\_/\_\_\_ End Date: \_\_\_/\_\_\_/\_\_\_

Sign Dimensions: Length: 4 ft. 3/4 in. Height: 4 ft. 3/4 in. Area: 18.23 Sq Ft.

Wall Dimensions: Length: 55 ft. 0 in. Height: 55 ft. 6 in. Area: 14,152.5 Sq Ft.

Setback from Property Lines: Front: \_\_\_\_\_ Side: \_\_\_\_\_ Rear: \_\_\_\_\_

Project Valuation: \$ 3,000

#### Installer Information

Sign Company Name: View Sign & Light

Applicant: Marti Palmer Sign Installer License #: 59

Mailing Address: 10935 Kaw Dr Tel. No. 913/529.2010

City: Edwardsville State: KS Zip Code: 66111

Email: mpalmer@viewsignlight.com Is Sign Company also the Installer?  Yes  No

Name of Licensed Electrical Contractor: \_\_\_\_\_

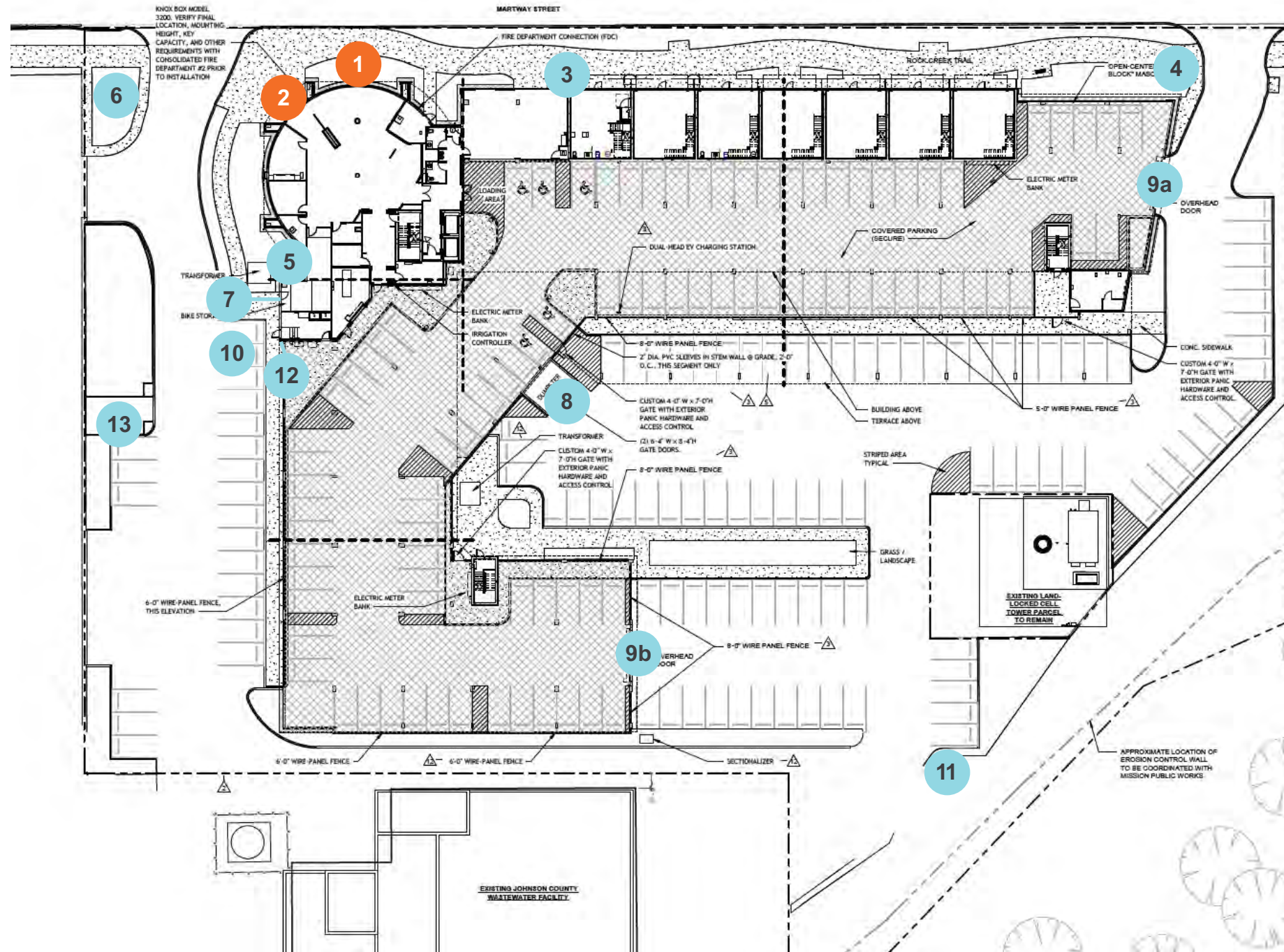
Additional Information:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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Signature: [Signature] Date: 5-01-2024 I am the (circle one):  Owner  Owner's Agent





- sign type
- 1 Primary Monument - Blade Sign
  - 2 Primary Entry Signage
  - 3 Retail/Suites - Blade Sign
  - 4 Restricted Parking - Pedestal
  - 5 Fire Dept Connection (FDC)
  - 6 Pocket Fitness Park - Pedestal
  - 7 Bike Storage - Blade Sign
  - 8 Trash (Residents Only)
  - 9 (a) Resident Only Parking; (b) Exit Only
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  - 11 Exit Only
  - 12 Paw Spa - Blade Sign
  - 13 Dog Park ID/Rules - Pedestal

- Illuminated Signage
- Non-Illuminated Signage



**View Sign & Light**  
 10935 Kaw Drive  
 Edwardsville, KS 66111  
**913 / 529.2010**

**THE LANES**  
 Mission KS

3/08/2024  
 Last Revision: 5/01/2024  
 Drawing #: The Lanes Mission 0324

- .....
- Client Approval
- .....
- Landlord Approval

**Sales Rep:**  
 DV  
**Designer:**  
 MAP

MEMBER  
  
 LISTED  


16 1/4"  
4 3/4"  
55'-6"  
7'-7 1/2"

THE  
LANES



Building Frontage: 19,980 sf  
 Overall Sign Height: 7'-7 1/2"  
 Overall Sign Width: 1'-4 1/4"  
 Total Sq. Ft.: 10.33 (0.05%)

19,980sf

Manufacture and install one (1) set of non-illuminated aluminum reverse channel letters, pin-mounted to wall. Painted Brushed Stainless Steel. Letters are 3" Deep.




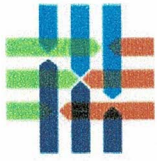
SCALE 1/4" = 1'



NORTH Elevation

SCALE 1" = 1'

 <p><b>View Sign &amp; Light</b>                  10935 Kaw Drive                  Edwardsville, KS 66111                  913 / 529.2010</p>	<p><b>THE LANES</b>                  Mission KS</p>	<p>3/08/2024                  Last Revision: 3/28/2024                  Drawing #: The Lanes Mission 0324</p>	<p>.....                  Client Approval                  .....</p> <p>.....                  Landlord Approval</p>	<p>Sales Rep:                  DV                  Designer:                  MAP</p> <p>MEMBER                  INTERNATIONAL SIGN ASSOCIATION</p> <p>UL                  LISTED</p>
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# MISSION Kansas

6090 Woodson St  
Mission, Kansas 66202  
913.676.8360  
www.missionks.org

## Application for Sign Permit

Business Name The Lanes at Mission Bowl  
Address for Sign 5399 Martway St Business Phone ( 816 ) 988-2808  
Primary Contact Banks Floodman/Sunflower Development Group Email bfloodman@sunflowerkc.com

Type of Sign  New  Alter  Temporary FDC panel sign  
 Wall  Monument  Projecting  Other (Describe) \_\_\_\_\_  
 Single Faced  Double Faced Elevation/Location West  
 Non-Illuminated  Illuminated Type of Illumination  Internal  Indirect  
Temporary Sign Information: Duration: \_\_\_\_\_ Start Date: \_\_\_/\_\_\_/\_\_\_ End Date: \_\_\_/\_\_\_/\_\_\_  
Sign Dimensions: Length: 2 ft. 0 in. Height: 1 ft. 2 in. Area: 2.33 Sq Ft.  
Wall Dimensions: Length: \_\_\_ ft. \_\_\_ in. Height: \_\_\_ ft. \_\_\_ in. Area: \_\_\_ Sq Ft.  
Setback from Property Lines: Front: \_\_\_\_\_ Side: \_\_\_\_\_ Rear: \_\_\_\_\_

Project Valuation: \$ 90

### Installer Information

Sign Company Name: View Sign & Light  
Applicant: Marti Palmer Sign Installer License #: 59  
Mailing Address: 10935 Kaw Dr Tel. No. 913/529.2010  
City: Edwardsville State: KS Zip Code: 66111  
Email: mpalmer@viewsignlight.com Is Sign Company also the Installer? Yes No

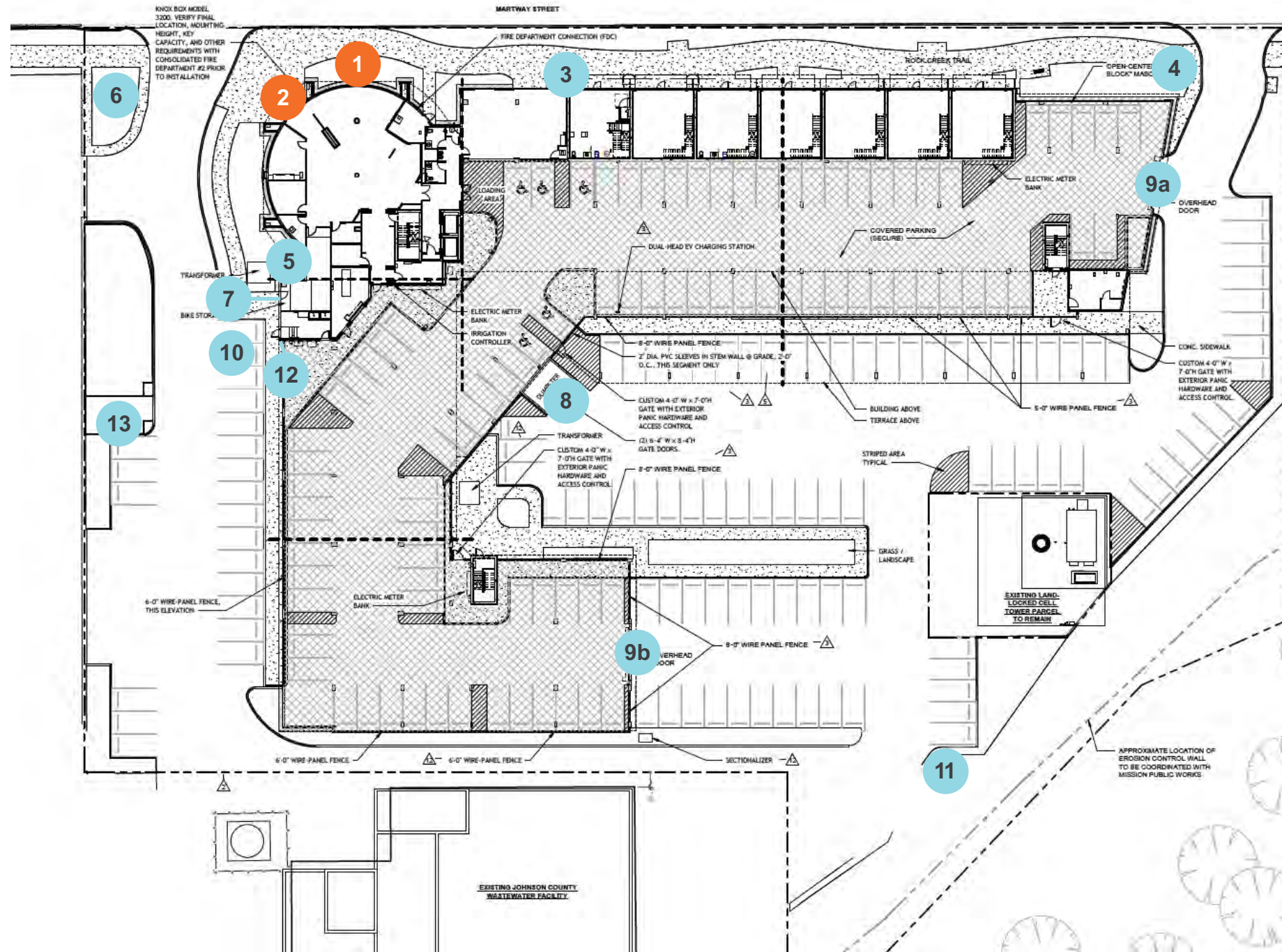
Name of Licensed Electrical Contractor: \_\_\_\_\_

Additional Information:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\* All of the information provided above is true and correct to the best of my knowledge. I have read and understand the provisions of the City of Mission Sign Ordinance. I understand that if at any time it is found that provisions of the Sign Ordinance have not been met, the Sign Permit may be revoked.

Signature: [Signature] Date: 5-01-2024 I am the (circle one): Owner Owner's Agent



- sign type
- 1 Primary Monument - Blade Sign
  - 2 Primary Entry Signage
  - 3 Retail/Suites - Blade Sign
  - 4 Restricted Parking - Pedestal
  - 5 Fire Dept Connection (FDC)
  - 6 Pocket Fitness Park - Pedestal
  - 7 Bike Storage - Blade Sign
  - 8 Trash (Residents Only)
  - 9 (a) Resident Only Parking; (b) Exit Only
  - 10 Future Resident Parking
  - 11 Exit Only
  - 12 Paw Spa - Blade Sign
  - 13 Dog Park ID/Rules - Pedestal

- Illuminated Signage
- Non-Illuminated Signage



**View Sign & Light**  
 10935 Kaw Drive  
 Edwardsville, KS 66111  
**913 / 529.2010**

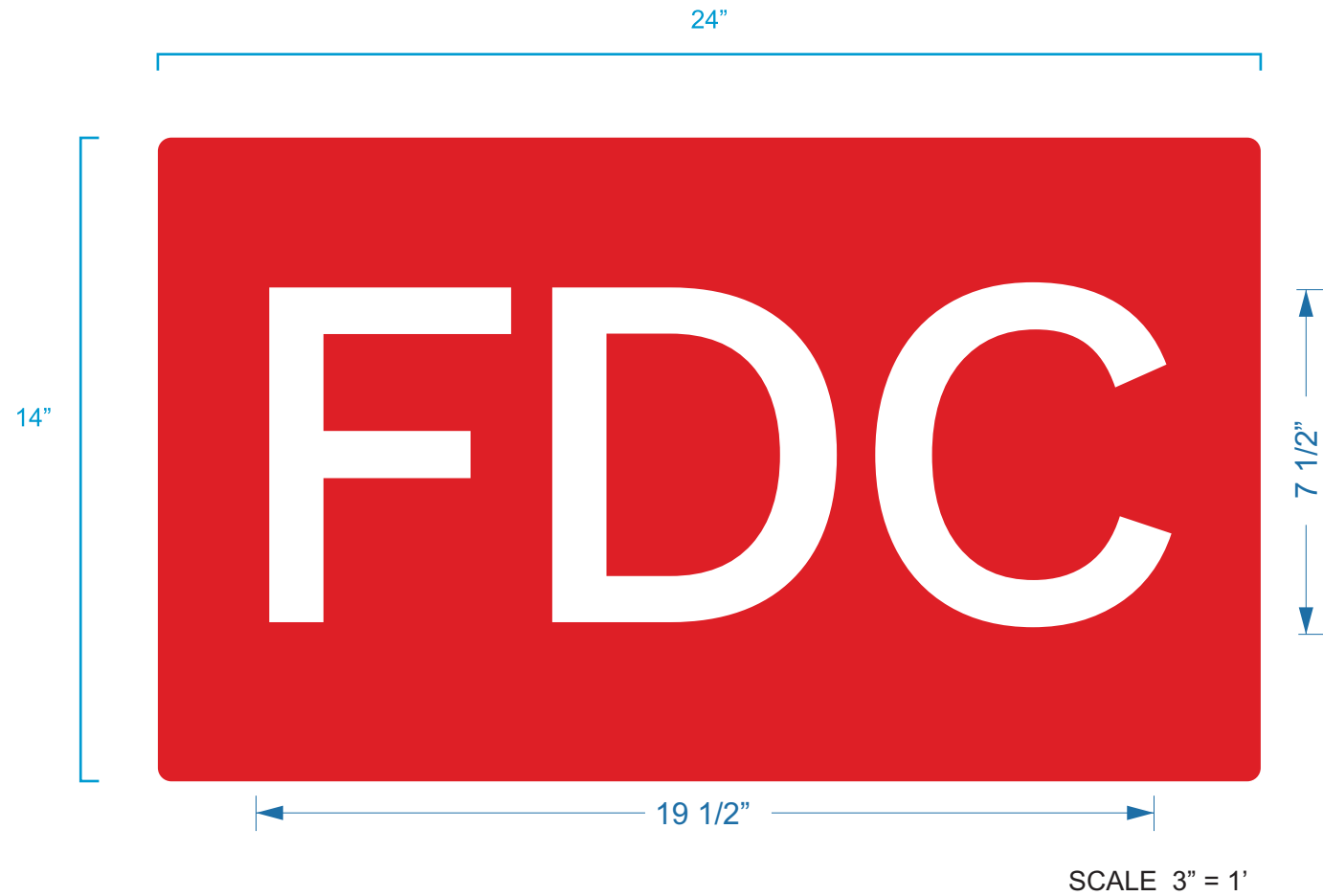
**THE LANES**  
 Mission KS

3/08/2024  
 Last Revision: 5/01/2024  
 Drawing #: The Lanes Mission 0324

- .....
- Client Approval
- .....
- Landlord Approval

**Sales Rep:**  
 DV  
**Designer:**  
 MAP

MEMBER  
  
 LISTED  

**SCOPE OF WORK**

- Manufacture and install single-sided ACM panel.
- White vinyl graphics on red panel
- Radius edges.

**View Sign & Light**  
10935 Kaw Drive  
Edwardsville, KS 66111  
**913 / 529.2010**

**THE LANES**  
Mission KS

3/08/2024  
**Last Revision:** 3/28/2024  
**Drawing #:** The Lanes Mission 0324

- -----  
Client Approval
- -----  
Landlord Approval

**Sales Rep:**  
DV  
**Designer:**  
MAP





6090 Woodson St  
Mission, Kansas 66202  
913.676.8360  
www.missionks.org

### Application for Sign Permit

Business Name The Lanes at Mission Bowl

Address for Sign 5399 Martway St Business Phone ( 816 ) 988-2808

Primary Contact Banks Floodman/Sunflower Development Group Email bfloodman@sunflowerkc.com

Type of Sign  New  Alter  Temporary 4 Free Standing Directionals

Wall  Monument  Projecting  Other (Describe) freestanding directionals

Single Faced  Double Faced Elevation/Location \_\_\_\_\_

Non-Illuminated  Illuminated Type of Illumination  Internal  Indirect

Temporary Sign Information: Duration: \_\_\_\_\_ Start Date: \_\_\_/\_\_\_/\_\_\_ End Date: \_\_\_/\_\_\_/\_\_\_

Sign Dimensions: Length: 2 ft. 4 in. Height: 4 ft. 0 in. Area: 9.32 Sq Ft. each

Wall Dimensions: Length: \_\_\_ ft. \_\_\_ in. Height: \_\_\_ ft. \_\_\_ in. Area: \_\_\_ Sq Ft.

Setback from Property Lines: Front: \_\_\_\_\_ Side: \_\_\_\_\_ Rear: \_\_\_\_\_

Project Valuation: \$ 7,000

#### Installer Information

Sign Company Name: View Sign & Light

Applicant: Marti Palmer Sign Installer License #: 59

Mailing Address: 10935 Kaw Dr Tel. No. 913/529.2010

City: Edwardsville State: KS Zip Code: 66111

Email: mpalmer@viewsignlight.com Is Sign Company also the Installer?  Yes  No

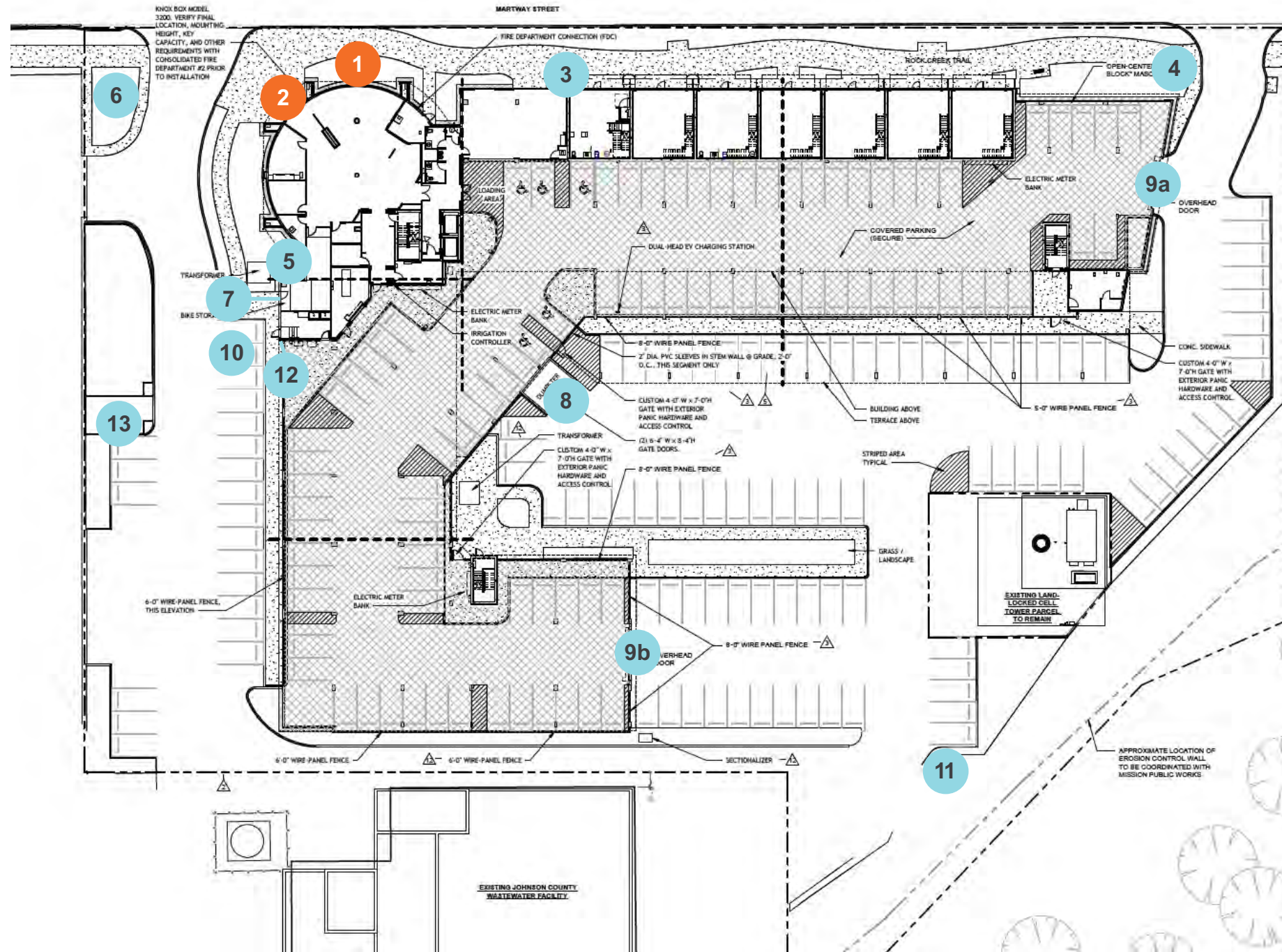
Name of Licensed Electrical Contractor: \_\_\_\_\_

Additional Information:

① Exit Only ② Fitness Park ③ Dog Park ④ Restricted Parking

\* All of the information provided above is true and correct to the best of my knowledge. I have read and understand the provisions of the City of Mission Sign Ordinance. I understand that if at any time it is found that provisions of the Sign Ordinance have not been met, the Sign Permit may be revoked.

Signature: [Signature] Date: 5-01-2024 I am the (circle one):  Owner  Owner's Agent



- sign type
- 1 Primary Monument - Blade Sign
  - 2 Primary Entry Signage
  - 3 Retail/Suites - Blade Sign
  - 4 Restricted Parking - Pedestal
  - 5 Fire Dept Connection (FDC)
  - 6 Pocket Fitness Park - Pedestal
  - 7 Bike Storage - Blade Sign
  - 8 Trash (Residents Only)
  - 9 (a) Resident Only Parking; (b) Exit Only
  - 10 Future Resident Parking
  - 11 Exit Only
  - 12 Paw Spa - Blade Sign
  - 13 Dog Park ID/Rules - Pedestal

- Illuminated Signage
- Non-Illuminated Signage



**View Sign & Light**  
 10935 Kaw Drive  
 Edwardsville, KS 66111  
**913 / 529.2010**

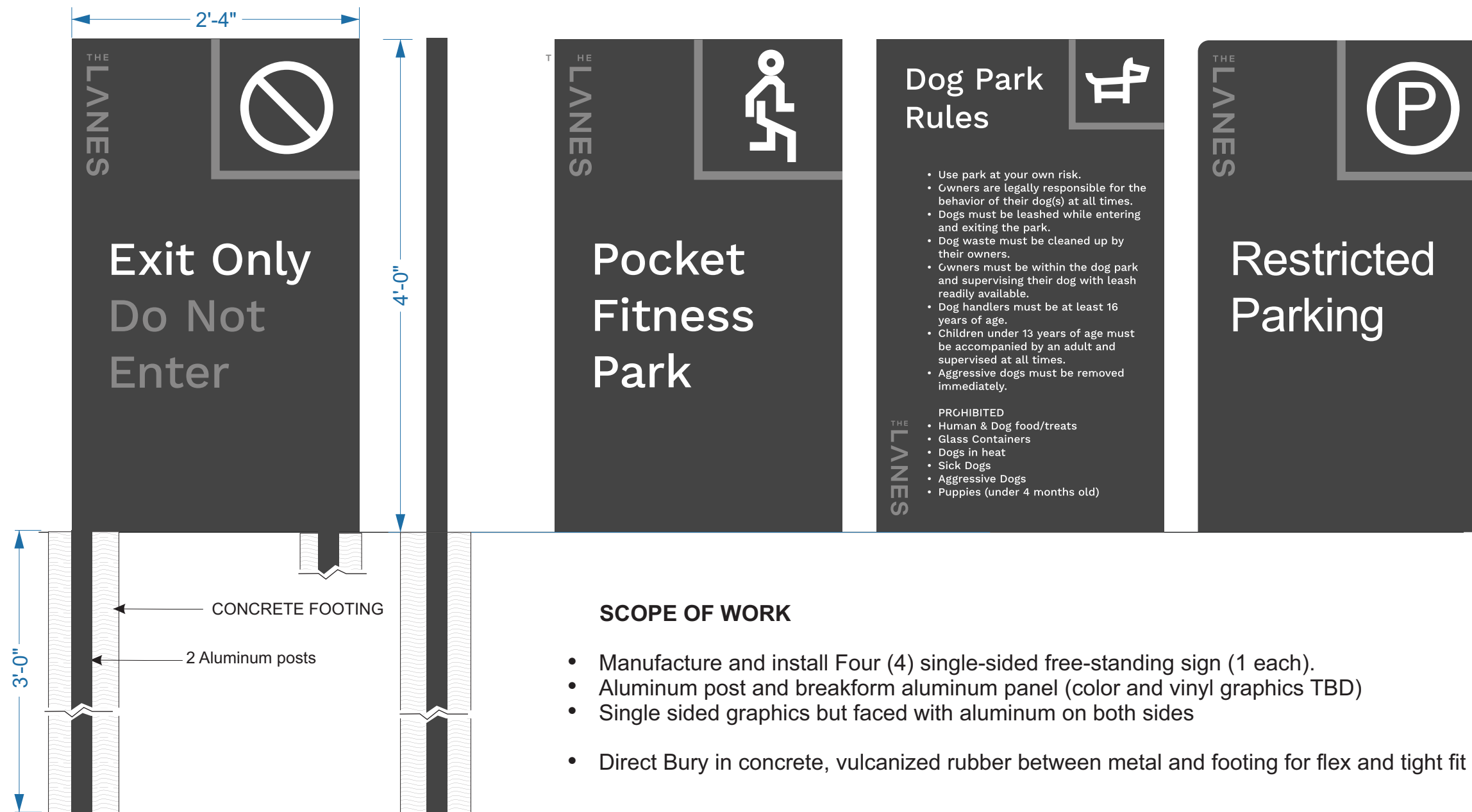
**THE LANES**  
 Mission KS

3/08/2024  
 Last Revision: 5/01/2024  
 Drawing #: The Lanes Mission 0324

- .....
- Client Approval
- .....
- Landlord Approval




**Sales Rep:**  
 DV  
**Designer:**  
 MAP

MEMBER  
  
 LISTED  

**SCOPE OF WORK**

- Manufacture and install Four (4) single-sided free-standing sign (1 each).
- Aluminum post and breakform aluminum panel (color and vinyl graphics TBD)
- Single sided graphics but faced with aluminum on both sides
- Direct Bury in concrete, vulcanized rubber between metal and footing for flex and tight fit

 <p><b>View Sign &amp; Light</b> 10935 Kaw Drive Edwardsville, KS 66111 <b>913 / 529.2010</b></p>	<p><b>THE LANES</b> Mission KS</p>	<p>3/08/2024 <b>Last Revision:</b> 5/01/2024 <b>Drawing #:</b> The Lanes Mission 0324</p>	<p>..... Client Approval ..... Landlord Approval</p>	<p><b>Sales Rep:</b> DV <b>Designer:</b> MAP</p> <p>MEMBER INTERNATIONAL SIGN ASSOCIATION  </p>
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6090 Woodson St  
Mission, Kansas 66202  
913.676.8360  
www.missionks.org

### Application for Sign Permit

Business Name The Lanes at Mission Bowl

Address for Sign 5399 Martway St Business Phone ( 816 ) 988-2808

Primary Contact Banks Floodman/Sunflower Development Group Email bfloodman@sunflowerkc.com

Type of Sign  New  Alter  Temporary Trash panel sign

Wall  Monument  Projecting  Other (Describe) \_\_\_\_\_

Single Faced  Double Faced Elevation/Location on trash area door

Non-Illuminated  Illuminated Type of Illumination  Internal  Indirect

Temporary Sign Information: Duration: \_\_\_\_\_ Start Date: \_\_\_/\_\_\_/\_\_\_ End Date: \_\_\_/\_\_\_/\_\_\_

Sign Dimensions: Length: 2 ft. 3 in. Height: 3 ft. 0 in. Area: 6-75 Sq Ft.

Wall Dimensions: Length: \_\_\_ ft. \_\_\_ in. Height: \_\_\_ ft. \_\_\_ in. Area: \_\_\_ Sq Ft.

Setback from Property Lines: Front: \_\_\_\_\_ Side: \_\_\_\_\_ Rear: \_\_\_\_\_

Project Valuation: \$ 200

#### Installer Information

Sign Company Name: View Sign & Light

Applicant: Marti Palmer Sign Installer License #: 59

Mailing Address: 10935 Kaw Dr Tel. No. 913/529.2010

City: Edwardsville State: KS Zip Code: 66111

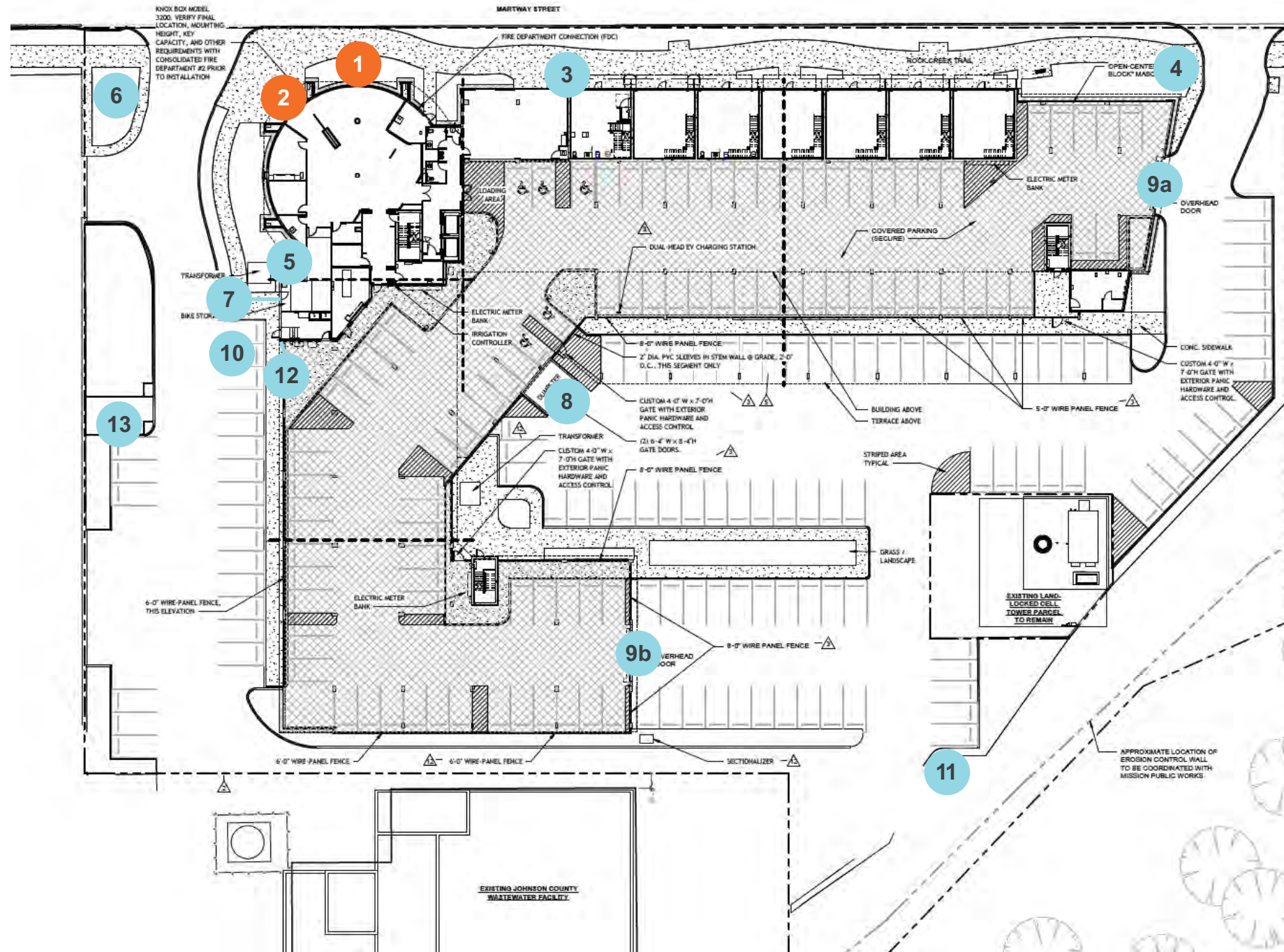
Email: mpalmer@viewsignlight.com Is Sign Company also the Installer?  Yes  No

Name of Licensed Electrical Contractor: \_\_\_\_\_

Additional Information:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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Signature: [Signature] Date: 5-01-2024 I am the (circle one):  Owner  Owner's Agent



- sign type
- 1 Primary Monument - Blade Sign
  - 2 Primary Entry Signage
  - 3 Retail/Suites - Blade Sign
  - 4 Restricted Parking - Pedestal
  - 5 Fire Dept Connection (FDC)
  - 6 Pocket Fitness Park - Pedestal
  - 7 Bike Storage - Blade Sign
  - 8 Trash (Residents Only)**
  - 9 (a) Resident Only Parking; (b) Exit Only
  - 10 Future Resident Parking
  - 11 Exit Only
  - 12 Paw Spa - Blade Sign
  - 13 Dog Park ID/Rules - Pedestal

- Illuminated Signage
- Non-Illuminated Signage



**View Sign & Light**  
 10935 Kaw Drive  
 Edwardsville, KS 66111  
**913 / 529.2010**

**THE LANES**  
 Mission KS

3/08/2024  
 Last Revision: 5/01/2024  
 Drawing #: The Lanes Mission 0324

- .....
- Client Approval
- .....
- Landlord Approval

**Sales Rep:**  
 DV  
**Designer:**  
 MAP


MEMBER  
  
 LISTED  




SCALE 1:8

**SCOPE OF WORK**

- Manufacture and install single-sided aluminum panel.
- Paint and vinyl colors TBD
- Radius edges
- Mount to trash area door(s) with hidden mounting bracket

 <p><b>View Sign &amp; Light</b> 10935 Kaw Drive Edwardsville, KS 66111 <b>913 / 529.2010</b></p>	<p><b>THE LANES</b> Mission KS</p>	<p>3/08/2024 <b>Last Revision:</b> 3/28/2024 <b>Drawing #:</b> The Lanes Mission 0324</p>	<p>..... Client Approval ..... Landlord Approval</p>	<p><b>Sales Rep:</b> DV <b>Designer:</b> MAP</p> <p>MEMBER INTERNATIONAL SIGN ASSOCIATION</p> <p>UL LISTED</p>
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6090 Woodson St  
Mission, Kansas 66202  
913.676.8360  
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### Application for Sign Permit

Business Name The Lanes at Mission Bowl

Address for Sign 5399 Martway St Business Phone ( 816 ) 988-2808

Primary Contact Banks Floodman/Sunflower Development Group Email bfloodman@sunflowerkc.com

Type of Sign  New  Alter  Temporary 2 Parking Garage Signs

Wall  Monument  Projecting  Other (Describe) + garage clearance bar

Single Faced  Double Faced Elevation/Location East

Non-Illuminated  Illuminated Type of Illumination  Internal  Indirect

Temporary Sign Information: Duration: \_\_\_\_\_ Start Date: \_\_\_/\_\_\_/\_\_\_ End Date: \_\_\_/\_\_\_/\_\_\_

Sign Dimensions: Length: 12 ft. 0 in. Height: 1 ft. 6 in. Area: 18 Sq Ft. ea

Wall Dimensions: Length: \_\_\_ ft. \_\_\_ in. Height: \_\_\_ ft. \_\_\_ in. Area: \_\_\_ Sq Ft.

Setback from Property Lines: Front: \_\_\_\_\_ Side: \_\_\_\_\_ Rear: \_\_\_\_\_

Project Valuation: \$ 4,000

#### Installer Information

Sign Company Name: View Sign & Light

Applicant: Marti Palmer Sign Installer License #: 59

Mailing Address: 10935 Kaw Dr Tel. No. 913/529.2010

City: Edwardsville State: KS Zip Code: 66111

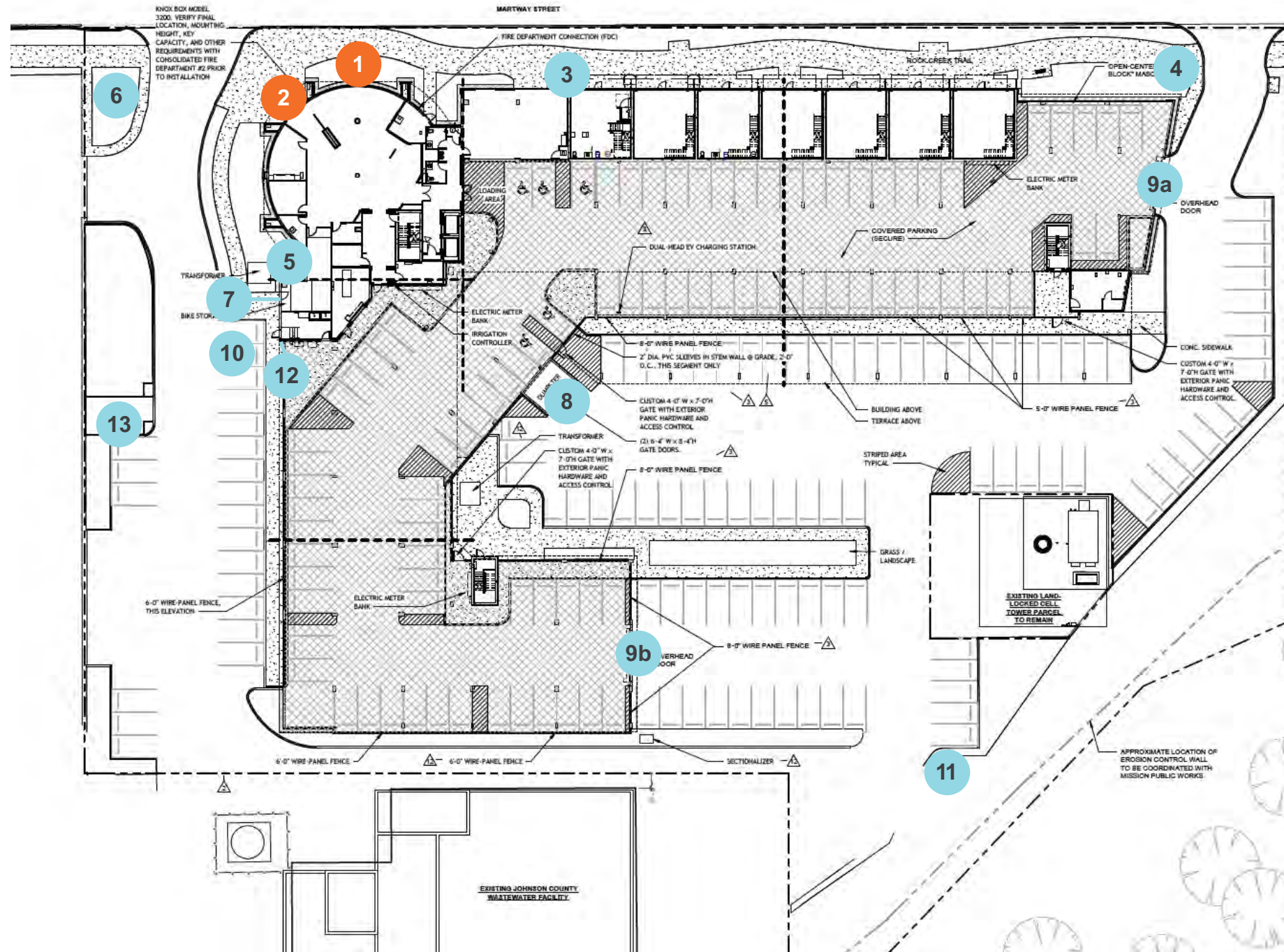
Email: mpalmer@viewsignlight.com Is Sign Company also the Installer?  Yes  No

Name of Licensed Electrical Contractor: \_\_\_\_\_

Additional Information:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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- sign type
- 1 Primary Monument - Blade Sign
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  - 6 Pocket Fitness Park - Pedestal
  - 7 Bike Storage - Blade Sign
  - 8 Trash (Residents Only)
  - 9 (a) Resident Only Parking; (b) Exit Only
  - 10 Future Resident Parking
  - 11 Exit Only
  - 12 Paw Spa - Blade Sign
  - 13 Dog Park ID/Rules - Pedestal

- Illuminated Signage
- Non-Illuminated Signage



**View Sign & Light**  
 10935 Kaw Drive  
 Edwardsville, KS 66111  
**913 / 529.2010**

**THE LANES**  
 Mission KS

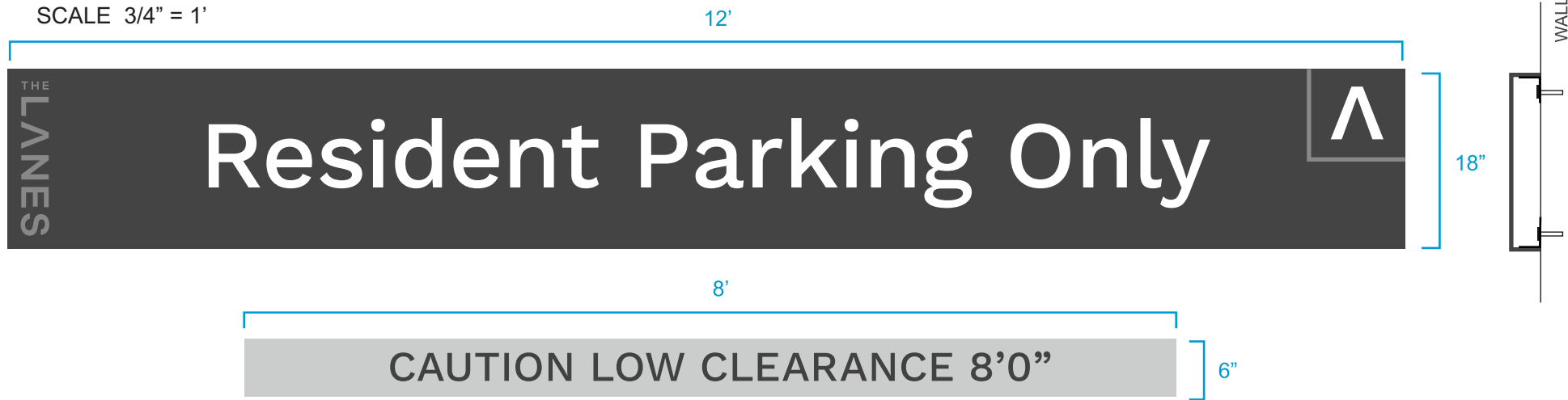
3/08/2024  
 Last Revision: 5/01/2024  
 Drawing #: The Lanes Mission 0324

- .....
- Client Approval
- .....
- Landlord Approval

**Sales Rep:**  
 DV  
**Designer:**  
 MAP

MEMBER  
  
 LISTED  


SCALE 3/4" = 1'



**SCOPE OF WORK**

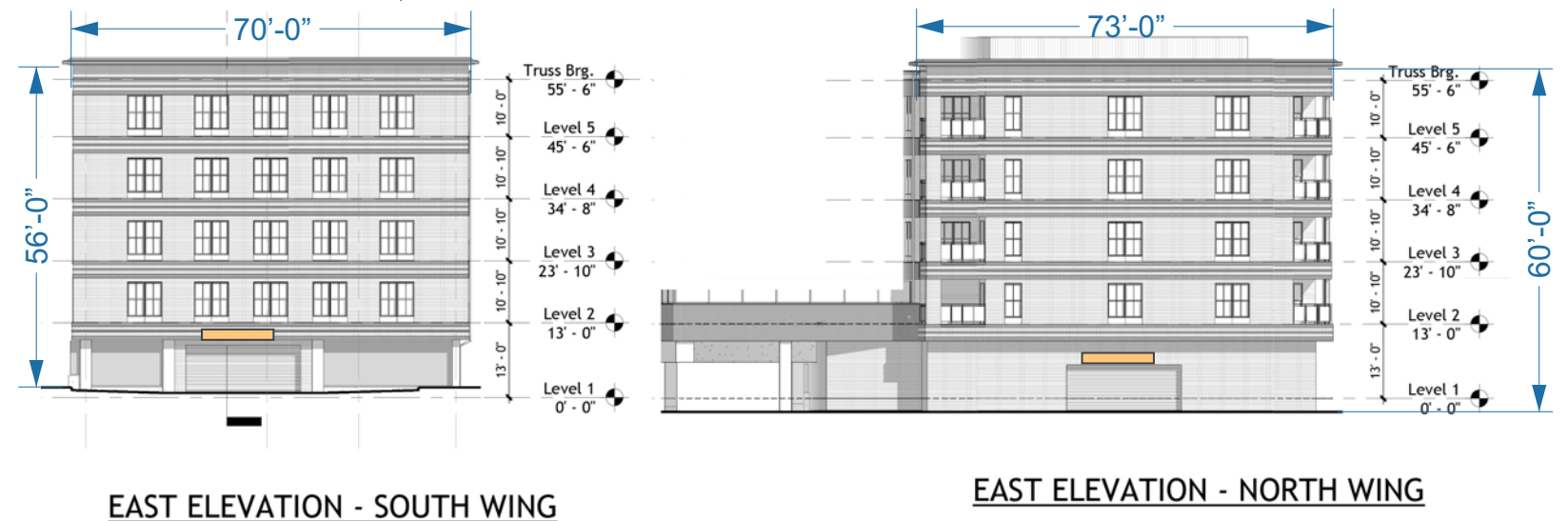
- Manufacture and install single-sided aluminum pan, (1) each at Parking Entry and Exit.
- Paint and vinyl colors TBD.
- 2" deep
- Mount with angle behind pan mounting bracket.
- Manufacture and install Crash Bar at Parking Entry only. 6 PVC tube with capped ends. Painted light grey with Black vinyl decoration.

SCALE 3/4" = 1'



**East Elev - Exit / South Wing**  
 Building Frontage: 3,920 sf  
 Overall Sign Height: 1'-6"  
 Overall Sign Width: 12'-0"  
 Total Sq. Ft.: 18 (0.46%)

**East Elev - Entry / North Wing**  
 Building Frontage: 4,380 sf  
 Overall Sign Height: 1'-6"  
 Overall Sign Width: 12'-0"  
 Total Sq. Ft.: 18 (0.41%)



**View Sign & Light**  
 10935 Kaw Drive  
 Edwardsville, KS 66111  
**913 / 529.2010**

**THE LANES**  
 Mission KS

3/08/2024  
**Last Revision:** 5/01/2024  
**Drawing #:** The Lanes Mission 0324

- Client Approval
- Landlord Approval

**Sales Rep:**  
 DV  
**Designer:**  
 MAP

MEMBER INTERNATIONAL SIGN ASSOCIATION

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Mission, Kansas 66202  
913.676.8360  
www.missionks.org

### Application for Sign Permit

Business Name The Lanes at Mission Bowl

Address for Sign 5399 Martway St Business Phone ( 816 ) 988-2808

Primary Contact Banks Floodman/Sunflower Development Group Email bfloodman@sunflowerkc.com

Type of Sign  New  Alter  Temporary 3 Future Resident Parking signs

Wall  Monument  Projecting  Other (Describe) freestanding

Single Faced  Double Faced Elevation/Location West

Non-Illuminated  Illuminated Type of Illumination  Internal  Indirect

Temporary Sign Information: Duration: \_\_\_\_\_ Start Date: \_\_\_/\_\_\_/\_\_\_ End Date: \_\_\_/\_\_\_/\_\_\_

Sign Dimensions: Length: 1 ft. 1/2 in. Height: 1 ft. 6 in. Area: 1.69 Sq Ft. on 4 ft wide  
each

Wall Dimensions: Length: \_\_\_\_\_ ft. \_\_\_\_\_ in. Height: \_\_\_\_\_ ft. \_\_\_\_\_ in. Area: \_\_\_\_\_ Sq Ft.

Setback from Property Lines: Front: \_\_\_\_\_ Side: \_\_\_\_\_ Rear: \_\_\_\_\_

Project Valuation: \$ 600

#### Installer Information

Sign Company Name: View Sign & Light

Applicant: Marti Palmer Sign Installer License #: 59

Mailing Address: 10935 Kaw Dr Tel. No. 913/529.2010

City: Edwardsville State: KS Zip Code: 66111

Email: mpalmer@viewsignlight.com Is Sign Company also the Installer?  Yes  No

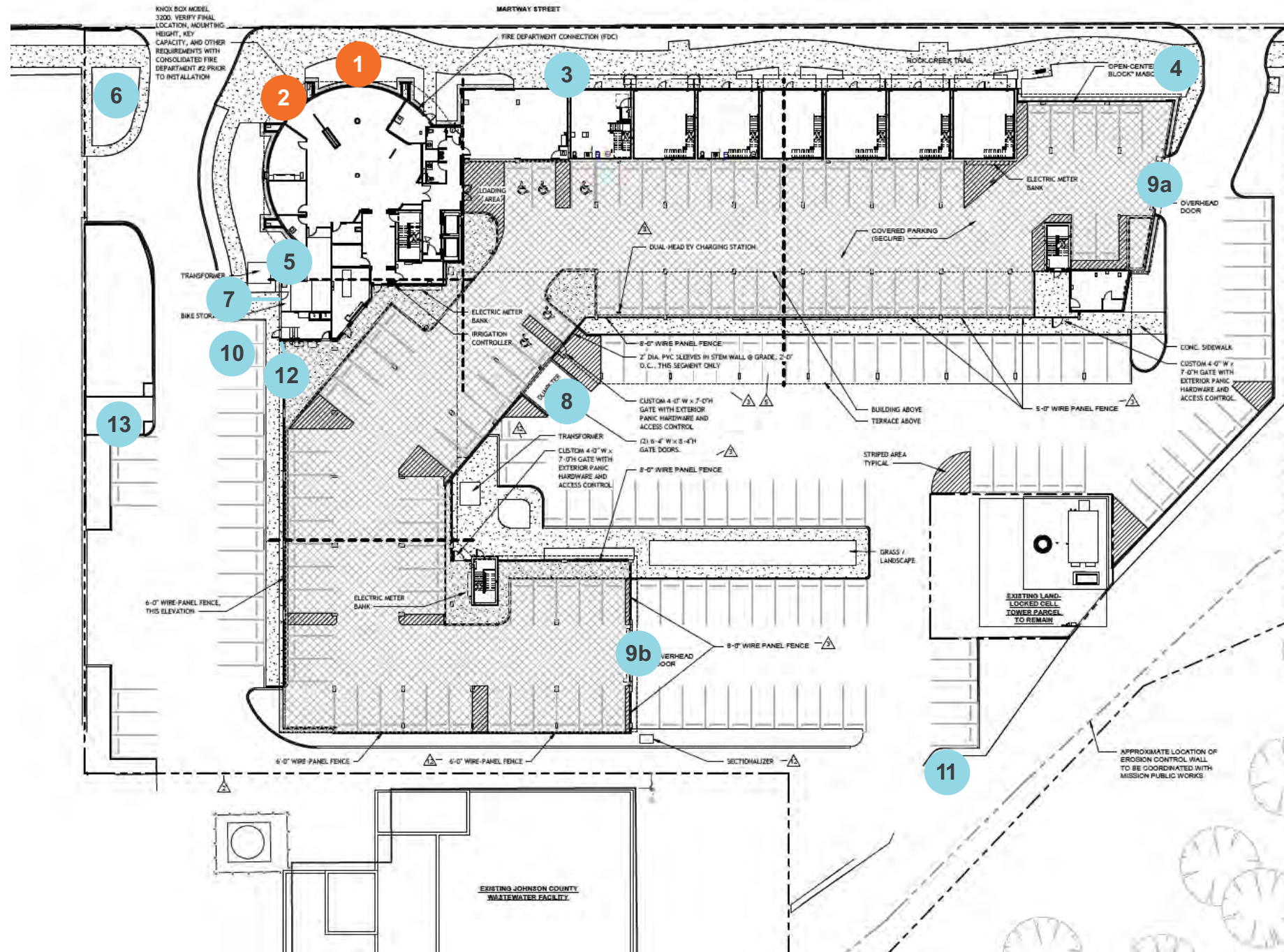
Name of Licensed Electrical Contractor: \_\_\_\_\_

Additional Information:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\* All of the information provided above is true and correct to the best of my knowledge. I have read and understand the provisions of the City of Mission Sign Ordinance. I understand that if at any time it is found that provisions of the Sign Ordinance have not been met, the Sign Permit may be revoked.

Signature: [Signature] Date: 5-01-2024 I am the (circle one):  Owner  Owner's Agent



- sign type
- 1 Primary Monument - Blade Sign
  - 2 Primary Entry Signage
  - 3 Retail/Suites - Blade Sign
  - 4 Restricted Parking - Pedestal
  - 5 Fire Dept Connection (FDC)
  - 6 Pocket Fitness Park - Pedestal
  - 7 Bike Storage - Blade Sign
  - 8 Trash (Residents Only)
  - 9 (a) Resident Only Parking; (b) Exit Only
  - 10 Future Resident Parking
  - 11 Exit Only
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  - 13 Dog Park ID/Rules - Pedestal

- Illuminated Signage
- Non-Illuminated Signage



**View Sign & Light**  
 10935 Kaw Drive  
 Edwardsville, KS 66111  
**913 / 529.2010**

**THE LANES**  
 Mission KS

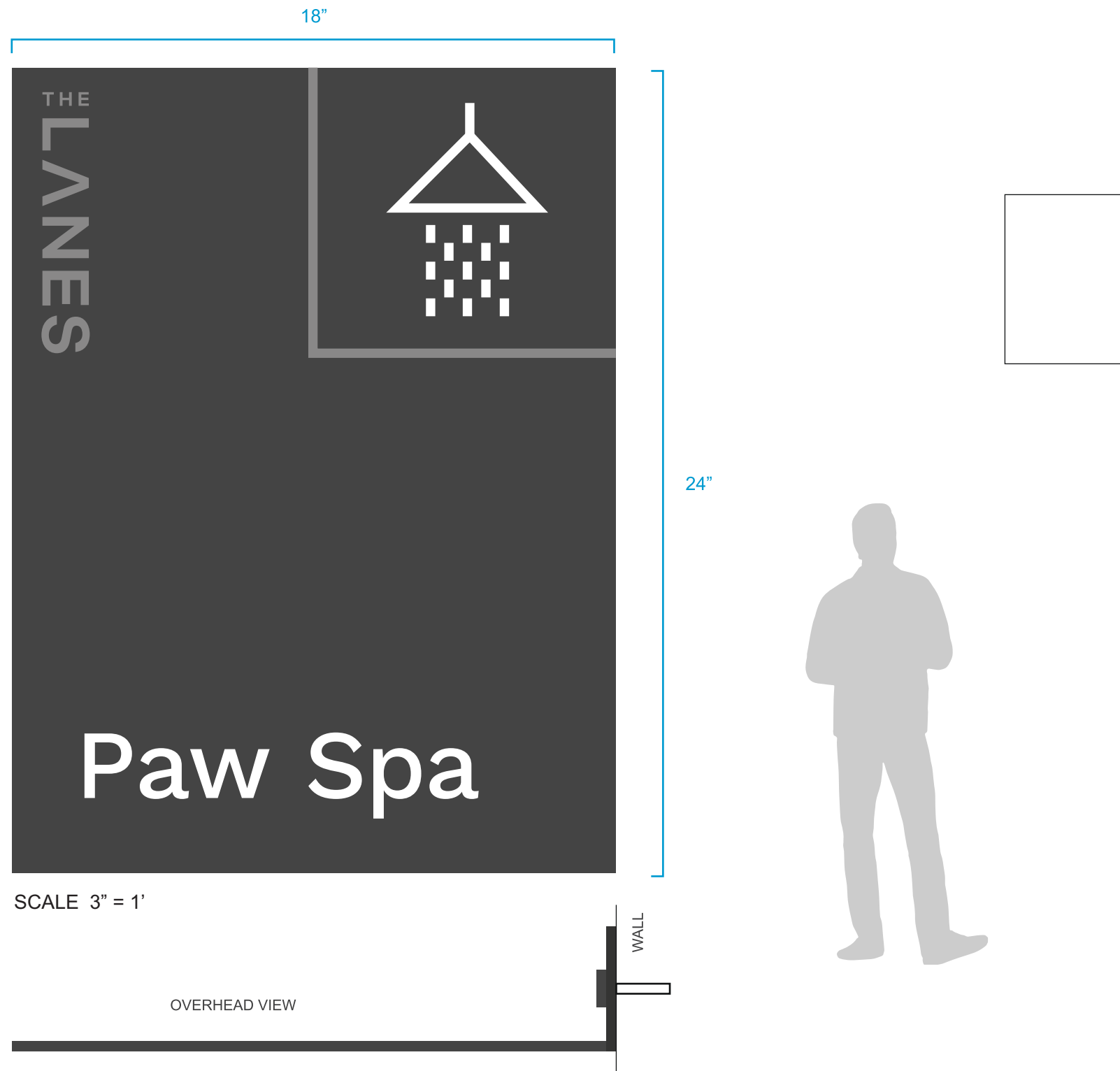
3/08/2024  
 Last Revision: 5/01/2024  
 Drawing #: The Lanes Mission 0324

- .....
- Client Approval
- .....
- Landlord Approval

**Sales Rep:**  
 DV  
**Designer:**  
 MAP

MEMBER  
  
 LISTED  



Manufacture and install one (1) Blade Sign

- 1/4" aluminum painted dark Grey (color TBD) with white and grey vinyl graphics
- Mount as illustrated - Bottom of sign to be flush with opening of doorway
- Use non-corrosive fasteners painted to match sign
- Non-Illuminated

**View Sign & Light**  
 10935 Kaw Drive  
 Edwardsville, KS 66111  
**913 / 529.2010**

**THE LANES**  
 Mission KS

3/08/2024

Last Revision: 3/28/2024

Drawing #: The Lanes Mission 0324

.....  
 Client Approval

.....  
 Landlord Approval

Sales Rep:  
 DV  
 Designer:  
 MAP



24"

18"



SCALE 3" = 1'

OVERHEAD VIEW



WALL

Manufacture and install one (1) Blade Signs

- 1/4" aluminum painted dark Grey (color TBD) with white and grey vinyl graphics
- Mount as illustrated - Bottom of sign to be flush with opening of doorway
- Use non-corrosive fasteners painted to match sign
- Non-Illuminated

Qty: 1 (Leasing Office)



**View Sign & Light**  
10935 Kaw Drive  
Edwardsville, KS 66111  
**913 / 529.2010**

**THE LANES**  
Mission KS

3/08/2024

Last Revision: 3/28/2024

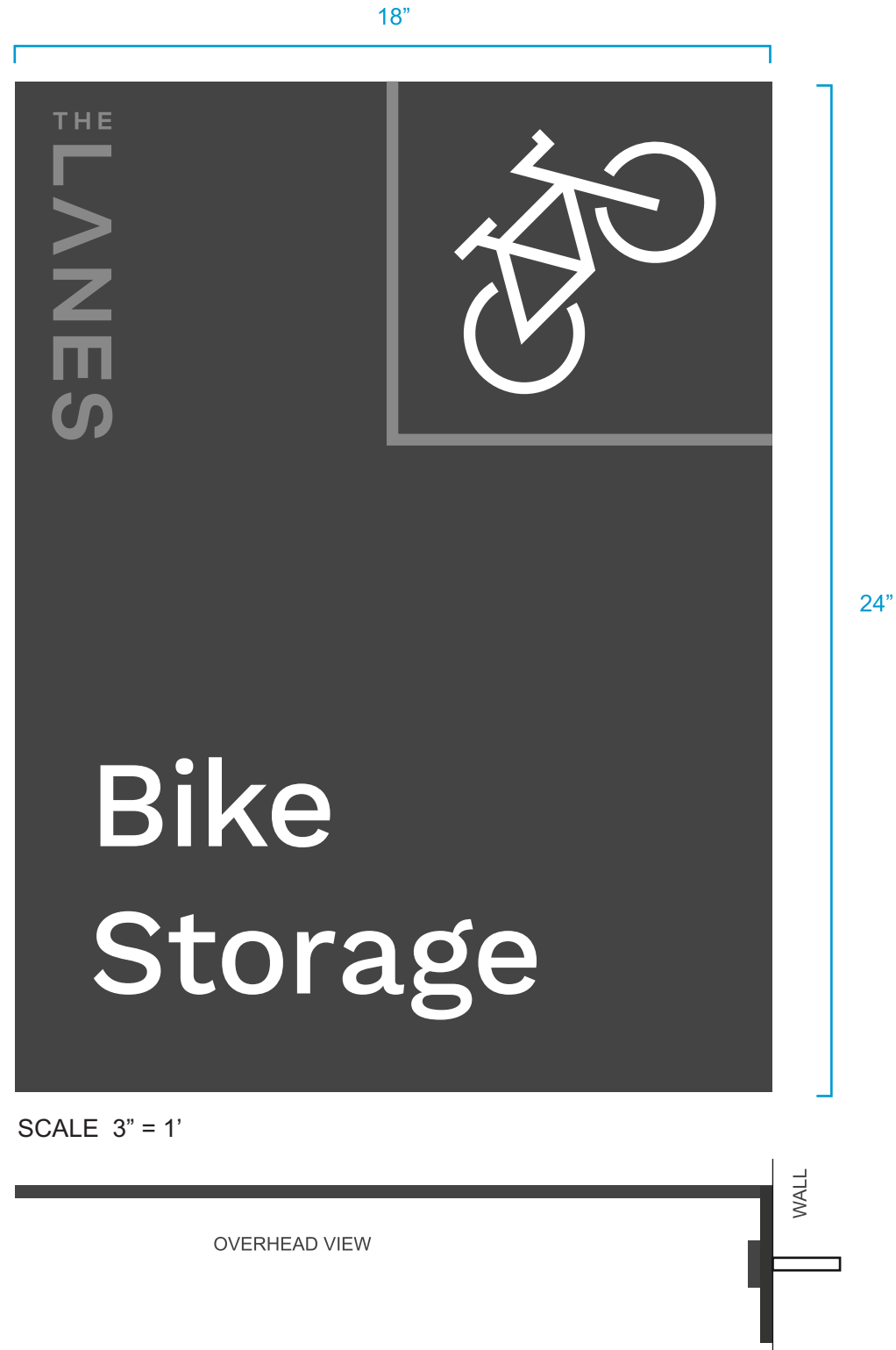
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.....  
Client Approval

.....  
Landlord Approval

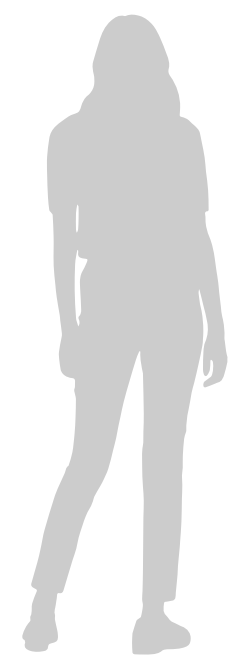
**Sales Rep:**  
DV  
**Designer:**  
MAP






Manufacture and install one (1) Blade Sign

- 1/4" aluminum painted dark Grey (color TBD) with white and grey vinyl graphics
- Mount as illustrated - Bottom of sign to be flush with opening of doorway
- Use non-corrosive fasteners painted to match sign
- Non-Illuminated



 <p><b>View Sign &amp; Light</b> 10935 Kaw Drive Edwardsville, KS 66111 <b>913 / 529.2010</b></p>	<p><b>THE LANES</b> Mission KS</p>	<p>3/08/2024 <b>Last Revision:</b> 3/28/2024 <b>Drawing #:</b> The Lanes Mission 0324</p>	<p>..... Client Approval ..... Landlord Approval</p>	<p><b>Sales Rep:</b> DV <b>Designer:</b> MAP</p> <p>MEMBER INTERNATIONAL SIGN ASSOCIATION</p> <p>UL LISTED</p>
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### Application for Sign Permit

Business Name The Lanes at Mission Bowl

Address for Sign 5399 Martway St Business Phone ( 816 ) 988-2808

Primary Contact Banks Floodman/Sunflower Development Group Email bfloodman@sunflowerkc.com

Type of Sign  New  Alter  Temporary 3 Small Blade Signs

Wall  Monument  Projecting  Other (Describe) \_\_\_\_\_

Single Faced  Double Faced Elevation/Location \_\_\_\_\_

Non-Illuminated  Illuminated Type of Illumination  Internal  Indirect

Temporary Sign Information: Duration: \_\_\_\_\_ Start Date: \_\_\_/\_\_\_/\_\_\_ End Date: \_\_\_/\_\_\_/\_\_\_

Sign Dimensions: Length: 2 ft. 0 in. Height: 1 ft. 6 in. Area: 3 Sq Ft. each

Wall Dimensions: Length: \_\_\_\_\_ ft. \_\_\_\_\_ in. Height: \_\_\_\_\_ ft. \_\_\_\_\_ in. Area: \_\_\_\_\_ Sq Ft.

Setback from Property Lines: Front: \_\_\_\_\_ Side: \_\_\_\_\_ Rear: \_\_\_\_\_

Project Valuation: \$ \_\_\_\_\_

#### Installer Information

Sign Company Name: View Sign & Light

Applicant: Marti Palmer Sign Installer License #: 59

Mailing Address: 10935 Kaw Dr Tel. No. 913/529.2010

City: Edwardsville State: KS Zip Code: 66111

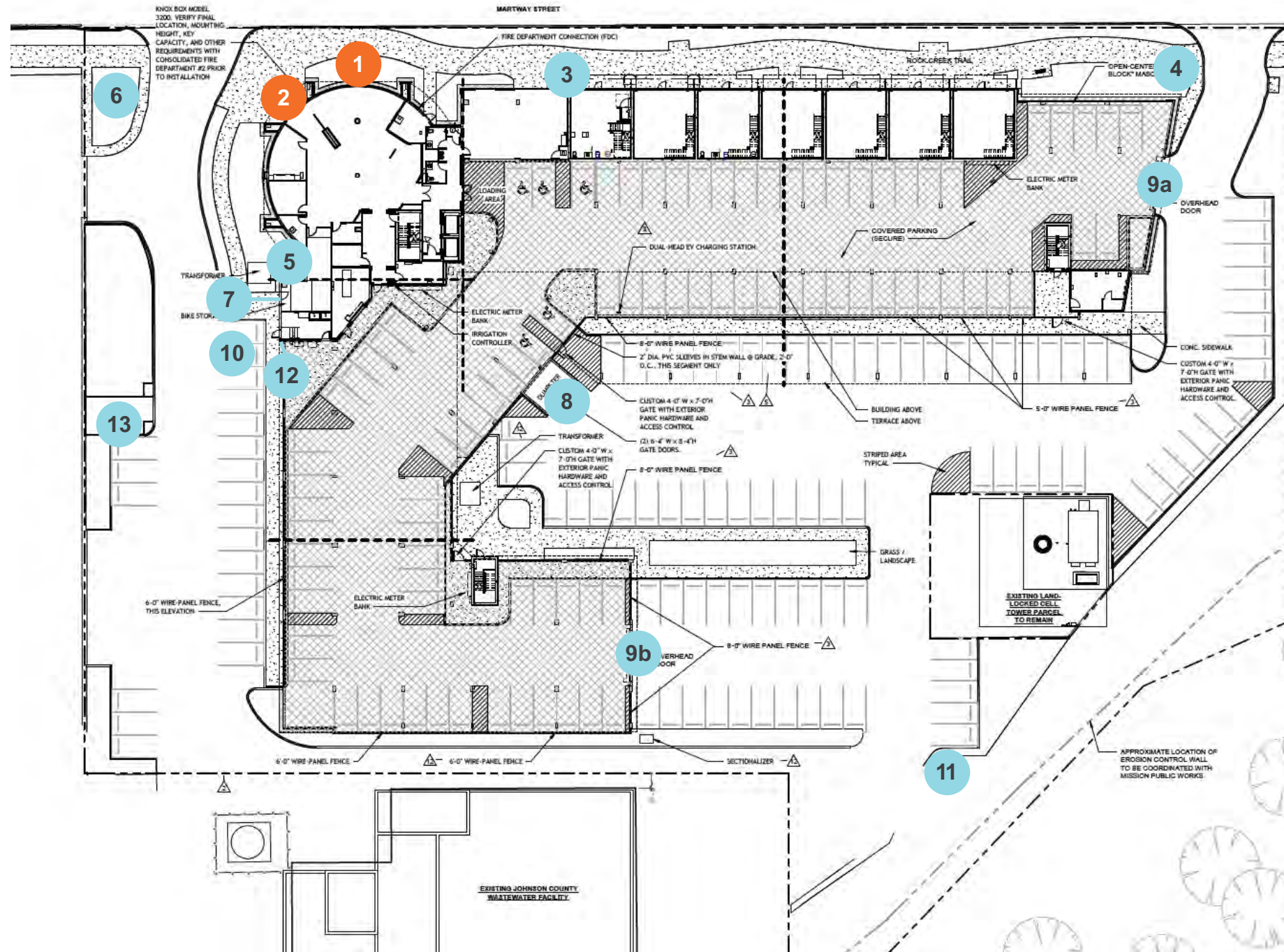
Email: mpalmer@viewsignlight.com Is Sign Company also the Installer?  Yes  No

Name of Licensed Electrical Contractor: \_\_\_\_\_

Additional Information:

\* All of the information provided above is true and correct to the best of my knowledge. I have read and understand the provisions of the City of Mission Sign Ordinance. I understand that if at any time it is found that provisions of the Sign Ordinance have not been met, the Sign Permit may be revoked.

Signature: [Signature] Date: 5-01-2024 I am the (circle one):  Owner  Owner's Agent



- sign type
- 1 Primary Monument - Blade Sign
  - 2 Primary Entry Signage
  - 3 Retail/Suites - Blade Sign
  - 4 Restricted Parking - Pedestal
  - 5 Fire Dept Connection (FDC)
  - 6 Pocket Fitness Park - Pedestal
  - 7 Bike Storage - Blade Sign
  - 8 Trash (Residents Only)
  - 9 (a) Resident Only Parking; (b) Exit Only
  - 10 Future Resident Parking
  - 11 Exit Only
  - 12 Paw Spa - Blade Sign
  - 13 Dog Park ID/Rules - Pedestal

- Illuminated Signage
- Non-Illuminated Signage



**View Sign & Light**  
 10935 Kaw Drive  
 Edwardsville, KS 66111  
**913 / 529.2010**

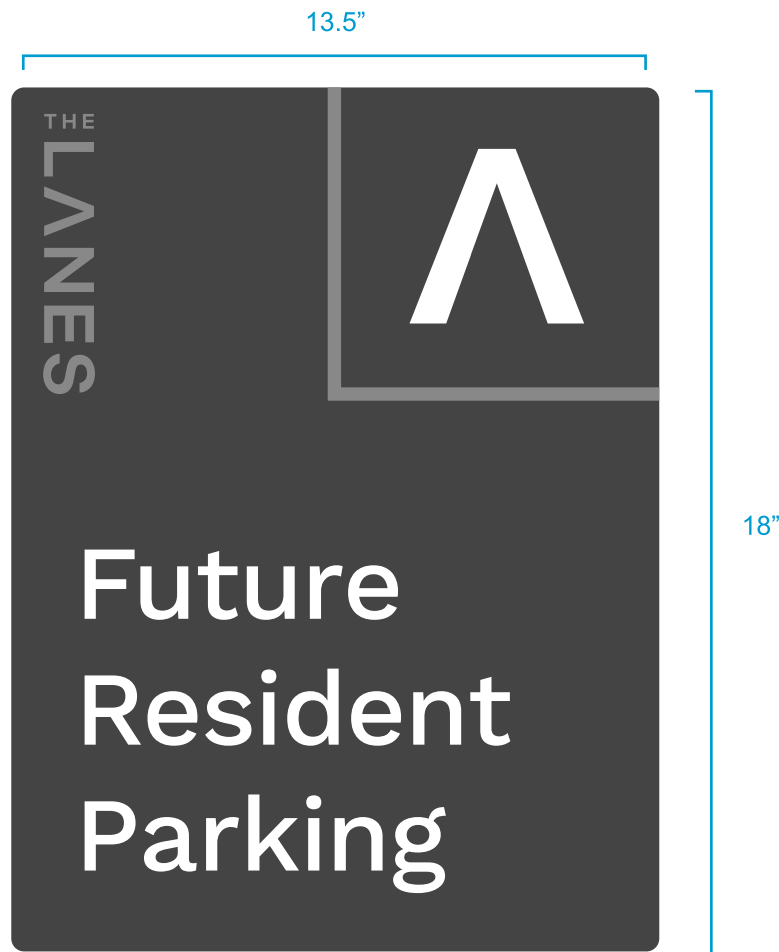
**THE LANES**  
 Mission KS

3/08/2024  
 Last Revision: 5/01/2024  
 Drawing #: The Lanes Mission 0324

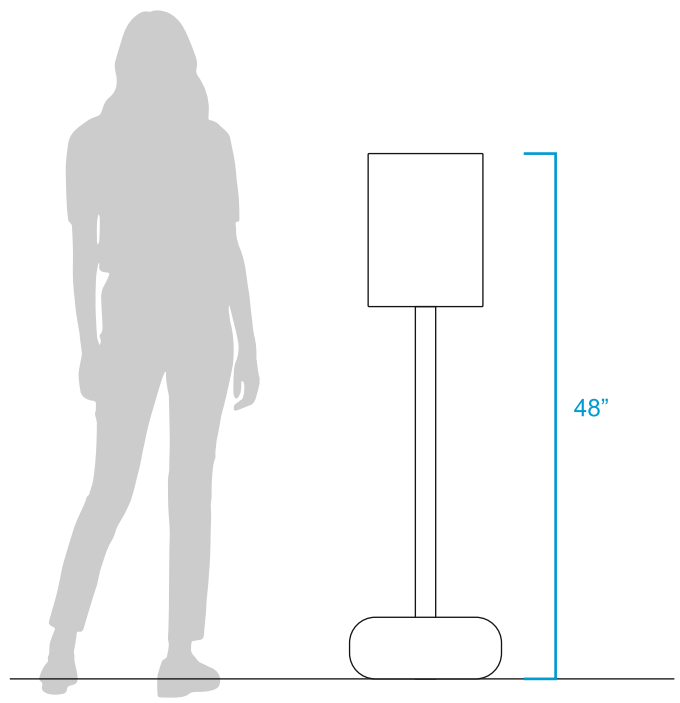
- .....
- Client Approval
- .....
- Landlord Approval

**Sales Rep:**  
 DV  
**Designer:**  
 MAP

MEMBER  
  
 LISTED  


SCALE 3" = 1'



**SCOPE OF WORK**

- Manufacture and install three (3) single-sided free-standing sign.
- Aluminum panel (color and vinyl graphics TBD)
- Radius edges.
- Mounted on Rollaway post.



 <p><b>View Sign &amp; Light</b> 10935 Kaw Drive Edwardsville, KS 66111 <b>913 / 529.2010</b></p>	<p><b>THE LANES</b> Mission KS</p>	<p>3/08/2024 <b>Last Revision:</b> 3/28/2024 <b>Drawing #:</b> The Lanes Mission 0324</p>	<p>..... Client Approval ..... Landlord Approval</p>	<p><b>Sales Rep:</b> DV <b>Designer:</b> MAP</p> <p>MEMBER INTERNATIONAL SIGN ASSOCIATION</p> <p>UL LISTED</p>
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## MEMORANDUM

**To:** Chaiman Lee and Members of the Planning Commission

**From:** Brian Scott, Deputy City Administrator – Planning and Development Services

**Date:** June 14, 2024

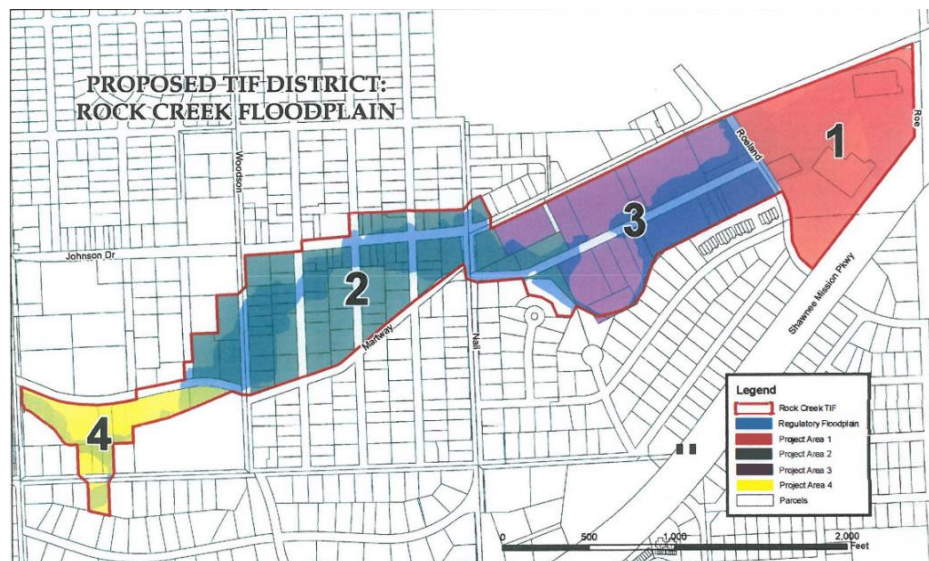
**Regarding:** Conformance of the Rock Creek Redevelopment District No. 3C TIF Project Plan with the Comprehensive Plan of the City of Mission - Planning Commission Case #24-12

### Background

Tax increment financing (TIF) has become a popular economic development tool for communities across the country. TIF allows a city or county to freeze the assessed value of a property at a given point in time. Then as the assessed value increases, the difference (or increment) between the taxes collected on the current assessed value and the frozen assessed value (or base value) are utilized to pay for costs associated with the redevelopment of the property.

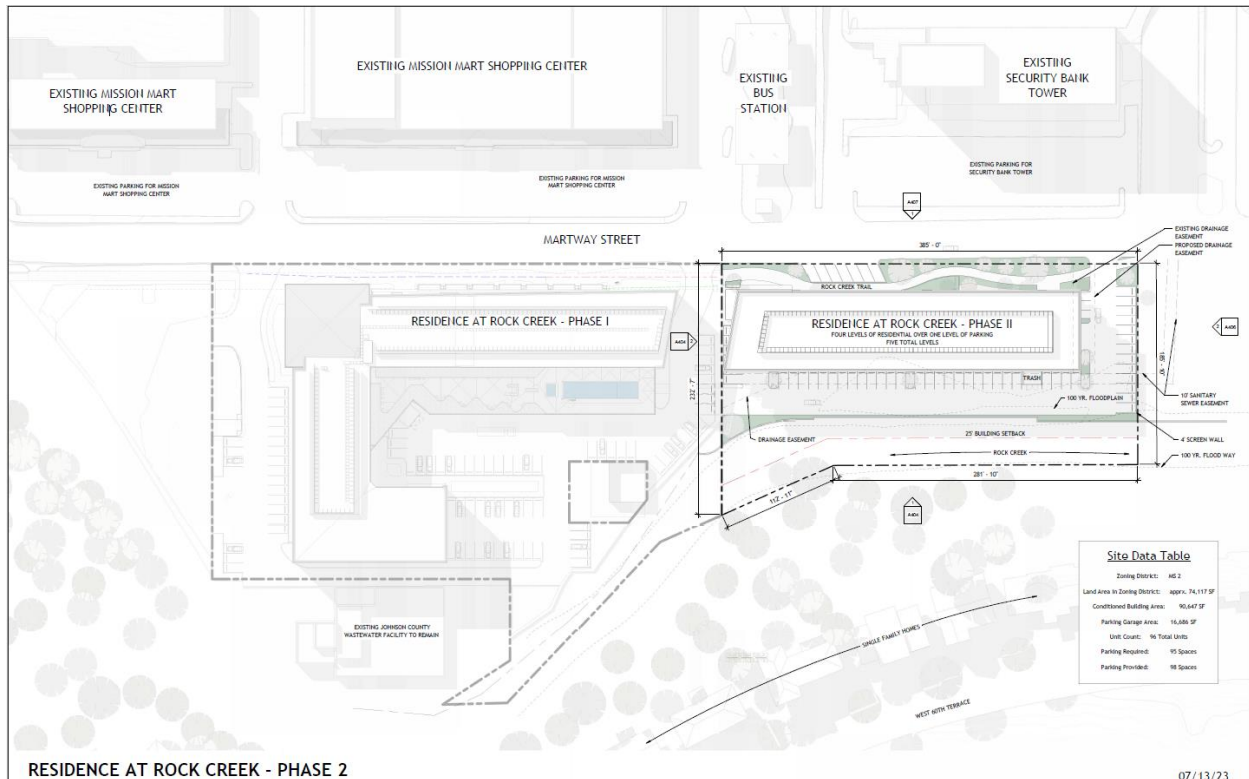
The utilization of TIF by cities and counties in Kansas is authorized by state statute K.S.A 12-1770. The state statute provides certain criteria for a property to qualify for TIF including if the property is blighted, or has an environmental contamination, or is in a flood plain.

In 2006 the City established the Rock Creek Tax Increment Financing District. The district essentially runs the course of the Rock Creek storm water channel from Roe Avenue to Lamar Avenue and includes properties along Martway Street and Johnson Drive. Many of these properties are located within the flood plain of Rock Creek which qualifies for the establishment of the district.



At the time that the district was created, it was contemplated that there would be four general redevelopment project areas within the district. Rock Creek Project Area 1 is the best example of this as it is the site of the Gateway redevelopment which included an apartment building, a hotel and retail. Other project areas are comprised of several individual parcels. When a parcel is redeveloped, it is “carved” out of the larger project area to become a stand-alone TIF district. This was done with the Capitol Federal Savings bank building in 2013, which became Rock Creek TIF District 2A and the Mission Bowl Apartments (now The Lanes at Mission Bowl) in 2020, which became Rock Creek TIF District 3A.

The developer of The Lanes at Mission Bowl is now contemplating a second phase of the project on a parcel to the immediate east of the current development site. The preliminary development plan for Phase II was considered by the Planning Commission and approved by the City Council last summer.



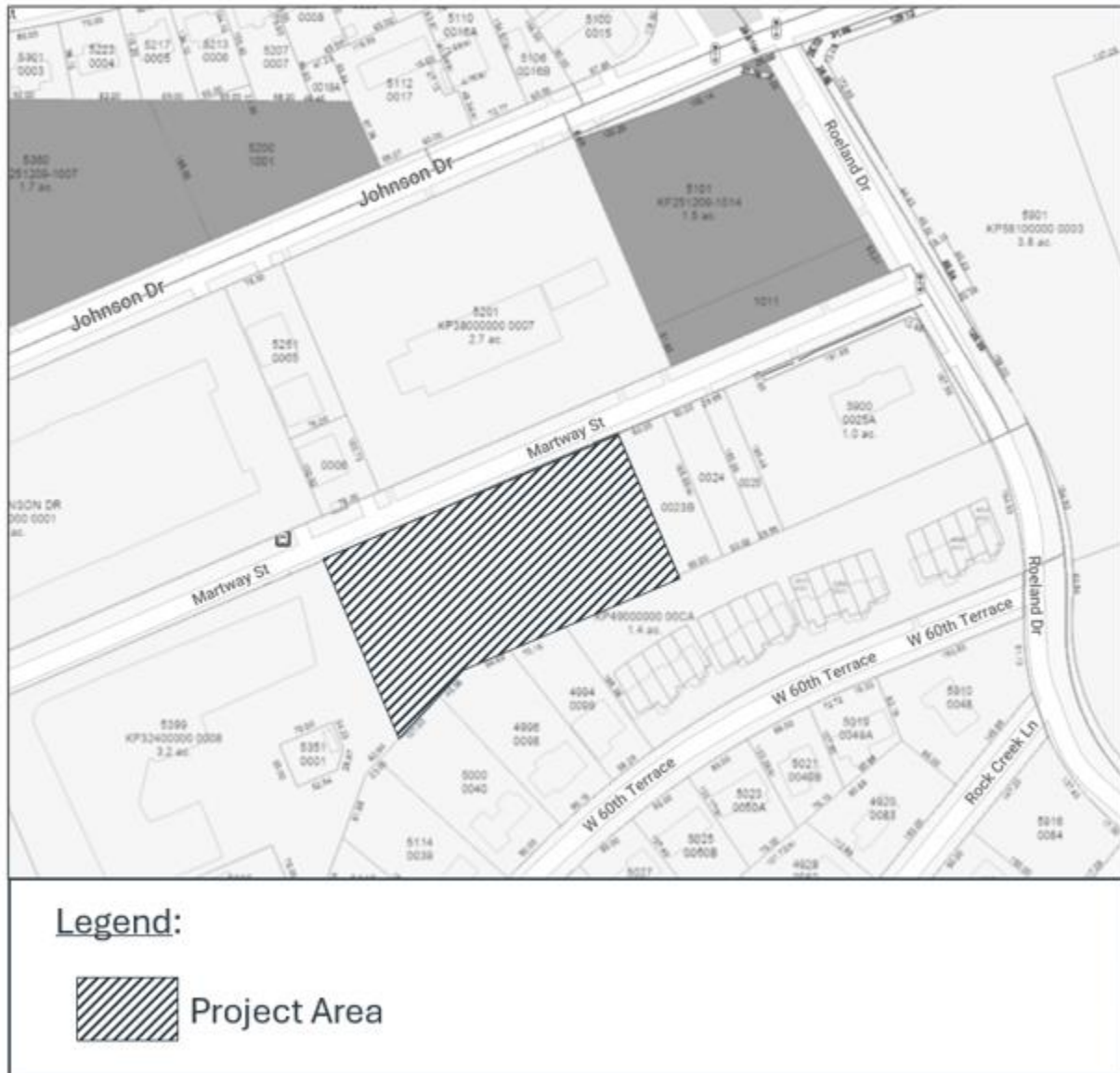
1 | NORTH ELEVATION



As with the first phase, the developer is seeking public assistance through TIF to defray some of the development costs.

### TIF Redevelopment Process

As with other projects described above, it is contemplated that the City will carve out a separate TIF district from Project Area 3 to be called the Rock Creek TIF District 3C. This district will comprise just the site for the development, allowing the increment generated from that parcel to be used to help with the redevelopment costs.



The developer submitted the Rock Creek Redevelopment District No. 3C TIF Project Plan on Monday, June 10, 2024. This triggers a series of events that will occur including notices to other taxing jurisdictions, a public hearing, adoption of an ordinance establishing the district, and adoption of a redevelopment agreement specifying the details of how the TIF will be utilized.

The first step in this series of events is a review by the Planning Commission for conformance of the redevelopment project plan with the City's comprehensive plan.

#### TIF Redevelopment Project Plan

The redevelopment project plan that was submitted, and included with this memo, outlines the construction of a five-story apartment building. The building will have a ground floor podium parking structure with four-stories of residential units above. There will be a total of 96 units, mostly studio and one-bedroom. There will also be an approximately 1,750 square foot retail space on the ground floor at the northwest corner of the building. It is envisioned by the developer that this will be for a small coffee shop or cocktail lounge.

Though the City invested in a significant reconstruction of the Rock Creek channel behind the site a few years ago, a portion of this particular parcel is still located in the 100-year flood plain. The redevelopment plan that has been submitted contemplates improvements to the site to remove it from the flood plain.

#### Conformance with Comprehensive Land Use Plan

The Tomorrow Together 2040 Comprehensive Plan was adopted in December of 2023. This plan provides a number of recommendations for the future development of the community in the areas of natural environment, parks and recreation, transportation and mobility, housing, and economic development. In addition, the plan provides a future land use map that identifies the appropriate land use for certain areas of the city.

This particular parcel being considered for redevelopment is identified in the future land use map as "High Density Residential" which is defined as including vertically attached residential apartments and condos with a density of 12 or more units/acre. The proposed project will have four stories of vertically attached apartments with a density of 56 units per acre. As a comparison, Phase I of The Lanes at Mission Bowl also has four stories of apartments over a podium parking structure and an overall density of 55 units per acre.

Goal 1-C of the Natural Features and Environment chapter of the plan states, "Balance the needs of the environment and economic development along the Rock Creek Corridor." The redevelopment site is currently an asphalt paved parking lot with very few vehicles ever actually parked on it. The proposed redevelopment project will redevelop this site along the Rock Creek corridor to a higher and better use. In so doing, it will also provide systems for better handling of stormwater that is generated from site and will provide enhancements to the Rock Creek Trail experience.

Goal 2-A of the Natural Features and Environment chapter of the plan states, "Consider the economic, equity, and environmental aspects of sustainability when making decisions for the community." Though not specifically called-out in the redevelopment project plan that was submitted, the developer has indicated that they will pursue LEED Silver Certification for the building as they are doing with Phase I. In addition, as stated above, this project will entail the redevelopment of a currently under-utilized parcel of property within an already developed portion of the city. This type of infill development will bring the property to a better and higher use while still utilizing the existing road and utility infrastructure. Better infill development is identified as goal in the KC Climate Action Plan.

Goal 4-B of the Transportation and Mobility chapter of the comprehensive land use plan states, "Tie current and future mobility plans to the City's economic development strategy and

neighborhood stabilization.” This site is directly across the street from the Mission Transit Center. Phase I and II will create greater density in this block of Martway that will support the use of alternative forms of transportation including transit, bicycling, and walking. This also aligns with goal 3-D of the Economic Revitalization chapter of the plan, “Enhance transit and pedestrian/bicycle infrastructure as a means of economic development.”

Goal 1-B of the Housing and Neighborhoods chapter of the plan states, “Create multi-family developments in mixed-use zones.” The proposed Phase II of The Lanes at Mission Bowl will have 1,750 sq. ft. retail component on the ground floor. But beyond that, the building will be located across the street from an office building (the former Mission Bank Building) and the Mission Mart shopping center. The building will also be one block south of Johnson Drive, which has an abundance of retail and office uses. So, the larger geographically area that proposed redevelopment is located within can be considered a mixed-use area.

There are other goals of the comprehensive plan that can be cited but suffice to say that the proposed Rock Creek Redevelopment District No. 3C TIF Project Plan is in conformance with the Tomorrow Together 2040 Comprehensive Plan.

### Recommendation

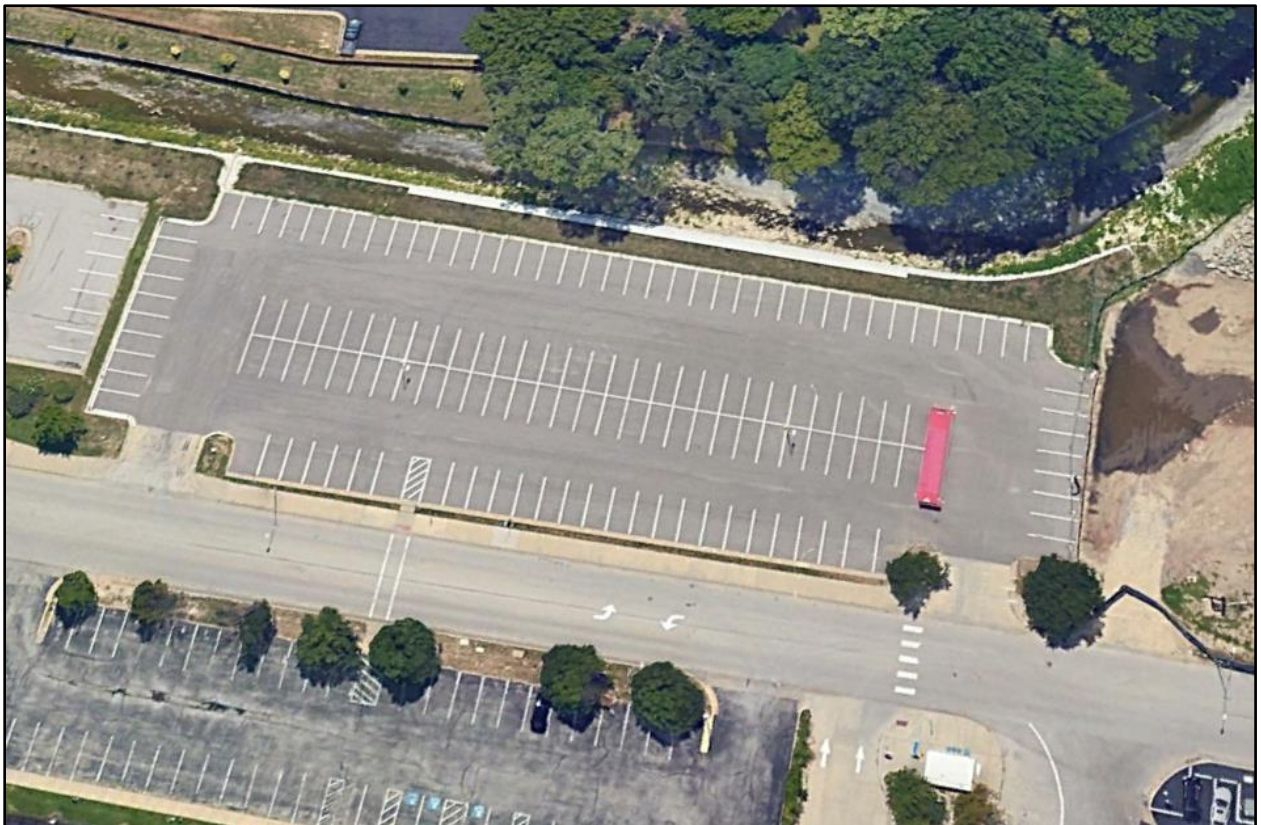
Staff recommends that the Planning Commission approve the Resolution finding that the Rock Creek Redevelopment District No. 3C TIF Project Plan is consistent with the comprehensive plan for the development of the City of Mission.

### Motion:

I move that the Planning Commission approve Resolution PC-24-01 finding that the Rock Creek Redevelopment District No. 3C TIF Project Plan submitted June 10, 2024, is consistent with the comprehensive plan for the development of the City of Mission.

## TAX INCREMENT FINANCING REDEVELOPMENT PROJECT PLAN

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### ROCK CREEK REDEVELOPMENT DISTRICT NO. 3C

Submitted to the Governing Body of the City of Mission, Kansas (the "City"), and prepared in consultation with the City's Planning Commission, all in accordance with K.S.A. § 12-1770 *et seq.*

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**EXHIBITS**

- A) Legal Description of Project Area
- B) Map of Project Area
- C) Preliminary Site Plan
- D) Ordinance No. [\_\_\_\_\_]
- E) Estimated Budget
- F) TIF Revenue Projections
- G) Meeting Minutes

## I. INTRODUCTION

### A) Redevelopment District

Pursuant to the Kansas Tax Increment Financing Act, K.S.A. 12-1770, *et. seq.*, as amended (“**TIF Act**”), Kansas municipalities are authorized to establish redevelopment districts and tax increment financing (“**TIF**”) redevelopment project plans for property within their jurisdictions.

In 2006, the City of Mission, Kansas (the “**City**”), after conducting a duly noticed public hearing in accordance with the TIF Act, found and determined that certain real property consisting of approximately 71 acres that generally follows the Rock Creek Floodplain from Roe Avenue to Lamar Avenue, all in the City of Mission, Johnson County, Kansas (the “**Property**”), is located within a “blighted area” and, in turn, constitutes an “eligible area” (as defined in the TIF Act). Based, in part, upon such finding, the City established the Rock Creek TIF District (the “**Original District**”) encompassing the Property through the adoption of Ordinance No. 1190 and Ordinance No. 1195 on January 11, 2006, and February 8, 2006, respectively. The Original District included four (4) redevelopment project areas.

Through the adoption of Ordinance No. 1299 on May 20, 2009, the Original District was amended to include five (5) redevelopment project areas. Redevelopment project areas 1, 3 and 4 remained as previously established, and—within redevelopment project area 2—a separate redevelopment project area (2A) was created.

In 2019, through the adoption of Ordinance No. 1508 on November 18, 2019, the City amended the Original District to split its five (5) redevelopment project areas into five (5) separate TIF districts, including the Rock Creek Redevelopment District No. 3 (Mission Mart and Bowl) (the “**Original District No. 3**”). The Original District No. 3 is generally described as an area bounded by Johnson Drive to the north, Roeland Drive to the east, and Rock Creek to the south and west.

In 2020, through the adoption of Ordinance No. 1527 on December 16, 2020, the City amended the Original District No. 3 to split it into two (2) separate redevelopment districts—(i) the Rock Creek Redevelopment District #3-A (“**District No. 3A**”) and the Rock Creek Redevelopment District #3-B (the “**Original District No. 3B**”). The Original District No. 3B is generally described as an area bounded by Johnson Drive to the north, Roeland Drive to the east, and Rock Creek and District No. 3A (The Lanes at Mission Bowl) to the south and west.

Contemporaneously with the consideration of this Project Plan (as defined herein), the City expects to further amend the Original District No. 3B to split it into two (2) separate redevelopment districts, including the Rock Creek Redevelopment District No. #3-C (the “**District**”) in which the Redevelopment Project (as defined herein) is proposed to be developed.

The approved district plan for the District (the “**District Plan**”) describes the District as follows:

A redevelopment district containing one project area consisting of some or all of the following uses: one or more commercial or residential facilities and all related infrastructure improvements, including storm water improvements within and around the Rock

Creek channel, streets, sanitary and storm sewers, water lines and all related expenses to redevelop and finance the project and all other associated public and private infrastructure.

The Redevelopment Project is consistent with such District Plan for redevelopment of the District.

## **B) Redevelopment Project Area**

The District contains a single redevelopment project area coterminous with the boundaries of the District, as legally described on Exhibit A and generally depicted on Exhibit B attached hereto (the “**Project Area**”). In its current condition, the Project Area is vacant and unimproved other than an existing surface lot, and falls partially within the floodplain.

The Project Area is situated on the northern boundary of the Rock Creek storm water channel, which flows eastwardly from approximately the intersection of Shawnee Mission Parkway and Metcalf Avenue to a point where it connects with Brush Creek in Mission Hills, Kansas. Rock Creek experiences high volumes of storm water run-off during significant storm events, and portions of the creek constitute 100-year floodplain. The City’s need to better manage storm water run-off, remove parcels from the floodplain, and generally preserve and revitalize the downtown corridor, which encompasses much of the Rock Creek area, served as the impetus for establishing the Original District in 2006.

In 2021, the City completed an extensive reconstruction project for a segment of the Rock Creek storm water channel immediately to the south of the Project Area, and within the Original District No. 3 (the “**Creek Project**”). The Creek Project had a final cost of approximately \$5 million and was financed largely by general obligation bonds issued by the City in the summer of 2019. The Creek Project has helped to mitigate previous storm water run-off issues in the area, but portions of the Project Area remain within the floodplain which presents additional challenges to redevelopment.

## **C) Redevelopment Project**

Mission Bowl Apartments, LLC (or assigns, the “**Developer**”), presents this Tax Increment Financing Redevelopment Project Plan for the Project Area within the District (this “**Project Plan**”) to the City for its consideration and approval in accordance with the TIF Act.<sup>1</sup> In order to promote, stimulate and develop the general and economic welfare of the City, this Project Plan provides for the acquisition of the Project Area, which consists of approximately 1.7 +/- acres located generally south of Martway Street and north of Rock Creek, between Roeland Drive to the east and Nall Avenue to the west, in the City of Mission, Johnson County, Kansas, as legally described on Exhibit A and generally depicted on Exhibit B attached hereto (the “**Project Site**”), and the development and redevelopment thereof to consist of a multi-story, multi-family residential development, public space, open space and/or similar, related or appurtenant uses, other structures and uses (including, but not limited to, commercial, mixed-use, residential, non-profit, governmental and/or community uses), and all associated site work, infrastructure, utilities, storm water control, access, street improvements, landscaping, lighting, parking facilities, and other items allowable under the TIF Act (the “**Redevelopment Project**”).

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<sup>1</sup> In accordance with the TIF Act, this Project Plan was prepared in consultation with the Planning Commission of the City, including a finding by the Planning Commission, on June 24, 2024, that this Project Plan is consistent with the intent of the comprehensive plan for the development of the City.

The Redevelopment Project contemplates the purchase of the Project Site and the construction of a new multi-story multi-family mixed-use development within the Project Area. With a strategic unit mix and integrating ground floor retail, the Redevelopment Project will help activate Martway Street, tying it in with the City's long term development strategy and neighborhood stabilization, and will also be accretive to other recent and contemplated development in the downtown area.

When completed, the Redevelopment Project is expected to fulfill a demand for additional housing within the City and northeast Johnson County, providing both market-rate and attainable housing opportunities for individuals of all ages seeking maintenance free and secure housing within a high-density area near shops and restaurants and with convenient access to public transit. In conjunction with 'The Lanes at Mission Bowl' project currently under construction by Developer's affiliate immediately west in District No. 3A, the Redevelopment Project will act as an anchor for the east-end of the City's downtown corridor, and serve as a catalyst for energizing the downtown area with other retail, restaurant, and entertainment amenities desired by the City and envisioned in its past master plans for the area and recently adopted Comprehensive Plan.

In addition, this Project Plan fulfills many of the longstanding components of *Smart Growth*, and mirrors recommendations from the recently-created *Climate Action KC Plan*, including:

Prioritizing infill development to revitalize core areas and reduce adverse impacts on natural resources and infrastructure;

Incorporating an integrated mix of uses to help promote alternative modes of transportation and create lively areas for residents to live, work and play in;

Implementing a range of environmentally friendly practices and features in sustainable building design and construction, and offering both market-rate and attainable housing opportunities;

Prioritizing Transit-Oriented Development (TOD) by supporting development projects near transit hubs or on transit corridors; TODs encourage use of transit options, and result in less reliability on vehicles, thereby reducing carbon emissions and greenhouse gas. There is an existing bus transit stop across the street from the Project Site; and

Promoting walkability by promoting higher density development within core urbanized or sub-urbanized areas such as downtown corridors, helping connect where people live with where they work, play, and relax through sidewalks, streets and placement of land uses that encourage alternative forms of transportation such as walking and bicycling.

As mentioned above, the City has also recently completed improvements to the creek channel adjacent to the Project Site, which is designed to improve the efficiency of the Rock Creek Storm channel. While the Creek Project has helped mitigate previous stormwater run-off issues in the area, portions of the Project Area remain within the floodplain presenting an additional challenge to redevelopment.

This Project Plan is premised on the need for a combination of public and private financing



to reach the mutual goals of the City and the Developer in developing the Redevelopment Project.

As shown herein, this Project Plan proposes to finance Reimbursable Project Costs (as defined below in Section III.D.2) by capturing through TIF up to 100% of the allowable ad valorem “tax increment” (as defined in the TIF Act) (the “**Tax Increment**”) generated within the Project Area for the duration of up to twenty (20) years (collectively, the “**TIF Revenues**”).

Based on projected property values within the Project Area over the term of this Project Plan, it is estimated that the TIF will generate \$6,610,844,<sup>2</sup> some or all of which can be used to reimburse the Developer for Reimbursable Project Costs and the City for TIF eligible costs. The allocation of the Tax Increment and term of the TIF will be determined by a Redevelopment Agreement executed by the Developer and the City (the “**Redevelopment Agreement**”).

## II. REDEVELOPMENT PROJECT PLAN

### A) Description and Map of Project Area

The redevelopment project area to be redeveloped pursuant to this Project Plan consists of the Project Area. A legal description and general map depiction of the Project Area are attached hereto as Exhibit A and Exhibit B, respectively, both of which are incorporated herein by this reference.

### B) Reference to District Plan

The Project Area is within the boundaries of a redevelopment district established and amended pursuant to the TIF Act and adoption by the City’s Governing Body of: Ordinance No. 1190 on January 11, 2006; Ordinance No. 1195 on February 8, 2006; Ordinance No. 1299 on May 20, 2009; Ordinance No. 1508 on November 18, 2019; and Ordinance No. 1527 on December 16, 2020; and further amended by Ordinance No. \_\_\_\_\_ on \_\_\_\_\_, 2024 (the “**District Ordinance**”), a copy of which is attached hereto as Exhibit D. This Project Plan is consistent with the approved District Plan as described in the District Ordinance.

### C) Description of Buildings and Facilities

This Project Plan provides for the acquisition of certain real property within the Project Area, the demolition of certain existing improvements thereon, and the development and redevelopment thereof to consist of a new, multi-story multi-family residential development, public space, open space and/or similar, related or appurtenant uses, other structures and uses (including, but not limited to, commercial, mixed-use, residential, non-profit, governmental and/or community uses), and all associated site work, infrastructure, utilities, storm water control, access, street improvements, landscaping, lighting, parking facilities, and any other items allowable under the TIF Act.

The preliminary site plan for the Project is attached hereto as Exhibit C.

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<sup>2</sup> Notwithstanding the foregoing or anything in this Project Plan (including, without limitation, the Exhibits attached hereto) to the contrary, the Developer states: (i) the descriptions of uses and buildings, and all sizing, design, cost (including Reimbursable Project Cost) and revenue figures, and any and all other descriptions and projections set forth herein, are estimates only and subject to change in the Developer’s discretion, including as actual costs are incurred and revenues received, and (ii) nothing herein shall be construed as a cap (or caps) on the amount of TIF being requested or the amount of TIF that is available to pay Reimbursable Project Costs of the Redevelopment Project. The Redevelopment Agreement will address the foregoing issues.

The foregoing description of uses, and the buildings and other structures Developer plans to construct for such uses within the Project Area, is not intended to be inflexible. This Project Plan contemplates reasonable variations from the descriptions of the Redevelopment Project as described above.

## **D) Feasibility Study**

The Developer has undertaken a study to determine whether the Redevelopment Project's estimated benefits, TIF Revenues and other revenues are expected to exceed the cost, and that the income therefrom will be sufficient to pay the costs of the Redevelopment Project. This effort involved using consultants with experience and expertise in the actual design, development, financing, management, leasing and operation of projects of similar scope and nature. Outside resources were also consulted to compare and verify the cost and revenue projections including outside industry sources and actual taxing jurisdiction data where available. The results of this evaluation are as follows:

### **1. Project Costs**

The total estimated cost to complete the Redevelopment Project, including land acquisition, and hard and soft costs, is approximately \$22,638,305. A detailed budget is attached hereto as Exhibit E.

### **2. Eligible Costs**

Only "redevelopment project costs" (as defined in the TIF Act) (referred to herein as "**Reimbursable Project Costs**") are eligible for TIF financing and reimbursement. Of the total costs listed above, approximately \$5,402,305, plus interest and financing costs, are estimated to qualify under the TIF Act as Reimbursable Project Costs, meaning that only those costs may be financed using TIF Revenues. The estimated Reimbursable Project Costs are set forth by type and amount on Exhibit E attached hereto.

The Developer is requesting reimbursement with TIF Revenues as provided in the TIF Act on a pay-as-you-go-basis.

### **3. Project Revenues**

Based on projected property values within the Project Area over the term of this Project Plan, it is anticipated that the TIF will generate TIF Revenues of approximately \$6,610,844. TIF Revenue projections are set forth in Exhibit F attached hereto. Pursuant to the TIF Act, TIF Revenues can be generated from at least two (2) sources:

a) *Ad Valorem Tax Increment Revenues* – The amount of real property taxes collected from real property located within the District that is in excess of the amount of real property taxes which is collected from the base year assessed valuation (excluding any *ad valorem* taxes not allowed to be captured under the TIF Act); and

b) *Local Sales Tax Revenues* - The retail sales dollar amount generated within the Project Area multiplied by the City's portion of the total retail sales tax rate, as described above.

### Ad Valorem Tax Increment Captured

According to the Johnson County Appraiser's Office and based on a proportionate share of the 2006 land assessed value for its current parent parcel, the Project Area has a 2006 base assessed value of \$129,703. This serves as the base value against which future Redevelopment Project values can be compared in order to determine the amount of ad valorem Tax Increment revenues that will be generated by the Project Area. This Project Plan proposes to finance Reimbursable Project Costs by capturing up to 100% of the allowable ad valorem Tax Increment generated within the Project Area for up to a maximum twenty (20) year TIF term commencing on the date of the approval of this Project Plan by the City's Governing Body. Upon completion of the Redevelopment Project, Developer projects that the Project Area will have an assessed value of approximately \$3,176,000. The difference between the base year assessed value and the assessed value at full build-out, when multiplied by the applicable mill levy rate subject to TIF, is estimated to create annual Tax Increment of approximately \$303,088, available for capture, which is assumed to grow annually with inflation thereafter.

### Local Sales Tax Revenues Uncaptured

This Project Plan does not propose to capture local sales tax revenues.

#### 4. Tax Increment Revenues

Based on the Project Area's projected ad valorem Tax Increment as heretofore described, it is estimated that TIF Revenues of approximately \$6,610,844 will be generated and used to pay redevelopment project costs as set forth in this Project Plan and the Redevelopment Agreement.

#### 5. Significant Contribution to Economic Development of the City

The development contemplated in this Project Plan will provide significant economic development for the City, including by, among other things, providing increased future tax revenues to the City, redeveloping the Project Area into a much higher and better use and remedying blight, and increasing housing opportunities for area residents. The feasibility study shows that the Redevelopment Project's benefits and tax increment revenue and other available revenues will be sufficient to pay for the Redevelopment Project costs.

#### 6. Sufficiency of Tax Increment Revenues Compared to Projects Costs

The total of the Reimbursable Project Costs that can be financed under the TIF Act is limited by the amount of TIF Revenues generated within the Project Area. Thus, by operation, the TIF Revenues will always equal or exceed the amount of the Reimbursable Project Costs. Based on this Project Plan's (1) Reimbursable Project Costs and (2) TIF Revenues, the revenues are expected to pay for any Reimbursable Project Costs as contemplated under the TIF Act when supplemented by private debt and equity.

## 7. Effect on Outstanding Special Obligation Bonds

It is anticipated that any TIF Revenues will be disbursed on a pay-as-you-go basis and no special obligation bonds repayable from TIF Revenues have been issued. Thus, the Redevelopment Project costs are not anticipated to have any effect on any outstanding special obligation bonds payable from the revenues described in K.S.A. 12-1774(a)(1)(D), and amendments thereto.

### **E) Relocation Plans**

No buildings or dwellings exist within the Project Area currently and the Developer owns (or will own) all of the property within the Project Area (excluding any adjacent public-right-of-way), which currently. As such, it is not anticipated that the acquisition of real property by the City in carrying out the provisions of the TIF Act will result in the relocation or displacement of any persons, families or businesses. However, in the unlikely event that any persons, families, or businesses shall be required to move from real property located in the District, or move personal property from real property located in the District, as a result of the acquisition of the real property by the City in carrying out this Project Plan pursuant the TIF Act, this Project Plan includes the following relocation assistance plan, as applicable and to the extent necessary to comply with the provisions of K.S.A. 12-1777, and amendments thereto: (i) relocation payments will be made to such persons, families, or businesses; (ii) no persons or families shall be so displaced until there is a suitable housing unit available and ready for occupancy by any such displaced person or family, which is decent, safe, sanitary and otherwise standard dwelling, suitable to the reasonable needs of any such displaced persons or families and at rents within their ability to pay; and (iii) to the extent of any such business constituting a retailer, as defined by K.S.A. 79-3702, and amendments thereto, and sustaining damages by reason of the liquidation of inventories necessitated by relocation from the redevelopment district, payment of any such damages shall be made to such retailer.

### **F) Meetings and Minutes**

Following approval of this Project Plan, the clerk of the City shall attach, as Exhibit G hereto, a copy of the minutes of all City meetings where the Redevelopment Project and/or this Project Plan was discussed.

## **III. CONCLUSION**

Based on the foregoing, this Project Plan proposes to utilize TIF Revenues from the District to finance Reimbursable Project Costs. Details concerning the amount of TIF Revenues available to the Project, the terms and term of reimbursement, Project costs eligible for reimbursement, City costs eligible for reimbursement and other matters will be set forth in the Redevelopment Agreement. The Developer hereby submits this Project Plan for public hearing and due consideration in accordance with the TIF Act.

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**EXHIBIT A**

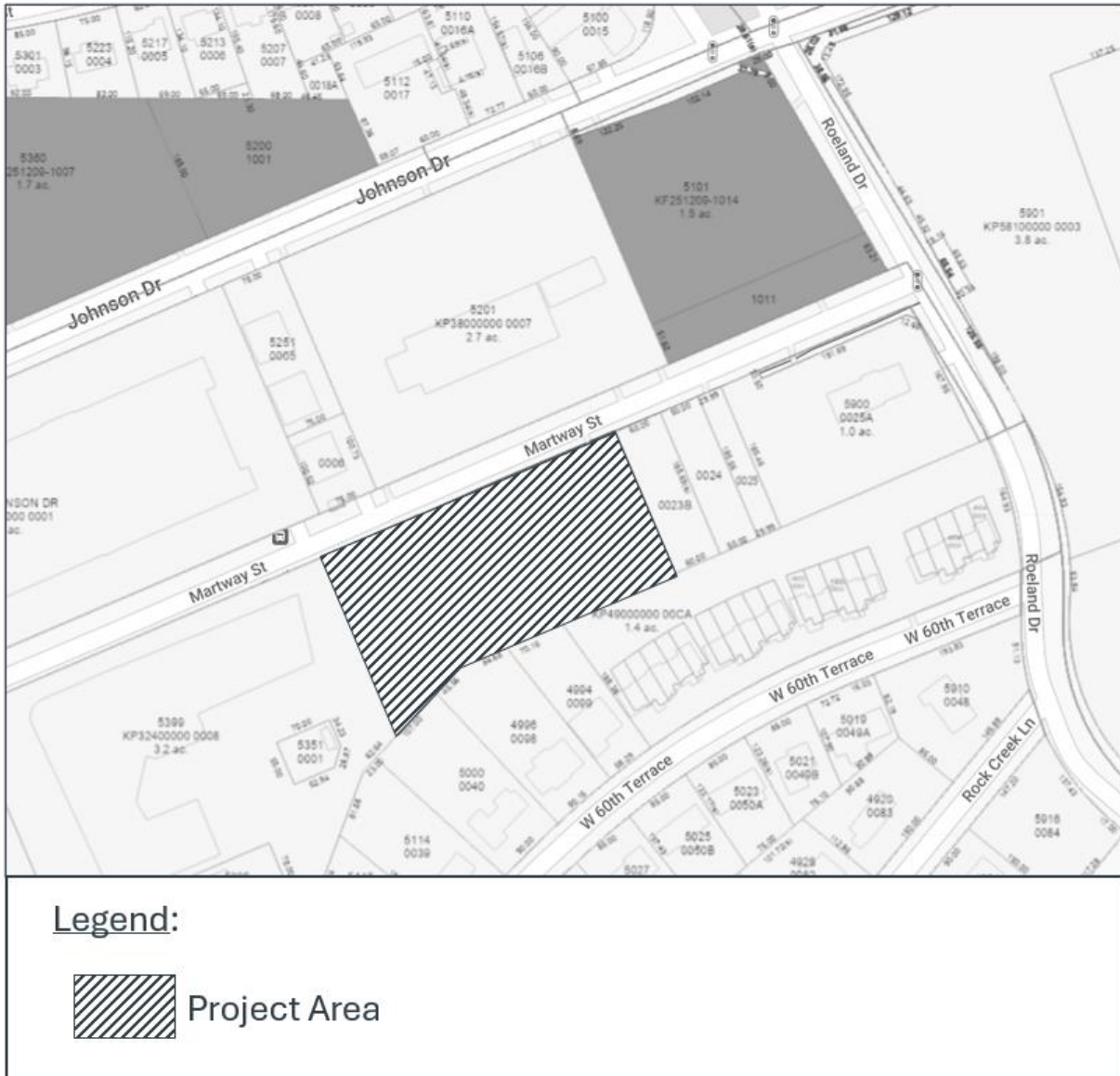
**Legal Description of  
Redevelopment Project Area**

The East 95 feet of Lot 20, and all of Lots 21, 22, and 23, Except the East 10 feet thereof, MISSION VILLAGE, BLOCK 5, a subdivision in the City of Mission, Johnson County, Kansas, as described by Jerald W. Pruitt, Kansas PS-814.

**EXHIBIT B**

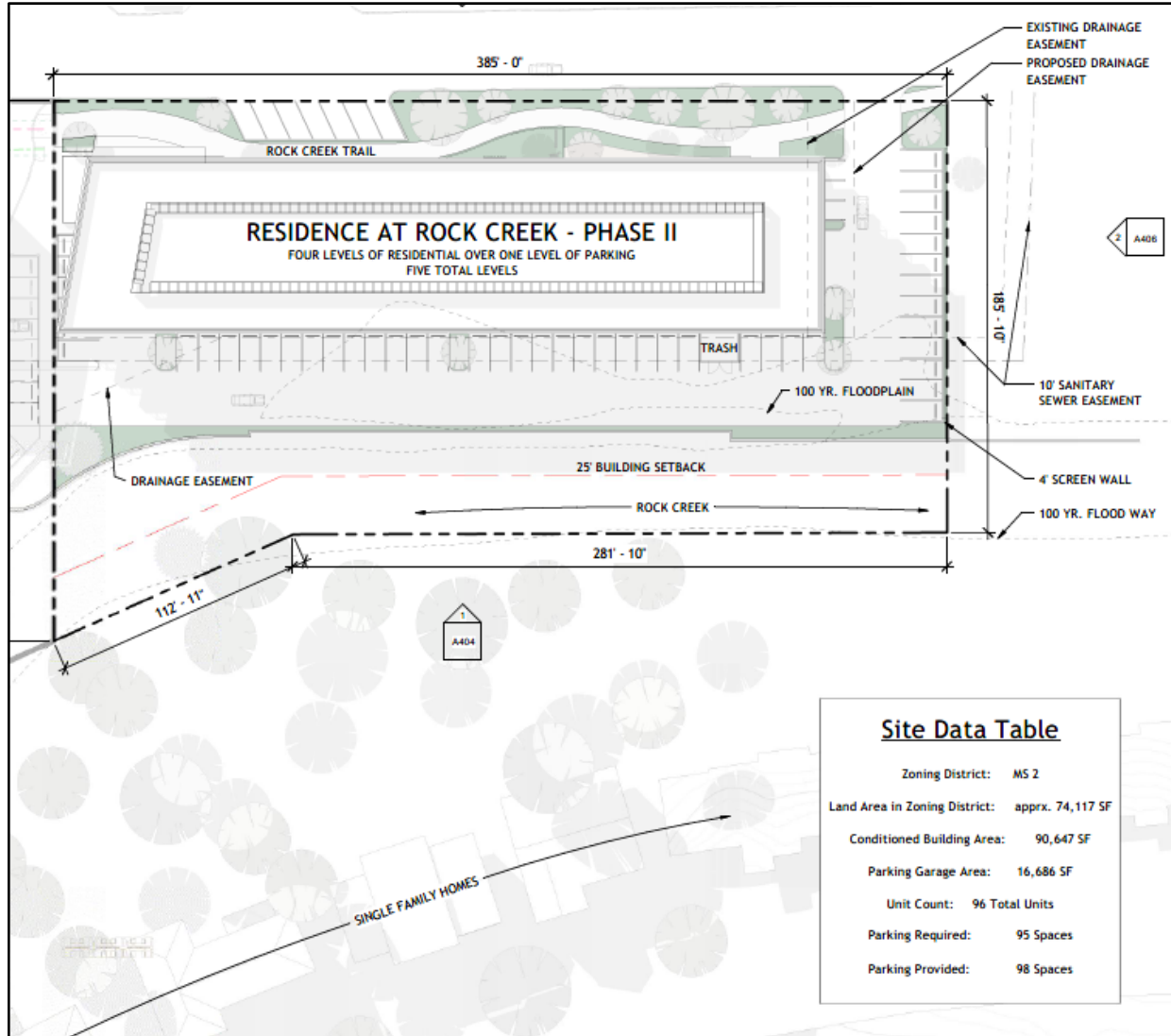
**Map of Project Area**

(Rock Creek Redevelopment District No. 3C)



# EXHIBIT C

## Preliminary Site Plan





**EXHIBIT D**

**District Ordinance**  
(Ordinance No. \_\_\_\_\_)

[CITY CLERK TO ATTACH]

## EXHIBIT E

### Estimated Budget

General Line Item Category	Redevelopment Project Cost	Reimbursable Project Cost
<b>Acquisition Costs</b>		
Site Purchase	\$ 1,000,000	\$ 1,000,000
Acquisition Fee	\$ 72,000	\$ -
<b>Subtotal - Acquisition</b>	<b>\$ 1,072,000</b>	<b>\$ 1,000,000</b>
<b>Hard Construction Costs</b>		
Building Construction & Improvements	\$ 11,400,000	\$ -
Sitework (incl. demo)	\$ 725,000	\$ 725,000
Concrete	\$ 2,150,000	\$ 2,150,000
Low Voltage / Security / Access Control / Smart	\$ 375,000	\$ -
Sewer / FEMA Related	\$ 250,000	\$ 250,000
Contingency	\$ 1,000,000	\$ -
Interest Carry	\$ 775,000	\$ 775,000
OH&P	\$ 610,000	\$ -
<b>Subtotal - Hard</b>	<b>\$ 17,285,000</b>	<b>\$ 3,900,000</b>
<b>Soft Construction Costs</b>		
Closing Costs	\$ 100,000	\$ 100,000
Professional Services	\$ 1,500,000	\$ -
Arch / MEP / Structural	\$ 750,000	\$ 150,000
Survey / Replat	\$ 25,000	\$ 25,000
3rd Party Inspections (LEED, Special Inspections)	\$ 180,000	\$ 135,000
Civil Engineering / FEMA Consultant	\$ 92,305	\$ 92,305
Appraisal	\$ 9,000	\$ -
Lender Fees	\$ 50,000	\$ -
Marketing/Pre-Opening Capital/Lease-Up Reserves	\$ 1,200,000	\$ -
Contingency	\$ 375,000	\$ -
<b>Subtotal - Soft</b>	<b>\$ 4,281,305</b>	<b>\$ 502,305</b>
<b>Totals</b>	<b>\$ 22,638,305</b>	<b>\$ 5,402,305</b>

**EXHIBIT F**

**TIF Revenue Projections**

<b>TIF Year</b>	<b>Base Assessed Value</b>	<b>Projected Assessed Value</b>	<b>Projected TIF Revenues</b>
1	\$ 129,703	\$ 222,339	\$ 9,217
2	\$ 129,703	\$ 250,000	\$ 11,969
3	\$ 129,703	\$ 1,588,000	\$ 145,092
4	\$ 129,703	\$ 2,858,400	\$ 271,489
5	\$ 129,703	\$ 3,176,000	\$ 303,088
6	\$ 129,703	\$ 3,287,160	\$ 314,148
7	\$ 129,703	\$ 3,402,211	\$ 325,595
8	\$ 129,703	\$ 3,521,288	\$ 337,442
9	\$ 129,703	\$ 3,644,533	\$ 349,705
10	\$ 129,703	\$ 3,772,092	\$ 362,396
11	\$ 129,703	\$ 3,866,394	\$ 371,778
12	\$ 129,703	\$ 3,963,054	\$ 381,395
13	\$ 129,703	\$ 4,062,130	\$ 391,253
14	\$ 129,703	\$ 4,163,683	\$ 401,357
15	\$ 129,703	\$ 4,267,776	\$ 411,713
16	\$ 129,703	\$ 4,374,470	\$ 422,329
17	\$ 129,703	\$ 4,483,832	\$ 433,210
18	\$ 129,703	\$ 4,595,927	\$ 444,363
19	\$ 129,703	\$ 4,710,826	\$ 455,794
20	\$ 129,703	\$ 4,828,596	\$ 467,512
<b>Total</b>			<b>\$ 6,610,844</b>

**EXHIBIT G**

**Meeting Minutes**

[CITY CLERK TO ATTACH]

**CITY OF MISSION, KANSAS  
PLANNING COMMISSION**

**RESOLUTION NO. PC 24-01**

**A RESOLUTION FINDING THAT THE ROCK CREEK REDEVELOPMENT DISTRICT 3C TAX INCREMENT FINANCING PROJECT PLAN SUBMITTED JUNE 10, 2024 IS CONSISTENT WITH THE COMPREHENSIVE PLAN FOR THE DEVELOPMENT OF THE CITY OF MISSION, KANSAS.**

BE IT RESOLVED by the City of Mission, Kansas Planning Commission that The Rock Creek Redevelopment District 3C Tax Increment Financing Project Plan, submitted to the City and reviewed by the Planning Commission at its regularly scheduled meeting on June 24, 2024, is consistent with the Comprehensive Plan for the development of the City of Mission, Kansas all in accordance with K.S.A. 12-1772(b).

BE IT FURTHER RESOLVED that the Planning Commission hereby directs staff for the Planning Commission to prepare and forward to the City Council a copy of this Resolution.

ADOPTED by the Planning Commission June 24, 2024.

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Mike Lee, Chair

ATTEST:

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Kimberly Steffens,  
Planning Commission Secretary