Complete Streets Training Session

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October 26, 2016
**What is a Complete Street**

**Streets** that are planned, designed, operated, and maintained to enable **safe, convenient and comfortable** travel and access for **users of all ages and abilities** regardless of **their mode of transportation**.
Plans and Policies That Address Complete Streets

• FOCUS Kansas City Plan
  • Walkability Plan
  • Bike KC Plan
  • Major Street Plan
• Transit Oriented Development Policy (Draft)
  • Area Plans
• Boulevard and Parkway Standards
  • Zoning Overlays
- Established Level of Service concept (pedestrians, bikes, transit)
- Emphasized multi-modal transportation, connectivity, moving about the city
Walkability Plan

- Measures Walkability
  - Directness
  - Continuity
  - Street Crossings
  - Visual Interest and Amenity
  - Security
- Require pedestrian impact analysis in traffic studies
- Recommended changes to engineering standards
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Country Club Plaza
South Plaza Area
• Network of on-street bicycle facilities
• The 600 mile bicycle facilities network is located on both existing and future city streets.
• The City currently completing first phase
  • Includes 180 miles of signed bicycle routes.
• Includes **street section alternatives**
• Accommodate **alternative modes**
• More **context sensitive**
Burlington Corridor Complete Street Plan - North Kansas City
Transit Oriented Development Policy

Development that focuses land uses around a transit station

**Transit-Oriented Development Is:**
- Connected
- Dense
- Diverse
- Designed

**Transit-Oriented Development Is Not:**
- Isolated
- Sparse
- Homogeneous
- Uncoordinated
Transit Oriented Development Policy

Connectivity and Complete Streets Recommendations

- Reintroduce Sidewalk
- Reintroduce Road
- Use Smaller Blocks
- Create Pedestrian Pathways in Larger Blocks
- Maintain Sidewalk
- Maintain alley in new development sites
- Incorporate trails and bike infrastructure into transit network

A Connected, Multi-Modal System
Together, a network of fixed guideway, local bus, bicycle, and pedestrian paths make up our city's circulatory system. This map demonstrates at an abstract level how these connectivity elements knit together destinations in the urban fabric.
Transit Oriented Development Policy
Troost MAX at Linwood Boulevard

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Walkability
• Identify pedestrian **priority areas**
• Recommend **targeted pedestrian improvements and key connections**
Bike routes and trails
- Identify **priority routes**
- Integrated **on-street** and **off-street** network
- Suggest revisions to Bike KC and Trails KC
- Connect activity centers
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N Congress Avenue
Rods
• Guidelines for context sensitive streets
  • Match area character
• Suggest improvement & revisions to Major Street Plan
• Identify ‘through” street network
  • Facilitates biking and walking
88-323-02 NON-RESIDENTIAL DEVELOPMENT

88-323-02-A. SITE AND BUILDING ORIENTATION AND SETBACK

1. If adjacent to and within 150 feet of a boulevard or within a development node, the principal building shall be set back a maximum of 20 feet from the right-of-way line.

2. If adjacent to and within 150 feet of a parkway, the principal building shall be set back a minimum of 20 feet from the right-of-way line.

3. If located on a boulevard or within a development node, a customer entrance of the principal building shall either face the boulevard or parkway or be located on a side facade.
Establish special land use regulations, and design guidelines to compliment an area’s historic character and form.

**DESIGN STANDARDS**

- **SETBACKS & FRONTAGE**
- **MATERIALS**
- **BUILDING FEATURES**
- **TRANSPARENCY**
- **PARKING**
- **SIGNAGE**
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Thank You
Questions/Comments

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