Complete Streets

Ty Nagle, City of Overland Park
Complete Streets

• Having resolutions, ordinances and plans in place

1. 2008 Vision Metcalf - Corridor Study
2. 2009 Site Design Standards - Pedestrian Realm
3. 2011 Downtown FBC - Shaping the street/scape
4. 2012 Resolution from City Council - Backbone
5. 2015 Bike Plan - Identifying corridors
6. Challenges
Overland Park, KS

- Complete Streets

- Every design element must have ordinance to back it!

- Platting/Rezoning/PDP/FDP/Permit

- Be upfront with City’s development performance standards (boss).

- Report Projects to Planning Commission and City Council

- Stipulations very common to ensure all elements of plan are met
Overland Park, KS

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- Corridor study and ROW
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Identifies:

- Different street types, where bike lanes would be best suited based on connectivity and traffic volumes
- Suggested lane widths
- Parking
- Bus Rapid Transit
2. 2009 Site Design Standards

- Pedestrian Realm – Activating the street

- A regulatory plan that identifies a correlation between CS elements and zones.

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### Pedestrian Realm Zones

<table>
<thead>
<tr>
<th>Activity Zone</th>
<th>Pedestrian Zone</th>
<th>Amenity Zone</th>
</tr>
</thead>
</table>

### Minimum Width in this Zone:

<table>
<thead>
<tr>
<th>Amenity</th>
<th>Activity Zone</th>
<th>Amenity Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tree Well</td>
<td>N/A</td>
<td>5'</td>
</tr>
<tr>
<td>Tree Planter</td>
<td>N/A</td>
<td>5'</td>
</tr>
<tr>
<td>Tree Lawn</td>
<td>N/A</td>
<td>5'</td>
</tr>
<tr>
<td>Bench: parallel to building</td>
<td>1'-6''</td>
<td>3'</td>
</tr>
<tr>
<td>Bench: perpendicular to building</td>
<td>4'-6''</td>
<td>5'-6''</td>
</tr>
<tr>
<td>Bus Stop with bench</td>
<td>N/A</td>
<td>5'</td>
</tr>
<tr>
<td>Bus Stop with shelter</td>
<td>N/A</td>
<td>8'</td>
</tr>
<tr>
<td>Dining: one single table</td>
<td>3'</td>
<td>5'</td>
</tr>
<tr>
<td>Dining: two single or one double table</td>
<td>5'</td>
<td>7'</td>
</tr>
<tr>
<td>Dining: four-person table</td>
<td>5'</td>
<td>8'</td>
</tr>
<tr>
<td>Sandwich Sign Board</td>
<td>1'-6''</td>
<td>3'</td>
</tr>
<tr>
<td>Newspaper Vending Machine/Stand</td>
<td>1'-5''</td>
<td>3'</td>
</tr>
<tr>
<td>Potted Plants</td>
<td>1'-5''</td>
<td>3'</td>
</tr>
<tr>
<td>Bike Rack</td>
<td>N/A</td>
<td>4'</td>
</tr>
</tbody>
</table>
Projects

- 40-50% Masonry
- 25% glazing
- No Stucco/EIFS to grade
- Minimum façade offsets
Projects

Brookridge Country Club
- 18 hole golf course
- 138 acre site
- 5 million square feet
- 2,000 apartments
- 3 phases
- 42,000 additional ADT
- 39 acre park
- Zones
3. 2011 Form Based Code

- **Built Environment - Elements**
  - Focuses more on built environment and massing
  - Transect Zones, and challenges with old infrastructure
  - Density requirements
  - Special districts, and challenges with “customization”
  - 4 Mixed-Use projects in the last year approved
    Downtown OP
3. 2011 Form Based Code

- Built Environment - Placemaking
4. 2011 Resolution from Council

- Backbone of Complete Streets as a whole

RESOLUTION NO. 4035

A RESOLUTION ESTABLISHING A COMPLETE STREETS POLICY FOR THE CITY OF OVERLAND PARK, KANSAS AND RESCINDING RESOLUTION NO. 3919.

WHEREAS, for purposes of this Resolution, “Complete Street(s)” are defined as public rights-of-way that are safe, comfortable and convenient for vehicles, pedestrians, bicyclists, transit users and persons of all ages and abilities; and

WHEREAS, the City of Overland Park, Kansas (the “City”) has long pursued provisions for pedestrians, bicyclists, persons of all ages and abilities, in addition to vehicular traffic, within its public rights-of-way; and

WHEREAS, Complete Streets promote public health by encouraging more physical activity and providing for a comprehensive, integrated and connected transportation network within the City; and

WHEREAS, the livability of neighborhoods and the economic development of the City and surrounding areas are greatly enhanced by implementing certain Complete Street principles; and

WHEREAS, it is desirable that the City establish a policy with respect to Complete Streets, so that those principles can be incorporated into the public street project design and construction process.

NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF OVERLAND PARK, KANSAS:

SECTION 1. The following policies and procedures regarding Complete Streets (this “Policy”) are hereby adopted:
5. Bike Plan

- 2015 Overland Park Safe Bicycle Use Outreach Project

*Very Early in Implementation

- 20 CL miles per year
- $250k/year
- Counters, 10-150 on a Saturday @ 50 locations
- Safety large concern
- ROW with development proposals
- Identifies possible funding solutions
- Identifies Corridors
5. Bike Plan

• 2015 Overland Park Safe Bicycle Use Outreach Project

- First real authority for a “road diet”
- Analyzed AASHTO ‘guidelines’
6. Challenges

- Development Trends

- Network design may cater low volumes and slow speeds....
- But the traffic is forced onto streets with better connectivity.
- City created ‘Future Collector Network’ for better connectivity between the mile grid.
6. Challenges

- Finding a Balance

- Disconnect created by developments
- Vehicle capacity is real
- Allow congestion?
- Minimum offsets
Projects

- An opportunity to address overarching issues that may impede on allowing complete streets
- LOS/ADT/Capacity
6. Challenges

- “Another new idea”
Questions?

Ty Nagle, City of Overland Park