Metcalf Avenue and Shawnee Mission Parkway Corridor

Improved transit service within the Metcalf and Shawnee Mission Parkway corridors is identified in the regional long range transportation plan and in JCT’s Strategic Transit Plan. Improved transit service is also considered by local planners to support the viability of major economic development projects in each corridor.

Both the Metcalf and Shawnee Mission Parkway Corridors are planned for extensive re-investment and redevelopment. The Vision Metcalf Plan describes higher density transit oriented development nodes at major intersections along Metcalf Avenue. The City of Overland Park is currently developing a form-based code to support the redevelopment of the City’s downtown area to support mixed uses in a stronger pedestrian environment. The City of Mission’s Gateway project describes a mixed use activity center at the intersection of Johnson Drive and Shawnee Mission Parkway. Mission has also prepared a West Gateway study that emphasizes re-development near Johnson Drive and Metcalf Avenue with higher mixed uses and a pedestrian environment.

An initial phase I study/alternative analysis has been completed for the Metcalf Avenue and Shawnee Mission Parkway corridor and enhanced bus/BRT was chosen to advance to the next planning phase, project development. The next phase of study will formalize station locations and operational characteristics. Existing service and future enhanced service connects employment activity centers in the cities of Fairway, Mission, Overland Park and Roeland Park, Kansas, with the Country Club Plaza and The Green Impact Zone and the downtown Central Business District in Kansas City, Missouri. From the Rosana Square park-and-ride located at 119th Street and Metcalf Avenue, the alignment proceeds north on Metcalf Avenue to Martway Street, and then proceeds east generally on Martway Street, Johnson Drive, and Shawnee Mission Parkway respectively into Kansas City, Mo., then following various streets east to Troost Avenue. In addition, commuter oriented service will provide access to employment in the Kansas City, Missouri central business district (downtown) via the two park and ride facilities.

Enhanced service along this route will provide a strong transit connection between low-income areas and areas of high minority population in the Green Impact Zone to regional job centers in Johnson County, Kansas. This route provides a strong transit connection between two counties, two states and multiple communities. The Metcalf Avenue and Shawnee Mission Parkway Corridor displayed in Attachment A is ready for investments that will accomplish near-term implementation of an enhanced route as part of the broader rapid transit network that has been described. These investments will also support existing transit service in the interim period between completed construction and enhanced service implementation which may experience a delay due to transit vehicle delivery.

The overall project includes the following components, all of which were identified in the Metcalf Avenue and Shawnee Mission Parkway Transit Planning Study.

**Rosana Square Park-and-Ride**
The Rosana Square park-and-ride is a facility currently being used as a park-and-ride for existing commuter transit service, and is located west of 119th Street and Metcalf Avenue in Overland Park, Kansas. An enhanced park-and-ride will serve as a terminus point for both the enhanced transit service (later BRT service) and complimentary express bus service. Currently the park-and-ride lacks any passenger amenities, route or schedule information, or significant signage to indicate that this location is a Johnson County Transit (JCT) park-and-ride facility. Additional investments in the park-and-ride lot would include monument signage, kiosks with route and schedule information, and digital displays of real-time signage information indicating the next-bus arrival time. Figure 1 (Attachment B) displays a schematic of the proposed improvements.

**Metcalf South Mall Park-and-Ride**
The Metcalf South Mall park-and-ride is a facility currently being used as a park-and-ride for existing commuter and local transit service at 97th Street and Metcalf Avenue. An enhanced park-and-ride will be used for the enhanced transit service (later BRT service) and complimentary express bus service, as well as supporting existing transit services. Currently the park-and-ride lacks any passenger amenities, route or schedule
information, or significant signage to indicate that this location is a Johnson County Transit (JCT) park-and-ride facility. Additional investments in the park-and-ride lot would include monument signage, a station shelter with kiosks including route and schedule information, and digital displays of real-time signage information indicating the next-bus arrival time.

**East Gateway Transit Center**

The East Gateway Transit Center located at 5251 Johnson Drive in Mission, Kansas is a site is owned by the City of Mission, Kansas, and is designated as a transit center in the City of Mission’s *Eastern Gateway Streetscape Plan*. The site is adjacent to Mission’s downtown area, and is sited to support existing transit service as well as planned enhanced service, and future local bus service. Figure 2 (Attachment B) displays a schematic of the proposed improvements.

**Transit Signal Priority System**

A traffic-signal-priority system will be implemented in the entire corridor from the County Club Plaza, through downtown Overland Park, to Rosana Square. This system will allow transit vehicles greater ability to adhere to schedules by either extending green signals or shortening red signals when transit vehicles are behind schedule. Advanced intersection signal equipment is already being used throughout this corridor allowing a relatively low-cost transit-signal-priority installation for service reliability and improvements.

**Enhanced Transit Stations**

Nine (9) station pairs (18 stations) will be constructed in the Metcalf Avenue and Shawnee Mission Parkway corridor. The transit stations will be similar to existing BRT transit stations in the Main Street corridor within Kansas City, Missouri, with high-quality finishes, enhanced lighting, unique branding to distinguish enhanced service from local service and real-time, next-bus arrival information. In addition to being a major component of the planned enhanced system, the transit stations will support existing transit service. Figures 3a through 3n (Attachment B) displays a schematic of each of the proposed stations and potential contingency stations.

**Pedestrian Crossings and Corridor**

The pedestrian crossing and corridor improvements will be located along a three mile section of Metcalf Avenue from College Boulevard to 87th Street in the City of Overland Park, Kansas. This busy urban arterial has poor pedestrian connectivity and offers few amenities to promote alternative transportation methods. The proposed corridor will connect 3 of the enhanced stations with pedestrian friendly amenities such as sidewalks crosswalks, bike-hike trails, and landscaping. It will enhance pedestrian mobility, improve public safety, and provide better access to transit facilities, jobs, and services. In addition, pedestrian access to the enhanced transit station at Broadmoor & Martway in the City of Mission will be added and/or enhanced through the construction or rehabilitation of surrounding sidewalks.

The following Supporting Information is attached:

1. Attachment A – Corridor Map
2. Attachment B – Project Schematics
3. Attachment C – Project Amenities
4. Attachment D – Project Cost Summary
5. Attachment E – Environmental Clearance Status
6. Attachment F – Project Schedule
Figure 2

East Gateway Transit Center
College Blvd. and Metcalf Ave.
105th St. and Metcalf Ave.
Figure 3c

97th St. and Metcalf Ave. – Park and Ride/Alternate Transit
Figure 3d

95th St. and Metcalf Ave.

- Possible Retaining Wall
- Landscape Bed (typical)
- Transit Station

Remove existing sidewalk. May need small retaining wall west side of transit station.
Figure 3e

Downtown Overland Park Farmers Market
Figure 3f

75th St. and Metcalf Ave.

Compact Transit Station

Landscape Bed (typical)

Compact Transit Station

Landscape Bed (typical)
Figure 3g

Broadmoor St. and Martway St.

Transit Station

Landscape Bed (typical)
Figure 3i

Roe Ave. and Johnson Dr.
Belinder Rd. and Shawnee Mission Parkway
## Metcalf Avenue Enhanced Bus Capital Projects - Amenities Summary

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**Administrative, Legal, & Engineering (Contingency Projects):** 15% $244,353

**Project Sub-total:** $10,660,000

**Summary**

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**Contingency Projects Subtotal:** $1,629,020

**Construction Contingency:** 10% $162,062

**Contingency Project Sub-total:** $1,791,082

**Package Total w/o Contingency Projects:** $10,660,000

**Project Total w/ Contingency Projects:** $12,451,922
ATTACHMENT E

Environmental Clearance Status

On September 11, 2009, Olsson Associates submitted agency coordination letters to six federal and/or state agencies regarding the proposed Metcalf Avenue and Shawnee Mission Parkway Corridor. The following is a list of the agencies and the requested information/review that were submitted.

- **U.S. Army Corps of Engineers (USACE)** – Jurisdictional Waters of the United States.
- **U.S. Environmental Protection Agency (USEPA)** – Environmentally regulated facilities/remediation sites and USEPA Environmental Justice areas.
- **Kansas Department of Health and Environment (KDHE)** – Review of registered sites in the following divisions: Bureau of Environmental Remediation (BER) – Assessment and Restoration Section, Landfill Remediation Unit, National Pollutant Discharge Elimination System (NPDES) and the KDHE Storage Tank Section.
- **Kansas Department of Wildlife and Parks (KDWP)** – Native wildlife species, threatened and endangered species and critical habitats.
- **U.S. Fish and Wildlife Service (USFWS)** – Federally-listed threatened and endangered species.
- **Kansas Historical Society (KHS)** – Registered historic properties.

The following is a brief summary of agency responses that were received regarding the proposed Metcalf Avenue and Shawnee Mission Parkway Corridor:

- **USACE** – In a written letter provided to Olsson on October 2, 2009, the USACE stated “the information sent for our review and the map accompanying your letter does not indicate that the project will involve the placement of fill material within jurisdictional waters of the U.S.”

- **USEPA** – In a written letter provided to Olsson on November 24, 2009, the USEPA stated “though they should not have an effect on the proposed project, EPA would like to note there are six EPA regulated facilities for minor air emissions in or near the project area. In addition, EPA would like to note that a small portion at the southern end of the project area falls within an area that is listed as an EPA Environmental Justice (EJ) area. This area is indicated as having a population of greater than 25% minorities. During the planning and implementation of the proposed project, please consider any impacts to the elderly and persons with disabilities by taking proactive measures to minimize adverse effects.”

- **KDHE** – In a written letter provided to Olsson on October 5, 2009, the KDHE stated “the Kansas Department of Health and Environment (KDHE), Bureau of Environmental...”
Remediation (BER), Assessment and Restoration Section, Landfill Remediation Unit has six known contaminated drycleaner sites within the vicinity of the proposed project. There are several private facilities with underground storage tanks sites along the described routes. The planners should be cognizant of the location of these facilities in the event that construction activities impinge on these locations.

- **KDWP** – In a written letter provided to Olsson on September 14, 2009, The KDWP stated “we note that the plan is to install a transit system along Metcalf and Shawnee Mission Parkway. We note that the adjacent lands to the development are all urbanized. Therefore we anticipate minimal impacts on native wildlife species. Results of our review indicate there will be no significant impacts to crucial wildlife habitats; therefore, no special mitigation measures are recommended. The project will not impact any public recreational areas, nor could we document any potential impacts to currently listed threatened or endangered species or species in need of conservation. No Department of Wildlife and Parks permits or special authorizations will be needed if construction is started within one year, and no design changes are made in the project plans.”

- **USFWS** – In a written letter provided to Olsson on October 14, 2009, the USFWS stated “based on review of the proposed action and the land uses on site, I conclude that no federally-threatened or endangered species are likely to be present in the project area.”

- **KHS** – In an email response received by Olsson on September 18, 2009, the KHS stated “we received your letters initiating consultation for two projects in the Kansas City area. There are registered historic properties within the specified corridors. In such large corridors there is also great potential for National Register-eligible sites which are yet to be identified. At this point we do not have enough information to determine if historic properties will be affected by the projects. It does not appear from the descriptions provided that the projects will be particularly destructive as existing corridors are being used. Therefore our only comment at this time is that we would like to see more specific plans when they become available in order to determine if historic properties will be affected.”
ATTACHMENT F

Schedule

A preliminary schedule of the Metcalf Ave and Shawnee Mission parkway corridor improvements has been prepared. Each corridor element will have a detailed schedule prepared during final engineering and design following grant approval. The key milestones include:

- Scope Schedule and Budget to FTA May 2010
- FTA Pre-award Authority: July 2010
- Public Involvement 3rd & 4th Qtr 2010
- Begin Consultant Selection July 2010
- Begin Engineering and Design Sept 2010
- Interlocal Agreements Complete 3rd Qtr 2011
- Complete Design / Start Bidding Process 3rd & 4th Qtr 2011
- Construction Start 4th Qtr 2011 & 1st Qtr 2012
- Construction Complete 4th Qtr 2012
- Corridor Improvement Closeout 2013
Metcalf Avenue and Shawnee Mission Parkway Corridor
"Fast Track" Schedule of Development

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