Comprehensive Planning for Complete Streets
“Planning to Connect YOUR Vision”

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KCK Complete Streets history

- Fight for sidewalks
- TND Ordinance
- Downtown Master Plan
- Complete Streets Resolution
- 7th Street Transit Center and Minnesota Avenue
- Sidewalk and Trail master Plan
- CSO and Green Infrastructure (Healthy Campus)
- New Rosedale Master Plan
Fight for Sidewalks

- 2003 KCK not building sidewalks on collector and arterial streets
- New street project proposed
- Planners use guerrilla tactics on Engineering to get side walks on 78th Street redo
Tom Woods asked if he could do TND rather than a cul-de-sac subdivision that was already approved

He hired consultant for me to direct

Ordinance adopted

Streets built

2008 Crash
Downtown Master Plan

- Calls for better streets
- More parking
- More landscape
- Better transit
- Bike friendly

Figure I-6: Balanced Street Section – Minnesota (Core)
Source: Gould Evans Associates
Figure I-2: Downtown Master Plan Map
Source: Gould Evans Associates
The Mobility Framework is comprised of five elements including streets, pedestrian connections, streetscape, transit and parking. All five elements work together to create the Mobility Framework that accommodates all modes of transportation to and within Downtown.
2011 Complete Streets Resolution

- Took a few months to develop
- Debated Ordinance vs Resolution
- Called for a sidewalk and trail master plan

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, public transit riders and motorist; and people of all ages and abilities, including children, families, older adults, and individuals with disabilities; and,

2. A Complete Streets philosophy will be interpreted to include any one or more of the following elements: sidewalks, shared use paths, bicycle lanes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, traffic calming circles and devices, narrow vehicle lanes, raised medians, dedicated transit lanes, transit bulb outs, and other elements.
7th Street Transit Center

- Tiger Grant process began January 2010
- Completed 2012 (I think)
- Pulse Center
- Implements the Downtown Plan and Complete Street Resolution
2012 Sidewalk and Trail Master Plan Plan

- Could not be called bike plan for political reasons
- Builds on 2008 City-Wide Master Plan(s)
- Surveyed all sidewalks
- Sets broad priorities for sidewalks and trails
  - Infill missing or bad segments
  - Regional connections
  - Connect public places
Pedestrian Demand

This map illustrates weighted priorities for pedestrian destinations based on input from public workshops and survey responses. The darkest red areas indicate the highest pedestrian demand. Sidewalk and trail improvements should be prioritized within these areas.

Figure 5.2
Further implementation of the Downtown Plan with a green twist
Examined Rainbow as a complete Street
Additional growth will further congest Rainbow to the point of gridlock
Hard to have everything everywhere
Looked at several options
Current conclusion is further study
Rainbow Complete Street
Option: Retail Boulevard

39th & Rainbow Intersection
Retail Parking
Short Term “Paint Only”
Rainbow Complete Street
Option: Retail Walkability
Rainbow Complete Street
Option: Bike Boulevard
Poll Question #2

What is your preferred option for Rainbow Boulevard?

A. Existing Conditions
B. Retail Boulevard
   *(Center Turn Lane + Parking)*
C. Bicycle Boulevard
   *(Center Turn Lane + Two-Way Cycle Track)*
D. Paired One-Ways

- A. Existing Conditions: 21.2% (7)
- B. Retail Boulevard: 6.1% (2)
- C. Bicycle Boulevard: 24.2% (8)
- D. Paired One-Ways: 48.5% (16)

Total: 33