

2022

Dr. Martin Luther King, Jr. Boulevard Pedestrian Facilities Study



City of Kansas City, Missouri
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ACKNOWLEDGEMENTS

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TABLE OF CONTENTS

Introduction 1

Phase I: Existing Conditions Analysis..... 2

 Document Review.....2

 Land Use.....4

 Roadway and Traffic.....6

 Bicycle and Pedestrian.....7

 Transit.....9

 Community Engagement (Phase I)..... 12

Phase 2: Plan Development..... 14

 Potential Opportunities 14

 Community Engagement (Phase 2)..... 15

Phase 3: Final Plan and Implementation 18

 Preferred Opportunities..... 18

 Implementation Strategy..... 19

Appendix A: Peak Hour Traffic Counts

Appendix B: Community Engagement - Interactive Online Map

Appendix C: Community Engagement - Survey #1

Appendix D: Community Engagement - Survey #2

Appendix E: Community Engagement - Public Meeting #1 Display Boards

Appendix F: Community Engagement - Public Meeting #2 Display Boards

Appendix G: Community Engagement - Summary

INTRODUCTION

The *Dr. Martin Luther King, Jr. Boulevard Pedestrian Facilities Study* is one of several projects included in the Planning Sustainable Places program managed by the Mid-America Regional Council (MARC), the metropolitan planning organization for the Kansas City region. In partnership with the City of Kansas City, Missouri and Community Builders of Kansas City (CBKC), the study aims to advance the city's Vision Zero initiative to eliminate traffic fatalities and serious injuries by 2030 to increase safe, healthy, and equitable mobility for all.

As displayed in **Figure I**, the study area generally consists of the 1.3-mile Dr. Martin Luther King, Jr. Boulevard (MLK Boulevard) corridor (formerly Swope Parkway/Blue Parkway) from Prospect Avenue to Elmwood Avenue, including surrounding development and land uses. To advance the overall Vision Zero initiative within the study area, the *Martin Luther King, Jr. Boulevard Pedestrian Facilities Study* aims to:

1. Improve safety for pedestrians and other vulnerable users
2. Increase access to transit and nearby destinations
3. Explore a cohesive parkway design

This report includes all three phases of the study. *Phase 1: Existing Conditions Analysis* included a document review, mapping exercises, traffic data collection, and site observations in order to analyze existing conditions. *Phase 2: Plan Development* included community engagement, development of multiple improvement alternatives, and presentations to the technical and stakeholder committees. Lastly, *Phase 3: Final Plan and Implementation* featured the preferred alternative based on public input, prioritized corridor improvements, and an implementation strategy. The final phase concluded with presenting the preferred alternative to stakeholder groups and the public.

Figure I: Study Area Map



Source: TranSystems (2022)

PHASE I: Existing Conditions Analysis

Document Review

The document review includes relevant plans and studies that may influence the planning process. Redevelopment plans and related traffic studies are discussed in the *Land Use* section.

Swope Area Plan (2014)

The *Swope Area Plan* builds on previous planning efforts and responds to current challenges – population loss, declining commercial corridors, and disinvestment – to define a collective long-term vision for the Swope community. The Swope area is generally bounded by Emanuel Cleaver II Boulevard on the north, the Blue River on the east, the Trolley Track Trail on the south, and Troost Avenue/Paseo on the west. In addition to the plan, this resource includes a Data Book (relevant facts, community information, and a preliminary list of planning issues to be addressed) and a Resident Survey of 455 households in the area. The plan’s vision statement is that the Swope area “will be a community of desirable urban neighborhoods which provide a high quality of life by offering diverse choices for housing, transportation, shopping and services, employment, quality schools, culture, and recreation in a secure and well maintained environment.”

Relevance: The corridor is identified as a pedestrian corridor featuring barriers to pedestrian mobility.

Swope Parkway/Blue Parkway Corridor Redevelopment Feasibility Study (2017)

The feasibility study signaled the restart of Kansas City’s Brush Creek redevelopment efforts. The primary purpose of this study was to identify and assess feasible redevelopment opportunities (comprising retail, office, institutional, civic, and/or recreational uses) that would increase neighborhood connectivity and revitalization. A project stakeholder committee was established to assist Swope Community Builders and the project team with this effort. The group weighed financial and technical feasibility in consideration of the corridor’s existing assets, demographic trends, real estate market trends, resident needs and desires, and the City’s planning and economic development goals. Project phasing, financing strategies, and infrastructure needs for those opportunities were also considered.

Relevance: This plan highlights existing assets along the corridor and the feasibility of potential development.

Swope Prospect Connectivity Study (2018)

The *Connecting Swope* study covers the area bounded by Swope Parkway to the north, Paseo to the west, Swope Parkway/Cleveland Avenue to the east, and 85th Street to the south. The goals of the study were to: identify barriers and gaps in connectivity for vulnerable road users, including pedestrians, transit riders, and bicyclists; ensure access to the Prospect MAX bus rapid transit (BRT) stations; and improve the safety, comfort, and ease of crossing U.S. 71 Highway. The project was led by the Kansas City Area Transportation Authority (KCATA) with funding provided by the Mid-America Regional Council (MARC) through the Planning Sustainable Places program, the Missouri Department of Transportation (MoDOT), and the City of Kansas City, Missouri.

Relevance: This plan identifies infrastructure design supported by the community.

Major Street Plan (2011)

The 2011 update of the *Major Street Plan* creates a living document by establishing both a thorough technical underpinning for the Plan as well as the processes to sustain ongoing meaningful updates. The plan addresses – in new ways and with much more flexibility – the capacity needs of the City’s major streets, as well as context-reflective, multimodal street designs. It also expands on the collaborative history and abilities of three City departments – City Planning and Development, Parks and Recreation, and Public Works – in order to more fully integrate visions into one plan.

Relevance: This plan identifies the corridor as an Established Parkway and details standards for parkway design.

BikeKC Plan (2019)

The *BikeKC Plan* is a steering document that functions as a guidepost to help city staff and the community make decisions related to bicycling infrastructure, programs, and policies. Public outreach and input were the most critical elements in creating the Plan's vision and recommendations. Over the course of nearly two years, thousands of residents contributed their thoughts and comments to the Plan and the issue of bicycling in Kansas City. Multi-layered technical analysis informed updates to the City's bike network. A useful, direct, connected, and safe network appealing to bicyclists of all abilities is foundational in this updated plan.

Relevance: This plan identifies the corridor for "Major Separation." Appropriate bicycle infrastructure for a major separation in the study area includes protected bike lanes, shared-use paths, and recreational trails.

TrailsKC Plan (2008)

The *TrailsKC Plan* outlines Kansas City's trail network. The plan is the City of Kansas City, Missouri's vision for developing a shared-use trail system for pedestrians, bicyclists, and equestrians, for both commuting and recreation. Trails are recognized as effective tools to create strong, vibrant communities and create the quality of life that attracts and retains residents and businesses. This plan also provides guidelines and standards for various types of trails.

Relevance: The Martin Luther King Jr. Boulevard corridor is not identified as part of the network. However, the Brush Creek Trail, a Citywide Trail (the highest hierarchy of trail), is located across Brush Creek from the study area.

RideKC Next Final Plan Design Memo (2020)

The report details the final network design proposed by KCATA to redesign RideKC bus service in the region. The *RideKC Next Plan* reduces coverage service in outlying areas of Kansas City, Missouri while retaining any prior coverage to outlying low-income areas. With limited resources available, the goal of the system redesign is to offer a more effective network that is useful to more people to go more places while mitigating the potentially catastrophic impacts to personal mobility from reductions in already low transit service levels. The new proposed network incorporates a 15 percent service reduction due to reduced revenues during the COVID-19 pandemic and is consistent with October 2020 service levels. The simpler structure of fewer routes will make it easier for KCATA to increase or decrease service levels in the future without requiring further redesign. This structure also allows KCATA to respond faster to unpredictable changes in resources or demand.

Relevance: East/west transit connections will increase in frequency while north/south connections are slightly decreased.

Kansas City Parks Board Renames multiple connected roads to the Dr. Martin Luther King, Jr. Boulevard (2021)

On April 13, 2021, Kansas City Parks Board of Commissioners renamed the roadway corridor starting out as Swope Parkway on the west to Dr. Martin Luther King Jr. Boulevard. The MLK Boulevard stretches from Brookside Boulevard on the west end to I-435 on the east end.

Relevance: Renaming was considered as the start of enhancing the context of this corridor and memorializing Dr. King and the civil rights movement.

Land Use

Land uses vary throughout the study area. The most common land use is commercial (non-office) accounting for nearly 35 percent of the parcels in the study area. The second most prominent land use is single-family residential (21 percent) followed by vacant (residential) parcels (16 percent). **Table 1** shows the number of parcels for each major land use category in the study area. **Figure 2** displays land uses within and adjacent to the study area and **Figure 3** shows the location of redevelopment plans in the study area.

Table 1: Land Uses in Study Area

Land Use	Number of Parcels	Percent of Total Parcels
Commercial (Non-Office)	57	34.8%
Single-Family Residential	34	20.7%
Vacant (Residential)	18	11.0%
Commercial (Office)	10	6.1%
Vacant (Non-Residential)	8	4.9%
Park	8	4.9%
Institutional/Church	7	4.2%
Medical	6	3.7%
Paved Parking	5	3.0%
Light Industrial	5	3.0%
Multi-Family Residential	4	2.4%

Source: City of Kansas City, Missouri (2021); TranSystems (2022)

Redevelopment Plans

Office at Overlook, Revised Traffic Impact Study (2020)

The study assessed the potential traffic impacts from the proposed Office at Overlook redevelopment, a mixed-use project consisting of office, multi-family residential, and retail components. The purpose of this study was to:

- Evaluate existing operating conditions of traffic at the intersections and recommend mitigation measures
- Assess impact of trips generated by the project and recommend needed off-site improvements
- Assess cumulative impacts of the proposed redevelopment project and other nearby approved developments and recommend needed off-site improvements as a result of the cumulative impacts
- Evaluate operating conditions of traffic in the study area for target year 2040
- Conduct a walkability analysis using the criteria identified in the *Kansas City Walkability Plan*
- Discuss multimodal aspects of the study area including availability of transit services and bike facilities

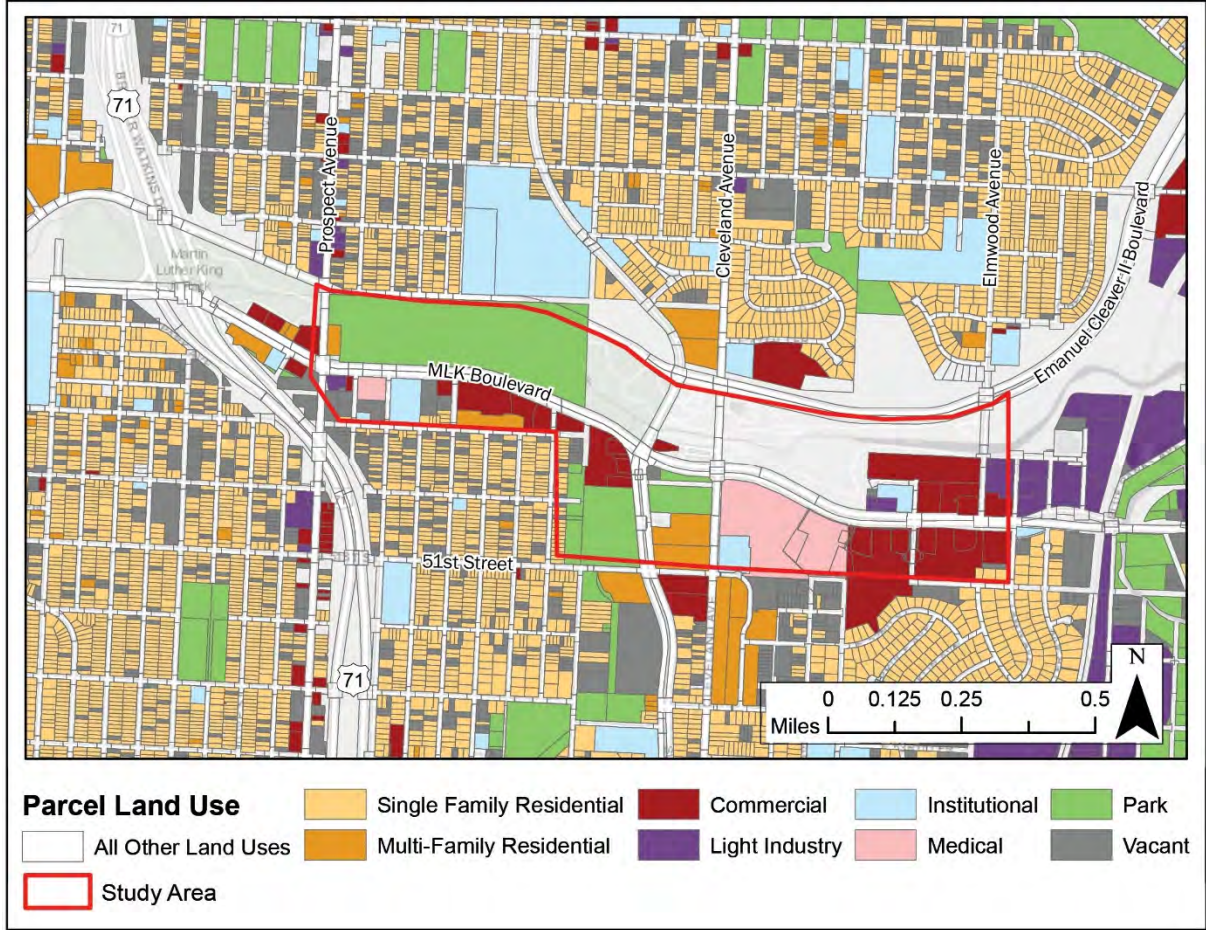
The Rochester on Blue Parkway, Trip Generation Analysis (2020)

The report was a trip generation analysis to determine if the proposed The Rochester on Blue Parkway redevelopment requires a traffic impact study. The proposed use for the project site is a mid-rise (four-story) multi-family residential development consisting of 65 dwelling units with a number of amenities for private use of the residents including a small meeting space, gym, lounge, multi-purpose space, and roof deck. Results of the analysis indicated that the number of trips generated by The Rochester on Blue Parkway development during the peak-hours of a typical weekday was below the 100 vehicle per hour threshold to require a traffic impact study.

Swope Health PACE Center

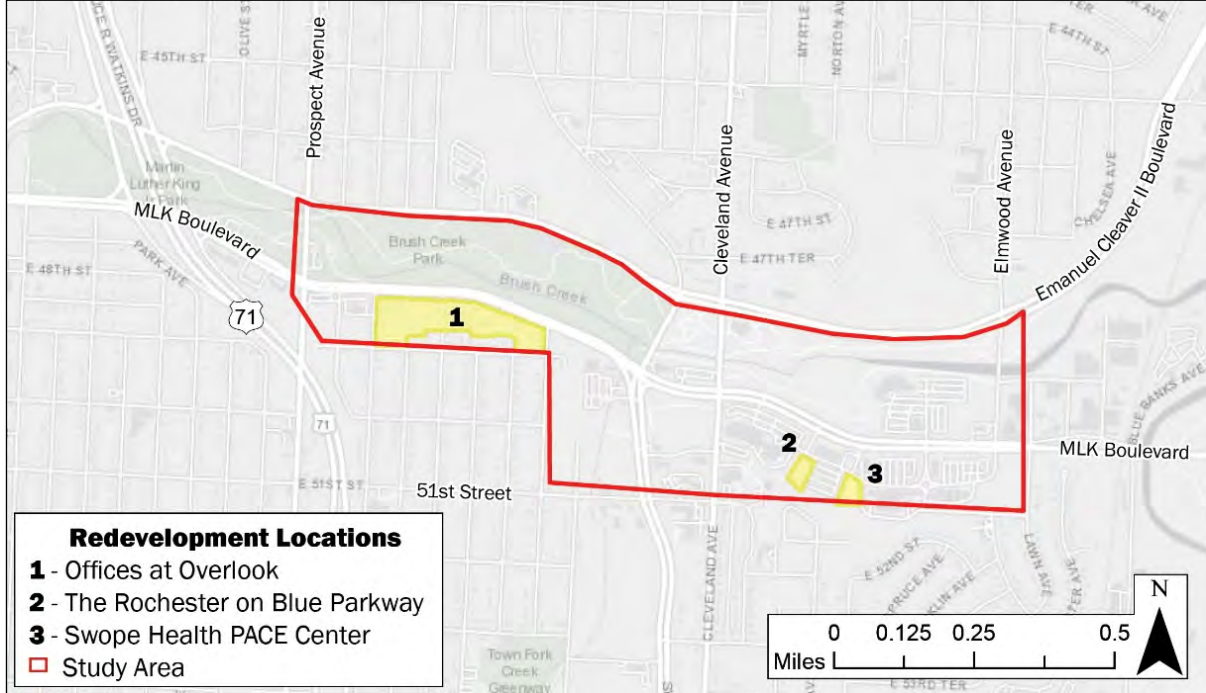
PACE (Program of All-Inclusive Care for the Elderly) is a healthcare program that provides a full range of health and wellness services to allow older adults to age gracefully in their home communities. PACE KC will be 32,000 square feet of space, providing long-term care unlike any other in the area.

Figure 2: Land Use



Source: City of Kansas City, Missouri (2021); TranSystems (2022)

Figure 3: Redevelopment Plans



Source: TranSystems (2022)

Roadway and Traffic

Roadway Characteristics

The study area consists of 1.3 miles of MLK Boulevard corridor (formerly Swope Parkway/Blue Parkway) from Prospect Avenue to Elmwood Avenue. Despite the former designation as parkway and current designation as a boulevard, the corridor does not conform to the system standards detailed in the *KC Major Streets Plan*.

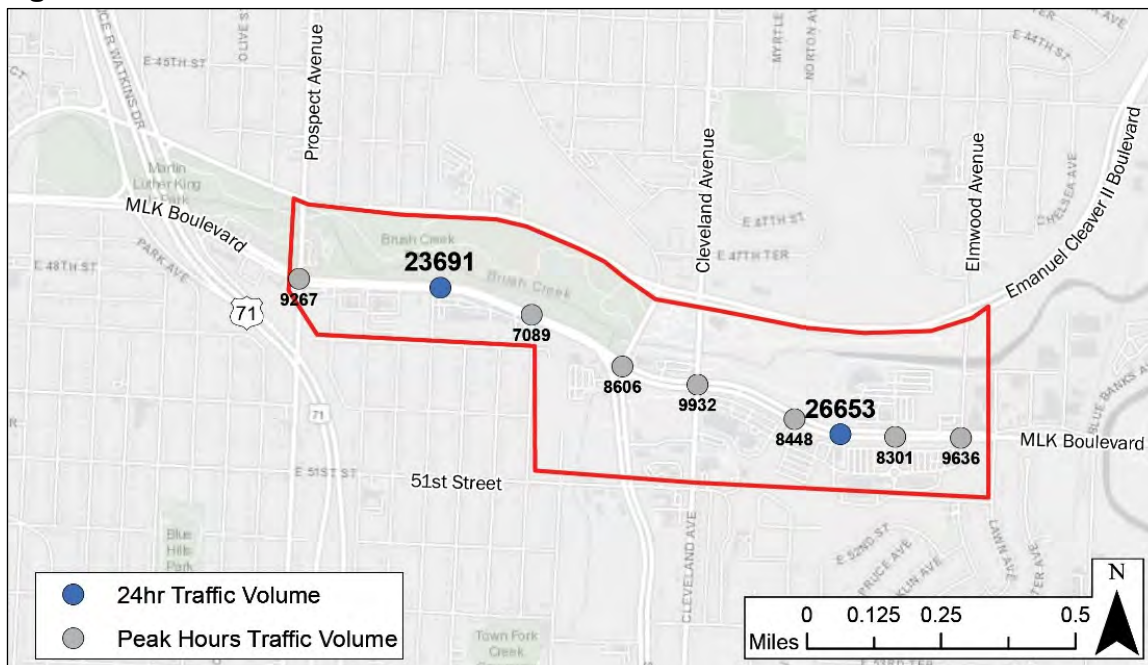
Generally, the corridor is six lanes with additional lanes for turning movements at both signalized and uncontrolled intersections. Throughout the corridor, traffic is divided by a grass median which varies in width. Traffic signals are located where MLK Boulevard intersects with Prospect Avenue, Benton Boulevard, Cleveland Avenue, Kensington Avenue, and Elmwood Avenue. Lane widths vary from 12 to 16 feet wide and irregular geometry at intersections and grade changes throughout the corridor reduce traffic sight distance.

Traffic Patterns

Peak volume counts, 24-hour volume counts, and speed data were collected in June 2021 to understand traffic patterns in the study area. Based on the 24-hour volume counts, traffic volume on MLK Boulevard ranges from approximately 23,700 to 26,700 vehicles per day with the higher volumes occurring on the eastern end of the study area. Despite the onset of the COVID-19 pandemic in March 2020, traffic volume in 2021 was higher than the average daily volume over the previous five years (approximately 22,200 vehicles). While the posted speed limit along the corridor is 40 mph, the reported average speed of motorists was approximately 47 mph with the 85th percentile for speed at 54 miles per hour – nearly 15 mph higher than the posted speed limit.

MLK Boulevard experiences heavy directional travel during peak hours. Peak traffic counts consisted of data collection for two hours in the morning (7:00 AM - 9:00 AM) and two hours in the evening (4:00 PM - 6:00 PM) at each of the major intersections: Prospect Avenue, College Avenue, Benton Boulevard, Cleveland Avenue, Mazuma Entrance, Kensington Avenue, and Elmwood Avenue. **Figure 4** displays the peak traffic counts for vehicles travelling both directions at the major intersections as well as 24-hour volumes at two locations. Based on the analysis, the highest volume of turning movements occurred at southbound Elmwood Avenue turning left onto eastbound MLK Boulevard. Turning movements for each intersection are available in **Appendix A**.

Figure 4: Traffic Volume



Source: TranSystems (2021)

Corridor Characteristics

Bicycle and Pedestrian Patterns

With the traffic volumes and speeds, sharing a lane with traffic is not considered safe and even the confident cyclists are not observed travelling along the corridor. Anecdotal evidence from the Strava ride tracker (displayed in **Figure 6**) shows a noticeable movement of riders that avoid MLK Boulevard, apparently preferring to reroute to the Brush Creek Trail or Emanuel Cleaver II Boulevard. This is supported by bicyclists only appearing at the two ends of the corridor.

Legend:

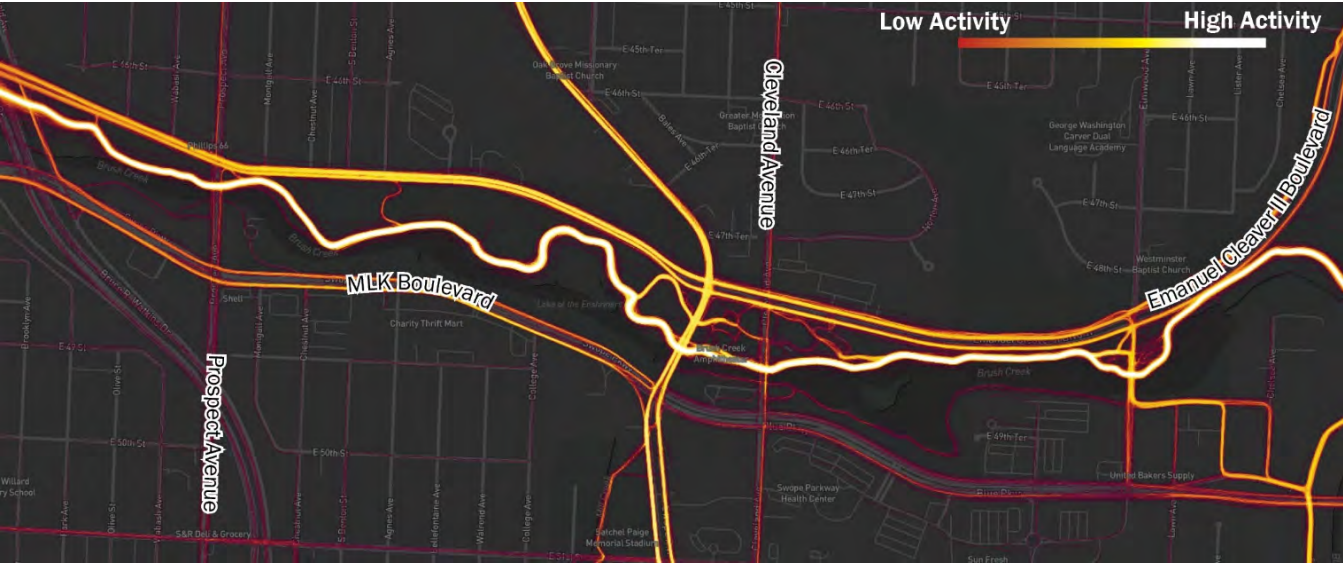
- Peak Hours Pedestrian Volume
- Peak Hours Bicycle Volume

Map Data:

Location	Peak Hours Pedestrian Volume	Peak Hours Bicycle Volume
Prospect Avenue	91	3
Brush Creek Park	1	0
51st Street	5	0
Cleveland Avenue	40	0
Elmwood Avenue	4	0
MLK Boulevard	10	2
Blue Hills Park	6	0

Dr. Martin Luther King, Jr. Boulevard Pedestrian Facilities Study | Page 7

Figure 6: Strava Heatmap of Bicycle Activity

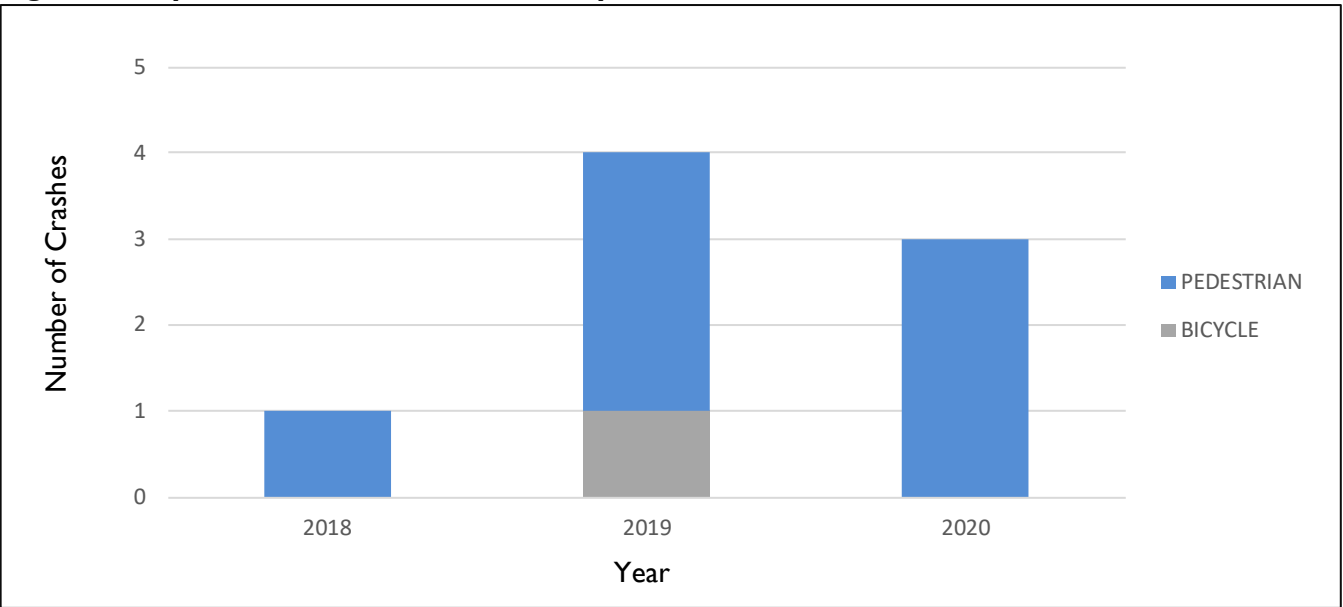


Source: Strava (2022)

Crash Analysis

Pedestrian crash reports were examined for a three-year period from 2018-2020. Seven (7) crashes occurred involving a pedestrian and one (1) crash involved a bicyclist. **Figure 7** displays the number of crashes by year. Nearly all crashes (88 percent) resulted in an injury, one pedestrian crash was property damage only, and no crashes resulted in a reported fatality. Most crashes (75 percent) occurred during daylight conditions.

Figure 7: Bicyclist and Pedestrian Crashes by Year



Source: City of Kansas City, Missouri (2021); TranSystems (2022)

Transit

Service and Transit Stop Characteristics

Currently, KCATA operates four routes through the study area: Routes 3, 18, 21, and 47. As shown in **Figure 8**, Route 47 is the east-west connection running along MLK Boulevard. In total, there are 22 fixed-route transit stops in the study area.

The *RideKC Next Plan* identifies a few changes coming to transit service provided in the study area. The biggest change is to Route 47, which the plan identifies as a high-frequency route that will have buses arriving every 15 minutes. The other major change is to Route 39 which will terminate at the Shops at Blue Parkway. Route 21 will no longer pass through the study area on Cleveland Avenue, but Route 18 continues to provide service along that north-south corridor. There are no changes proposed to transit stop locations, as seen in **Figure 9**, which displays the future transit routes and stops located within the study area.

Amenities provided at transit stops, such as a shelter, bench, trash receptacle, or concrete pad, vary throughout the corridor. Transit stops with transfer options and high ridership tend to have more amenities while stops with lower ridership have less amenities. However, some low-volume stops have amenities that could be redistributed. Approximately 65 percent of all transit stops have a concrete pad and more than 50 percent have at least once bench. Nearly all transit stops with a bench are covered by a shelter. However, only 40 percent offer transit users a trash receptacle. A full inventory of stop amenities is shown in **Table 2**.

Table 2: Transit Stop Amenities

Stop ID	Location	Pad	Bench	Trash	Schedule	Shelter
0712300	ON PROSPECT AT SWOPE PKWY	1	2	1	1	1
4700029	ON SWOPE PKWY AT PROSPECT	1	1	1	0	1
7100170	ON PROSPECT AT SWOPE PKWY	0	1	1	0	1
5300112	ON SWOPE PKWY AT PROSPECT	0	1	1	0	1
4700177	ON SWOPE PKWY AT CHESTNUT	0	0	0	0	0
5300005	ON SWOPE PKWY AT CHESTNUT	1	0	0	0	0
4700178	ON SWOPE PKWY AT AGNES	0	0	0	0	0
4700027	ON SWOPE PKWY AT AGNES	1	1	0	0	0
4700179	ON SWOPE PKWY AT COLLEGE E	1	0	0	0	0
5300003	ON SWOPE PKWY AT COLLEGE W	1	1	0	0	0
4700025	ON SWOPE PKWY AT BENTON W	1	1	1	0	1
4700180	ON SWOPE PKWY AT BENTON E	0	0	0	0	0
4700184	ON BLUE PKWY AT CLEVELAND	0	0	0	0	0
0472508	ON BLUE PKWY AT CLEVELAND W	1	2	1	0	1
1210157	ON CLEVELAND AT BLUE PKWY S	1	1	1	1	1
1210009	ON CLEVELAND AT BLUE PKWY N	1	1	1	1	1
0472501	ON BLUE PKWY AT SWOPE PARK	1	1	0	0	1
4700203	ON BLUE PKWY AT 4000 BLUE	0	0	0	0	0
4700202	ON BLUE PKWY AT 4001 BLUE	0	0	0	0	0
0000047	SHOPS AT BLUE PKWY & KENSI	1	1	1	1	1
0472600	ON BLUE PKWY AT LAWN EB	0	0	0	0	0
4700024	ON BLUE PKWY AT ELMWOOD WE	1	0	0	0	0

Source: KCATA (2021); TranSystems (2022)

Study Area

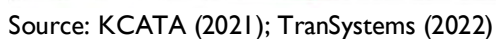
Route

- 3
- 18
- 21
- 47

● Transit Stop

Map labels include: Prospect Avenue, Cleveland Avenue, Elmwood Avenue, Emanuel Cleaver II Boulevard, MLK Boulevard, Brush Creek Park, Oak Park, Ivanhoe Park, Martin Luther King Park, E 45TH ST, E 46TH ST, E 47TH ST, E 48TH ST, E 49TH ST, E 50TH ST, E 51ST ST, E 52ND ST, E 53RD ST, E 54TH ST, E 55TH ST, E 56TH ST, E 57TH ST, E 58TH ST, E 59TH ST, E 60TH ST, E 61ST ST, E 62ND ST, E 63RD ST, E 64TH ST, E 65TH ST, E 66TH ST, E 67TH ST, E 68TH ST, E 69TH ST, E 70TH ST, E 71ST ST, E 72ND ST, E 73RD ST, E 74TH ST, E 75TH ST, E 76TH ST, E 77TH ST, E 78TH ST, E 79TH ST, E 80TH ST, E 81ST ST, E 82ND ST, E 83RD ST, E 84TH ST, E 85TH ST, E 86TH ST, E 87TH ST, E 88TH ST, E 89TH ST, E 90TH ST, E 91ST ST, E 92ND ST, E 93RD ST, E 94TH ST, E 95TH ST, E 96TH ST, E 97TH ST, E 98TH ST, E 99TH ST, E 100TH ST.

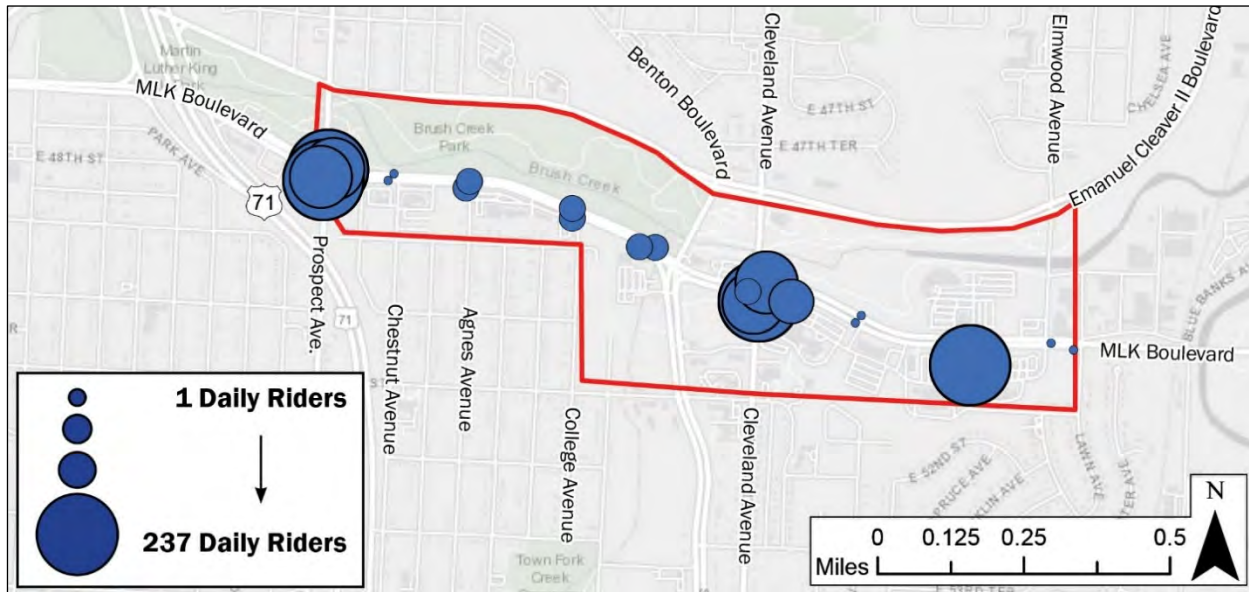
Figure 9: Proposed RideKC Next Routes and Study Area Stops



Ridership Patterns

Transit stops with transfer options, such as Prospect Avenue and Cleveland Avenue, have the highest number of daily riders. The stop serving the Shops at Blue Parkway on Kensington Avenue experiences a high number of daily riders as well. The stops with the lowest ridership are at Chestnut Avenue. **Figure 10** displays average daily ridership by transit stop. The average number of daily boardings and alightings is outlined in **Table 3**.

Figure 10: Transit Stop Ridership



Source: KCATA (2021); TranSystems (2022)

Table 3: Transit Stop Ridership

Stop ID	Stop Name	Daily Ridership	Direction	Route(s)
47	SHOPS AT BLUE PKWY & KENSINGTON	237.13	EB	47
712300	ON PROSPECT AT SWOPE PKWY	165.08	NB	3
7100170	ON PROSPECT AT SWOPE PKWY	157.56	SB	3
1210009	ON CLEVELAND AT BLUE PKWY	152.40	NB	18, 21
1210157	ON CLEVELAND AT BLUE PKWY	116.58	SB	18, 21
4700029	ON SWOPE PKWY AT PROSPECT	98.92	WB	47
472508	ON BLUE PKWY AT CLEVELAND	91.87	WB	47
5300112	ON SWOPE PKWY AT PROSPECT	87.55	EB	47
472501	ON BLUE PKWY AT SWOPE PARK	58.69	EB	47
4700184	ON BLUE PKWY AT CLEVELAND	29.77	EB	47
4700179	ON SWOPE PKWY AT COLLEGE	13.69	EB	47
4700178	ON SWOPE PKWY AT AGNES	13.31	EB	47
5300003	ON SWOPE PKWY AT COLLEGE	12.96	WB	47
4700025	ON SWOPE PKWY AT BENTON	12.46	WB	47
4700180	ON SWOPE PKWY AT BENTON	12.23	EB	47
4700027	ON SWOPE PKWY AT AGNES	9.72	WB	47
4700202	ON BLUE PKWY AT 4001 BLUE	8.09	EB	47
472600	ON BLUE PKWY AT LAWN	3.74	EB	47
4700024	ON BLUE PKWY AT ELMWOOD	3.59	WB	47
4700177	ON SWOPE PKWY AT CHESTNUT	2.13	EB	47
5300005	ON SWOPE PKWY AT CHESTNUT	1.19	WB	47
4700203	ON BLUE PKWY AT 4000 BLUE	0.52	WB	47

Source: KCATA (2021); TranSystems (2022)

Community Engagement (Phase I)

Phase I of community engagement shared the project scope and gathered input from the community on the project's vision and goals. The project team engaged in a multi-faceted engagement plan to solicit input from multiple groups and through multiple methods.

The first avenue for engagement was establishing a steering committee consisting of influential members of the community. The steering committee included representatives from the City of Kansas City, Missouri, the Town Fork Creek Neighborhood Association, Emmanuel Family & Child Development Center, Swope Health Services and other organizations active in the study area. The purpose of this group was to guide the study's vision and goals as well as identify opportunities to increase public engagement and awareness of the study. In total, this group convened two times (once virtually) during Phase I of community engagement.

The second avenue for engagement was with the general public. Beginning in August 2021, an interactive map of the corridor and an accompanying survey were available online. The interactive map, which enabled community members to add location-based concerns, comments, or community assets, received a total of 43 comments (**Appendix B**). In addition to online engagement opportunities, the project team attended two outreach events and hosted three transit stop pop-ups along the corridor to encourage residents and employees to take the survey either online or via paper copy. The survey was available until September 7, 2021 and received a total of 168 responses (**Appendix C**).

During Phase I of community engagement, public comments had a few common themes:

- Improving the sidewalk network is a primary desire
- Vehicular speed, and safety in general, is concerning
- Improved cleanliness, asset management, and beautification are a desire

Phase I of community engagement efforts concluded with an open house at Brush Creek Community Center on December 14, 2021. Participants learned about the existing conditions analysis and viewed results of the first survey. Additionally, participants were provided the opportunity to give feedback on proposed changes to the corridor, complete the second survey, and ranked their preferred improvements from highest to lowest priority. **Figure 11** displays potential improvements presented at the first open house.

Figure 11: Potential Improvements



Source: TranSystems (2022)

In addition to prioritizing near-term improvements, participants voted on their preferred roadway reconfiguration. To help participants decide their preference, a brief analysis on the impacts of reducing the number of vehicular traffic lanes was presented.

As shown in **Figure 12**, reducing the roadway from three lanes in each direction to two lanes in each direction will have a slight impact on the Level of Service throughout the study area. Level of Service, which compares the time vehicles are waiting for a green light, are generally acceptable in Levels A through D. Level of Service E can be acceptable in some circumstances. Level of Service F is considered unacceptable. The current six lane corridor will have intersections operating at Level of Service D. Removing one through lane in each direction will reduce the Level of Service to an E at one intersection. These additional delays will add about 30 seconds to westbound travel in the morning, and about two minutes to eastbound travel during the evening.

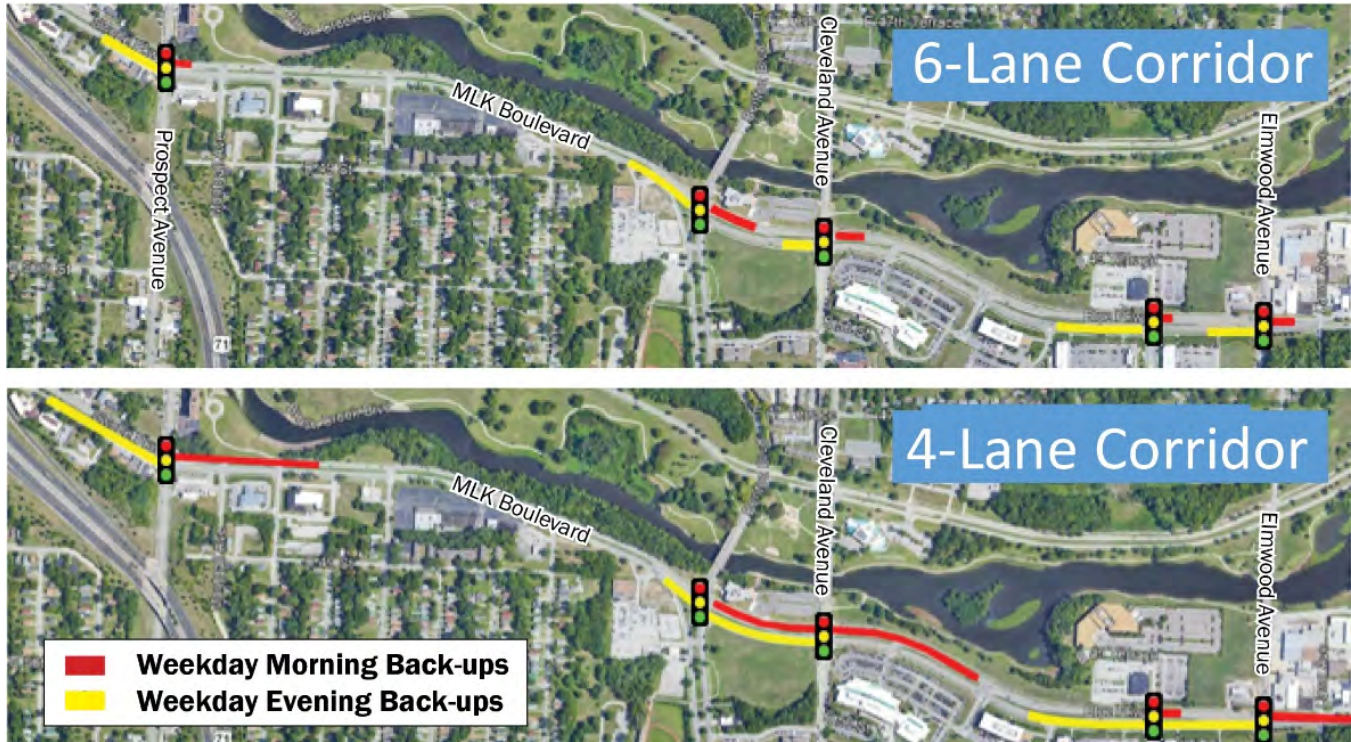
Another key condition when considering lane reductions is back-up lengths at signalized intersections. **Figure 13** shows the expected queue lengths for a six-lane corridor and a four-lane corridor.

Figure 12: Intersection Level of Service



Source: TranSystems (2022)

Figure 13: Intersection Queue Lengths



Source: TranSystems (2022)

PHASE 2: Plan Development

Potential Opportunities

Based on the existing conditions analysis and community engagement in Phase I, potential opportunities to advance the study goals included:

- **Sidewalk Network:** Gaps in the network exist along the corridor, including breaks in connectivity at primary intersections (ex. Benton Boulevard). In some areas, sidewalks are obstructed or damaged.
- **Pedestrian Crossings:** Many crosswalks in the study area do not meet current ADA standards. Striping and signal timing can be improved to keep pedestrians safe from vehicles.
- **Access to Transit Stops:** Some of the transit stops do not have sidewalk access. Some transit stops do not have concrete pads to allow users access the bus. Some shelters obstruct the sidewalk.
- **Intersection Design:** Roadways in the study area have been designed to support higher volumes of traffic and have resulted in irregular geometry at some intersections. Re-configuring intersections could improve safety for pedestrians and vehicles.
- **Allocation of Amenities:** Some transit stops have amenities that are not supported by high ridership. Improving higher ridership stops by adding amenities or reallocating amenities from lower ridership stops will enhance the pedestrian experience throughout the study area.
- **Transit Oriented Development:** The Shops on Blue Parkway provide an excellent example of transit-oriented development in the study area. The shopping mall is connected to the transit network and features multiple access points for pedestrians. Future development should focus on transit and pedestrian connectivity.

Community Engagement (Phase 2)

Phase 2 of community engagement communicated the potential alternatives identified by the public during Phase 1. Based on the feedback the project team received from the first survey and the interactive map, a second survey was created to provide an opportunity for the public to rank their preferences for the proposed near- and long-term corridor improvements. The survey was available for individuals to take at the public open house and was also distributed online via social media. The survey was available for comments from December 14-29, 2021 and received a total of 75 responses (**Appendix D**). Most respondents to the survey were nearby residents, accounting for 50 percent of responses. People who commute through the corridor accounted for 33 percent of respondents.

Altogether, most respondents expressed concern about safety and many had suggestions on improvements they would like to see throughout the study area. As shown in **Figure 14**, respondents ranked improvements as high, medium, or low priorities.

Figure 14: Survey Improvement Rankings



The lane configuration alternatives presented for participants to vote on are shown in **Figure 15**.

Figure 15: Potential Lane Configurations



Three lanes each direction with lane widths reduced from 12' to 11'



Two lanes each direction with a parallel dedicated bus lane



Two lanes each direction

Source: TranSystems (2022)

Phase 2 of community engagement included communicating the preferred improvements with the public. The third and final stakeholder meeting was held on March 2, 2022 at Community Builders of Kansas City. During this meeting, the project team shared the results of the second survey and gathered feedback on a draft report. Range of magnitude cost estimates were prepared for each priority as shown in **Table 4**. Note that these are approximate costs, with assumptions on inflation based on the assumed cost year and assumptions on overlapping project elements. Generally, if all of the priorities were completed with assumed time horizons, the overall project cost would be approximately \$6.7 million.

Table 4: Range of Magnitude Cost Estimates

Priority	Description	Assumed Cost Year	Magnitude of Project Cost
1	Add the proposed sidewalks to complete the sidewalk network	2024	\$ 350,000
2	Add bus shelters, benches, and trash receptacles	2024	(KCATA)
3	Improved pedestrian pushbuttons and countdown timers at all traffic signals	2024	\$ 900,000
4	Add two trail connections to the Brush Creek Trail	2027	\$ 700,000
5	Improvements to Prospect Avenue intersection and the Agnes Street intersection	2025	\$ 1,400,000
6	Convert street lighting to LED	2025	\$ 100,000
7	Restripe roadway for narrower lanes	2023	\$ 150,000
8	Additional speed limit signage	2023	\$ 50,000
9	Improvements to Benton Boulevard intersection	2032	\$ 1,700,000
10	Add the traffic signal at Swope Health entrance	2022	(OWNER)
11	Improvements to Kensington Avenue intersection	2042	\$ 1,350,000

Source: TranSystems (2022)

Highest Priority
Medium Priority
Lowest Priority

The stakeholder group agreed with the improvement prioritization by the public but suggested adjusting the priority ranking for a few improvements. The stakeholders adjusted the following:

- *Priority 1:* Extend the sidewalk to close the gap between the Blue River Bridge and Elmwood Avenue.
- *Priority 4:* Since Water Services is reviewing options for the high maintenance trail on the south side of Brush Creek and the proposed trail connections will need to be considered as part of the Water Services study. As this component may need to be a stand-alone project in coordination with the Water Services improvements, it was moved to a lower priority for this study.
- *Priority 5:* The committee agreed that this project should be in the high priority group.
- *Priority 8:* The additional speed limit signs may include electronic signs that display vehicle speed.

All members of the group indicated their support for the findings of this study. On April 6, 2022, the study findings were shared at a public meeting with 18 community members in attendance.

PHASE 3: Final Plan and Implementation

Preferred Opportunities

During Phase 2 of public engagement, preferred improvements were identified by the community. The potential improvements were categorized into three categories: high, moderate, and low priorities:

High Priority

- *Sidewalk Network:* Add the proposed sidewalks to provide complete pedestrian connectivity throughout the study area, including extending to the Blue River bridge
- *Transit Stops:* Add bus shelters, benches, and trash receptacles to enhance the pedestrian experience throughout the study area
- *Pedestrian Crossings:* Improve pedestrian pushbuttons and countdown timers at all traffic signals
- *Intersection Improvements:* Improve the Prospect Avenue intersection and the Agnes Street intersection

Moderate Priority

- *Lighting:* Convert street lighting to LED to improve comfort and safety
- *Restripe Roadway:* Restripe the roadway to decrease traffic speeds and increase pedestrian comfort and safety

Low Priority

- *Speed Limit Signage:* Add additional speed limit signage to inform drivers of the posted speed limit and encourage safe traffic speeds, including electronic speed alert signs
- *Swope Health Entrance:* Add a traffic signal to the Swope Health entrance to improve pedestrian safety
- *Trail Access:* Add trail connections to the Brush Creek Trail in coordination with Water Services
- *Intersection Improvements:* Improve the Kensington Avenue intersection

After a final round of input from stakeholders and the community, final cost estimates were prepared and are presented in **Table 5**. The requested revisions increased the overall project cost to approximately \$6.9 million. Based on public input, the preferred reconfiguration of the corridor, shown in **Figure 16**, includes reducing MLK Boulevard to two lanes in each direction with a protected bus lane as the third lane in each direction and includes trees lining both sides of the street.

Table 5: Final Cost Estimates

Priority	Description	Assumed Cost Year	Magnitude of Project Cost
1	Add the proposed sidewalks to complete the sidewalk network	2024	\$ 440,000
2	Add bus shelters, benches, and trash receptacles	2024	(KCATA)
3	Improved pedestrian pushbuttons and countdown timers at all traffic signals	2024	\$ 1,000,000
4	Improvements to Prospect Avenue intersection and the Agnes Street intersection	2025	\$ 1,400,000
5	Convert street lighting to LED	2025	\$ 100,000
6	Restripe roadway for narrower lanes	2023	\$ 150,000
7	Additional speed limit signage	2023	\$ 80,000
8	Improvements to Benton Boulevard intersection	2032	\$ 1,700,000
9	Add the traffic signal at Swope Health entrance	2022	(OWNER)
10	Add two trail connections to the Brush Creek Trail	2027	\$ 700,000
11	Improvements to Kensington Avenue intersection	2042	\$ 1,350,000

Source: TranSystems (2022)

Highest Priority Medium Priority Lowest Priority

Figure 16: Preferred Reconfiguration



Source: TranSystems (2022)

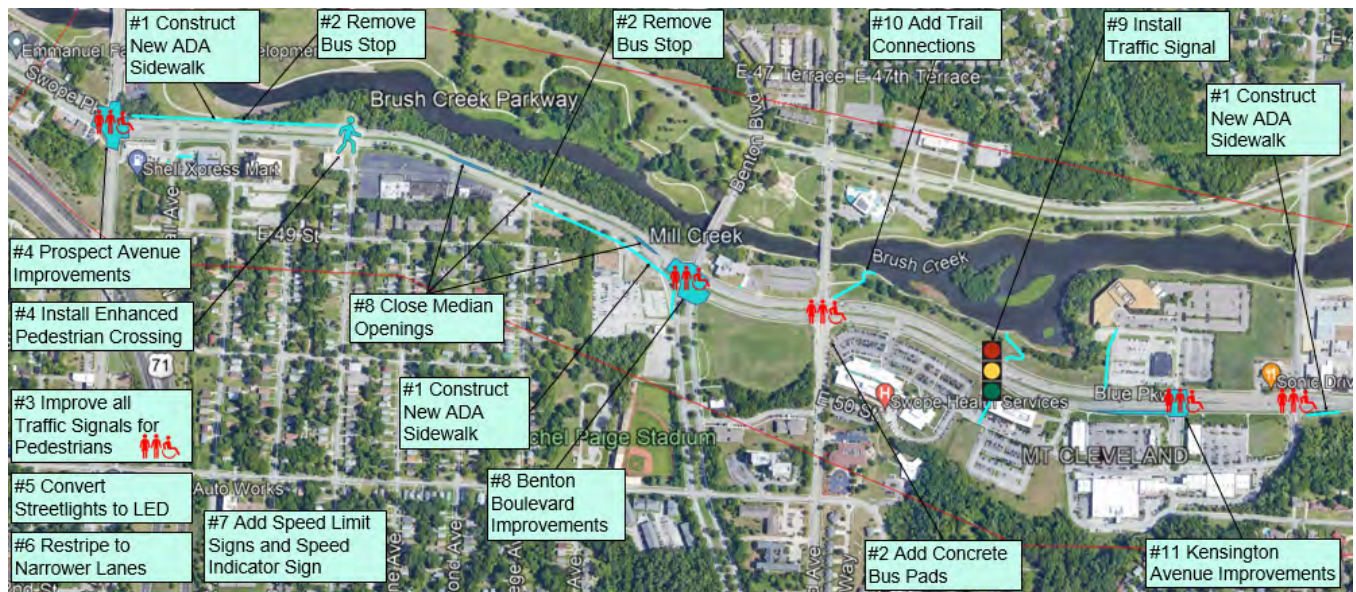
Implementation Strategy

As with most projects, funding is a challenge. Improvements to the corridor can be categorized in two groups: long-term improvements and short-term improvements. Focusing on short-term improvements while building capacity for larger, long-term improvements will provide immediate enhancements to the corridor while establishing the groundwork for larger projects. The approximate location for each improvement is displayed in **Figure 17**.

Short-term improvements can bring an immediate positive impact to the study area. Completing the sidewalk network to provide pedestrian connectivity throughout the study area was identified as the highest priority for community members and should be the first step for improvement implementation. High-priority, short-term improvements, such as enhanced transit stops and improved pedestrian push buttons and countdown timers would create a more pedestrian-friendly environment. Low-cost improvements throughout the corridor could be implemented without major investment. Improvements such as restriping the roadway, increasing speed limit signage, and improving lighting throughout the corridor would improve comfort and safety.

Long-term improvements would require additional planning and funding to meet the needs of the community. Pursuing federal and state support could fast-track the highest priority improvements such as reconfiguring the intersections of MLK Boulevard and Prospect Avenue as well as MLK Boulevard and Agnes Avenue. Community cohesion and corridor context is an important aspect of the future corridor reconfiguration of the corridor from three lanes to two lanes and a protected bus lane would not be completed until connections outside of the study area are investigated further. Adding trail connections to the Brush Creek Trail may not be a high-cost improvement, but waiting for Water Services to complete their Brush Creek Trail infrastructure study would be financially prudent. Other high-cost, long-term projects such as improvements to the Kensington Avenue intersection and the addition of a traffic signal to the Swope Health entrance would provide meaningful enhancements to safety and comfort but were identified as low-priority improvements. Therefore, these projects should not receive public investment until higher priority improvements are complete.

Figure 17: Approximate Improvement Location



Source: TranSystems (2022)

Future Studies

Future efforts to improve MLK Boulevard should focus on creating cohesion throughout the entire corridor. Varying land uses and right-of-way widths throughout the entire corridor present a unique opportunity for improvement. Future studies should examine the impact that reducing vehicle capacity on MLK Boulevard would have on parallel roadways, particularly Emanuel Cleaver II Boulevard. Lastly, improving pedestrian connectivity east of the study area to the Blue River bridge should be pursued.

Appendix A: Peak-Hours Traffic Counts

Swope/Blue Pkwy & Prospect - TMC

Tue Jun 8, 2021

Full Length (7 AM-9 AM, 4 PM-6 PM)

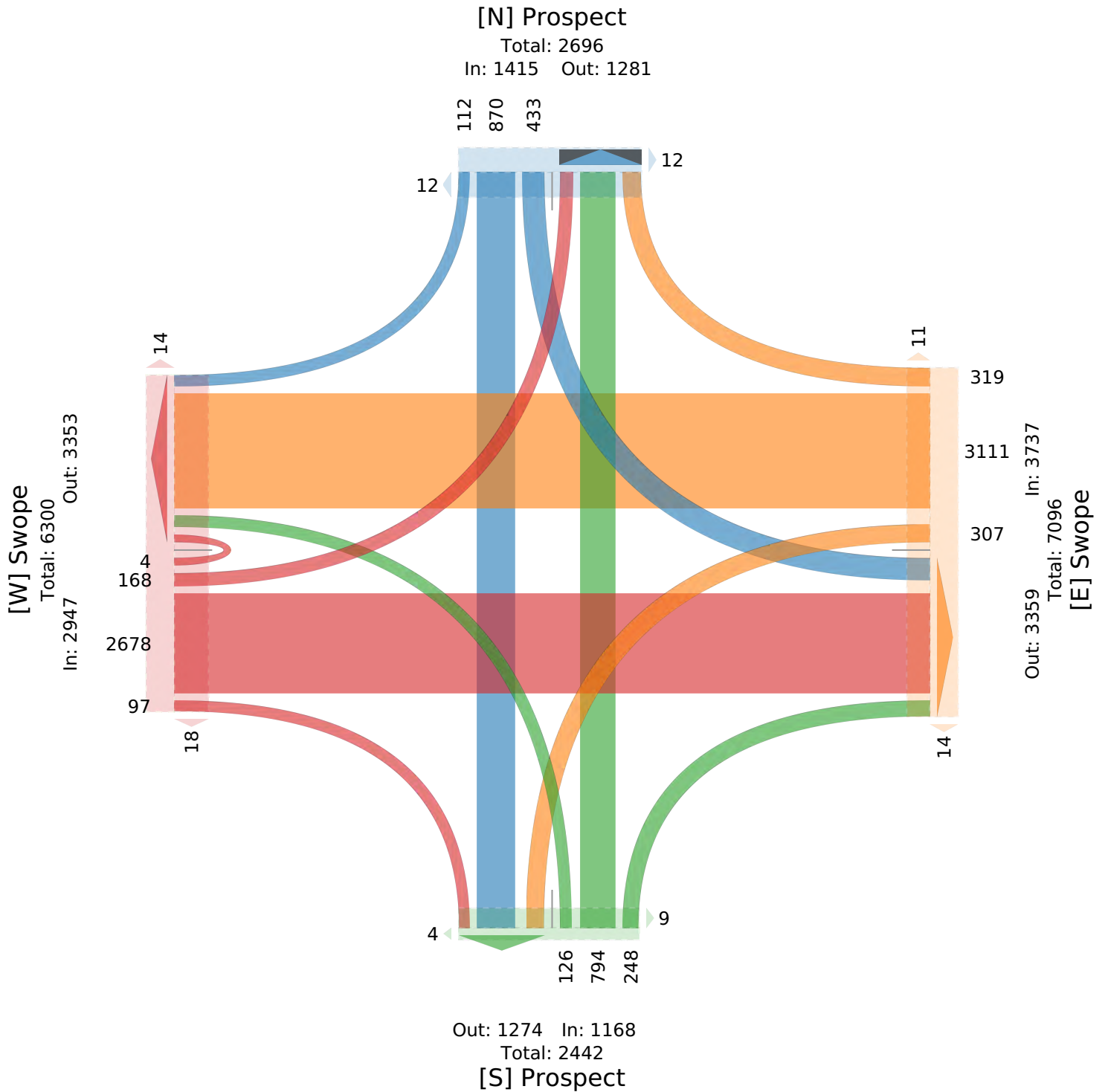
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 845036, Location: 39.038904, -94.554434



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Swope/Blue Pkwy & College Ave - TMC

Tue Jun 8, 2021

Full Length (7 AM-9 AM, 4 PM-6 PM)

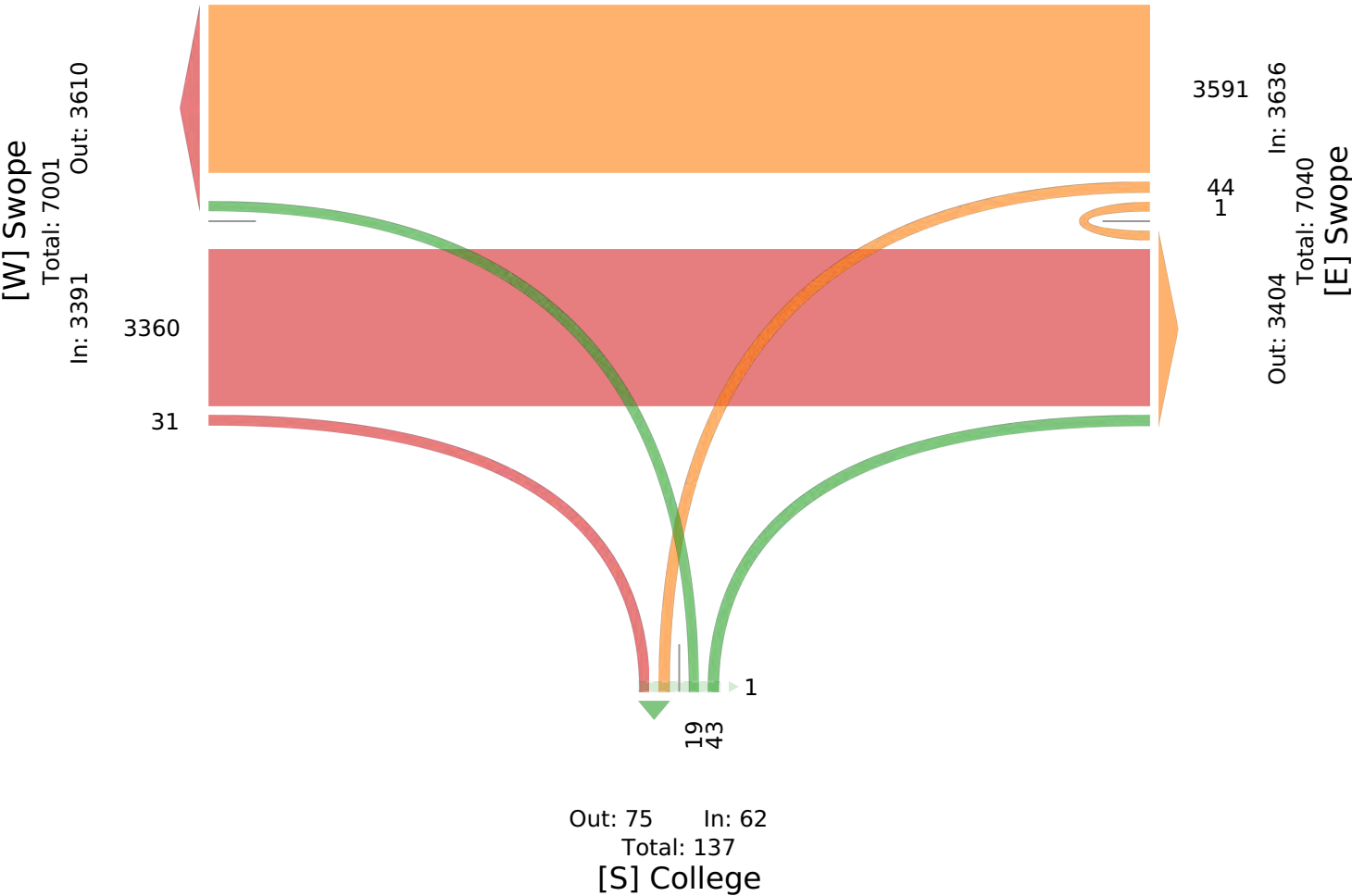
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 845037, Location: 39.037817, -94.54644



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Blue Pkwy & Benton Blvd - TMC

Tue Jun 8, 2021

Full Length (7 AM-9 AM, 4 PM-6 PM)

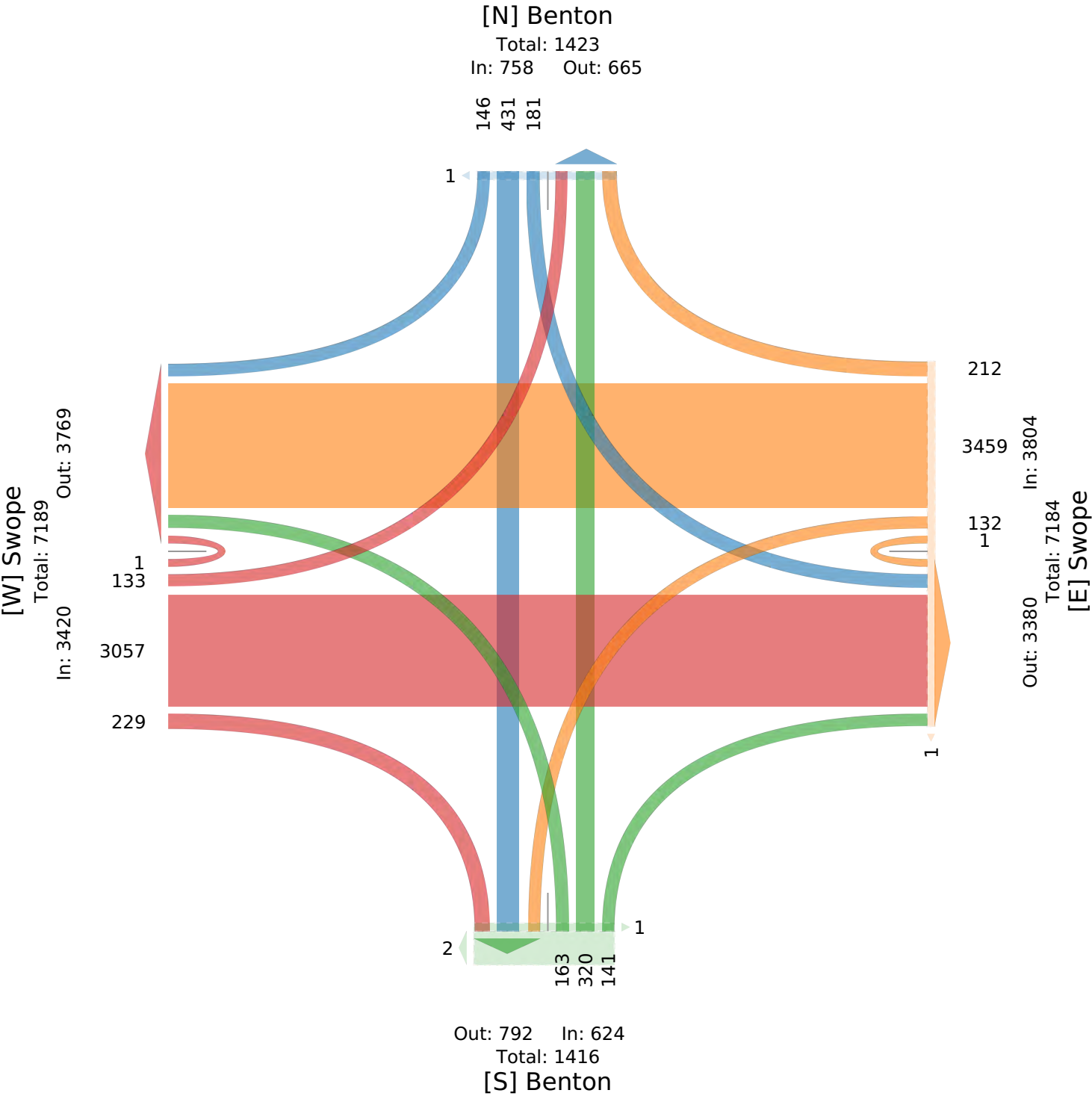
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 845038, Location: 39.036569, -94.54336



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Blue Pkwy & Cleveland Ave - TMC

Tue Jun 8, 2021

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 845039, Location: 39.036087, -94.540784



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[N] Cleveland

Total: 2142

In: 1089 Out: 1053

107
617
364
1

2

[W] Blue Pkwy

Total: 7181

In: 3378 Out: 3803

119

3164

94

4

4

3

97
630
444

Out: 1104 In: 1171

Total: 2275

[S] Cleveland

10

303

3598

393

In: 4294

Out: 3972

Total: 8266

[E] Blue Pkwy

7

10

Blue Pkwy & Mazuma Entrance - TMC

Tue Jun 8, 2021

Full Length (7 AM-9 AM, 4 PM-6 PM)

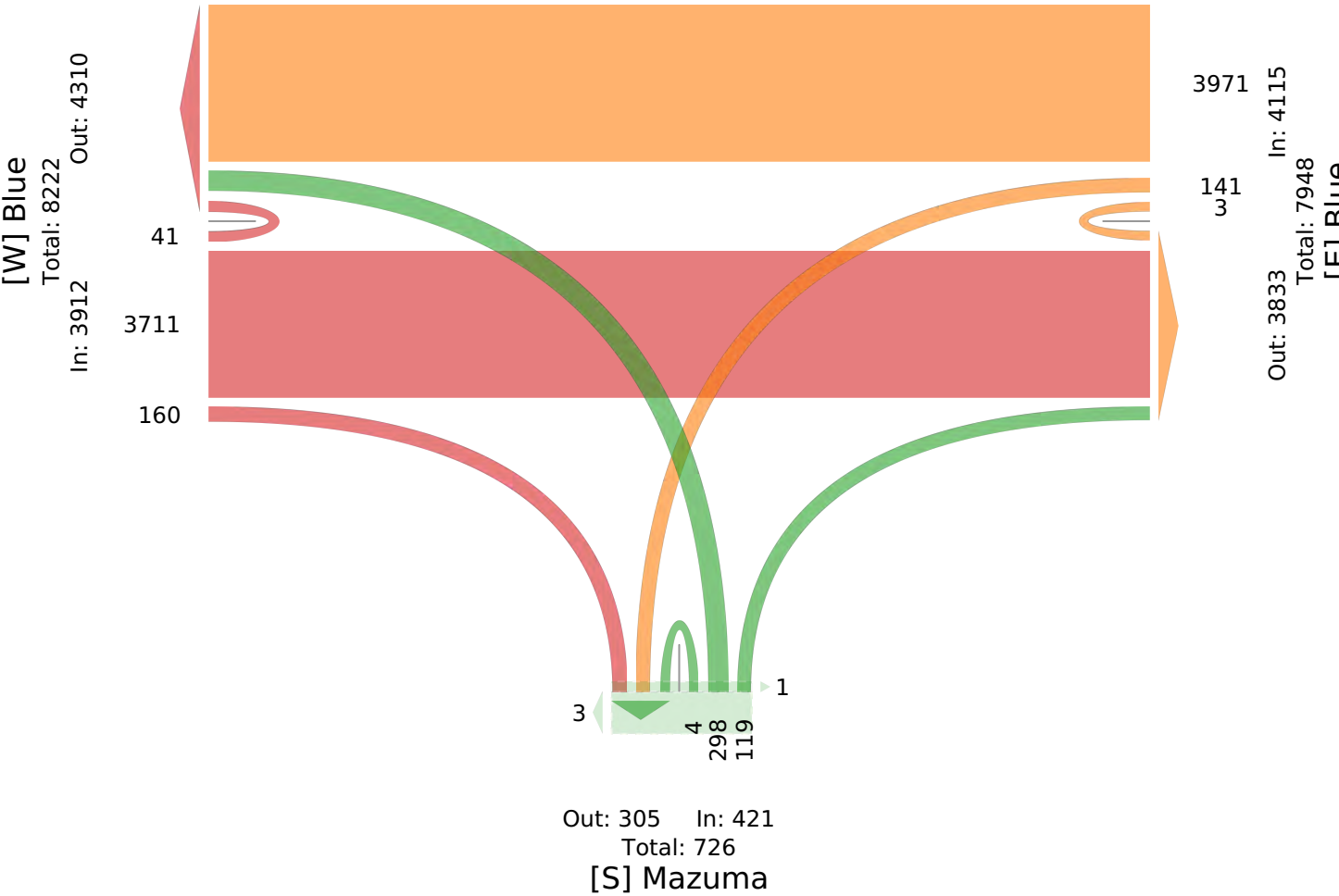
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 845040, Location: 39.035154, -94.537381



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Blue Pkwy & Kensington AVE - TMC

Tue Jun 8, 2021

Full Length (7 AM-9 AM, 4 PM-6 PM)

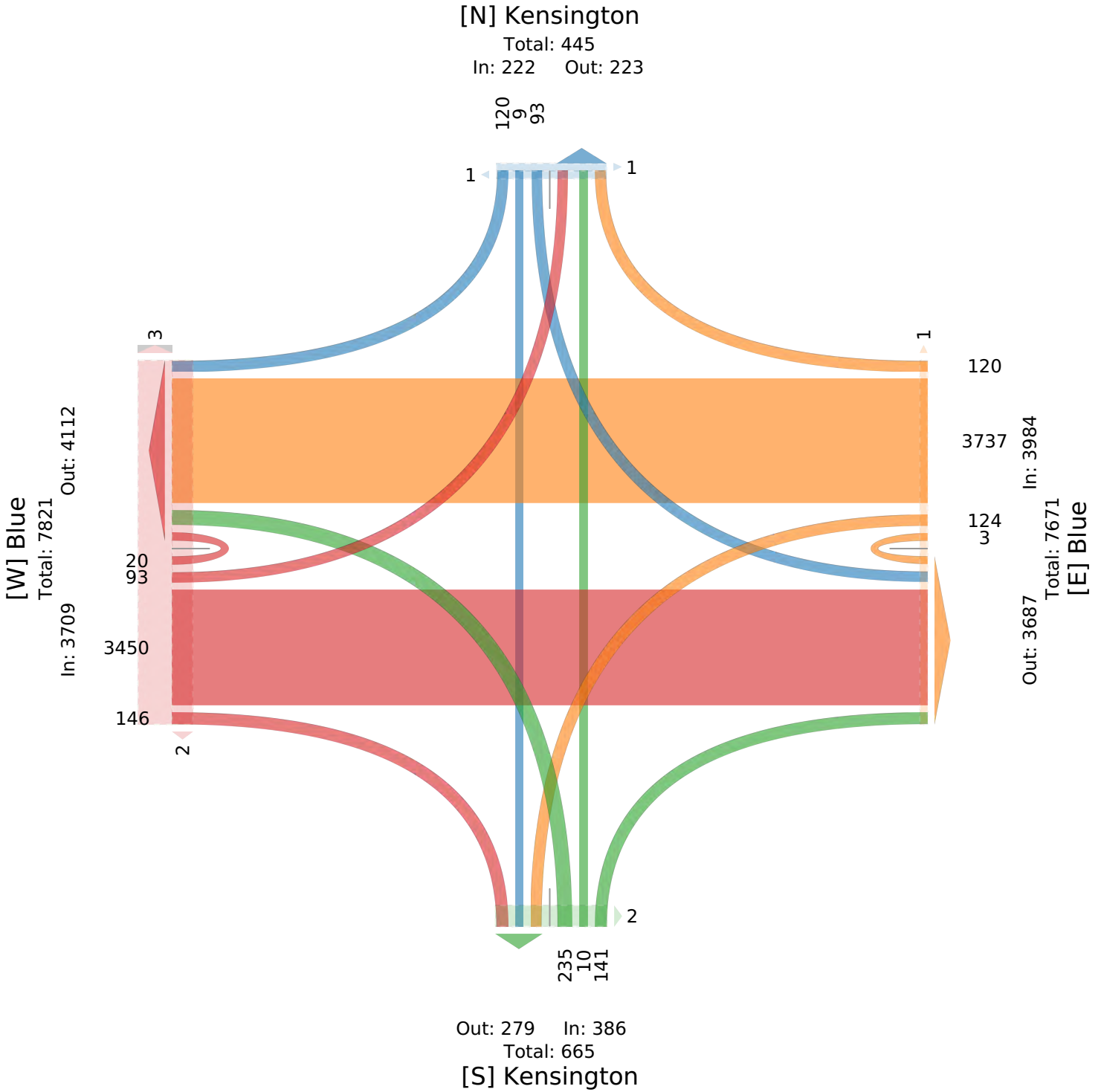
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 845041, Location: 39.03464, -94.533963



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Blue Pkwy & Elmwood Ave - TMC

Tue Jun 8, 2021

Full Length (7 AM-9 AM, 4 PM-6 PM)

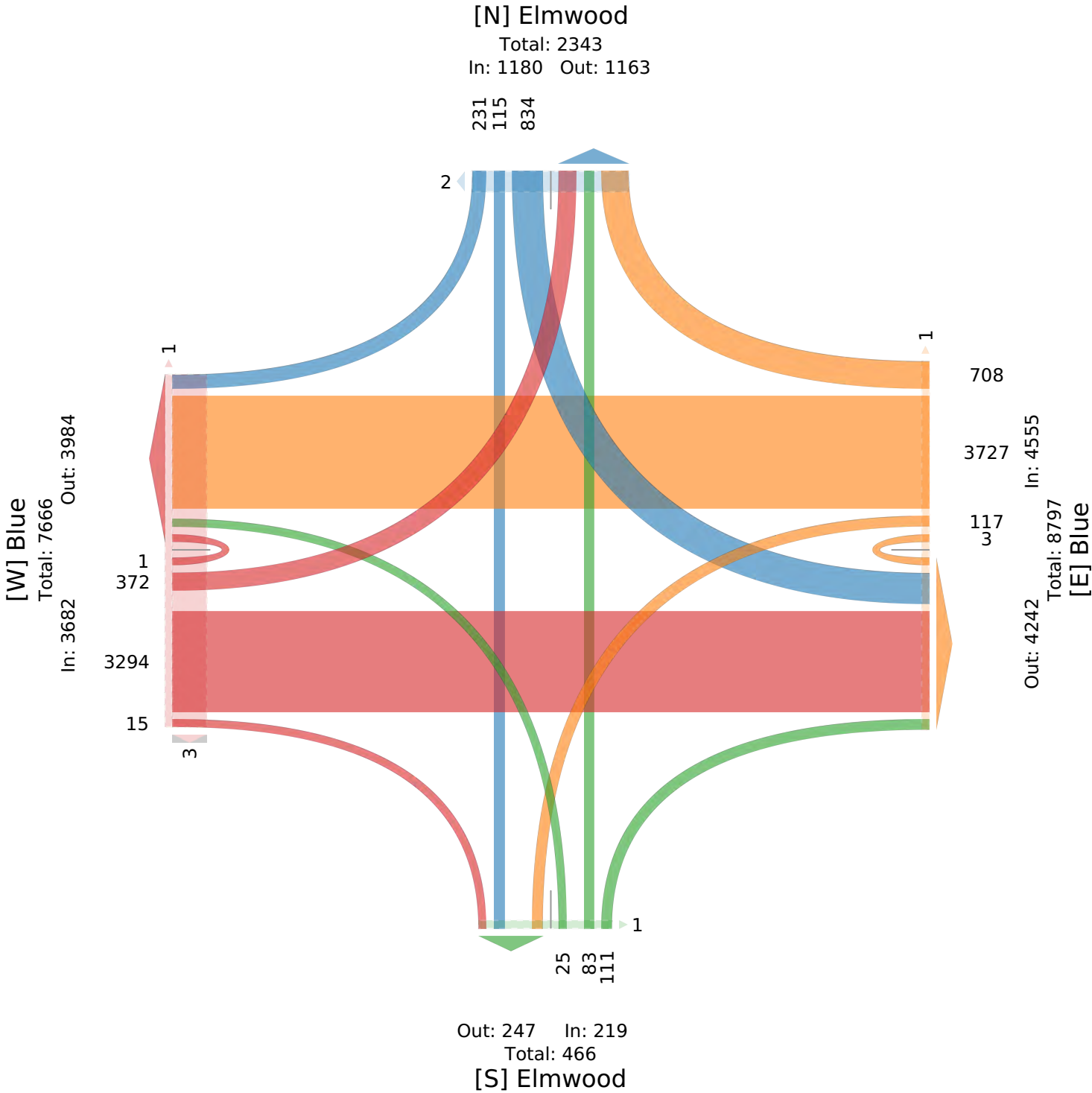
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 845042, Location: 39.034685, -94.531595



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Appendix B: Community Engagement - Interactive Map Comments

Created on	Type	Comment	Up Votes	Down Votes	Email	Phone	Postcode	First Name	Last Name	Replied Summary	Receipt	Photo URL	View on Map	Route
2021-02-08 21:08:31 UTC	Bicycle Access	It would be nice to have bike lanes separate from the sidewalk to give more safety for those walking. The existing isn't wide enough to accommodate both.	3	0								https://s3-us-west-2.amazonaws.com/mpocalpoint.com/photos/images/1577/1287755-738C444-405-4392-8C26-14C1338AC0B.jpg https://s3-us-west-2.amazonaws.com/mpocalpoint.com/photos/images/1577/1287755-738C444-405-4392-8C26-14C1338AC0B.jpg	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/230520	On Blue Pkwy at 4001 Blue Pkwy Eastbound, Kansas City, MO 64130, USA
2021-08-04 15:38:05 UTC	Pedestrian Crossing	Replace all broken ADA ramps with new standard ramps. Several have been busted with debris for months!	3	0								https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/231245	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/231245	4401 Blue Pkwy, Kansas City, MO 64130, USA
2021-08-04 15:41:35 UTC	Bus Access	Curb is clearly a hazard on the roadway, most likely a problem because of KCATA buses. How can bus riders get on and off the bus safely?	2	0								https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/231241	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/231241	On Cleveland at Blue Pkwy FS SB, Kansas City, MO 64130, USA
2021-08-05 15:03:11 UTC	Pedestrian Crossing	Children are in the median attempting to cross during the morning rush hour.	2	0								https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/231485	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/231485	On Blue Pkwy at Swope Park Health EB, Kansas City, MO 64130, USA
2021-08-14 14:44:35 UTC	Share an idea	Plant Missouri native plants w/ long root systems all along both sides & in the center islands. Replacing traditional Kentucky Blue grass which has to be constantly cut w/ gas powered tools, & grass whose root system is 2' long at best. Replacing majority of the Kentucky Blue grass w/ native buffalograss that doesn't have to be cut constantly & grass whose root system is 6'; this will help address storm water runoff! There are other native plants whose root system is 15' long. See the image for examples.	4	0	info@myregionwms.org	8167144467	64132	Carl	Stafford			https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/231851	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/231851	4520 Blue Pkwy, Kansas City, MO 64130, USA
2021-08-17 03:12:50 UTC	Sidewalks	Sidewalks would be nice along the MLK route. Currently there are no sidewalks on either side of the route.	3	0	cr1542@hotmail.com	8168035899	64130	Curtis	Rogers		20098F	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234316	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234316	3901 Blue Pkwy, Kansas City, MO 64130, USA
2021-08-17 03:14:07 UTC	Bus Access	A bus route from Cleveland to Eastwood trafficway would be good.	2	0	cr1542@hotmail.com	8168035899	64130	Curtis	Rogers		80E682	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234317	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234317	On Cleveland at Blue Pkwy FS SB, Kansas City, MO 64130, USA
2021-08-17 03:16:09 UTC	Share an idea	MLK Blvd. needs to be beautified. Sidewalks and trees. Eliminate some eyesore businesses. Better lighting.	6	0	cr1542@hotmail.com	8168035899	64130	Curtis	Rogers		14C32A	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234318	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234318	4901 Swope Pkwy, Kansas City, MO 64130, USA
2021-08-18 16:00:24 UTC	Public Safety	Are any of these businesses open? I never see cars or any activity. The area needs to be rejuvenated	1	0	modell51@gmail.com			Michael	O'Dell		675662	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234512	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234512	2901 Swope Pkwy, Kansas City, MO 64130, USA
2021-08-18 16:02:32 UTC	Public Safety	poorly maintained landscape- often overgrown. An Eyesore that could be beautiful.	4	0	modell51@gmail.com			Michael	O'Dell		DE9CD3	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234513	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234513	3079 Swope Pkwy, Kansas City, MO 64130, USA
2021-08-18 16:06:09 UTC	Public Safety	There are ALWAYS panhandlers at this intersection. They usually leave behind lots of trash. Panhandling is not attractive or safe for anyone, including those observing it. I personally do not feel this activity should be permitted.	0	0	modell51@gmail.com			Michael	O'Dell		A44E1F	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234522	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234522	On Swope Pkwy at Prospect Eastbound, Kansas City, MO 64130, USA
2021-08-18 16:08:00 UTC	Bus Access	This is a high volume stop and often overflows. Seems the stop should be closer to the clinic, given the disability of many seeking care there.	1	0	modell51@gmail.com			Michael	O'Dell		A724E5	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234523	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234523	3901 Blue Pkwy, Kansas City, MO 64130, USA
2021-08-18 16:10:04 UTC	Public Safety	Drivers in the far right lane often speed into this narrowing of the road and dangerously cut in front of cars in the lane that is continuing.	5	0	modell51@gmail.com			Michael	O'Dell		AD0F8D	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234531	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234531	4609 Blue Pkwy, Kansas City, MO 64133, USA
2021-08-18 16:11:02 UTC	Pedestrian Crossing	poor access to this post office- especially for pedestrians.	4	0	modell51@gmail.com			Michael	O'Dell		C6238A	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234532	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234532	4320 Blue Pkwy, Kansas City, MO 64130, USA
2021-08-18 20:24:30 UTC	Bus Access	I love that the bus stop is in front of the Daycare Center but the other negative is the person has to get across the extremely wide street. If there was a way to stop the traffic from moving and let pedestrians get across the street that would be great.	3	0	angelae@bcglobal.net	8168075505	64133	Angela	Eley		468137	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234575	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234575	4725 Prospect Ave, Kansas City, MO 64130, USA
2021-08-18 20:29:33 UTC	Public Safety	MLK Jr Blvd is too wide at Prospect. It is a dangerous spot for pedestrians to cross the street. The light either needs to have all-way stop to pedestrians can cross the street without traffic. Also vehicles coming west bound on MLK have their view blocked by the trees that are blocking the view of traffic coming from the north and pedestrians walking east.	2	0	angelae@bcglobal.net	8168075505	64133	Angela	Eley		59538F	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234576	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234576	4825 Prospect Ave, Kansas City, MO 64130, USA
2021-08-18 20:30:34 UTC	Sidewalks	There are no sidewalks on the north side of MLK Jr. Blvd.	3	0	angelae@bcglobal.net	8168075505	64133	Angela	Eley		8F68DD	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234578	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234578	3129 Swope Pkwy, Kansas City, MO 64130, USA
2021-08-18 20:33:04 UTC	Pedestrian Crossing	The pedestrian crossing is confusing at this location in because of the dedicated left turn lane in the west and east bound lanes of MLK Jr. Blvd. I have seen pedestrians run across the street because it is such a wide intersection and also avoid getting hit by vehicular traffic.	3	0	angelae@bcglobal.net	8168075505	64133	Angela	Eley		CC567D	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234580	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234580	On Blue Pkwy at Cleveland EB Nearside, Kansas City, MO 64130, USA
2021-08-18 20:40:42 UTC	Public Safety	Public safety should be a priority in this area. The speeds the drivers drive along this stretch of MLK Jr. Blvd is frightening. Traffic needs to slow down along the entire corridor of MLK Jr Blvd. Somebody is going to get hurt if the drivers don't reduce their speed along this corridor.	4	0	angelae@bcglobal.net	8168075505	64133	Angela	Eley		53F558	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234581	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234581	3023 Swope Pkwy, Kansas City, MO 64130, USA
2021-08-18 20:42:20 UTC	Share an idea	The median cut throughs should be eliminated. That has always been dangerous. Drivers have to stop and then have their car half in the median cut through and half out in the way of traffic on MLK Jr.	4	0	angelae@bcglobal.net	8168075505	64133	Angela	Eley		8.27E+04	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234582	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/234582	3999 Swope Pkwy, Kansas City, MO 64130, USA
2021-08-26 17:02:38 UTC	Share an idea	Brush Creek and trail should be a gem in the city's cap, but it is neglected and poorly maintained. Weekly trash collection, and weekly trail maintenance needs to be performed. This will draw people to this wonderful amenity and connect the Plaza to the neighborhoods to the east!	4	0	shawnt250@gmail.com	9137098155	64105	Shawn	Tolvar		EA18B9	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235824	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235824	3801 Emanuel Cramer Jr Blvd., Kansas City, MO 64130, USA
2021-08-26 17:05:31 UTC	Sidewalks	Need or sidewalks here as the Brush Creek trail is not on this side and there are bus stops here. With out sidewalks, the bus stops are hard to use and are not ADA accessible.	4	0	shawnt250@gmail.com	9137098155	64105	Shawn	Tolvar		974D06	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235827	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235827	3125 Swope Pkwy, Kansas City, MO 64130, USA
2021-08-26 17:09:04 UTC	Pedestrian Crossing	Need for signalized cross walk	2	0	shawnt250@gmail.com	9137098155	64105	Shawn	Tolvar		64D07B	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235829	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235829	On Blue Pkwy at 4001 Blue Pkwy Eastbound, Kansas City, MO 64130, USA
2021-08-26 17:11:56 UTC	Bicycle Access	It would be nice to have separated protected bicycle/micro-mobility lanes for access to the shops and health services along MLK Jr. Blvd. Connect these into the Brush Creek trail giving access east and west, as well as extend into neighborhoods to the south	1	0	shawnt250@gmail.com	9137098155	64105	Shawn	Tolvar		73D801	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235830	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235830	3700 Blue Pkwy, Kansas City, MO 64130, USA
2021-08-26 17:12:42 UTC	Bicycle Access	It would be nice to have separated protected bicycle/micro-mobility lanes for access to the shops and health services along MLK Jr. Blvd. Connect these into the Brush Creek trail giving access east and west, as well as extend into neighborhoods to the south	5	0	shawnt250@gmail.com	9137098155	64105	Shawn	Tolvar		FED1A9	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235831	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235831	3999 Swope Pkwy, Kansas City, MO 64130, USA
2021-08-26 19:08:50 UTC	Pedestrian Crossing	A number of seniors and people with limited mobility cross at this intersection. More time is needed to cross. Also, cars often pull in to the crosswalk while waiting for the light to turn, threatening those walking across.	1	0							79C1DE	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235872	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235872	On Swope Pkwy at Prospect WB Nearside, Kansas City, MO 64130, USA
2021-08-26 19:11:30 UTC	Sidewalks	There are no sidewalks on this part of the Blvd, making it difficult and unsafe for folks to access the bus stops. Wide, well-maintained, safe sidewalks should be added and should be separated from the street (not immediately adjacent).	3	0							50C9CB	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235878	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235878	On Swope Pkwy at Agnes Westbound, Kansas City, MO 64130, USA
2021-08-26 19:13:18 UTC	Bicycle Access	It would be nice to have protected bike access from here all the way to Swope Park	4	0							F8B11DA	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235880	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235880	2600 Swope Pkwy, Kansas City, MO 64130, USA
2021-08-26 19:15:59 UTC	Bus Access	Bus access needs to be improved. At this stop, since it serves both east and west travel, it is not always easy to know which it is going in which direction.	2	0							00D698	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235882	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235882	Blue Pkwy. & Kensington, Kansas City, MO 64130, USA
2021-08-26 19:18:35 UTC	Share an idea	Travel lanes should be reduced from 3 to 2 in both directions. This road has been overbuilt and does not have the service demands for this capacity. Also, for safety, speed limits should be reduced to at least 35, ideally 30.	5	0							5D4B45	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235883	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235883	3999 Swope Pkwy, Kansas City, MO 64130, USA
2021-08-26 22:37:55 UTC	Public Safety	Traffic calming is desperately needed from Prospect east.	2	0							970989	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235904	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235904	3700 Blue Pkwy, Kansas City, MO 64130, USA
2021-08-26 22:39:35 UTC	Bus Access	The stops along this stretch need to be upgraded and better protected from the elements.	2	0							142CFE	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235901	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235901	On Blue Pkwy at Swope Park Health EB, Kansas City, MO 64130, USA
2021-08-27 03:22:04 UTC	Share an idea	Always thought lighting would be ideal. To protect black communities, it's important we think about clean, efficient energy. Solar lighting and electric public transportation that won't cause environmental harm and pollute the air, affecting the health of elders, kids and all citizens in our communities.	0	0	many@renkalko.com					Comment: 14C32A	E8B432	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235914/discuss	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235914/discuss	4901 Swope Pkwy, Kansas City, MO 64130, USA
2021-08-27 03:27:28 UTC	Bus Access	Can we get the street car to come this way? So many riders and all the fumes from the buses.	1	0	many@renkalko.com					Comment: 468137	E1551E	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235975/discuss	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235975/discuss	4725 Prospect Ave, Kansas City, MO 64130, USA
2021-08-27 08:45:50 UTC	Public Safety	Sidewalk improvements, road diet, slow speed limit, and add crosswalks. The landscaping could definitely improve as well. Lastly I believe more projects like the Overlook will help the area tremendously.	2	0	dacomerport@gmail.com	2139491645	64130	Charles	Gardner		77F879	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235946	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235946	2901 Swope Pkwy, Kansas City, MO 64130, USA
2021-08-27 14:54:06 UTC	Sidewalks	My dream would be big, wide multi-use paths on both sides of MLK with plenty of space for pedestrians, wheelchair users, and people on bikes. Improve bus stops. Reduce the car lanes and slow the cars to 30 miles an hour with infrastructure improvements. Prioritize safety, not speed. Buy bus stops serving lots of families with kids and people who are disabled. I see wheelchair users riding in the street because the sidewalks are missing or in poor condition and folks running across the MLK because it is too wide to cross in one light.	3	0	elizabethharris1@gmail.com						704863	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235974	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235974	3129 Swope Pkwy, Kansas City, MO 64130, USA
2021-08-27 14:59:33 UTC	Pedestrian Crossing	Families who live on Cleveland can't walk to the Brush Creek Community Center a quarter mile away because MLK is too dangerous to cross on foot. The road could be reduced further than that. If you do one lane each direction and a middle turn lane. Then you can expand sidewalks, add street trees and even add street parking. Lowering the speed limit above all will not slow cars. There needs to be an effort to make it more uncomfortable to drive fast.	2	0	elizabethharris1@gmail.com						162743	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235985	https://kcmo.maps.pointcloud.com/martin-luther-king-jr-boulevard-usa/#marker/235985	On Cleveland at Blue Pk

Created on	Type	Comment	Up Votes	Down Votes	Email	Phone	Postcode	First Name	Last Name	Replied Summary	Receipt	Photo URL	View on Map	Route
2021-08-31 13:25:24 UTC	Share an idea	Yea, I agree the trail is very neglected. If there was an effort to maintain this trail and try to control some of the soil erosion and soil that washes onto the trail it would go a long way. Also add some decent lighting.	0	0						Comment: EA3EB9	385C25		https://kcmo.mapscalistopoint.com/martin-luther-king-jr-boulevard-pue#marker/225824/discuss	3801 Emanuel Cleaver II Blvd., Kansas City, MO 64130, USA
2021-08-31 13:30:56 UTC	Share an idea	The biggest thing that can be done is to shrink the road add in street trees and make it feel safe for people to walk on the side walks. This will help rejuvenate the businesses along the street. Then the trail could use some good TLC and lighting with some additional landscaping.	1	0							DA3D35		https://kcmo.mapscalistopoint.com/martin-luther-king-jr-boulevard-pue#marker/238602	2901 Swope Pkwy, Kansas City, MO 64130, USA
2021-08-31 13:32:46 UTC	Share an idea	All of these things could be done on the whole street (including the Swoope Pkwy sections) not just this small section.	3	0							C11094		https://kcmo.mapscalistopoint.com/martin-luther-king-jr-boulevard-pue#marker/238616	2601 Swope Pkwy, Kansas City, MO 64130, USA
2021-09-01 14:30:02 UTC	Share an idea	This is such a great idea to save fuel, save water and prevent runoff. Natives are much less maintenance and should be used more frequently in our parks, medians and other public spaces.	0	0	chipdesignkc@gmail.com					Comment: C350A3	9D0D53		https://kcmo.mapscalistopoint.com/martin-luther-king-jr-boulevard-pue#marker/233851/discuss	4520 Blue Pkwy, Kansas City, MO 64130, USA
2021-09-01 18:05:02 UTC	Bicycle Access	This would provide park-to-park access for area families as well as hometown tourists. Plus traffic calming and safer streets on Swope Pkwy!	0	0						Comment: F8B1DA	596543		https://kcmo.mapscalistopoint.com/martin-luther-king-jr-boulevard-pue#marker/225800/discuss	2600 Swope Pkwy, Kansas City, MO 64130, USA

Appendix C: Community Engagement - Survey #1

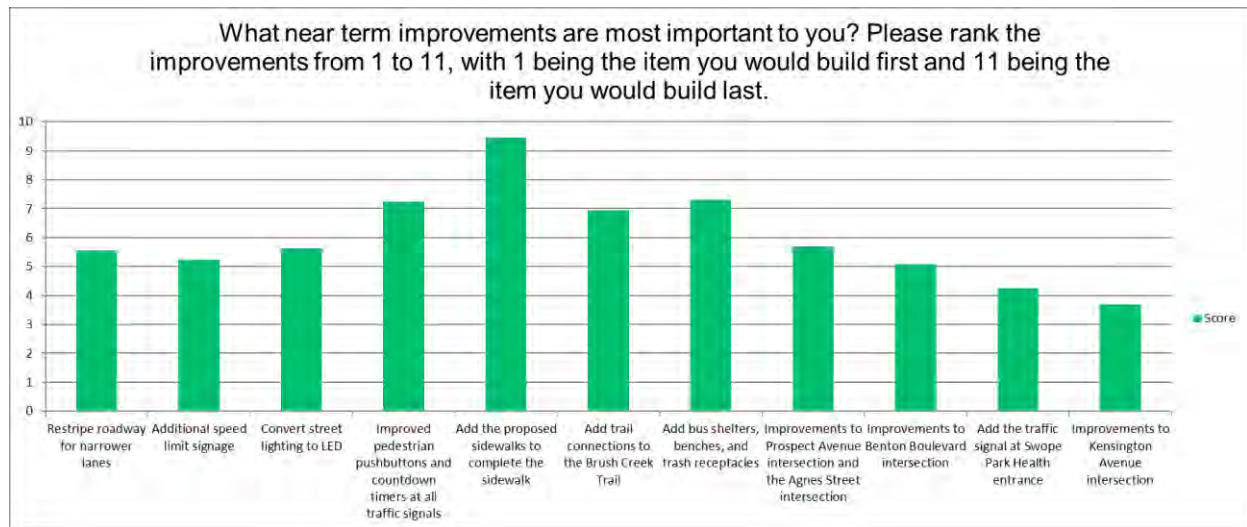
Created On:	1. What is your home zip code?	2. What is your relationship to the project?	3. What concerns do you have about pedestrian access along Dr. Martin Luther King, Jr. Blvd.?	4. What transportation improvements would you like to see along Dr. Martin Luther King, Jr. Blvd.?	5. What other improvements would you like to see along Dr. Martin Luther King, Jr. Boulevard?	Full Name (Optional)
8/9/2021	64057	Commuter	Lack of sidewalk	Additional traffic signals		
8/9/2021	64132	Nearby resident	Crossing streets, general safety	Bus shelters, additional traffic signals, improved lighting		
8/9/2021	64057	Nearby resident	Sidewalk maintenance, crossing streets, vehicular speeds, general safety	More sidewalks, bicycle lanes, improved lighting		
8/9/2021	64133	Nearby employee	Lack of sidewalk, sidewalk maintenance, crossing streets, vehicular speeds, general safety	More sidewalks, wider sidewalks, bus shelters, improved lighting		
8/9/2021	64128	Nearby resident, commuter	Lack of sidewalk, general safety	More sidewalks, wider sidewalks		
8/9/2021	64129	Nearby resident	None	None	None	
8/10/2021	64134	No answer	Lack of sidewalk, crossing streets, vehicular speeds	More sidewalks, wider sidewalks, improved lighting	slower traffic signs	
8/10/2021	64119	work in community	Lack of sidewalk, sidewalk maintenance, ADA access, crossing streets, vehicular speeds, access to bus stops, general safety	More sidewalks, wider sidewalks, bus shelters, improved lighting	safety call police boxes	
8/10/2021	64123	Commuter	General safety	Wider sidewalks, additional traffic signals	additional lights for the children at the schools/daycare	
8/10/2021	64132	Commuter	Lack of sidewalk, crossing streets, vehicular speeds	More sidewalks, wider sidewalks, bus shelters		
8/10/2021	64158	Property owner	Lack of sidewalk	More sidewalks		
8/10/2021	64138	Nearby resident	Lack of sidewalk, crossing streets, general safety	More sidewalks, bus shelters, improved lighting	pot holes	
8/10/2021	64132	Nearby resident	Lack of sidewalk, crossing streets	More sidewalks, additional traffic signals, improved lighting		
8/10/2021	64030	Nearby resident, property owner	Sidewalk maintenance, vehicular speeds, general safety	Wider sidewalks, bicycle lanes		
8/10/2021	64130	Nearby resident, nearby employee	Lack of sidewalk, crossing streets, general safety	More sidewalks, bicycle lanes, additional traffic signals, improved lighting	safety for the kids; more lighting for at night	
8/10/2021	64133	Nearby resident	Crossing streets	Bus shelters, additional traffic signals		
8/10/2021	64050	Nearby employee	Lack of sidewalk, vehicular speeds	Wider sidewalks, additional traffic signals	pot holes in streets	
8/10/2021	64055	No answer	Vehicular speeds, general safety	More sidewalks		
8/10/2021	64130	Nearby resident	Lack of sidewalk, crossing streets, vehicular speeds, access to bus stops	More sidewalks, wider sidewalks, bus shelters, bicycle lanes		
8/10/2021	64111	Nearby resident	Lack of sidewalk	More sidewalks		
8/10/2021	64133	No answer	Access to bus stops, general safety	More sidewalks, bus shelters, additional traffic signals, improved lighting		
8/10/2021	64131	No answer	Lack of sidewalk	More sidewalks, bus shelters	roads; pot holes	
8/10/2021	64128	Nearby resident, commuter	Lack of sidewalk, crossing streets, general safety	More sidewalks, wider sidewalks, bus shelters, bicycle lanes	parks	
8/10/2021	64137	Commuter	ADA access, crossing streets, access to bus stops	improved lighting	history walk (add to corridor)	
8/10/2021	64108	Community Member	Crossing streets, general safety	Wider sidewalks, bus shelters, bicycle lanes, improved lighting		
8/10/2021	64110	Property owner	Lack of sidewalk, crossing streets, access to bus stops, general safety	More sidewalks, bus shelters, bicycle lanes, additional traffic signals, improved lighting	road condition improvements	
8/10/2021	64064	Commuter	Crossing streets	Additional traffic signals, improved lighting		
8/10/2021	64130	Property owner	Lack of sidewalk, crossing streets, vehicular speeds	Wider sidewalks	whatever is best for Dr. Martin Luther King, Jr. Blvd	
8/10/2021	64118	Nearby resident	Sidewalk maintenance	More sidewalks, bus shelters, bicycle lanes, additional traffic signals, improved lighting		
8/10/2021	64128	Commuter	Lack of sidewalk, crossing streets	Bicycle lanes, additional traffic signals, improved lighting		
8/10/2021	64132	Nearby resident	Sidewalk maintenance	Less potholes		
8/10/2021	64131	Nearby resident, commuter	Lack of sidewalk, general safety	More sidewalks, wider sidewalks	more stores; more for the elderly safety	
8/10/2021	64131	Nearby resident	Vehicular speeds	Bus shelters	trash pickup	
8/10/2021	64111	Nearby resident	General safety	Wider sidewalks	better lights	
8/10/2021	64114	Nearby employee	Sidewalk maintenance, crossing streets	More sidewalks, bus shelters	N/A	
8/10/2021	64114	Nearby resident	Lack of sidewalk	Wider sidewalks	better sidewalks, cleaner streets	
8/10/2021	64138	Nearby resident, commuter	Lack of sidewalk, sidewalk maintenance, crossing streets, access to bus stops	More sidewalks, wider sidewalks, bus shelters, improved lighting	none that i can think of right now	
8/10/2021		Nearby resident, property owner, commuter	Lack of sidewalk, ADA access, crossing streets, access to bus stops	Bus shelters, bicycle lanes	Count down lights at crossings- crossing signals	
8/10/2021	64127	Nearby resident, property owner	Lack of sidewalk	More sidewalks, additional traffic signals		
8/10/2021	64127	Nearby resident	General safety	More sidewalks	N/A	
8/10/2021	64130	Nearby resident, property owner, business owner, nearby employee, parent	Lack of sidewalk, sidewalk maintenance, crossing streets	More sidewalks, bus shelters, improved lighting	There's lots of trash and it smells bad. Where do you park if you want to use the trail?	
8/10/2021	64130	Nearby resident	Sidewalk maintenance, vehicular speeds	More sidewalks, wider sidewalks, bus shelters	better lighting and safer sidewalks	
8/10/2021	64133	Nearby resident	Lack of sidewalk, sidewalk maintenance	More sidewalks, wider sidewalks, bus shelters, additional traffic signals, improved lighting	improved road conditions	
8/10/2021	66014	Nearby resident, commuter, bicyclist	Sidewalk maintenance, crossing streets, vehicular speeds, access to bus stops, general safety	More sidewalks, bus shelters, bicycle lanes, improved lighting		
8/10/2021	64110	Nearby resident, work at Swope Health	Sidewalk maintenance, crossing streets	More sidewalks, bus shelters, bicycle lanes		
8/10/2021	64130	Nearby resident, property owner, bicyclist	Lack of sidewalk, sidewalk maintenance, vehicular speeds	More sidewalks, bus shelters, bicycle lanes, improved lighting	keep clean	
8/10/2021	64055	Nearby resident	Lack of sidewalk	More sidewalks		
8/10/2021		No answer	Access to bus stops	Bus shelters	none	
8/10/2021	64129	Nearby resident	No answer	No answer		
8/10/2021	64130	Nearby resident	Lack of sidewalk, sidewalk maintenance	More sidewalks, wider sidewalks, bicycle lanes		
8/10/2021	64146	Property owner	Lack of sidewalk, crossing streets	More sidewalks, bus shelters	sidewalk	
8/10/2021	64129	Nearby resident, nearby employee	Crossing streets, vehicular speeds	Wider sidewalks, additional traffic signals	maybe overpass to cross streets	
8/10/2021	64130	Nearby resident	Lack of sidewalk, vehicular speeds, general safety	More sidewalks, improved lighting	more community work!	
8/10/2021	64131	Nearby resident, nearby employee	Lack of sidewalk, crossing streets, general safety	More sidewalks, wider sidewalks, improved lighting	I would like to see more police & safety nearby.	
8/10/2021	66104	Nearby resident	Lack of sidewalk, crossing streets, general safety	Wider sidewalks	N/A	
8/10/2021	64108	Nearby resident, commuter, bicyclist	Sidewalk maintenance, crossing streets, vehicular speeds, access to bus stops, general safety	More sidewalks, bus shelters, bicycle lanes, additional traffic signals, improved lighting	N/A	
8/10/2021	64131	No answer	Lack of sidewalk	No answer	None	
8/10/2021	64055	Nearby resident	General safety	Wider sidewalks	lighting	
8/10/2021	64119	Nearby resident, business owner	Sidewalk maintenance, crossing streets, vehicular speeds, general safety	More sidewalks, bus shelters, bicycle lanes, additional traffic signals, improved lighting	maintenance	
8/10/2021	64130	Nearby resident, nearby employee	General safety	Additional traffic signals	more sidewalk and more bicycle lanes	
8/10/2021	64130	Nearby resident	Lack of sidewalk	More sidewalks	N/A	
8/10/2021	64132	Nearby resident	Sidewalk maintenance, crossing streets	Wider sidewalks, bus shelters		
8/10/2021	64030	Nearby resident	Vehicular speeds	Wider sidewalks	I think speeds are a major issue	
8/10/2021	66211	fan of the neighborhood and culture	Sidewalk maintenance, access to bus stops	Wider sidewalks, bicycle lanes, improved lighting	more cultural sign's, structures and artwork	
8/10/2021	66103	Nearby resident	Vehicular speeds	More sidewalks, improved lighting	more places to shop and go	
8/10/2021	64130	my mom lives here	Lack of sidewalk, sidewalk maintenance, ADA access, crossing streets, vehicular speeds, access to bus stops, general safety. They need to have more businesses around to cater to area residents and who can't go far and are disabled.	More sidewalks, wider sidewalks, bus shelters, additional traffic signals, improved lighting. Clean it up and quit making people homeless. Help the homeless	Homeless people need jobs and housing	
8/10/2021	64132	Nearby employee	Lack of sidewalk, sidewalk maintenance, ADA access, crossing streets, access to bus stops, general safety	Wider sidewalks, bus shelters, improved lighting	more parking space & access for disabled people	
8/10/2021	64132	Nearby resident	Lack of sidewalk, ADA access, crossing streets, access to bus stops, general safety, excessive parked cars, lack of parking space	Wider sidewalks, additional traffic signals		
8/10/2021	64137	Nearby resident	Lack of sidewalk, sidewalk maintenance	More sidewalks	road conditions	
8/10/2021	64130	Nearby resident	Lack of sidewalk, crossing streets	More sidewalks, bus shelters, bicycle lanes		
8/10/2021	66101	No answer	Lack of sidewalk, sidewalk maintenance, ADA access, crossing streets, vehicular speeds, access to bus stops, general safety	More sidewalks, wider sidewalks, bus shelters, bicycle lanes, additional traffic signals, improved lighting	every improvement possible	
8/10/2021	64132	Nearby resident	General safety	More sidewalks, bus shelters, improved lighting	beautification - make it look like the Plaza	
8/10/2021	64114	Nearby resident	General safety	Streetcar extension		
8/10/2021	64064	Business owner	Lack of sidewalk, green stuff in Brush Creek	Bicycle lanes		
8/10/2021	64030	Nearby resident	Lack of sidewalk, sidewalk maintenance	Bicycle lanes, additional traffic signals		
8/10/2021	6413	Nearby resident, commuter	Lack of sidewalk, access to bus stops	More sidewalks, wider sidewalks, bicycle lanes	sidewalks, bus shelters	
8/10/2021	64106	Public housing	General safety	Improved lighting	safety	
8/10/2021	64133	Commuter	Lack of sidewalk, ADA access, crossing streets, access to bus stops, general safety	Bus shelters, improved lighting	build a new bank	
8/10/2021	64130	Nearby resident	Lack of sidewalk	More sidewalks		
8/10/2021	64130	Nearby resident	Lack of sidewalk	More sidewalks, bus shelters	remove potholes and wider lanes	
8/10/2021	64109	Commuter	Access to bus stops	Additional traffic signals		
8/14/2021	No answer	No answer	No answer	No answer		Carl Stafford
8/14/2021	64132	Nearby resident, business owner	Lack of native plants.	More sidewalks, wider sidewalks, bus shelters, bicycle lanes, porous sidewalks	More green infrastructure & sustainable energy methods.	
8/15/2021	64130	Nearby resident, property owner	Lack of sidewalk, crossing streets, vehicular speeds, general safety	More sidewalks, additional traffic signals, improved lighting	As stated above it is a very dangerous boulevard because motorists drive extremely too fast.	
8/27/2021	64110	Nearby resident, bicyclist	Lack of sidewalk, sidewalk maintenance, ADA access, crossing streets, vehicular speeds, access to bus stops, general safety	More sidewalks, wider sidewalks, bus shelters, bicycle lanes, improved lighting	Less trash, whether there need to be more trashcans or a team that picks it up, too much is getting into Brush Creek and making a mess of our waterways.	
8/30/2021	64155	Work	Lack of sidewalk, sidewalk maintenance, crossing streets, general safety	Wider sidewalks, bus shelters, more patrol		
8/30/2021	64109	Nearby resident	No answer	No answer	so far, so good	
8/30/2021	64108	Was on the committee	Crossing streets	Bus shelters, additional traffic signals, more signage	more symbols of the King site	

Created On:	1. What is your home zip code?	2. What is your relationship to the project?	3. What concerns do you have about pedestrian access along Dr. Martin Luther King, Jr. Blvd.?	4. What transportation improvements would you like to see along Dr. Martin Luther King, Jr. Blvd.?	5. What other improvements would you like to see along Dr. Martin Luther King, Jr. Boulevard?	Full Name (Optional)
8/30/2021	64138	Commuter	Lack of sidewalk, sidewalk maintenance, ADA access, access to bus stops	More sidewalks		
8/30/2021	64110	Nearby resident, property owner, business owner	Lack of sidewalk, sidewalk maintenance, crossing streets, vehicular speeds, general safety, needs cleaning	More sidewalks, wider sidewalks, bus shelters, bicycle lanes, improved lighting, cleaning needed	street cleaning	
8/30/2021	64064	Business owner	homeless presence. we need to find a way to help them.	Wider sidewalks, bicycle lanes	security	
8/30/2021	64110	Nearby resident	Crossing streets, general safety	Improved lighting	better safety	
8/30/2021		Nearby resident	Sidewalk maintenance, crossing streets, access to bus stops, general safety	Wider sidewalks, bicycle lanes	no more thanks though	
8/30/2021	64128	Nearby resident	Crossing streets, vehicular speeds, general safety, lack of parking space	Bicycle lanes, additional traffic signals, improved lighting, city sweepers at least checking the street daily		
8/30/2021	64138	Nearby resident	Lack of sidewalk, vehicular speeds	More sidewalks, bus shelters, improved lighting		
8/30/2021	64014	Nearby resident	Lack of sidewalk, sidewalk maintenance, ADA access, crossing streets, vehicular speeds, access to bus stops, general safety	More sidewalks, wider sidewalks, bus shelters, bicycle lanes, improved lighting	overall safer conditions	
8/30/2021	64110	Nearby resident	Sidewalk maintenance, clean the streets and areas	Wider sidewalks, improved lighting	Clean the area, keep it clear and whatever it takes	
8/30/2021	64130	Nearby resident	Crossing streets	Improved lighting		
8/30/2021	64130	Nearby resident	Lack of sidewalk	More sidewalks, wider sidewalks	N/A	
9/1/2021	64110	Bicyclist	Lack of sidewalk, sidewalk maintenance, ADA access, crossing streets, vehicular speeds, access to bus stops, general safety. Several bus stops don't even have sidewalks connecting them. Riders have to sprint across 6 lanes of MLK to a concrete pad and a bench with no shelter, no lighting, and no access to anything else.	More sidewalks, wider sidewalks, bus shelters, bicycle lanes, additional traffic signals, improved lighting. Prioritize the most vulnerable road users: wheelchair users, pedestrians, and people on bikes. When they are safe, the drivers will be safer, too.	MLK Blvd is currently a highway running through residential areas, parkland, and commercial zones. Drivers traveling at high speeds induced by wide streets and limited traffic calming reduces economic and social activity. North Kansas City decided to take back Armour Road as a local street (instead of a cut-through for out of towners on their way to the interstate), and KCMO has the same opportunity with MLK. Let's prioritize safety for the most vulnerable road users instead of convenience for the fastest drivers.	
9/1/2021		Bicyclist, My sister-in-law and nieces live just off MLK behind Sunfresh. I'm in the area weekly spending time with my family.	No answer	No answer		Andy Brown
9/7/2021	64134	Nearby employee	Lack of sidewalk, sidewalk maintenance, crossing streets, general safety	Wider sidewalks, bus shelters, bicycle lanes, improved lighting		
9/7/2021	64133	Nothing listed	Lack of sidewalk	Wider sidewalks		
9/7/2021	64110	Nearby resident	Lack of sidewalk, crossing streets	More sidewalks, bicycle lanes		
9/7/2021	64130	Nearby resident, nearby employee, commuter, bicyclist	Lack of sidewalk, sidewalk maintenance, ADA access, crossing streets, vehicular speeds, access to bus stops, general safety	More sidewalks, wider sidewalks, bus shelters, bicycle lanes, additional traffic signals, improved lighting		
9/7/2021	64130	Property owner	Lack of sidewalk, sidewalk maintenance, ADA access, crossing streets, vehicular speeds, access to bus stops, general safety	More sidewalks, wider sidewalks, additional traffic signals, improved lighting		
9/7/2021	64130	Nearby resident, live up the hill need home improved	Crossing streets, vehicular speeds	More sidewalks, bus shelters, additional traffic signals, improved lighting, clean up the sidewalks	I would like to cleaner community in general	
9/7/2021	64057	Nearby resident	Vehicular speeds, general safety	Bicycle lanes, additional traffic signals	more security	
9/7/2021	64050	Nearby resident	Lack of sidewalk, crossing streets	Wider sidewalks	better streets	
9/7/2021	64110	Nearby resident	Crossing streets, general safety, there are a lot of homeless that camp in the park many of which do drugs	More sidewalks, bus shelters, improved lighting, closer bus stop	clean the dumping in brush creek and most important - catch the graffiti person Dave One!	
9/7/2021	64111	Nearby resident	Lack of sidewalk, sidewalk maintenance, ADA access, crossing streets, vehicular speeds, access to bus stops, general safety	More sidewalks, wider sidewalks, bus shelters, bicycle lanes, additional traffic signals, improve lighting	plantings to improve local biodiversity	
9/7/2021	64130	Property owner	Lack of sidewalk bike lanes	More sidewalks, wider sidewalks, bicycle lanes	N/A thank you	
9/7/2021	64130	Nearby resident, property owner	Sidewalk maintenance	Wider sidewalks, improved lighting	more things for kids to do	
9/7/2021	64130	Property owner	Lack of sidewalk, vehicular speeds, access to bus stops, general safety	More sidewalks, bus shelters, improved lighting	police safety	
9/7/2021	64110	Nearby resident, property owner, commuter	Lack of sidewalk	More sidewalks	a swimming pool; grocery store; accessibility to MLK park from Cleaver Blvd	
9/7/2021	64110	Nearby resident, property owner, commuter, bicyclist	Lack of sidewalk	More sidewalks, improved lighting	swimming pool; grocery store	
9/7/2021	64130	Property owner	General safety	Improved lighting		
9/7/2021	64130	Nearby resident	Lack of sidewalk	More sidewalks, wider sidewalks, bus shelters	N/A	
9/7/2021	64134	Property owner	Vehicular speeds	Additional traffic signals		
9/7/2021	64138	Nearby resident	General safety	Bus shelters, improved lighting		
9/8/2021	64130	Nearby resident	Crossing streets	Bus shelters	parks	
9/8/2021	64127		Vehicular speeds	Bus shelters, additional traffic signals, improved lighting	for the cars to slow down and more bus shelters	
9/8/2021	64128	Nearby employee	Lack of sidewalk, sidewalk maintenance, crossing streets	Bus shelters, bicycle lanes		
9/8/2021	64129	Nearby resident	Lack of sidewalk	Bus shelters		
9/8/2021	64134	Property owner	Sidewalk maintenance	Bicycle lanes		
9/8/2021	64127	Commuter	General safety	improved lighting	general improvements	
9/8/2021	64088	Nearby resident	Sidewalk maintenance, crossing streets, vehicular speeds, access to bus stops	More sidewalks, bicycle lanes, additional traffic signals, improved lighting		
9/8/2021	64130	Nearby resident, property owner, nearby employee	Lack of sidewalk, sidewalk maintenance, vehicular speeds, access to bus stops, general safety	More sidewalks, wider sidewalks, additional traffic signals, improved lighting	all above	
9/8/2021	64138	Nearby resident, property owner, nearby employee, commuter	Lack of sidewalk, sidewalk maintenance, ADA access, crossing streets, vehicular speeds, access to bus stops, general safety	More sidewalks, wider sidewalks, bus shelters, bicycle lanes, additional traffic signals, improved lighting	all the above	
9/8/2021	64150	Commuter	Vehicular speeds, general safety	Wider sidewalks, bus shelters, improved lighting		
9/8/2021	64152	Commuter	Vehicular speeds, general safety	Wider sidewalks, bus shelters, improved lighting	any you can make	
9/8/2021	64114	Commuter	Lack of sidewalk, vehicular speeds, access to bus stops, general safety	Wider sidewalks, bus shelters, additional traffic signals, improved lighting		
9/8/2021	64130	Nearby employee	Crossing streets	Wider sidewalks		
9/8/2021	64127	Nearby employee	General safety	Bicycle lanes	n/a	
9/8/2021	64106	a native show me state citizen	Lack of sidewalk, vehicular speeds	More sidewalks, bus shelters, bicycle lanes	more memorable items as statues or plaques to read for education about MLK movement	
9/8/2021	64137	Nearby employee	Lack of sidewalk	More sidewalks, wider sidewalks, bus shelters, improved lighting		
9/8/2021	64108	Homeless citizen	General safety, stoplight functionality	Additional traffic signals		
9/8/2021	64111	Nearby resident	Crossing streets	Bus shelters, improved lighting		
9/8/2021	64127	Nearby resident	Crossing streets	Additional traffic signals	cleaner community	
9/8/2021	64130	Nearby resident	Lack of sidewalk	Wider sidewalks	none	
9/8/2021	64128		Lack of sidewalk, sidewalk maintenance, vehicular speeds, general safety	More sidewalks, bicycle lanes, additional traffic signals	more people walking	
9/8/2021	64133	Nearby resident	Sidewalk maintenance	No answer		
9/8/2021	64108	Nearby resident	Crossing streets	No answer	more black businesses	
9/8/2021	64151	Nearby employee, commuter	Sidewalk maintenance	More sidewalks, wider sidewalks	more African American businesses	
9/8/2021	64121	Nearby employee	Lack of sidewalk, access to bus stops	Wider sidewalks		
9/8/2021	64130	Property owner, business owner	Crossing streets, general safety	Bus shelters		
9/8/2021	64128	Nearby resident, nearby employee	Lack of sidewalk, sidewalk maintenance, general safety	More sidewalks, wider sidewalks, improved lighting		
9/8/2021	64109	Bicyclist	Crossing streets, access to bus stops	Improved lighting		
9/8/2021	64157	Commuter	Lack of sidewalk, sidewalk maintenance, crossing streets, general safety	More sidewalks, wider sidewalks, improved lighting		
9/8/2021	64128	Commuter	Access to bus stops	Bus shelters		
9/9/2021	64111	Commuter, patient	General safety, more buses	Wider sidewalks	more buses	
9/9/2021	64128	Nearby resident	Lack of sidewalk, sidewalk maintenance, crossing streets, access to bus stops, general safety	Wider sidewalks, bus shelters, bicycle lanes, additional traffic signals, improved lighting	more businesses	
9/9/2021	64130	Student	Access to bus stops, early bus	Bus shelters		
9/9/2021	64110	Nearby resident, business owner	Lack of sidewalk, sidewalk maintenance, ADA access, access to bus stops	More sidewalks, additional traffic signals, improved lighting	more minority businesses	
9/9/2021	64110	Nearby resident, property owner	Lack of sidewalk, sidewalk maintenance, ADA access, crossing streets, access to bus stops	More sidewalks, bus shelters	better shelters	
9/9/2021	64109	Property owner, business owner	Lack of sidewalk, sidewalk maintenance, general safety	More sidewalks, wider sidewalks	glad to see name (Dr. MLK Jr) finally in the city	
9/9/2021	64127	Business owner	Lack of sidewalk, sidewalk maintenance, ADA access, access to bus stops, general safety	More sidewalks, wider sidewalks, bicycle lanes, additional traffic signals, improved lighting	minority-owned businesses Participation from minority-owned businesses	
9/9/2021	64127	Commuter	Lack of sidewalk, ADA access, could use better scenery	Wider sidewalks, bus shelters		
9/9/2021	64130	Nearby resident, parent	Access to bus stops, general safety, more buses/earlier buses	Wider sidewalks	should be more buses in route	
9/9/2021	64130	Nearby resident, property owner	ADA access	More sidewalks, wider sidewalks, bus shelters	crosswalks for handicap access	

Created On:	1. What is your home zip code?	2. What is your relationship to the project?	3. What concerns do you have about pedestrian access along Dr. Martin Luther King, Jr. Blvd.?	4. What transportation improvements would you like to see along Dr. Martin Luther King, Jr. Blvd.?	5. What other improvements would you like to see along Dr. Martin Luther King, Jr. Boulevard?	Full Name (Optional)
9/9/2021	64127	Commuter	Lack of sidewalk, sidewalk maintenance, access to bus stops	More sidewalks, wider sidewalks, bus shelters, bicycle lanes		
9/9/2021	64109	Nearby resident, commuter	Lack of sidewalk, sidewalk maintenance	Bus shelters	should be more black businesses	
9/9/2021	64110	Nearby resident	Lack of sidewalk, sidewalk maintenance, crossing streets, access to bus stops, general safety	More sidewalks, wider sidewalks, bus shelters, bicycle lanes, improved lighting	more businesses	
9/9/2021	64153	Commuter	Lack of sidewalk, sidewalk maintenance, crossing streets, general safety, better lighting	More sidewalks, wider sidewalks, additional traffic signals, improved lighting	more buses	
9/9/2021	64153	Commuter	Lack of sidewalk, sidewalk maintenance, crossing streets, general safety	More sidewalks, additional traffic signals, improved lighting	more buses	
9/9/2021	64130	Nearby resident, commuter	Lack of sidewalk	Wider sidewalks, bus shelters, improved lighting	I would like more frequent routes	
9/9/2021	64128	Nearby resident	Crossing streets	Bus shelters, bicycle lanes		
9/9/2021	64128	Business owner	Crossing streets	More sidewalks		

Appendix D: Community Engagement - Survey #2

Question 1:



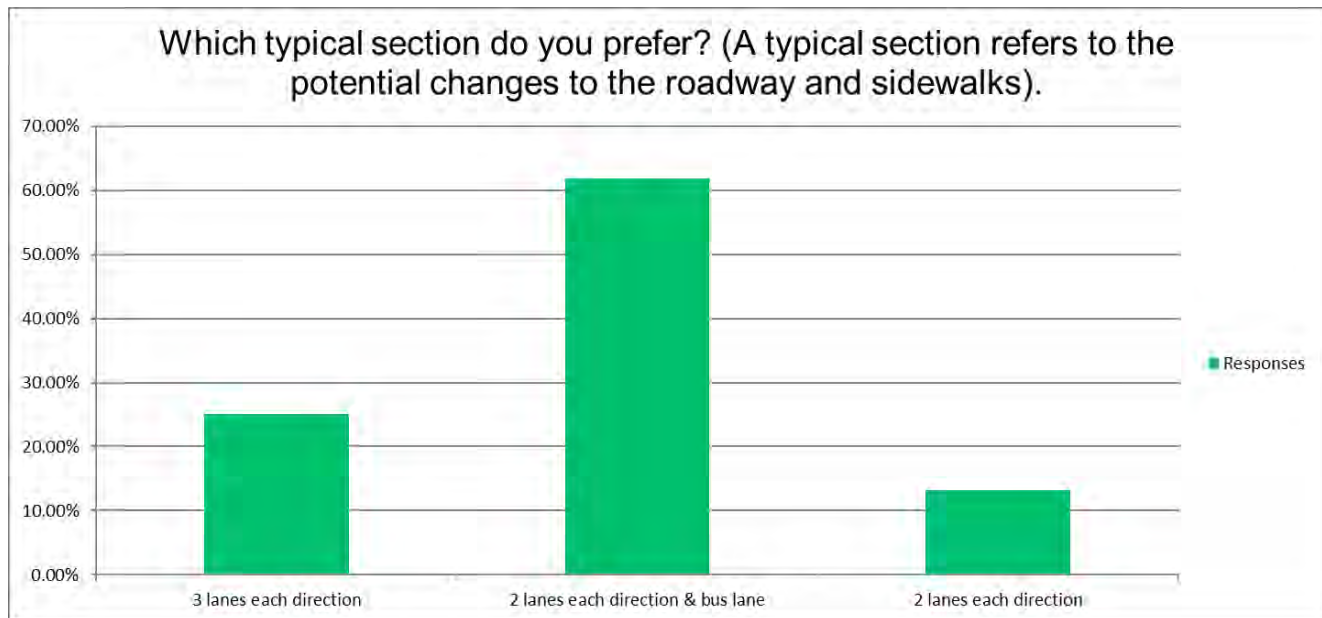
Source: Parsons + Associates 2022

Question 2:

Do you have any additional comments on potential near-term improvements?
More police around hardesty. People drive over 75 mph going west. Accidents all the time.
Do whatever improves pedestrian and traffic safety first and supports neighborhood and economic redevelopment second.
Please fix the potholes
Make the name swipe- mlk name not important to KCMO
Lots of commuters come through this zone, protect residents that live and utilize the services here.
bike lane connections across the river are very needed
Would love to see wider sidewalks on the south side of MLK fronting the Overlook project. A 2 way cycle track would be highly useful, maybe even continuing south on Swope Parkway to Meyer Blvd.
Any immediate impact to increase the safety of pedestrian traffic
Less lanes! Narrow lanes won't do shit unless you reduce the overall car traffic
I hope you will calm traffic as much as possible so that biking, walking and taking public transit are not just possible but pleasant along this road.
Pedestrian Safety is the most important need.
Why remove right turn lanes? Seems like that would slow down traffic and make it more difficult for people to drive, seems like a bad idea?
The road closer to UMKC needs to be widened back to 3 lanes. Very heavy commuter traffic and very narrow lanes that are repeatedly the most pot-hole ridden streets in the city.
Too much money spent on this project. More money needed in south kc. Our roads Wornall is a mess. Stop wasting our city dollars
Improve pedestrian access in general
We should do something with space with all thoes old building
Leave lane sizes alone. Lanes are already tight
Look to engage public/private partnerships with neighborhood groups. Like forming a "friends of MLK" group to raise resources for maintenance.
If you want people to use a bus especially in older areas you do not want to remove the bus stops. Install a larger covered shelter on both sides of the street where the health center is with an area wide enough for two wheelchairs to fit next to each other.
Please remove car lanes, narrow remaining lanes, and add bike or bus lanes to reduce speeds and significantly improve pedestrian safety and experience.
Increased police presence for less reports off gunshots
Automatic walk signals (no push required)
Traffic calming is important to pedestrian safety.
Bike lane
Sidewalk connection to the bridge
Putting cart before the horse. I would start with 1) bike lane, 2) improvements to the center. No one will use most of these improvements. Need more adjacent residents or visitors.
Please consider east of Lawn
Adding a bicycle facility to the existing roadway (protected bike lanes, cycle track, etc) could be a better way to improve the mix of "traffic" on the street and reduce average vehicle speeds. Pedestrian lighting and large scale landscape improvements could also help enhance the character of this corridor and slow people down. Turf medians don't do much to slow vehicle speeds - the further people can see, the faster they will go. Reducing pedestrian crossing distances at intersections by adding bump-outs or eliminating travel lanes should also be a priority. Mid-block crossings are also a good way to increase the pedestrian "presence" along the corridor and encourage drivers to slow down. The roadway sections shown below are not very progressive. The second option with the dedicated bus lanes is clearly the best scenario, but unfortunately I don't believe that a dedicated lane for buses will do much to slow vehicle speeds or improve pedestrian safety, which seem to be the primary issues plaguing this corridor. If the buses are no longer mixing with traffic, cars will simply be able to drive faster. A 30' median in the middle of the roadway is an incredible waste of space. Medians provide space for street trees, but the shade value provided by those trees is wasted on vehicles driving by. The space/shade would be much better employed at the edges of the roadway where pedestrians/bicyclists/vehicles are all present.
I am not a huge fan of Hawk signals. They are confusing to drivers.
Please plant native landscaping in the form of native trees, shrubs, grasses and flowers in this area.
Would love to see any and all improvements possible to make walking and biking easier along MLK! Great sidewalks, great pedestrian crossings, protected bike lanes!
Reduce speed and width. Too often drivers speed at 60-80 mph though here. Too often drivers use these intersections for "side shows" and burnouts putting everyone at risk.
Are there any plans to extend the bike lane or add protected lanes between Benton and the Plaza.

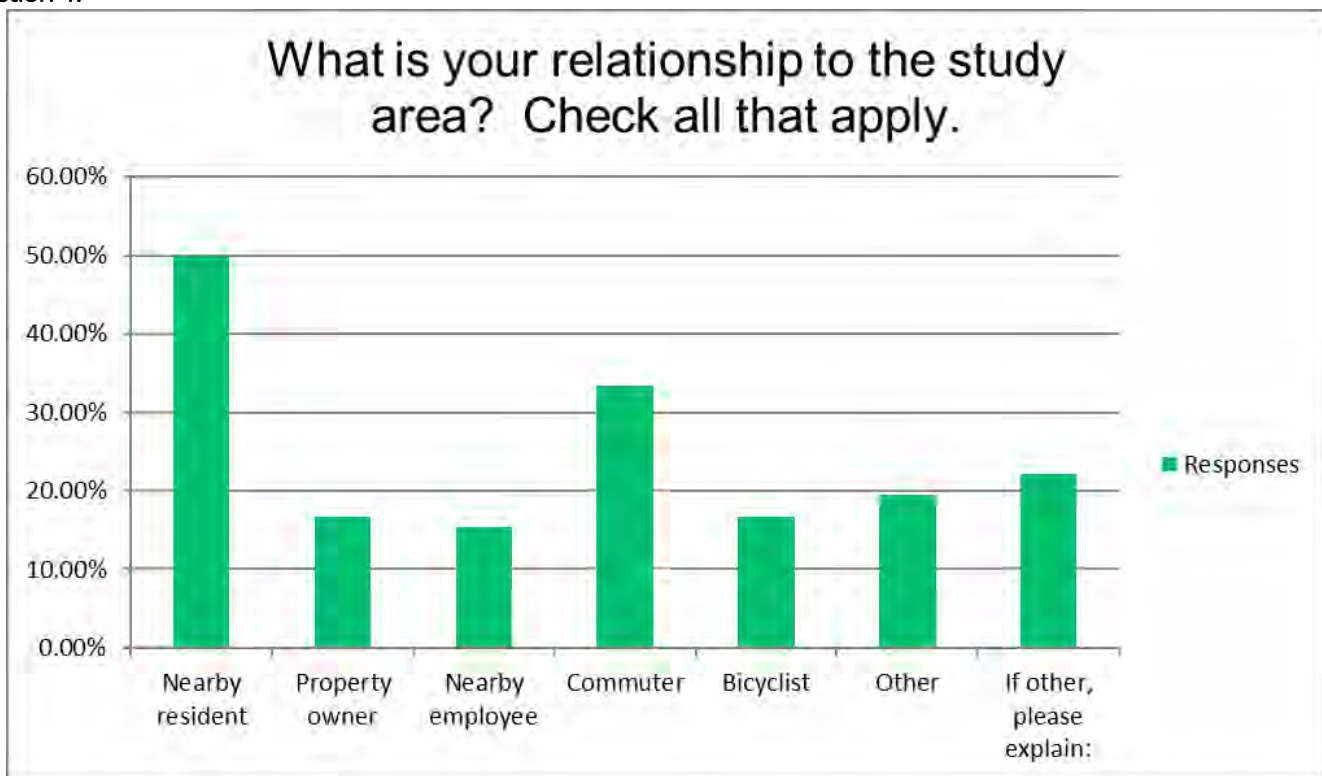
Source: Parsons + Associates 2022

Question 3:



Source: Parsons + Associates 2022

Question 4:



Source: Parsons + Associates 2022

Appendix E: Community Engagement - Public Meeting #I Display Boards

Welcome to the MLK Pedestrian Facilities Open House!



STUDY LIMITS



DR. MARTIN LUTHER KING JR. BOULEVARD

(Between Brookside on the west and 435 on the east)



The project limits are from Prospect Avenue to Elmwood Avenue, essentially the middle third of the MLK Boulevard.

PROJECT SCHEDULE

Task	June 2021	July 2021	Aug 2021	Sept 2021	Oct 2021	Nov 2021	Dec 2021	Jan 2022	Feb 2022
Analyze and Assess	Progress Bar		★						
Evaluate Alternatives			Progress Bar				★	P	
Advance Final Plan							Progress Bar		

Progress Bar



Steering Committee Meeting



Public Meeting

PROJECT VISION

The purpose of this study is to improve pedestrian connections within the MLK Boulevard corridor between Prospect Avenue and Elmwood Avenue. The study builds on previous studies, such as the Swope Parkway/Blue Parkway Corridor Redevelopment Feasibility Study completed in 2017. Proposed redevelopment plans were also reviewed and considered.



The MLK Pedestrian Facilities Study builds on previous planning efforts and responds to current challenges to redefine the long-term vision for a livable, connected, thriving, and sustainable community.

The study goals are to:

- Create a corridor that safely accommodates all modes of travel (pedestrian, bus, bicycle, automobile).
- Provide safe pedestrian access to all bus stops along the corridor.
- Improve the corridor to be more aligned with Parks Department as a corridor in the Parks and Boulevard system.

Welcome to the MLK Pedestrian Facilities Open House!



PUBLIC SURVEY

A public survey was conducted by the study team from August 1 through September 7 of 2021. The five question survey was on-line and the study team attended multiple events in the corridor for face to face interactions.

The survey generated 168 responses.



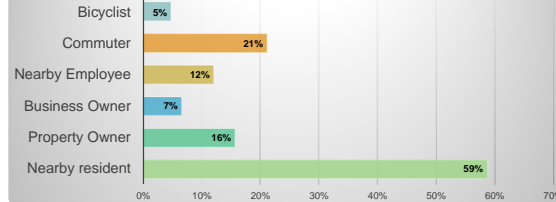
PUBLIC SURVEY RESULTS

1. What is your home zip code?

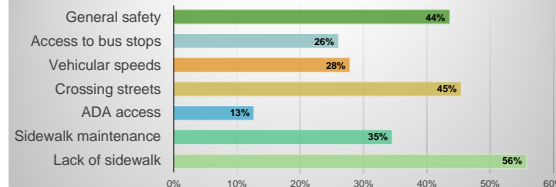
21% from 64130
61% from east of Oak Street



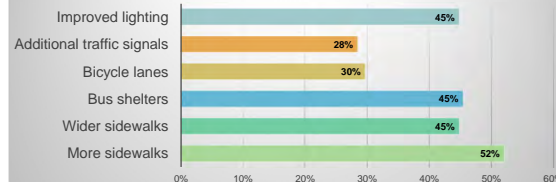
2. What is your relationship to the project?



3. What concerns do you have about pedestrian access along Dr. Martin Luther King, Jr. Blvd.?



4. What transportation improvements would you like to see along Dr. Martin Luther King, Jr. Blvd.?



5. What other improvements would you like to see along Dr. Martin Luther King, Jr. Blvd.?

The following are the responses most repeated, grouped into two categories. Answer lists are not in any particular order.

Transportation Related

- Bus shelters
- Protected bicycle access
- Improved pedestrian crossings
- More/wider sidewalks
- Sidewalk maintenance
- Slower vehicle speeds
- Reduce number of lanes on MLK

Corridor Context

- Beautification
- More businesses (minority owned businesses)
- Cultural/Historical markers

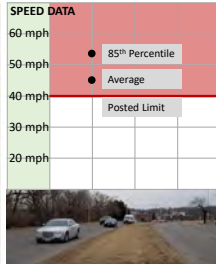
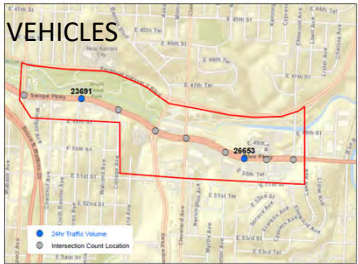
KEY ISSUES

1. Multimodal (Pedestrian/Bicycle/Motor Vehicles/Transit) Accommodations
2. Safety
3. Roadway Design

Welcome to the MLK Pedestrian Facilities Open House!

EXISTING OPERATIONS

VEHICLES



VEHICLES

This segment of MLK serves 23,000 to 27,000 vehicles per day. Even though the posted speed limit is 40 mph, the average speed is 45 mph, and the 85th percentile speed is 53 mph. This speed is typically used to determine posted speeds.

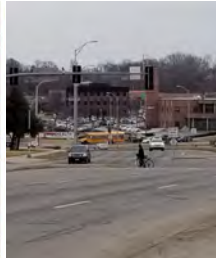
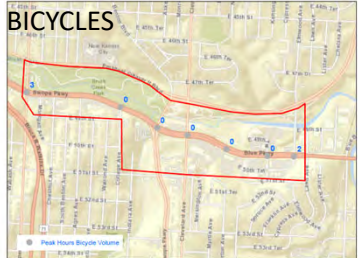
PEDESTRIANS



PEDESTRIANS

There are many pedestrians in this corridor, especially around the bus stops, and at intersections. Many pedestrians walk along the corridor for significant lengths, not just connected to transit. Pedestrians walk through the grass, dirt, and mud where there are gaps in the sidewalk.

BICYCLES



BICYCLES

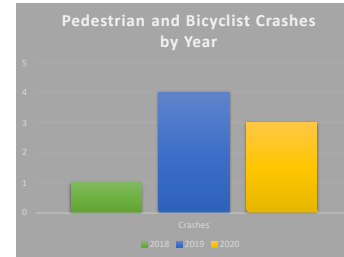
Although only a few bicyclists were seen during the peak hours, bicyclists are regularly seen crossing the corridor. The corridor does not have bicycle accommodations, and vehicle speeds and volumes make sharing the road unsafe for bicyclists. The BikeKC Plan proposes protected bike lanes or a shared use sidepath for this corridor.

TRANSIT



TRANSIT

Average bus ridership for the bus stops show strong clusters of riders near the signalized intersections. This reinforces the importance of safety improvements at the intersections. The legend shows the four KCATA bus routes.



PEDESTRIAN OR BICYCLE INVOLVED CRASHES

Most of the crashes resulted in an injury, occurred in daylight, and occurred at signalized intersections.

KEY ISSUES

1. Multimodal (Pedestrian/Bicycle/Motor Vehicles/Transit) Accommodations
 - Sidewalk gaps
 - Sidewalk maintenance
 - Bicycle accommodations
 - Bus stop amenities
2. Safety
 - Pedestrians crossing MLK Boulevard
 - High vehicle speeds
 - Protection/Separation from traffic
 - Improve lighting
3. Roadway Design
 - Does not meet KC Parks standards for median width and right-of-way width
 - Narrow median west of Benton Boulevard
 - Lane alignment at Benton intersection
 - Reducing through lanes on MLK Boulevard

PUBLIC INPUT

On the comment card, please let us know if you agree that these are the key issues related to improving the pedestrian connections and the overall corridor.

Welcome to the MLK Pedestrian Facilities Open House!



POTENTIAL NEAR-TERM IMPROVEMENTS



Potential corridor-wide improvements:

1. Restripe roadway for narrower lanes to reduce speeds
2. Add speed limit signage to reduce speeds
3. Convert street lighting to LED to reduce electricity use and brighten corridor
4. Improve pedestrian pushbuttons and countdown timers to improve safety
5. Add bus shelters, benches, and trash receptacles to improve comfort and safety

PUBLIC INPUT

On the comment card, please identify what is important to you to improve this segment of the MLK corridor in the near-term. Thank You!



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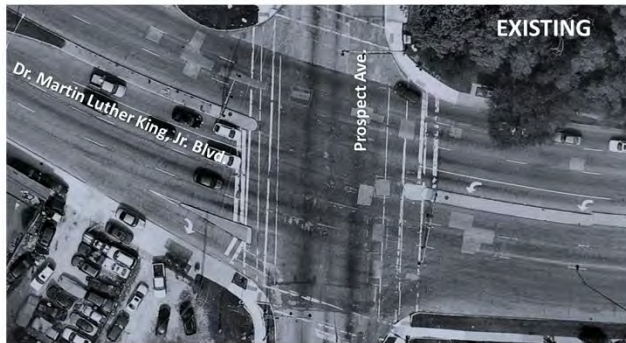
**Dr. Martin Luther King Jr. Boulevard
Pedestrian Facilities**

Welcome to the MLK Pedestrian Facilities Open House!



POTENTIAL NEAR TERM IMPROVEMENTS

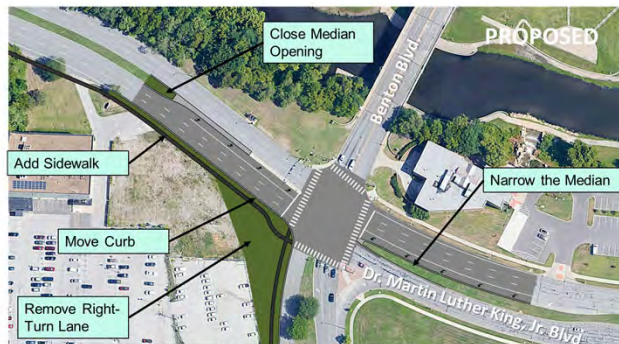
PROSPECT AVENUE INTERSECTION IMPROVEMENTS



UPGRADES

1. Pedestrian crossing of MLK 30' shorter and more visible to motorists.
2. Outside eastbound lane more predictable movements.
3. Pedestrian safety updates to the traffic signal.

BENTON BOULEVARD INTERSECTION IMPROVEMENTS



UPGRADES

1. Pedestrian crossing of signalized intersection only.
2. Features continuous sidewalks.
3. Westbound lanes in alignment across the intersection.
4. Pedestrian safety updates to the traffic signal.

KENSINGTON AVENUE INTERSECTION IMPROVEMENTS



UPGRADES

1. Pedestrian crossing of MLK 40' shorter and more visible to motorists.
2. Improves ADA compliance on north side of intersection.
3. Pedestrian safety updates to the traffic signal.

Welcome to the MLK Pedestrian Facilities Open House!

POTENTIAL LONG TERM IMPROVEMENTS

These are presented as one segment of MLK, and should be reviewed in future studies of the entire MLK route. With a larger scale study, the traffic network can be reviewed, perhaps sending some traffic to lower utilized routes, such as Emmanuel Cleaver II Boulevard.

LANE REDUCTION ANALYSIS

INTERSECTION LEVEL OF SERVICE

Level of Service, which compares the time cars are waiting for a green light, are generally acceptable in Levels A through D. Level of Service of E can be acceptable in some circumstances. Level of Service F is considered unacceptable.

The current six lane corridor will have intersections operating at Level of Service D. Removing one through lane in each direction will reduce the Level of Service to an E at one intersection. These additional delays will add about 30 seconds to westbound travel in the morning, and about 2 minutes to eastbound travel during the evening.

INTERSECTION BACK-UPS

Another key condition when considering lane reductions is back-up lengths at signalized intersections.

The current six lane corridor has back-ups that are contained within each traffic signal area. Removing one through lane in each direction will significantly lengthen the back-ups at the traffic signals. The four traffic signals at the east end of the corridor would have back-ups that extend through two signals. However, there is a potential to lessen these affects by improving alternate routes, such as Emmanuel Cleaver II Boulevard, or progressing the traffic signals through MARC's Operation Greenlight coordination system.



Top letter = Weekday morning Level of Service
Bottom letter = Weekday evening Level of Service



Red = Weekday morning back-ups
Yellow = Weekday evening back-ups

Welcome to the MLK Pedestrian Facilities Open House!

POTENTIAL LONG TERM IMPROVEMENTS

These are presented as one segment of MLK, and should be reviewed in future studies of the entire MLK route. With a larger scale study, the traffic network can be reviewed, perhaps sending some traffic to lower utilized routes, such as Emmanuel Cleaver II Boulevard.

ROADWAY SECTION SUMMARY TABLE

The table on the right summarizes the performance of various options considered.

● = High Performance
○ = Low Performance

	Pedestrian Safety	Vehicle Travel Time	Reduce Vehicle Speeds	Transit Reliability	Bicycle Accommodations	Landscape Opportunities
6 Lanes	●	●	○	○	●	○
4 Lanes with Bus Lanes	○	○	○	●	●	○
4 Lanes with Wide Median	●	○	●	○	●	●

PUBLIC INPUT

Please place a dot on your preferred roadway section to the right.

On the comment card, please identify what is important to you to improve the entire MLK corridor. This could be beautification and honorary elements such as landscaping, public art, monuments/statues, or branding/signage. Improvements could also include community reinvestment and enhancements still unimagined.

Your input is important and will help direct the future improvements to MLK Boulevard. Thank You!

POTENTIAL LONG TERM ROADWAY SECTIONS



Three lanes each direction with lane widths reduced from 12' to 11'



Two lanes each direction with a parallel dedicated bus lane



Two lanes each direction

Appendix F: Community Engagement - Public Meeting #2 Display Boards

Welcome to the MLK Pedestrian Facilities Open House!



STUDY LIMITS



DR. MARTIN LUTHER KING JR. BOULEVARD

(Between Brookside on the west and 435 on the east)



The project limits are from Prospect Avenue to Elmwood Avenue, essentially the middle third of the MLK Boulevard.

PROJECT SCHEDULE



★ = Stakeholders Meeting
P = Public Meeting

This is the final opportunity for you to comment on the study before it is finished. We have appreciated your engagement in the study.

PROJECT VISION

The purpose of this study is to improve pedestrian connections within the MLK Boulevard corridor between Prospect Avenue and Elmwood Avenue. The study builds on previous studies, such as the Swope Parkway/Blue Parkway Corridor Redevelopment Feasibility Study completed in 2017. Proposed redevelopment plans were also reviewed and considered.



SWOPE PARKWAY/BLEU PARKWAY CORRIDOR REDEVELOPMENT FEASIBILITY STUDY

September 2017

The MLK Pedestrian Facilities Study builds on previous planning efforts and responds to current challenges to redefine the long-term vision for a livable, connected, thriving, and sustainable community.

The study goals are to:

- Create a corridor that safely accommodates all modes of travel (pedestrian, bus, bicycle, automobile).
- Provide safe pedestrian access to all bus stops along the corridor.
- Improve the corridor to be more aligned with Parks Department as a corridor in the Parks and Boulevard system.



CITY OF KANSAS CITY, MISSOURI



Dr. Martin Luther King Jr. Boulevard Pedestrian Facilities

Welcome to the MLK Pedestrian Facilities Open House!



PUBLIC MEETING #1

The public meeting held on December 14, and the on-line portal following the meeting had more than 80 participants. The comments were reviewed and shared with the Stakeholder's at a meeting on March 11. These comments and the level of interest in the corridor was instrumental in the final plan recommendations.



PUBLIC MEETING #1 RESULTS

The public meeting generated general comments and voting on improvement priorities.

VOTING RESULTS

The public meeting participants were given the 11 study recommendations and asked to prioritize them from 1 (highest priority) to 11 (lowest priority). Based on the voting results, three groups of priorities emerged. These groups are identified as: Highest, Medium, and Lowest.

Highest Priority

1. Complete the Sidewalks

2. Increase Bus Stop Amenities

3. Improve Signals for Pedestrians

Medium Priority

4. Connect to Brush Creek Trail

5. Prospect Intersection Improvements

6. Convert Streetlights to LED

7. Restripe to Narrower Lanes

Lowest Priority

8. Add Speed Limit Signs

9. Benton Intersection Improvements

10. Add Signal at Swope Health

11. Kensington Intersection Improvements

COMMENTS

There were many comments about the study recommendations. Many people suggested extending the sidewalk to the Blue River bridge sidewalk on the east end of the project. This, and many other comments provided good insights that improved the final recommendations.

STAKEHOLDER MEETING #3

After considering the public comments, the stakeholders considered estimated costs, planned projects within the corridor, and other factors to finalize their recommendations.

The individual projects included a few minor revisions, such as the giving the future designers of the pedestrian crossing at Agnes Avenue more latitude when selecting the safest crossing traffic control option.

The stakeholders committed to actively support the final recommendations from the study and assist the City in their efforts to secure funding. The more area businesses and area residents that support these projects, the more likely the projects will become reality.

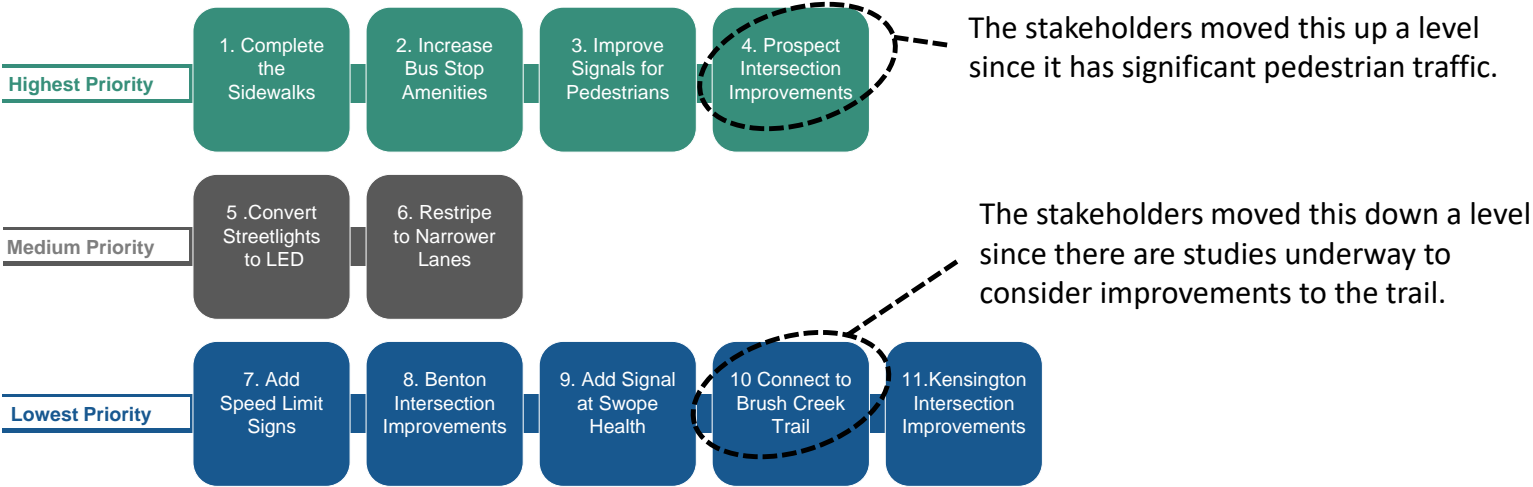
RANGE OF MAGNITUDE COSTS

The total cost of each recommendation was calculated as stand-alone projects. Construction inflation was factored in based on an assumed year of implementation. The bus stop amenities and the traffic signal at Swope Park Health were assumed to be funded by the KCATA and the developer, respectively. To address all these projects at one time, in the near term would require about \$6.9M.

Priority	Description	Assumed Cost Year	Magnitude of Project Cost
1	Add the proposed sidewalks to complete the sidewalk network	2024	\$ 440,000
2	Add bus shelters, benches, and trash receptacles	2024	(KCATA)
3	Improved pedestrian pushbuttons and countdown timers at all traffic signals	2024	\$ 1,000,000
4	Improvements to Prospect Avenue intersection and the Agnes Street intersection	2025	\$ 1,400,000
5	Convert street lighting to LED	2025	\$ 100,000
6	Restripe roadway for narrower lanes	2023	\$ 150,000
7	Additional speed limit signage	2023	\$ 80,000
8	Improvements to Benton Boulevard intersection	2032	\$ 1,700,000
9	Add the traffic signal at Swope Health entrance	2022	(OWNER)
10	Add two trail connections to the Brush Creek Trail	2027	\$ 700,000
11	Improvements to Kensington Avenue intersection	2042	\$ 1,350,000

PROJECT PRIORITIES

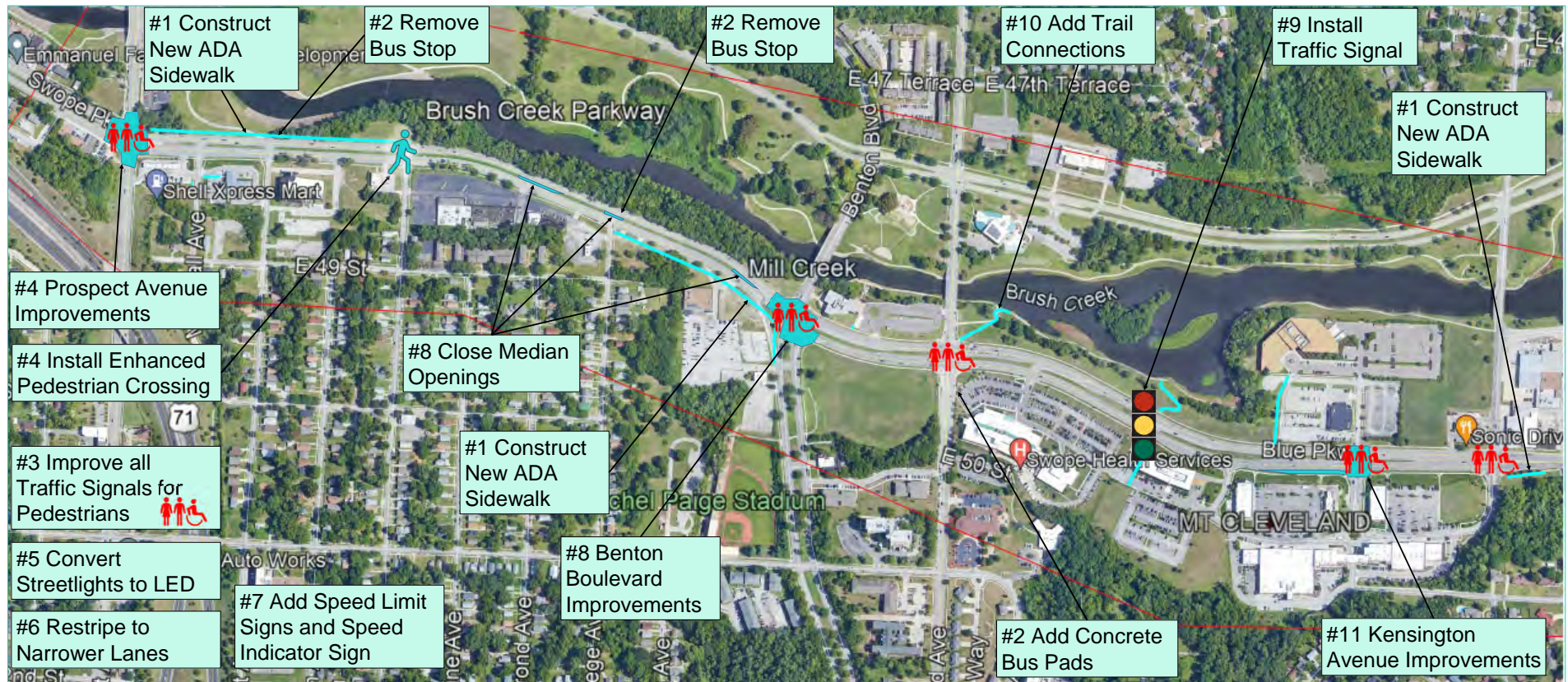
The stakeholders changed the priority level of two projects to best fit the goals of the project and to avoid overlapping other studies.



Welcome to the MLK Pedestrian Facilities Open House!



RECOMMENDED IMPROVEMENT PROJECTS



STUDY GOALS ACHIEVED

With the proposed improvements, pedestrian safety will be increased. Access points to transit will be improved. Bicycling across the corridor will be improved but bicycling along the corridor will remain safest on side streets and the Brush Creek Trail. Bicycling within the corridor will be addressed with whole corridor improvements in the future. The median closures and the intersection improvements will add greenspace and bring MLK into better alignment as a corridor in the Parks and Boulevard system.

Welcome to the MLK Pedestrian Facilities Open House!



RECOMMENDED INTERSECTION IMPROVEMENTS

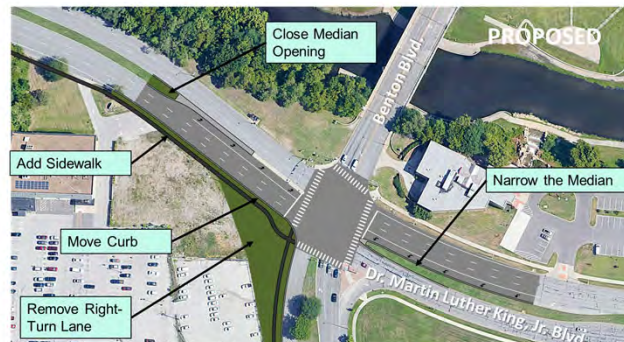
#4 PROSPECT AVENUE INTERSECTION IMPROVEMENTS



UPGRADES

1. Pedestrian crossing of MLK 30' shorter and more visible to motorists.
2. Outside eastbound lane more predictable movements.
3. Pedestrian safety updates to the traffic signal.

#8 BENTON BOULEVARD INTERSECTION IMPROVEMENTS



UPGRADES

1. Pedestrian crossing of signalized intersection only.
2. Features continuous sidewalks.
3. Westbound lanes in alignment across the intersection.
4. Pedestrian safety updates to the traffic signal.

#11 KENSINGTON AVENUE INTERSECTION IMPROVEMENTS



UPGRADES

1. Pedestrian crossing of MLK 40' shorter and more visible to motorists.
2. Improves ADA compliance on north side of intersection.
3. Pedestrian safety updates to the traffic signal.

Welcome to the MLK Pedestrian Facilities Open House!



PUBLIC MEETING #1 RESULTS ON LONG-TERM IMPROVEMENTS

The results of the preference survey is shown on the inset box on each roadway section. The stakeholders recommended all three roadway sections be retained, with a note that the public strongly favored the two lanes in each direction with a parallel dedicated bus lane.

These sections were presented as one segment of MLK and will be reviewed in future studies of the entire MLK route. With a larger scale study, the traffic network can be reviewed, perhaps sending some traffic to lower utilized routes, such as Emmanuel Cleaver II Boulevard.

ROADWAY SECTION SUMMARY TABLE

The table below summarizes the performance of various options considered.

● = High Performance

○ = Low Performance

	Pedestrian Safety	Vehicle Travel Time	Reduce Vehicle Speeds	Transit Reliability	Bicycle Accommodations	Landscape Opportunities
6 Lanes	○	●	○	○	●	○
4 Lanes with Bus Lanes	○	○	○	●	●	○
4 Lanes with Wide Median	●	○	●	○	●	●

POTENTIAL LONG TERM ROADWAY SECTIONS



Three lanes each direction with lane widths reduced from 12' to 11'



Two lanes each direction with a parallel dedicated bus lane



Two lanes each direction

Appendix G: Community Engagement Summary

PURPOSE

The purpose of this report is to provide a summary of outreach efforts for Dr. Martin Luther King, Jr. Boulevard Pedestrian Facilities Planning Sustainable Places (PSP) from July 2021 - April 2022.

GOAL

To connect with stakeholders and constituents to inform them of the Pedestrian Facilities PSP and encourage them to provide input on potential improvements along Dr. Martin Luther King, Jr. Boulevard.

TARGET AUDIENCES

The primary target audiences for the outreach plan include, but are not limited to City of Kansas City, Missouri (KCMO) - City Manager's Office, City Planning, Public Works, and Parks & Recreation Departments, Town Fork Creek Neighborhood Association, Community Builders of Kansas City, Bruce R. Watkins Cultural Heritage Center, Kansas City Area Transportation Authority, KCMO Opportunity Zones Development, Emmanuel Family & Child Development Center, Swope Health Services, Housing Authority of Kansas City, Missouri, their constituents, and those who work, live, and play along the corridor.

PROJECT TIMELINE AND TASKS

Date	Phase
June - July 2021	Analyze and assess
August - December 2021	Evaluate Alternatives Phase One of Engagement
December 2021 - April 2022	Advance Final Plan Phase Two of Engagement

OUTREACH EFFORTS AND METRICS

Beginning in June 2021, Parson + Associates (P+A) created an [interactive map](#) of the corridor which was available online. The interactive map invited people to actively participate and offer feedback on the current conditions of the corridor.

- Survey available for comments from August 1-September 7, 2021.
- Received a total of **43 comments** ([Appendix A](#)).

Phase One and Survey

The first survey was also conducted alongside the interactive map. P+A attended two (2) outreach events, hosted three (3) bus stop pop-ups along the corridor, and shared the survey with key stakeholders to share with their constituents. Respondents had the choice of taking the survey online or via a paper copy.

- Received a total of **168 survey responses** ([Appendix B](#)).

First Open House

On December 14, 2021, P+A hosted the first in-person public Open House at Brush Creek Community Center to gather feedback on the proposed changes to the corridor, as well as give participants an opportunity to take the second survey if they had not already done so.

An invitation was sent to the stakeholder list, local elected officials, and steering committee, and promoted on social media. An invitation was also mailed out to community members along the corridor in early December 2021. A follow-up email was sent to all stakeholders and those who provided their email addresses at the Open House, including a PDF of the boards the team presented and a link to the new survey to be shared with constituents.

- Total attendees: **13**

Phase Two and Survey

Based on the feedback the project team received from the first survey and the interactive map comments, a second survey was created to allow the public to view the proposed changes to the corridor and rank their preferences for the proposed near and long-term corridor improvements. The survey was available for people to take at the Open House and was also distributed via social media.

- Survey available for comments from December 14-29, 2021.
- Received a total of **75 responses** ([Appendix C](#)).

Second Open House

On April 6, 2022, P+A hosted the second and final in-person public Open House at Brush Creek Community Center to inform the public about the preferred short and long-term improvement concepts that resulted from the PSP study of pedestrian facilities along the Dr. MLK Jr., Blvd. Corridor.

An invitation was emailed to the stakeholder list, local elected officials, and steering committee, and the open house was promoted on social media. An invitation was also direct mailed to community members along the corridor in late March 2022.

A follow-up email was sent to all stakeholders and those who provided their email addresses at the Open House, including a PDF of the boards the team presented to be shared with constituents.

- Total attendees: **18**

A full list of outreach efforts and metrics can be found in the table below.

Date	Task	Metrics	Link(s)	Notes
July 2021	Created the stakeholder list and steering committee list	-	https://bit.ly/3Fxnipb	-
July 23, 2021	Hosted Steering Committee Meeting #1	Invited: 16 Attended: 10	-	-
August 4, 2021	Shared map and survey toolkit with stakeholders, the steering committee and 5th District Councilmembers	Sent: 28	-	-
August 6, 2021	Blue Hills Neighborhood Association shared info in their newsletter	-	-	-
August 7, 2021	Passed out surveys and flyers at the	Surveys: 81	-	-

	Fall in the Park - Emmanuel Family & Child Development Center event			
August 11, 2021	Reshared map and survey toolkit with 5th District Councilmembers	Sent: 2	-	-
August 18, 2021	Bus Stop Pop-up at Cleveland Ave.	Surveys: 49 (across all locations)	-	At bus stop locations for one hour during peak times.
August 20, 2021	5th District Councilmembers shared info in their newsletter	-	https://bit.ly/3HCisc0	-
August 25, 2021	Bus Stop Pop-up at Kensington Ave.	Surveys: 49 (across all locations)		At bus stop locations for one hour during peak times.
August 26, 2021	Dropped off flyers at locations around the corridor	-	-	Locations: <ul style="list-style-type: none"> • Mazuma Credit Union • Emmanuel Family and Child Development Center • Shell Xpress Mart • Dialysis Clinic, Inc.
August 27, 2021	5th District Councilmembers reshared info in their newsletter	-	https://bit.ly/3kVpXRM	-
September 1, 2021	Bus Stop Pop-up at Prospect Ave.	Surveys: 49 (across all locations)		At bus stop locations for one hour during peak times.
September 3, 2021	5th District Councilmembers reshared info in their newsletter (last call)	-	https://bit.ly/3kSRS4S	-
September 7, 2021	Interactive map and survey #1 were both closed for comments	Total surveys: 168 Total comments: 43	https://bit.ly/3HGY4X9	-
November 12, 2021	Hosted Steering Committee Meeting #2	Invited: 20 Attended: 8	-	-
December 10, 2021	Emailed Open House invites to stakeholders	Sent: 52	-	-
December 13, 2021	Open House invitations were mailed out and posted to social media	Mailed: 786	https://bit.ly/32TpitQ	-
December 14, 2021	Hosted a public Open House at Brush Creek Community Center	Attended: 13	https://bit.ly/3zqN78s	-
December 27, 2021	KCMO shared survey #2 on their social media channels	-	https://bit.ly/3JGMpZp	-
December 28, 2021	KCToday shared survey #2 in their newsletter	-	https://bit.ly/31ktJ0e	-
December 29, 2021	Survey #2 was closed for comments	Total surveys: 75	-	-

March 11, 2022	Hosted Steering Committee Meeting #3	Invited: 20 Attended: 8	-	-
March 28, 2022	Open House invitations were mailed out and posted to social media	Mailed: 786	https://bit.ly/3jpQAGo	-
March 30, 2022	Emailed Open House invites to stakeholders	Sent: 153	-	-
April 6, 2022	Hosted a public Open House at Brush Creek Community Center	Attended: 18	https://bit.ly/3KyNDpO	-

OUTREACH EVENTS PHOTOS



Attendees at the Open House on December 14, 2021.



Participants at the Open House on December 14, 2021 were asked to place dots on which proposed lane option they liked best.



The P+A team collected surveys at the ribbon cutting and dedication ceremony for MLK Park on August 28, 2021.



A flyer from an event the P+A team attended to pass out information about the study and collect survey responses.



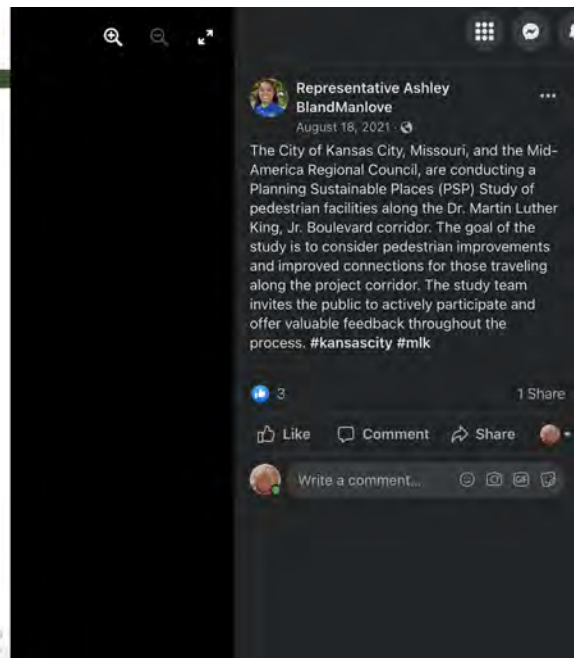
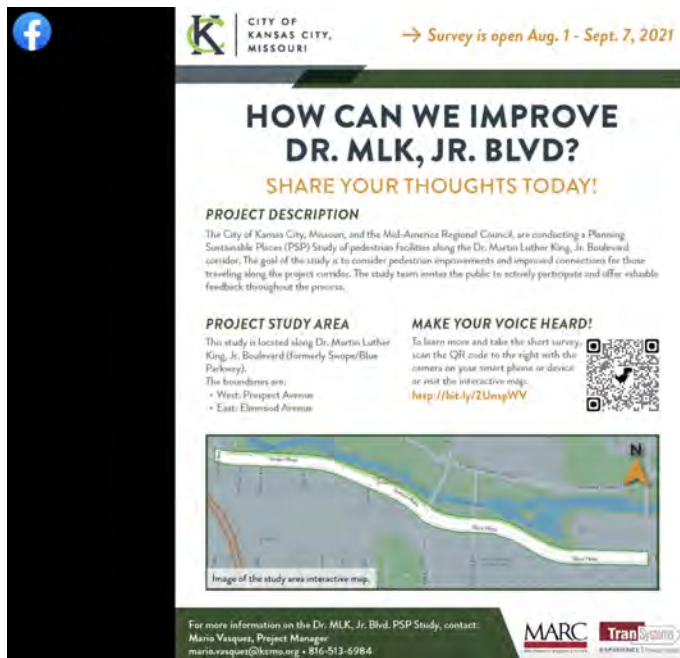
Attendees at the Open House on April 6, 2022.

SOCIAL MEDIA IMAGES

The following images are social media posts about the study, surveys, and Open House events.









DR. MLK JR., BLVD. PEDESTRIAN FACILITIES PSP OPEN HOUSE

MAKE YOUR VOICE HEARD!

Join us to view short-term and long-term improvement concepts for Dr. MLK Jr., Blvd.

TUESDAY, DECEMBER 14, 2021 @ 5:30 - 7:30 PM

Brush Creek Community Center
3801 Brush Creek Blvd.
Kansas City, MO 64130

PROJECT AREA MAP
To learn more about the project, visit: <https://bit.ly/30F7t0q>

BikeWalkKC
December 13, 2021 at 2:51 PM · 🌐

You have spoken up for pedestrian safety on Dr. Martin Luther King, Jr. Boulevard, and now it's time to see the potential! Attend the Open House tomorrow to learn more about this Planning Sustainable Places study.

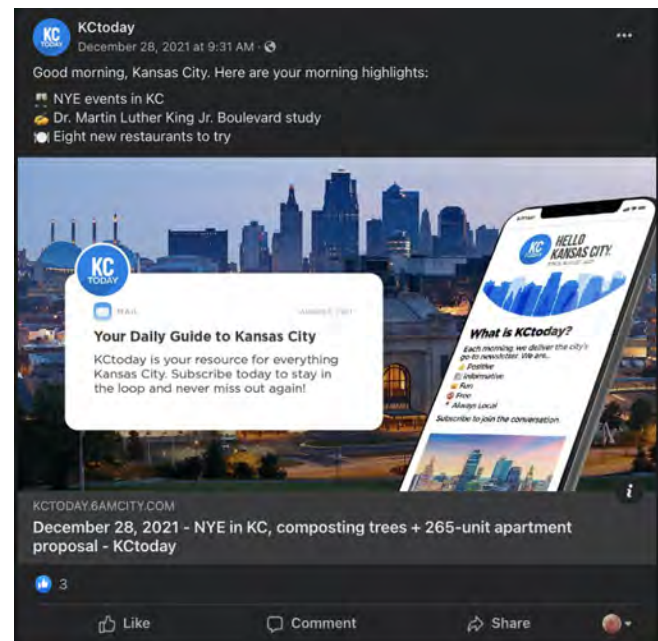
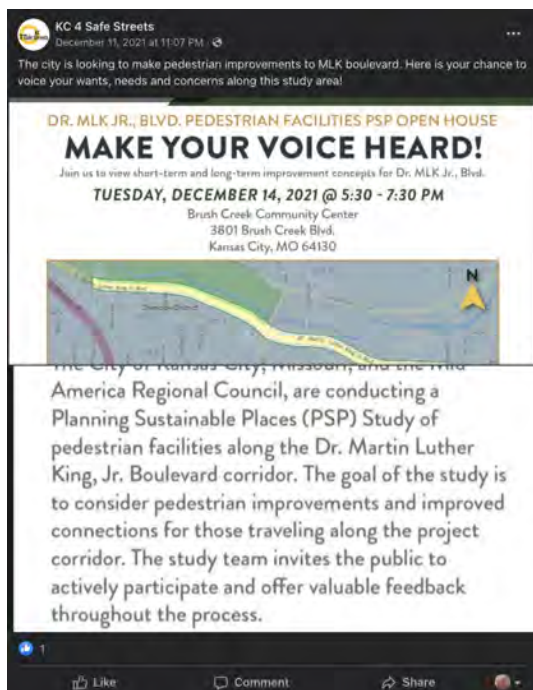
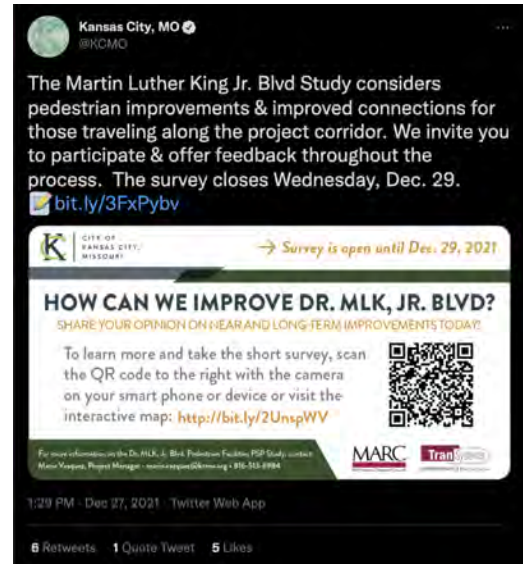
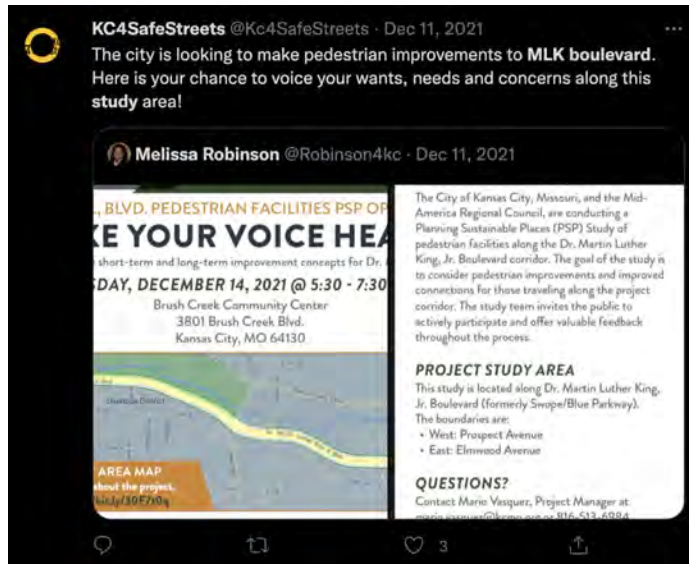
Tuesday, December 14, from 5:30-7:30 p.m.
Brush Creek Community Center
3801 Brush Creek Boulevard

See what your neighbors are saying about this corridor here:
<https://kcmo.mysocialpinpoint.com/martin-luther.../map...>

6 · 2 Shares

Like · Comment · Share

Write a comment...



KC4SafeStreets
@Kc4SafeStreets

Get your input in before it's too late!

Kansas City, MO @KCMO · Dec 27

The Martin Luther King Jr. Blvd Study considers pedestrian improvements & improved connections for those traveling along the project corridor. We invite you to participate & offer feedback throughout the process. The survey closes Wednesday, Dec. 29.
bit.ly/3FxPybv

CITY OF KANSAS CITY, MISSOURI → Survey is open until Dec. 29, 2021

HOW CAN WE IMPROVE DR. MLK, JR. BLVD?

SHARE YOUR OPINION ON NEAR AND LONG-TERM IMPROVEMENTS TODAY!

To learn more and take the short survey, scan the QR code to the right with the camera on your smart phone or device or visit the interactive map: <http://bit.ly/2UnspWV>

For more information on the Dr. MLK, Jr. Blvd. Pedestrian Facilities PSP Study, contact: Mario Vasquez, Project Manager - mario.vasquez@kcmo.org • 816-513-6984

MARC Mid-America Regional Council
TranSystems

9:09 AM · Dec 28, 2021 · Twitter for Android

1 Retweet 3 Likes

PA Tweet your reply

CWG @daGOATB16 · Dec 28
Replying to @Kc4SafeStreets
Love the idea for bus lanes! But what about a 2-way track for cyclists?

Michael Kelley
December 12, 2021 at 7:14 AM

There will be an open house for the MLK Boulevard PSP pedestrian improvements on 12/14 at 5:30 pm. Share your thoughts on how to improve #multimodal transportation along this corridor.
<https://kcmo.mysocialpinpoint.com/martin-luther.../map...>

CITY OF KANSAS CITY, MISSOURI

DR. MLK JR., BLVD. PEDESTRIAN FACILITIES PSP OPEN HOUSE

MAKE YOUR VOICE HEARD!

Join us to view short-term and long-term improvement concepts for Dr. MLK Jr. Blvd.

TUESDAY, DECEMBER 14, 2021 @ 5:30 - 7:30 PM
Brush Creek Community Center
3801 Brush Creek Blvd.
Kansas City, MO 64130

PROJECT DESCRIPTION
The City of Kansas City, Missouri, and the Mid-America Regional Council, are conducting a Planning Sustainable Places (PSP) Study of pedestrian facilities along the Dr. Martin Luther King, Jr. Boulevard corridor. The goal of the study is to consider pedestrian improvements and improved connections for those traveling along the project corridor. The study team invites the public to actively participate and offer valuable feedback throughout the process.

PROJECT STUDY AREA
This study is located along Dr. Martin Luther King, Jr. Boulevard (formerly Swope/Blue Parkway). The boundaries are:
• West: Prospect Avenue
• East: Elmwood Avenue

City Hall
Attn: Mario Vasquez
414 E. 10th Street
Kansas City, MO 64106

Learn more about the project by scanning the QR code or by going online to:
<https://bit.ly/3QF799q>

2 Shares

CITY OF KANSAS CITY, MISSOURI → Survey is open Aug. 1 - Sept. 7, 2021

HOW CAN WE IMPROVE DR. MLK, JR. BLVD?

SHARE YOUR THOUGHTS TODAY!

PROJECT DESCRIPTION
The City of Kansas City, Missouri, and the Mid-America Regional Council, are conducting a study of pedestrian facilities along the Dr. Martin Luther King, Jr. Boulevard corridor. The goal of the study is to consider pedestrian improvements and improved connections for those traveling along the project corridor.

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This study is located along Dr. Martin Luther King, Jr. Boulevard (formerly Swope/Blue Parkway). The boundaries are:
• West: Prospect Avenue
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MAKE YOUR VOICE HEARD!
To learn more and take the short survey, scan the QR code to the right with the camera on your smart phone or device or visit the interactive map:
<http://bit.ly/2UnspWV>

For more information on the Dr. MLK, Jr. Blvd. PSP Study, contact: Mario Vasquez, Project Manager - mario.vasquez@kcmo.org • 816-513-6984

MARC Mid-America Regional Council
TranSystems

MARC Transportation
August 16, 2021

Help City of Kansas City, Mo. Government improve Dr. MLK Jr. BLVD! Share your thoughts on this MARC Planning Sustainable Places project by taking this brief survey. It takes less than five minutes to complete it!
<http://bit.ly/2UnspWV>

1 Like 1 Comment 1 Share

Write a comment...

PA Parson + Associates
December 27 at 9:59 AM · 🌐

There's still time to make your voice heard! The deadline for the Dr. Martin Luther King Jr., Blvd. Pedestrian Facilities PSP study survey has been extended to December 29. Take the survey now to rank your preferences for potential near & long-term corridor improvements: <http://bit.ly/2UnspWV>

CITY OF KANSAS CITY, MISSOURI → Survey is open until Dec. 29, 2021

HOW CAN WE IMPROVE DR. MLK, JR. BLVD?

SHARE YOUR OPINION ON NEAR AND LONG-TERM IMPROVEMENTS TODAY!

To learn more and take the short survey, scan the QR code to the right with the camera on your smart phone or device or visit the interactive map: <http://bit.ly/2UnspWV>

For more information on the Dr. MLK, Jr. Blvd. Pedestrian Facilities PSP Study, contact: Maria Vasquez, Project Manager - maria.vasquez@kcmo.org • 816-513-6984

MARC **TranSystems**

Like Comment Share

KC4SafeStreets @Kc4SafeStreets · Dec 11, 2021

The city is looking to make pedestrian improvements to MLK boulevard. Here is your chance to voice your wants, needs and concerns along this study area!

Melissa Robinson @Robinson4kc · Dec 11, 2021

DR. MLK, JR. BLVD. PEDESTRIAN FACILITIES PSP STUDY
MAKE YOUR VOICE HEARD

short-term and long-term improvement concepts for Dr. Martin Luther King, Jr. Boulevard corridor. The goal of the study is to consider pedestrian improvements and improved connections for those traveling along the project corridor. The study team invites the public to actively participate and offer valuable feedback throughout the process.

DAY, DECEMBER 14, 2021 @ 5:30 - 7:30
Brush Creek Community Center
3801 Brush Creek Blvd.
Kansas City, MO 64130

PROJECT STUDY AREA
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• West: Prospect Avenue
• East: Elmwood Avenue

QUESTIONS?
Contact Maria Vasquez, Project Manager at maria.vasquez@kcmo.org or call 816-513-6984

AREA MAP
about the project: <http://bit.ly/2UnspWV>

Like Comment Share

CITY OF KANSAS CITY, MISSOURI → Survey is open Aug. 1 - Sept. 7, 2021

HOW CAN WE IMPROVE DR. MLK, JR. BLVD?

SHARE YOUR THOUGHTS TODAY!

PROJECT DESCRIPTION
The City of Kansas City, Missouri, and the Mid-America Regional Council, are conducting a Planning Sustainable Places (PSP) Study of pedestrian facilities along the Dr. Martin Luther King, Jr. Boulevard corridor. The goal of the study is to consider pedestrian improvements and improved connections for those traveling along the project corridor. The study team invites the public to actively participate and offer valuable feedback throughout the process.

PROJECT STUDY AREA
This study is located along Dr. Martin Luther King, Jr. Boulevard (formerly Swope/Blue Parkway). The boundaries are:
• West: Prospect Avenue
• East: Elmwood Avenue

MAKE YOUR VOICE HEARD!
To learn more and take the short survey, scan the QR code to the right with the camera on your smart phone or device or visit the interactive map: <http://bit.ly/2UnspWV>

Image of the study area interactive map.

For more information on the Dr. MLK, Jr. Blvd. PSP Study, contact: Maria Vasquez, Project Manager - maria.vasquez@kcmo.org • 816-513-6984

MARC **TranSystems**

VOICE The Community Voice Kansas City
August 30, 2021 · 🌐

How do you want to see the Dr. MLK Jr. Blvd improved? The city wants to hear your ideas!

Learn more here:
<https://kcmo.mysocialpinpoint.com/martin-luther.../map...>

Like Comment Share

Write a comment...



BikeWalkKC
December 13, 2021 at 2:51 PM

You have spoken up for pedestrian safety on Dr. Martin Luther King, Jr. Boulevard, and now it's time to see the potential! Attend the Open House tomorrow to learn more about this Planning Sustainable Places study.


Tuesday, December 14, from 5:30-7:30 p.m.
Brush Creek Community Center
3801 Brush Creek Boulevard

See what your neighbors are saying about this corridor here:
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DR. MLK JR., BLVD. PEDESTRIAN FACILITIES PSP OPEN HOUSE
MAKE YOUR VOICE HEARD!

Join us to view short-term and long-term improvement concepts for Dr. MLK Jr., Blvd.

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Brush Creek Community Center
3801 Brush Creek Blvd.
Kansas City, MO 64130



PROJECT AREA MAP
To learn more about the project, visit: <https://bit.ly/30F7t0g>

6 2 Shares

Like Comment Share

Smart Move Real Estate
@SmartMoveOK

theKCtoday: Good morning, Kansas City. Here are your morning highlights:

- 🍷 NYE events in KC
- 👤 Dr. Martin Luther King Jr. Boulevard study
- 🍴 Eight new restaurants to try

#KCnews #KCMO #KansasCityNews



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kctoday.6amcity.com

December 28, 2021 - NYE in KC, composting trees + 265-unit apartment prop...
VIEW IN BROWSER SUBSCRIBE Hello Tuesday, December 28 2021 2021, you're toast We don't know about you, but we're feeling (20)22. With just 3 da...

10:29 AM · Dec 28, 2021 · IFTTT

← Tweet



Kansas City, MO
@KCMO

Join the Dr. MLK Jr., Blvd. Pedestrian Facilities Open House on Weds. (4/6) from 4-6 pm at Brush Creek Community Center! Learn how your feedback was incorporated into the plan and next steps on the project. bit.ly/30F7t0q

📷: Open house in Dec. 2021



5:32 PM · Apr 4, 2022 · Twitter Web App

5 Retweets 1 Quote Tweet 6 Likes

← Tweet



Kansas City, MO
@KCMO

Don't forget about the Dr. Martin Luther King Jr., Blvd. Pedestrian Facilities Open House happening TODAY at 4:00PM! Join the conversation at Brush Creek Community Center to learn about the short-term and long-term improvement plans. [#KansasCity](https://bit.ly/30F7t0q)

MARC Transportation @MARCKTrans · Apr 5
TOMORROW! Don't miss your chance to weigh in on plans for pedestrian improvements and better connections along the Dr. Martin Luther King Jr. Blvd Corridor, a MARC Planning for Sustainable Places project. Learn more: bit.ly/30F7t0q
@KCMO



2:36 PM · Apr 6, 2022 from Kansas City, MO · Twitter Web App

3 Retweets 2 Likes



← Tweet



MARC Transportation
@MARCKTrans

TOMORROW! Don't miss your chance to weigh in on plans for pedestrian improvements and better connections along the Dr. Martin Luther King Jr. Blvd Corridor, a MARC Planning for Sustainable Places project. Learn more: bit.ly/30F7t0q
[@KCMO](https://bit.ly/30F7t0q)



12:25 PM · Apr 5, 2022 · Hootsuite Inc.

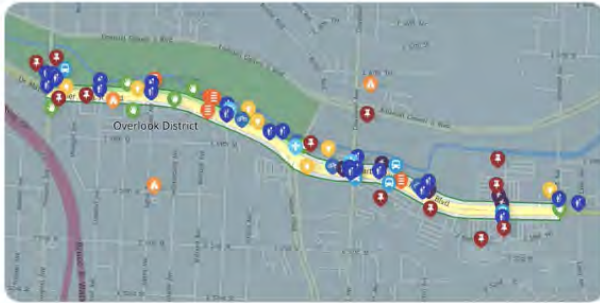
1 Quote Tweet 2 Likes

← Tweet



BikeWalkKC
@BikeWalkKC

****Open House on Wed. 4/6 from 4 p.m. - 6 p.m. at Brush Creek Community Center**** You spoke up for safer walking on Dr. MLK Jr. Blvd, and now you can see how your ideas were included in the plan!
kcmo.mysocialpinpoint.com/martin-luther-...



10:28 AM · Apr 5, 2022 · Twitter Web App

1 Retweet 2 Likes



Parson + Associates @ParsonKC · Apr 5

Join us tomorrow from 4-6 pm at Brush Creek Community Center for the second Dr. MLK Jr., Blvd. Pedestrian Facilities Open House! The project team will share how they incorporated community feedback into the project plans. Learn more: bit.ly/30F7t0q

Kansas City, MO @KCMO · Apr 4

Join the Dr. MLK Jr., Blvd. Pedestrian Facilities Open House on Weds. (4/6) from 4-6 pm at Brush Creek Community Center! Learn how your feedback was incorporated into the plan and next steps on the project. bit.ly/30F7t0q

📷: Open house in Dec. 2021



🗨️ 🔄 ❤️ 1 📌 📊

← Tweet



MARC Transportation
@MARCKCTrans

HAPPENING NOW! Don't miss your chance to weigh in on plans for pedestrian improvements and better connections along the Dr. Martin Luther King Jr. Blvd Corridor, a MARC Planning for Sustainable Places project.
Learn more: bit.ly/30F7t0q
[@KCMO](https://twitter.com/KCMO)



4:05 PM · Apr 6, 2022 · Hootsuite Inc.