63rd Street Corridor Plan

63rd Street Corridor Project Development

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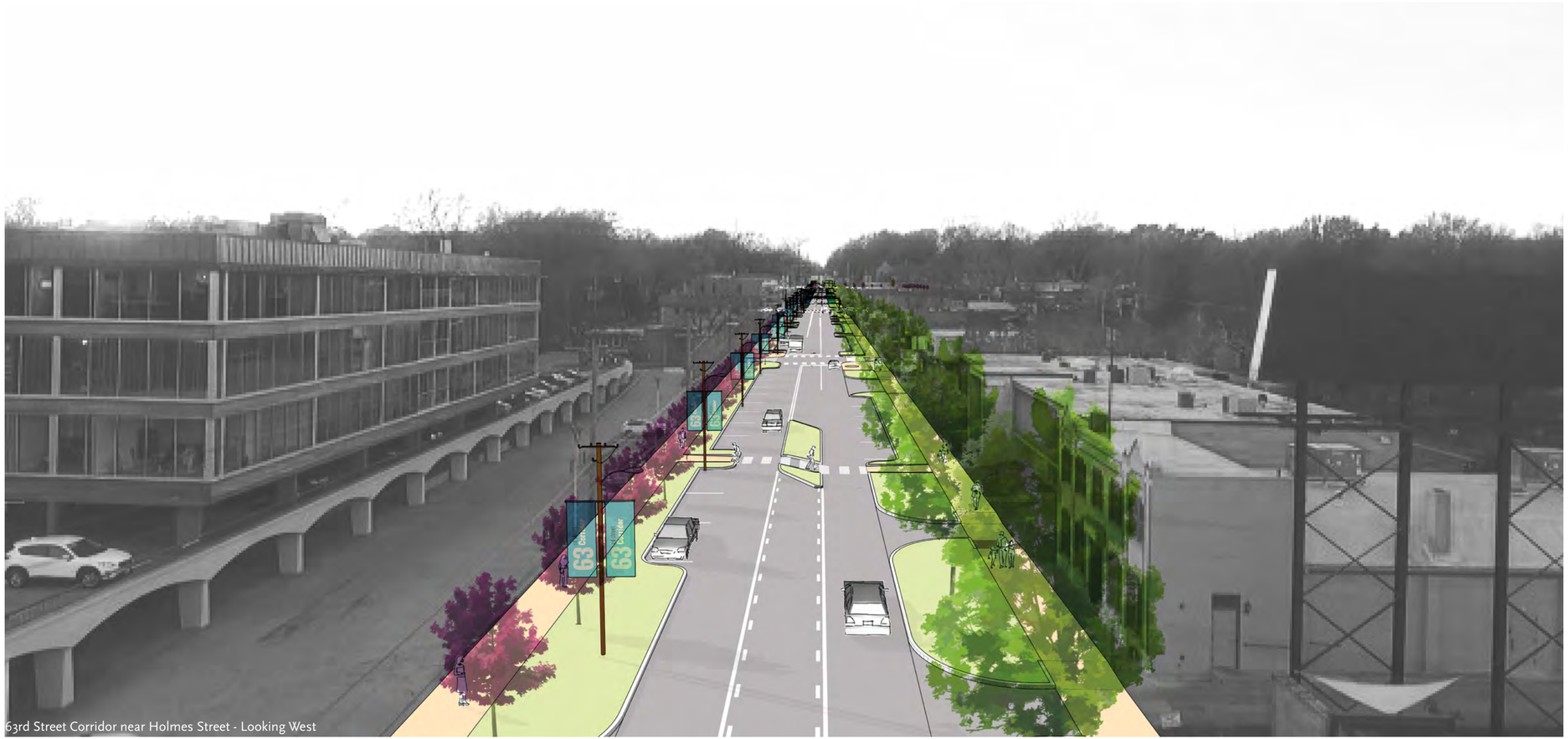
Executive Summary

Project Overview

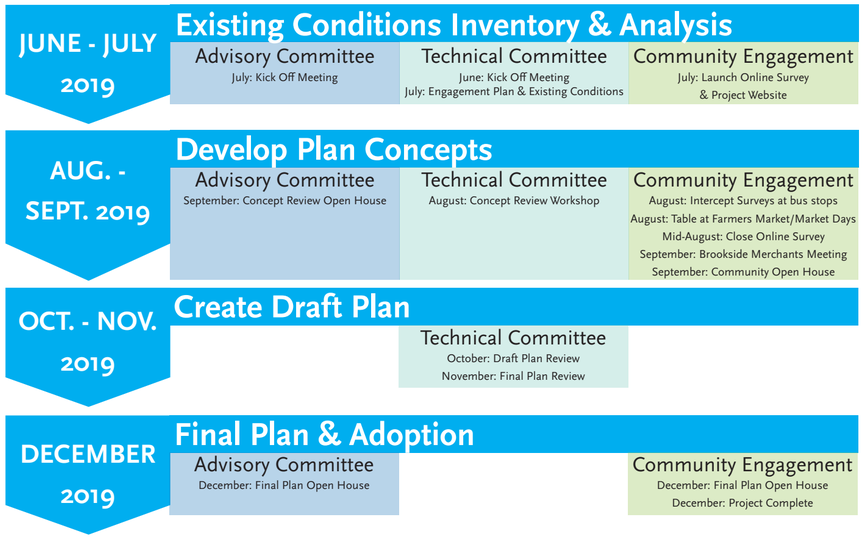
The 63rd Street Corridor Plan project was initiated as a collaborative effort between the City of Kansas City, Missouri, the Mid-America Regional Council (MARC), and Corridor Stakeholders through MARC's Planning for Sustainable Places Program.

The purpose of this project is to:

- Develop concept level design for improving pedestrian safety, accessibility, and mobility along the 63rd Street Corridor with an emphasis on three key commercial activity nodes located at the intersections of Wornall/Main (Brookside Shops), Oak, and Rockhill/Troost
- Develop guidelines to inform improvements between these nodes
- Provide a vehicle to coordinate improvements amongst several different public and private entities



63rd Street Corridor near Holmes Street - Looking West



The project schedule spanned eight months beginning in April 2019 and concluding in December 2019.

The project included two planning committees. The Technical Committee consisted largely of the City of Kansas City, Missouri and other public agency staff. The Advisory Committee consisted of representatives from various community and institutional entities within the study area. Both committees met several times throughout the process, including in June to set the direction of the project, in September to analyze potential plan concepts, and in December to review the final draft of the plan. There were several opportunities for community engagement as well, including an online survey to get insight into priorities, concerns, and opportunities of the community. Intercept surveys were given at high traffic locations including at the Brookside Farmers' Market, during Market Days, and at KCATA bus stops on Troost Avenue and Brookside Boulevard. There were also two community workshops for the public to provide input on plan concept alternatives and the final plan.

The Plan will guide future decision making, assist in acquiring funding, and be a platform for continuing to communicate the vision with the community.

Corridor Plan Document Overview

This planning report is used to document the process, findings, concepts and recommendations that have been developed throughout the 63rd Street Corridor Plan project.

Context, Inventory, & Analysis

This section of the report describes the findings from the planning team's inventory and analysis of existing conditions related to the corridor. The planning team utilized available GIS data, as well as observations taken from site visits, and information gathered from previous related studies. The existing conditions data was used to develop an inventory and analysis that was utilized to inform design decisions throughout the process.

Community Engagement

This section documents the process that was used by the planning team to engage corridor residents, business owners, visitors, and key stakeholders. Information obtained during the engagement process was used by the planning team to inform decisions, and this section outlines the tools used and meetings that were held to solicit this information.

Concept Development

Utilizing the information obtained during the existing conditions analysis and community engagement efforts, the planning team developed a number of concept design alternatives for the corridor. This section documents the preferred concept plan, as well as other recommendations and guidelines regarding mobility and connectivity.

Implementation

This section is used to describe the various strategies that should be undertaken by the community in order to achieve the goals and recommendations described in this report. This section provides information on phasing of key tasks, estimated project costs, and potential sources of funding for corridor revitalization efforts.

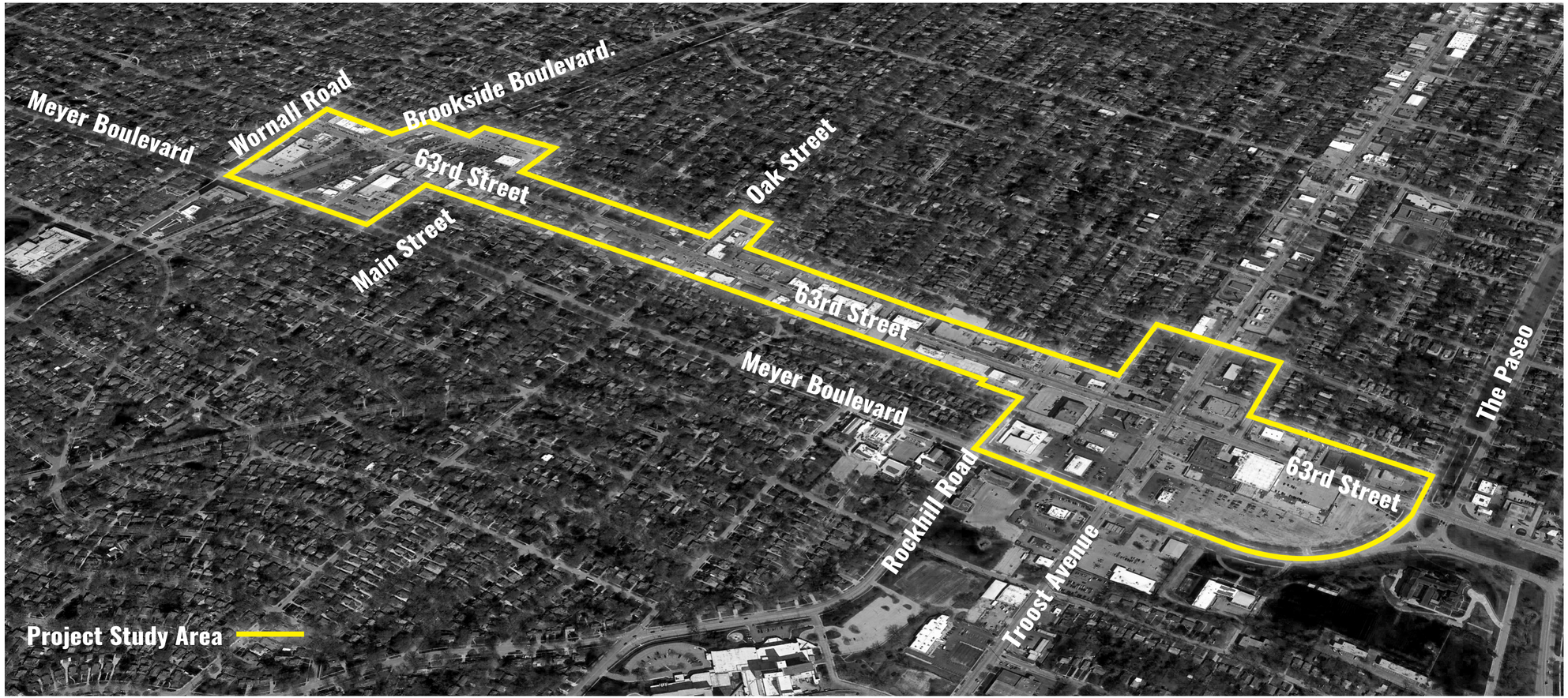
Plan Goals based on Committee Feedback

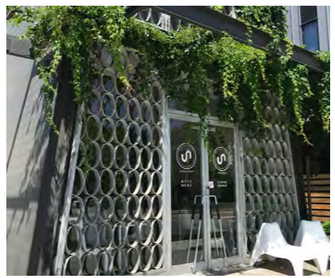
The City of Kansas City, Missouri and the Mid-America Regional Council (MARC) identified several goals for this plan in the drafting of the request for proposals (RFP). Those goals were expanded upon in the initial meetings of the Advisory Committee and the Technical Committee.

Context, Inventory, & Analysis

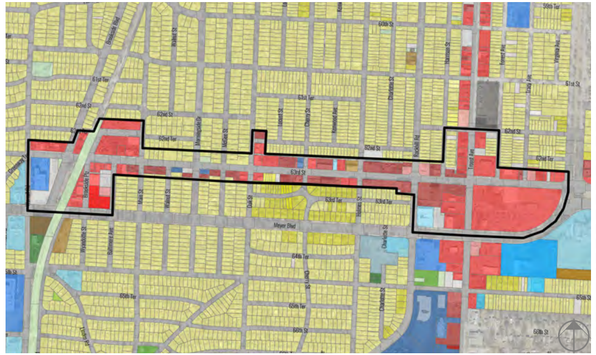
An in-depth analysis of existing conditions found within the 63rd Street Corridor study area.

An essential component to any successful planning study is a thorough understanding of existing conditions, limiting factors, and opportunities within the study area. This plan has studied the 63rd Street Corridor at length in order to inform decision making for the corridor's vision and plan.





The 63rd Street Corridor is a diverse mix of architectural character, land use, demographics, and development patterns. The following report section documents the conditions that were observed by the planning team through collection of data, site visits throughout the corridor, and information from previously prepared plans. The images on this page show the unique characteristics that are present throughout the corridor.

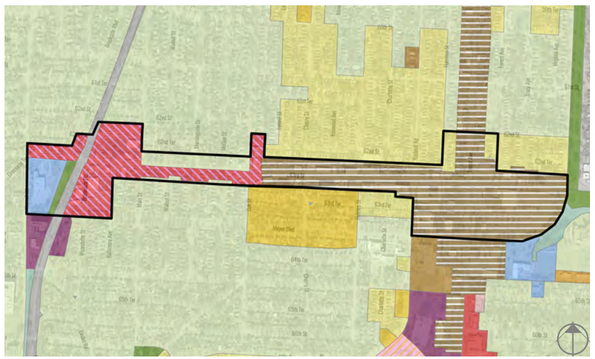


Land Use

- Project Boundary
- Public Right of Way
- Single Family
- Townhouse
- Duplex
- Multi-Family 5 Units+
- Condominium
- Commercial (Non-Office)
- Gas Station/Auto Service
- Office
- School
- Emergency Response/Public Safety
- Utilities
- Medical
- Institutional
- Paved Lot/Parking
- Social or Cultural Assembly
- Church
- Park
- Single Family Common Area
- Other Recreation
- Permanent Open Space
- Vacant Residential
- Vacant Non-Residential

Existing Land Use

The Brookside Shops on the western end of the corridor are predominantly Commercial (Non-Office), with designated Permanent Open Space running along Brookside Boulevard indicating the Trolley Track Trail. Offices are sprinkled along the middle part of the corridor alongside more Commercial (Non-Office). The Troost Avenue node is largely used for Commercial (Non-Office). There is a section of Single Family residences on the north side of 63rd Street between Main Street and Oak Street. Most of the homes in the neighborhoods to the north and south of the corridor are Single Family, with one section of Duplexes on the south side. Though there are few schools and churches within the corridor, several institutional and medical facilities surround the corridor along Brookside/ Wornall Road and Troost Avenue.

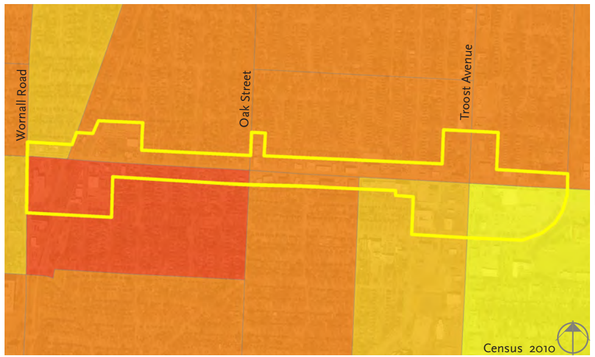


Land Use - Future

- Project Boundary
- Commercial
- Institutional
- Light Industrial
- Mixed Use Community
- Mixed use Neighborhood
- Office
- Office/Residential
- Open Space
- Parks
- Residential High
- Residential Low
- Residential Low (Urban)
- Residential Medium
- Residential Medium High
- Residential Urban
- Transportation Corridor

Future Land Use

The City of Kansas City, Missouri is divided into 18 geographic areas for which area plans are prepared. The purpose of the plans is to provide a comprehensive framework to guide public decisions on land use, housing, public improvements, community development, and city services. The Country Club / Waldo Area Plan was completed in 2018 and included most of the 63rd Street Corridor. Wornall Road to Oak Street is designated for Mixed Use Neighborhood, which promotes retail or service uses to support the neighborhood and mixed-use development. Oak Street to Troost Avenue is planned for Mixed Use Community, which promotes retail and service uses of a higher intensity, larger scale and regional draw. The neighborhoods to the north and south of 63rd Street are zoned Residential Low on the western half and Residential Medium/Residential Low (Urban) on the eastern half.



Housing Units / Square Mile

- Project Boundary
- 0-1,000 housing units
- 1,000-2,000 housing units
- 2,000-4,000 housing units
- 4,000-10,000 housing units

Density

The corridor has varying density, with the highest being on the southwestern half, and the lowest east of Troost Avenue. However, the eastern end of the corridor has more land devoted to commercial and institutional uses, lowering the amount of housing but not necessarily the volume of activity.

Median Age

- Project Boundary
- 15-25 years
- 26-35 years
- 36-45 years
- 46-55 years
- 56+ years

Age

Many of the residents within the corridor are quite young, with median ages between 25 and 35 on the eastern half. The western half has a median age of 35 to 45, and neighborhoods to the south are 45 to 55 years. The diversity of ages in the corridor indicates the needs for services and investments that are useful to a wide range of people.

https://demographics.virginia.edu/DotMap/

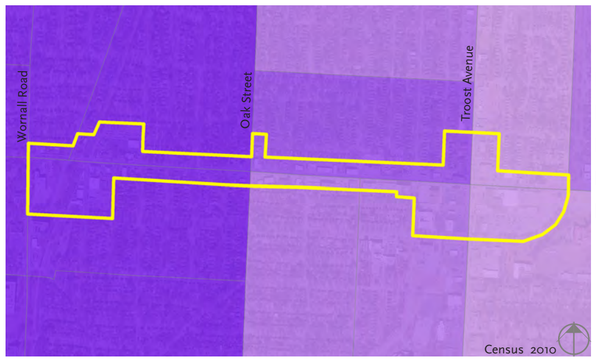
Racial Dot Map

2010 Census Block Data
1 dot = 1 person

- Project Boundary
- White
- Black
- Asian
- Hispanic
- Other Race / Native American/ Multi-racial

Racial Diversity

Troost Avenue has historically been a racial dividing line in Kansas City. The dot map illustrates the census data indicating that dividing line. As one of the major thoroughfares connecting between west of Troost and east of Troost, 63rd Street has an important role to play in bringing together communities across that line. The node at Troost Avenue will be particularly significant in the success of the overall 63rd Street Corridor.

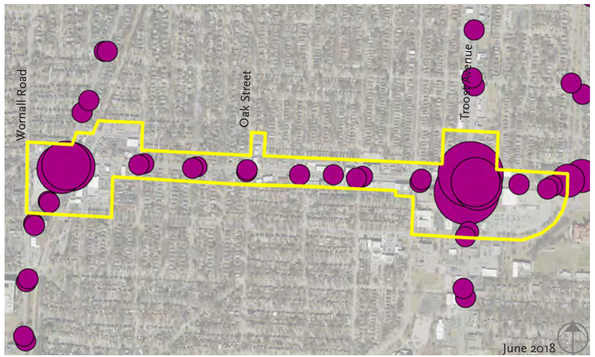


Median Income

- Project Boundary
- $0-24,999
- $25,000-44,999
- $45,000-74,999
- $75,000-99,999
- $100,000+

Income Diversity

There is a spread of income diversity across the corridor, with lower incomes on the east end and higher incomes on the west end. The median income east of Oak Street is between $25,0000 to $75,000, whereas west of Oak Street the median income is over $100,000. This correlates with the median age of residents on the east end being younger and the west end being older. The lowest median income areas east of Troost Avenue also correlate with high proportions of African-American residents.

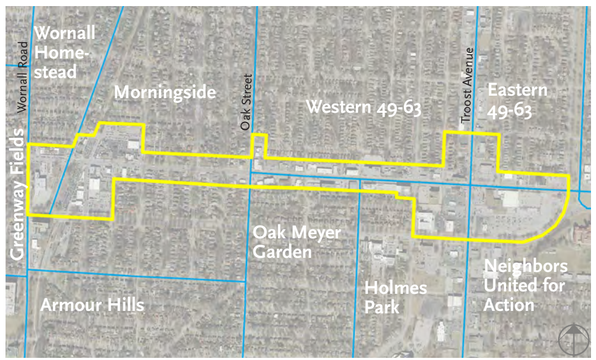


KCATA Average Daily Ridership

- Project Boundary
- 0-25 riders
- 25-75 riders
- 75-300 riders
- 300-8000 riders

Transit System

Kansas City Area Transit Authority (KCATA) operates the 63 bus on 63rd Street every 30 minutes from 6 AM to 8 PM. There are two MAX routes in this corridor: on Brookside Boulevard and Troost Avenue. MAX is KCATA's bus rapid transit (BRT) line, which is faster with less frequent stops, larger bus stops, and real-time arrival information. Main MAX on Brookside Boulevard and Troost MAX on Troost Avenue both run approximately every 10-20 minutes during the day and every 30 minutes in the early morning and evening. Troost and 63rd is a major transfer point with high ridership. Brookside and 63rd also has significant transit ridership.

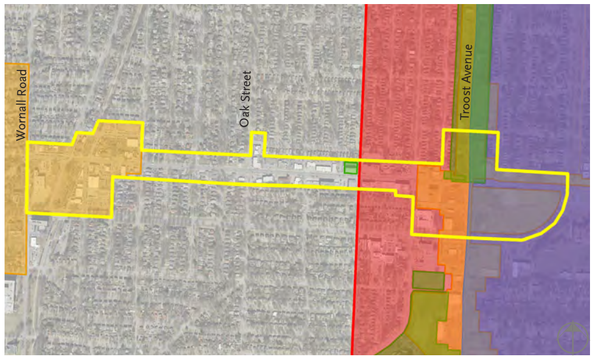


Neighborhoods

- Project Boundary
- Neighborhood Boundaries

Neighborhoods

There are eight neighborhoods that touch this corridor, many of which have active neighborhood associations. 63rd Street can serve as a unifier between and within these many neighborhoods.

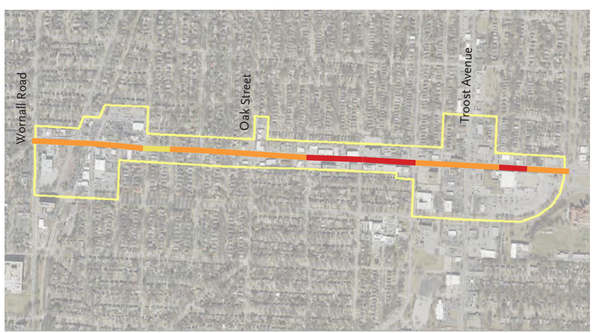


Special Taxing Districts

- Project Boundary
- Community Improvement District (CID)
- Tax Increment Finance (TIF)
- Enterprise Zone (EZ)
- Urban Renewal Area (URA)

Special Taxing Districts

Several special taxing districts crisscross the corridor, and these areas utilize various strategies to encourage new development and investment in communities by providing financial incentives. The Brookside CID covers the Brookside shops and the Troost Avenue CID runs along Troost Avenue and extends at the 63rd Street/Troost Avenue node from The Paseo to Rockhill Road. The Southtown Corridor TIF covers the entire area east of Holmes Road. The Midtown to RG Enterprise Zone covers the area east of Troost Avenue. There are Urban Renewal Areas at 63rd Street and Holmes Road, 65th Street and Rockhill Road, Baptist Memorial on Troost Avenue south of 65th Street, and on Troost Avenue from 53rd Street to 63rd Street.

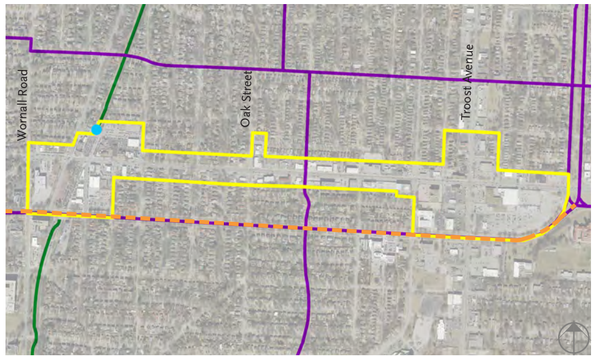


Roadway Conditions

- Project Boundary
- Streets rated from 0 to 20 need to be reconstructed
- Streets rated from 21 to 40 need pavement rehabilitation (deep mill/ overlay)
- Streets rated from 41 to 65 are good candidates for resurfacing

Roadway - Overall Conditions Indices

Overall roadway conditions indices provided by the department of public works indicate that 63rd Street throughout most of the corridor are in the 0 to 40 range. This suggests most of the roadway is in need of reconstruction or major pavement rehabilitation.

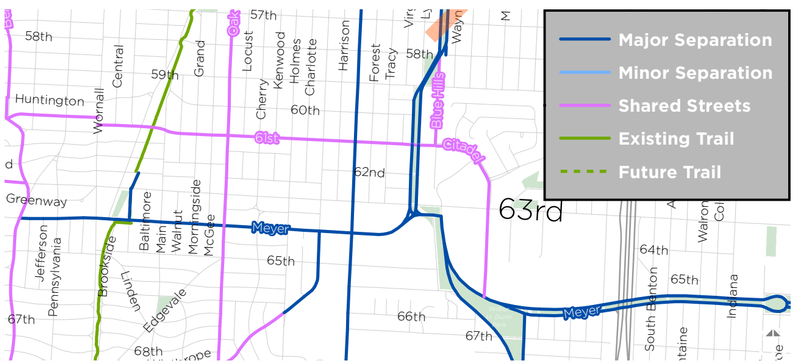


Bikeways & Trails

- Project Boundary
- Signed Bike Route
- Shared Use Path
- Proposed Meyer Protected Bike Lane
- BCycle Station

Bike Infrastructure

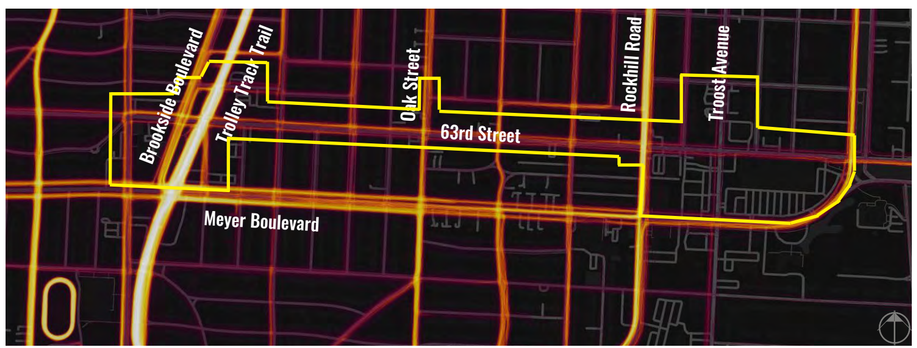
Current bike facilities in the area include marked bike routes and the Trolley Track Trail. The marked routes include 61st Street, Meyer Boulevard, The Paseo, and Cherry Street. A major piece of bike infrastructure in this area is the Trolley Track Trail, which is a shared-use bike and pedestrian path along Brookside Boulevard. Currently, this path includes a gap between 62nd Terrace and Meyer Boulevard where cyclists must traverse parking lots in the Brookside Shops. A protected bike lane is proposed on Meyer Boulevard.



2019 Bike KC Master Plan - DRAFT

A bike lane with major separation is currently in planning for Meyer Boulevard. Major separation provides a physical barrier between cars and cyclists. Additional routes marked for major separation on the Bike KC Master Plan include The Paseo and Troost Avenue. The gap in the Trolley Track Trail is also planned for completion with major separation.

Strava: Bike Activity



Strava: Pedestrian Activity

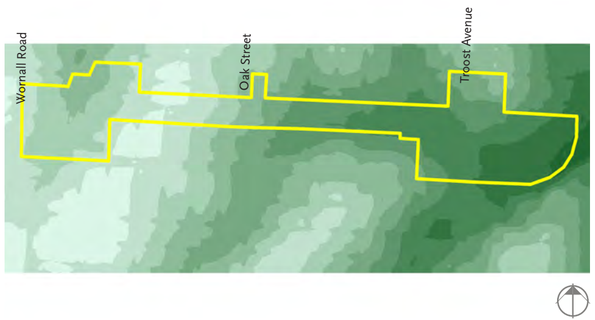
Biking, Walking, and Running in the corridor

Strava data does not encompass all biking and walking; rather, data show the routes of those using the Strava app. This can be skewed toward people walking and biking for exercise rather than for transportation. However, it can show patterns of where people choose to bike and walk.

This map shows that Meyer Boulevard is the preferred route for biking in the corridor, with north/south routes being Oak Street, Brookside Boulevard, and the Trolley Track Trail. This speaks to a need to connect the Trolley Track Trail through the Brookside Shops and ensure a safe connection of those streets at Meyer Boulevard and across 63rd Street.

People tend to walk or run predominantly along the Trolley Track Trail. Additional popular routes include Meyer Boulevard and Rockhill Road.

Data collected in July 2019.

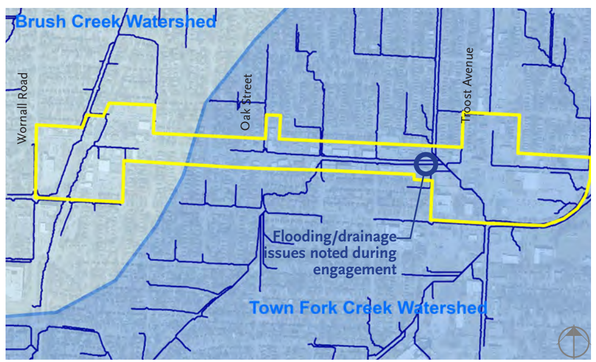


Elevation

- Project Boundary
- 969 ft
- 850 ft

Topography

The high point in the corridor is located roughly near Walnut Street. Topography slopes toward low points located in Brookside and at the eastern portion of the Troost Avenue commercial area. The corridor is mostly flat from Cherry Street to The Paseo.



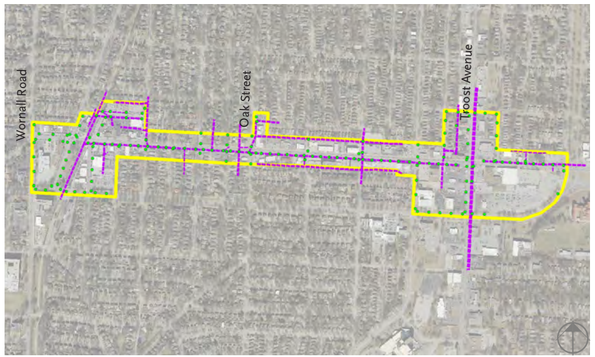
Flowpaths

- Project Boundary
- Overland Flowpaths
- Watershed Boundaries

Hydrology

The 63rd Street Corridor study is located within the Brush Creek and Town Fork Creek watersheds. The watersheds are divided near Walnut Street at the highpoint noted above. The map to the left also shows major overland flow drainage paths located within the corridor.

The map indicates that the intersection at Rockhill Road is a major convergence point of numerous overland flow paths. It was noted through engagement efforts that this area periodically has issues with drainage and flooding.



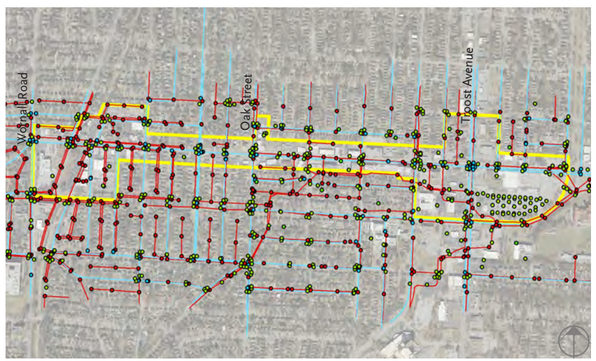
Utilities - Overhead

- Project Boundary
- Street Lighting
- Existing Overhead Power Network

Existing Utilities - Overhead

Overhead power lines were observed throughout the corridor and the Brookside and Troost Avenue commercial areas. Power lines along 63rd Street were generally located along the south side of the right-of-way. Street lighting along the corridor is mostly attached to power poles. Relocation of power lines and communication lines can be costly therefore the consideration of these utilities is important.

Please note utility locations are shown for discussion purposes only. Actual utility location, presence, size, and type should be verified with further investigation prior to decision making and project implementation.



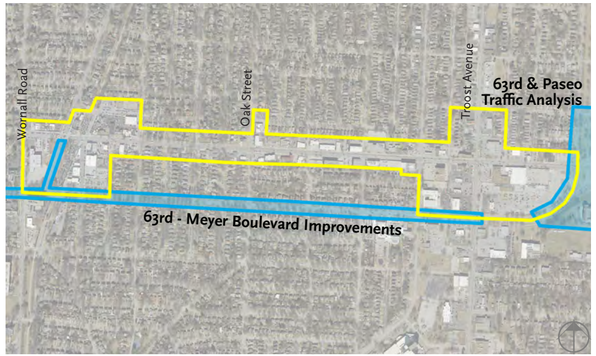
Utilities - Subsurface

- Project Boundary
- Wastewater Lines
- Wastewater Structures
- Storm Sewer Lines
- Storm Sewer Structures
- Water Lines
- Water Structures

Existing Utilities - Subsurface

Sewer, water, and gas utilities were observed throughout the corridor. Coordinating utilities as design and construction of the proposed concept develops will be key to avoiding conflicts and duplication of efforts. It is also important to note that a large scale sewer separation project is currently being planned; it will be critical to coordinate corridor improvements with this project.

Please note utility locations are shown for discussion purposes only. Actual utility location, presence, size, and type should be verified with further investigation prior to decision making and project implementation.

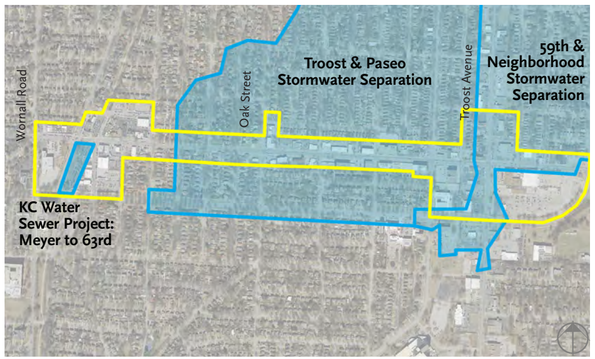


Project Map

- Project Boundary
- Transportation Project Boundary

Area Investment Transportation Projects

Ongoing projects in concurrence with the 63rd Street Corridor study include 63-Meyer Boulevard Improvements to the south and 63rd & Paseo Traffic Analysis to the west. Proposed improvements to these corridors will have impacts on traffic flow and could affect current traffic behavior on 63rd Street.



Project Map

- Project Boundary
- Stormwater Project Boundary

Area Investment Stormwater Projects

Several Kansas City Water projects are proposed in the immediate vicinity of the 63rd Street Corridor project study area. Stormwater separation and Green Stormwater Infrastructure projects have the potential to be coordinated with future improvements to 63rd Street.

GSI Inlets: A collection point of stormwater, from an opening in the curb line to a traditional inlet.

GSI Permeable Pavement: A Large Area Thin Infiltration System (LATIS) that reduces impervious area, or, can function as a stormwater collection point.

GSI Landscaping: Provides a highly visible GSI function with benefits at and below the surface. Includes trees, shrubs, grasses, perennials, and native wildflower seeding and sodding.

GSI Energy Dissipation and Pretreatment: Features to decrease the velocity of stormwater to prevent erosion and scouring of surface materials, and, to collect sediment, trash and debris.

GSI Soil and Aggregate Media: The primary means of storage and filtration, allowing stormwater to move downward within the GSI facility. Finer and coarser graded media provide filtration and storage. Soil media supports plant growth, from grasses to trees.

GSI Piping: To convey stormwater to or away, provide access or observation to the subsurface, and protect utilities within the GSI.

GSI Above Grade Barriers: Physical or visual barriers at the edge of the GSI.

GSI Outlets: A discharge point of excess stormwater volume, either above or below grade.

GSI Media Liners: Permeable or impermeable synthetic fabric liners used to provide stabilization and/or separation.

from KCMO Green Stormwater Infrastructure Manual

Green Stormwater Infrastructure

The City of Kansas City, Missouri has piloted many green stormwater infrastructure technologies and compiled The Green Stormwater Infrastructure Manual as a resource to designers and reviewers. The charts to the left and bottom showcase several features and practices to apply to GSI sites, and can inform strategies along the 63rd Street Corridor.

GSI Practice	Inlets	Energy Dissipation & Pretreatment	Above Grade Barriers	Permeable Pavement	Soil & Aggregate Media	Media Liners	Landscaping	Piping	Outlets
Rain Garden	●	●	●		●		●		
Bioretention Basin	●	●	●		●	●	●	●	●
Porous Asphalt		●	●	●	●	●		●	
Pervious Concrete		●	●	●	●	●		●	
Permeable Pavers		●	●	●	●	●		●	
Bioswale/Native Vegetation Swale	●	●	●		●	●	●	●	●
Non-Structural Native Vegetation	●	●	●		●		●		
Infiltration Trench	●	●	●		●	●		●	●
Wetland/Extended Detention Wetland	●	●	●		●	●	●	●	●
Sand Filter	●	●	●		●	●		●	●
Extended Wet Detention Basin	●	●	●		●	●	●	●	●
Extended Dry Detention Basin	●	●	●		●	●	●	●	●
Proprietary Media Filtration	●	●							
Green Roof					●	●	●	●	●

from KCMO Green Stormwater Infrastructure Manual

Segment 1: Brookside

The Brookside Commercial Node is the western section of the study area. Retailers and restaurants are the primary land uses and the walking environment is generally pleasant. Concerns for this segment include traffic congestion, parking access, and pedestrian crossing conflicts.

Segment 2: Main Street to Oak Street

East of Main Street, the typology shifts to residential with some commercial. Here, commercial parking lots are between the street and the building and residences are set back from the sidewalk. Access management is the primary concern for this segment.

Segment 3: Oak Street to Rockhill Road

This segment is mostly commercial/office space and currently represents the most diverse urban fabric along the corridor. Current and proposed building developments are key components to this segment. Sight line obstructions for traffic and pedestrians are a major challenge for this part of the corridor.

Segment 4: Troost Avenue

The intersection of Troost Avenue and 63rd Street is dominated by vehicular traffic and generally inhospitable to pedestrians. This segment has an underdeveloped sense of place and could benefit from traffic calming and other measures to enhance the pedestrian environment.

Building Set Backs

- Project Boundary
- Roadway
- Sidewalks
- Buildings

Built Form

The eclectic character of the corridor is in part due to the variety of building types built in different time periods over the last century. One of the most significant aspects of the buildings is their proximity to the sidewalk and street. When buildings are set back further, pedestrians have fewer things to look at and perceive destinations to be further away. Drivers tend to drive faster because there is less disruption to their plane of vision to indicate to them that they should drive cautiously.

Brookside

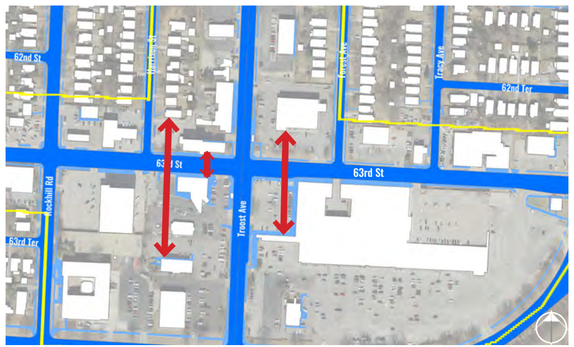
Brookside buildings are predominantly built immediately adjacent to the sidewalk, which is immediately adjacent to the street. Parking lots are placed behind buildings. This tends to slow cars down and make for a more pleasant walking environment.

Main Street to Oak Street

East of Main Street, there is a section of residential homes. Here, the houses are set back significantly from the street and sidewalk on the north side, and businesses on the south side have parking lots in front. There is also a strip of grass or tree lawn between the sidewalk and street, which currently provides a minimal buffer between pedestrian circulation and vehicular travel.

Oak Street to Rockhill Road

This section has the most diverse built form, with mid-century auto-oriented commercial developments that are set back from the street with parking in front, and new multi-story developments built with no setback from the street.



Troost Avenue

Buildings in this area vary widely in setback with some buildings frontages directly adjacent to roadways and some setback with parking in between. Building forms vary widely as well, ranging from larger malls to smaller out-lot commercial buildings, giving the area a more suburban, auto-oriented character. Numerous parking lots also include multiple curb cuts where turning vehicles may come into conflict with pedestrians.

Roadway Characteristics

63rd Street is predominately a four-lane minor arterial roadway (two lanes in each direction) from Wornall Road to Holmes Street. From Holmes Street to Troost Avenue, 63rd Street is predominately a five-lane minor arterial roadway (two lanes in each direction with a center two-way left-turn lane). Typical lane widths in the area are 11-foot. The posted speed limit is 25 miles per hour (mph) from Wornall Road to Main Street and 35 mph from Main Street to Troost Avenue. Traffic data provided by the Missouri Department of Transportation (MoDOT) identifies the Average Annual Daily Traffic (AADT) volume as 4,087 vehicles eastbound and 5,479 vehicles westbound resulting in a total AADT of 9,566 vehicles.

Existing Infrastructure Conditions

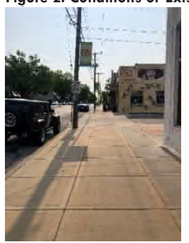
During a field visit, the condition of the existing infrastructure within the project area was visually assessed. It should be noted that this assessment is high-level and doesn't include any geotechnical, drainage, or any other technical reports. In general, the pavement is deteriorating. The pedestrian facilities are in average condition and look as if minor improvements were made in recent years. There are locations where the surface drainage could be improved with minor changes in grade to reduce surface ponding. Figure 2 shows photos along the corridor depicting the conditions of the existing infrastructure.

Figure 1: Project Location Map

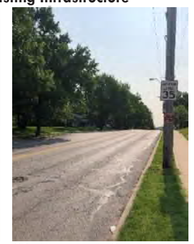
The following intersections have been identified for analysis along 63rd Street:

1. 63rd Street & Wornall Road
2. 63rd Street & Brookside Boulevard
3. 63rd Street & Brookside Plaza
4. 63rd Street & Main Street
5. 63rd Street & Oak Street
6. 63rd Street & Holmes Street
7. 63rd Street & Rockhill Road
8. 63rd Street & Troost Avenue

Figure 2: Conditions of Existing Infrastructure



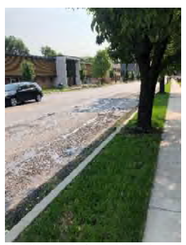
2A: Near Brookside Plaza



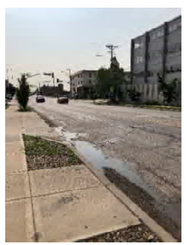
2B: Near Main Street

2C: Near Morningside Dr

2D: Near Oak Street



2E: Near Holmes Street



2F: Near Rockhill Road

2G: Rockhill Rd Intersection

2H: Near Troost Avenue

Figure 3: RideKC Bus Route Map

Figure 4: RideKC 63rd Street Bus Route Map

Table 1: RideKC Bus Stop Locations & Stop Frequency Along 63rd Street

Bus Stop Location	Bus Route	Stop Frequency
Brookside Boulevard	63	Regular Bus Service: 30-60 Minutes
	MMAX	MAX Extended Service: 20-30 Minutes
Main Street	63	Regular Bus Service: 30-60 Minutes
Morningside Drive	63	Regular Bus Service: 30-60 Minutes
Oak Street	63	Regular Bus Service: 30-60 Minutes
Cherry Street	63	Regular Bus Service: 30-60 Minutes
Holmes Street	63	Regular Bus Service: 30-60 Minutes
Rockhill Road	63	Regular Bus Service: 30-60 Minutes
Troost Avenue	63	Regular Bus Service: 30-60 Minutes
	25	Regular Bus Service: 30-60 Minutes
	TMAX	MAX Regular Service: 10 Minutes

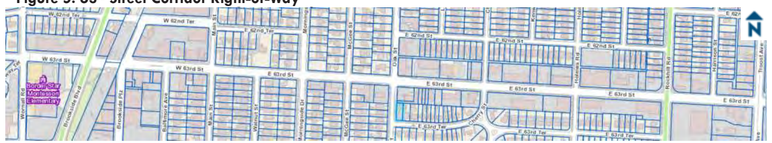
Existing Bus Routes

RideKC has many bus routes and bus stops in the area. See Figure 3 for all bus routes in the area and Figure 4 for details on the route that primarily utilizes and services 63rd Street. Table 1 shows the bus stops and corresponding stop frequency for the bus stops within the project limits.

Existing Right-of-Way

East of Wornall Road, the right-of-way width in the area is 80-foot whereas west of Wornall Road the right-of-way width is 60-foot. The right-of-way is typically owned by the City of Kansas City, Missouri except for near Brookside Boulevard in which the Kansas City Area Transit Authority (KCATA) owns this corridor including the south parking lot and north parking lot. Figure 5 shows the right-of-way map according to the City of Kansas City, Missouri Parcel Viewer.

Figure 5: 63rd Street Corridor Right-of-Way



Existing Traffic Patterns

Figure 6 shows the AADT volumes in the area. This map shows where relatively larger traffic volumes are in the area and general traffic patterns. As shown, from Highway 71 to Ward Parkway (east to west) the traffic volume on 63rd Street decreases. Based on the larger traffic volume on Troost Avenue, it can be assumed that most traffic is accessing Highway 71 from Troost Avenue to 63rd Street in this area. Another large north/south traffic volume is on Wornall Road south of 63rd Street and Brookside Boulevard north of 63rd Street. The businesses in the Brookside area generate traffic as well as the commercial properties and businesses on the east side of the corridor near Troost Avenue. Additionally, residential properties in the area generate traffic on 63rd Street.

Figure 6: Traffic Volume Map - Average Annual Daily Volume

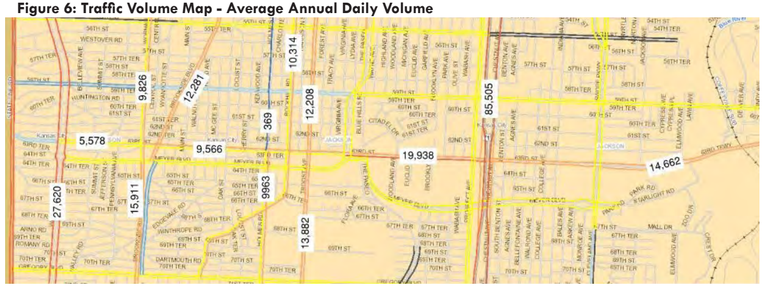


Figure 7: Existing On-Street Parking Capacity

Table 2: Existing On-Street Parking Capacity

Location		Eastbound On-Street Parking		Westbound On-Street Parking		Subtotal
		Cap.	Parking Restrictions	Cap.	Parking Restrictions	
EB1 WB1	Wornall Rd to Brookside Blvd	13	2 Hr. Parallel Parking	26	2 Hr. Angle Parking	39
EB2 WB2	Brookside Blvd to Brookside Plz	0	No Parking	0	No Parking	0
EB3 WB3	Brookside Plz to Baltimore Ave	10	30 Min Parallel Parking - 7 AM to 6 PM	9	2 Hr. Parallel Parking	19
EB4 WB4	Baltimore Ave to Main St	6	2 Hr. Parallel Parking	8	2 Hr. Parallel Parking	14
EB5 WB5	Main St to Morningside Dr	0	No Parking	6	2 Hr. Parallel Parking - 7 AM to 6 PM	6
EB6 WB6	Morningside Dr to Oak St	0	No Parking	9	Parallel Parking	9
EB7 WB7	Oak St to Cherry St	17	No Parking 4 PM to 6 PM - 3 Hr. Parallel Parking 9 AM to 4 PM	18	1 Hr. Parallel Parking - 7 AM to 6 PM	35
EB8 WB8	Cherry St to Holmes St	21	No Parking 4 PM to 6 PM - 3 Hr. Parking Parallel 9 AM to 4 PM	7	2 Hr. Parallel Parking - 7 AM to 6 PM (1), 15 Min Parallel Parking - 7 AM to 6 PM (6)	28
EB9 WB9	Holmes St to Rockhill Rd	0	No Parking	0	No Parking	0
EB10 WB10	Rockhill Rd to Troost Ave	0	No Parking	0	No Parking	0
Eastbound Subtotal		67	Westbound Subtotal	83	Total	150

On-Street Parking

On-street parking varies along the corridor and is shown in Figure 7. Table 2 shows the number and type of parking in each area identified as EB1, WB1, EB2, etc.

Figure 8: Existing Brookside Parking Lot Capacities

Parking Lot Parking

Existing parking lots were analyzed to determine the occupancy and use of each in the Brookside area. Traffic data collection units were deployed at each of the parking lot accesses on a typical weekday (Tuesday, June 4th, 2019 at north and south parking lots, Thursday, June 6th, 2019 at the east parking lot). The total number of vehicles entering and exiting the parking lot over the course of each hour was measured. It was assumed that at midnight there were no vehicles in the parking lot. By subtracting the exiting vehicles and adding the entering vehicles each hour, it could be calculated how many vehicles were occupying a parking space every hour. Figure 8 shows the parking lots and available capacity. Table 3 shows the percent occupancy of each parking lot from 7:00 AM to 7:00 PM. It should be noted that the time shown in the table is the occupancy at that time, i.e. the occupancy at 8:00 AM is the total occupancy at 7:00 AM plus the summation of traffic entering and exiting the parking lot from 7:00 AM to 8:00 AM.

Table 3: Parking Lot Occupancy

Time	North Parking Lot: Percentage of Occupancy	South Parking Lot: Percentage of Occupancy	East Parking Lot: Percentage of Occupancy
7:00 AM	16%	13%	27%
8:00 AM	29%	27%	45%
9:00 AM	85%	38%	57%
10:00 AM	93%	56%	86%
11:00 AM	95%	70%	85%
12:00 PM	89%	100%	100%
1:00 PM	96%	100%	97%
2:00 PM	93%	83%	90%
3:00 PM	100%	90%	82%
4:00 PM	78%	81%	80%
5:00 PM	82%	84%	84%
6:00 PM	69%	76%	85%
7:00 PM	76%	61%	75%

Table 4: Date of Data Collection & Peak Hours

	Location	Date of Data Collection	Morning Peak Hour	Midday Peak Hour	Afternoon Peak Hour
1	63rd & Wornall Road	Thursday, May 30, 2019	7:30 AM	11:45 AM	4:45 PM
2	63rd & Brookside Boulevard	Thursday, May 30, 2019	7:30 AM	12:00 PM	4:45 PM
3	63rd & Brookside Plaza	Thursday, May 30, 2019	7:30 AM	12:00 PM	4:45 PM
4	63rd & Main Street	Thursday, May 30, 2019	7:30 AM	12:00 PM	4:45 PM
5	63rd & Oak Street	Wednesday, May 29, 2019	7:30 AM	11:45 AM	4:45 PM
6	63rd & Holmes Street	Wednesday, May 29, 2019	7:30 AM	11:45 AM	4:45 PM
7	63rd & Rockhill Road	Wednesday, May 29, 2019	7:30 AM	11:45 AM	4:45 PM
8	63rd & Troost Avenue	Wednesday, May 29, 2019	7:30 AM	12:00 PM	4:30 PM

The 2019 AM, midday, and PM peak hour turning movement traffic volumes are shown in Figure 10. The volumes by movement are shown as well as the total number of vehicles entering the intersection by approach, volume "in", and the total number of vehicles leaving the intersection, volume "out". Additionally, the truck percentage for each approach volume is shown in parentheses.

Existing Traffic Data

Turning movement counts were collected and analyzed at identified intersections. Data were collected between the hours of 7:00 AM and 7:00 PM to determine the AM, midday, and PM peak hours for analysis. These peak hours were considered as they represent the highest capacity requirements and are the most critical periods for operation. All data was collected on a typical weekday, Tuesday through Thursday. The date of collection at each location and peak hours are shown in Table 4. It should be noted that the peak hour reported is the start of the peak hour, i.e. the morning peak hour for each intersection is reported as 7:30 AM, which is the hour from 7:30 AM to 8:30 AM.

The 2019 AM, midday, and PM peak hour turning movement traffic volumes are shown in Figure 9. The volumes by movement are shown as well as the total number of vehicles entering the intersection by approach, volume "in", and the total number of vehicles leaving the intersection, volume "out". Additionally, the truck percentage for each approach volume is shown in parentheses.

Figure 9: 2019 Existing Peak Hour Volumes (Cont.)

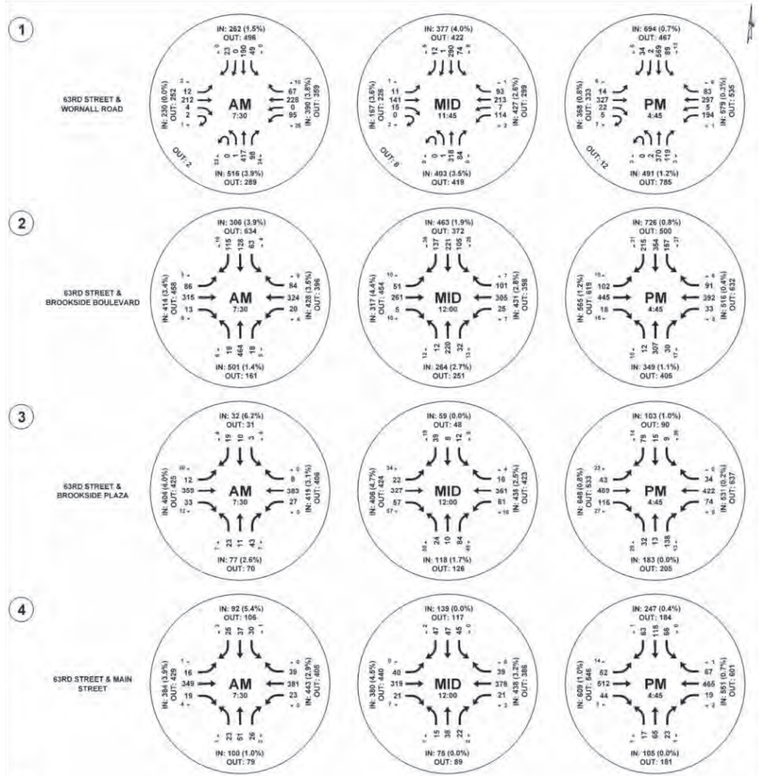
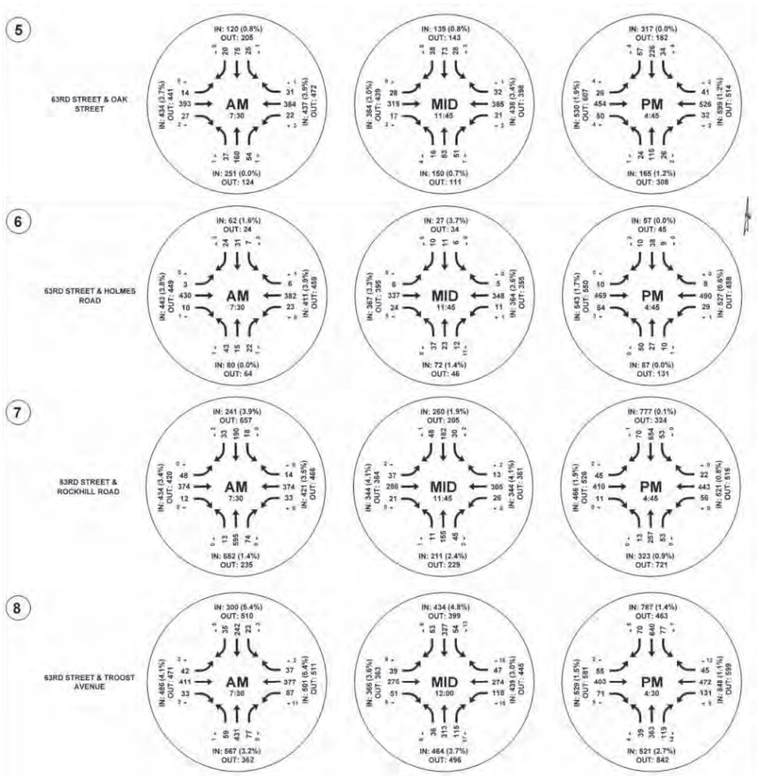


Figure 9: 2019 Existing Peak Hour Volumes (Cont.)



Crash & Safety Analysis

Crash data provided by MoDOT was analyzed to identify potential safety concerns in the project area. Within the study period, January 1, 2013 to December 31, 2017 (5 years), 440 crashes were reported. Of these crashes, 77% of the crashes were reported as property damage only crashes and 21% as minor injury crashes as shown in Figure 10. Eight of the crashes involved pedestrians. According to the US Department of Transportation Federal Highway Administration (FHWA), four-lane roadways like 63rd Street experience several crash types including:

- Rear-end and sideswipe crashes caused by speed differential between vehicles;
- Sideswipe crashes caused by frequent and sudden lane changing between two through lanes;
- Rear-end crashes caused by left-turning vehicles stopped in the inside travel lane;
- Left-turn crashes caused by mainline left-turning motorists feeling pressure to depart the shared through/left lane by following motorists and making a poor gap judgment;
- Right angle crashes caused by side street traffic crossing four lanes to make a through movement across an intersection, or turning left across two lanes;
- Bicycle crashes due to a lack of available space for bicyclists to ride comfortably; and
- Pedestrian crashes due to the high number of lanes for pedestrians to cross with no refuge.

Figure 11 shows the crashes by crash type, which closely follows the types of crashes anticipated described by FHWA.

Figure 10: Crash Severity

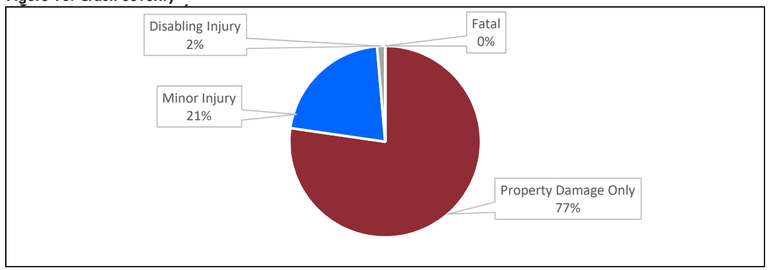


Figure 11: Crash Type

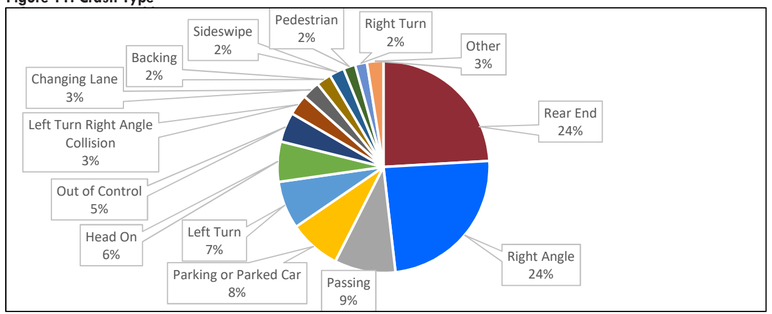


Table 5: Intersection Crash Rates

	Intersection	Intersection AADT	Total Crashes	Crash Rate
1	63rd Street & Wornall road	21,320	40	1.03
2	63rd Street & Brookside Boulevard	21,560	57	1.45
3	63rd Street & Brookside Plaza	14,650	31	1.16
4	63rd Street & Main Street	15,120	44	1.59
5	63rd Street & Oak Street	16,110	31	1.05
6	63rd Street & Holmes Street	12,140	21	0.95
7	63rd Street & Rockhill Road	20,870	85	2.23
8	63rd Street & Troost Avenue	24,850	85	1.87

Figure 12: Crash Heat Map

Comparing crash rates is an effective tool to measure safety at a specified location. This study analyzed crash rates at the identified intersections. The crash rate of an intersection considers the number of reported crashes as well as the total entering traffic volumes for that intersection over a specified time period. The formula that represents the intersection crash rate calculation is as follows according to the FHWA:

R= (1,000,000*C)/(365*N*V)

Where:
R = Crash rate for the intersection expressed as accidents per million entering vehicles (MEV)
C = Total number of intersection crashes in the study period
N = Number of years of data
V = Traffic volumes entering the intersection daily

An intersection crash rate was determined for a 5-year study period based on the intersection Average Daily Traffic (ADT). The intersection ADT was calculated assuming that the PM peak hour volumes comprise 10% of the total daily volume. Table 5 provides a summary of the intersection crash rates. A crash rate higher than 1.0 represents an elevated crash rate for an intersection. Figure 12 shows a crash heat map visualizing where more crashes have been reported represented by darker red shading.

Operational Analysis

The intersections identified were analyzed using Synchro 10, an analysis package based, in part, on the methodologies outlined in the Highway Capacity Manual (HCM) 6th Edition. Capacity analysis defines the quality of traffic operations for an intersection using a grading system referred to as Level of Service (LOS). LOS ranges from A, free-flow conditions, to F, congested conditions.

The primary measure used to determine the LOS at signalized intersections is average intersection control delay as outlined in Chapter 19 of the HCM. Control delay is the delay experienced by vehicles slowing down while approaching the intersection, the wait time at the intersection, and the time for vehicles to travel through the intersection and enter the traffic stream. The average intersection control delay is a volume weighted average of delay experienced by all motorists entering the intersection on all intersection approaches.

While LOS for signalized intersections is based on volume weighted average delay per vehicle traveling through the intersection, LOS for unsignalized intersections (two-way stop controlled) is based on the approach with the longest delay as outlined in Chapter 20 of the HCM.

Table 6 shows the range of traffic delays associated with LOS for signalized and unsignalized intersections.

Table 6: Level of Service Criteria for Signalized and Unsignalized Intersections

Level of Service	*Signalized Average Intersection Control Delay (seconds/vehicle)*	*Unsignalized Intersection Control Delay (seconds/vehicle)*
A	0-10 Seconds	0-10 Seconds
B	>10-20 Seconds	>10-15 Seconds
C	> 20-35 Seconds	> 15-25 Seconds
D	> 35-55 Seconds	> 25-35 Seconds
E	> 55-80 Seconds	> 35-50 Seconds
F	> 80 Seconds	> 50 Seconds

Level of service is further described below according to the Highway Capacity Manual:

LOS A: Most vehicles arrive during the green indication and travel through the intersection without stopping.
LOS B: More vehicles stop than with LOS A.
LOS C: The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
LOS D: Many vehicles stop and individual cycle failures are noticeable. Occasionally vehicles may arrive at the intersection but may not travel through the intersection until the following cycle.
LOS E: Individual cycle failures are frequent. It is more apparent than with LOS D that vehicles arriving at the intersection may not travel through the intersection until the following cycle.
LOS F: Most cycles fail to clear the queue. Most vehicles arriving at the intersection may not travel through the intersection until the following cycle.

LOS D or better is generally identified as acceptable in urban conditions similar to the identified project limits. LOS E may be acceptable at signalized intersections for an approach or single movement, if the intersection operates at LOS D or better.

Table 7: Existing 2019 Operational Analysis

Location	1. 63rd & Wornall		2. 63rd & Brookside Boulevard		3. 63rd & Brookside Plaza		4. 63rd & Main		5. 63rd & Oak		6. 63rd & Holmes		7. 63rd & Rockhill		8. 63rd & Troost	
	Int. Control Delay (s)	LOS	Int. Control Delay (s)	LOS	Int. Control Delay (s)	LOS	Int. Control Delay (s)	LOS	Int. Control Delay (s)	LOS	Int. Control Delay (s)	LOS	Int. Control Delay (s)	LOS	Int. Control Delay (s)	LOS
Existing 2019 AM	14.4	B	13.2	B	16.6	C	10.1	B	12.5	B	10.2	B	14.7	B	20.7	C
Existing 2019 Mid	15.3	B	13.5	B	22.8	C	13.7	B	11.2	B	18.4	B	15.5	B	19.4	B
Existing 2019 PM	21.4	C	14.7	B	66.3	F	11.8	B	18.2	B	11.7	B	15.5	B	23.4	C
Existing 2039 AM	20.7	C	16.7	B	42.4	E	11.1	B	13.5	B	10.9	B	16.6	B	23.0	C
Existing 2039 Mid	21.4	C	16.2	B	175.1	F	14.6	B	12.3	B	19.8	B	15.9	B	22.1	C
Existing 2039 PM	115.4	F	53.8	D	**	F	14.1	B	22.6	C	13.7	B	18.0	B	38.8	D

** Delay exceeds 300 seconds

Through coordination with KCMO, a growth rate of 2.0% was identified for this area, which was used to determine the projected 2039 traffic volumes. Traffic volumes were projected 20 years in the future as improvements typically have a design life of 20 years and therefore should be planned to sustain 20-year projected traffic volumes. The corridor was analyzed for two scenarios as described below for the AM, midday, and PM peak hour:

- Existing 2019: Existing lane configuration under 2019 traffic conditions
- Existing 2039: Existing lane configuration under projected 2039 traffic conditions

Each scenario assumes intersections are coordinated in the eastbound and westbound directions (phase 4 EBTL and phase 8 WBTL) with optimized cycle lengths, splits, and offsets. Table 7 shows the LOS at each intersection for both the current 2019 and projected 2039 traffic conditions. Synchro reports are shown in the appendices.

It should be noted that 63rd Street and Brookside Plaza has a failing level of service in the existing 2019 PM peak hour and all three peak hours under 2039 traffic volumes. This is due to the two-way stop-control as northbound and southbound traffic have difficulty finding and choosing a gap between the free-flow traffic eastbound and westbound on 63rd Street. This intersection may need geometric and/or operational modifications in the proposed conditions to operate at an acceptable LOS. The Wornall Road intersection has a level of service below D in the PM peak hour under 2039 traffic volumes and should be analyzed to determine an alternate lane configuration or operational control to improve operations in the proposed condition.

SUMMARY

63rd Street is predominately a four-lane minor arterial roadway (two lanes in each direction) from Wornall Road to Holmes Street. From Holmes Street to Troost Avenue, 63rd Street is predominately a five-lane minor arterial roadway (two lanes in each direction with a center two-way left-turn lane). The pavement along the corridor is deteriorating and in need of improvements or will be soon. The following should be considered when determining a proposed concept plan with corridor recommendations:

- Existing on-street parking capacity: 150
- Existing parking lot parking capacity: 294
  - The parking lots are operating at or near capacity during a typical weekday
- Existing bus stops: 8 with frequencies ranging from 10 minutes to 60 minutes
- Existing right-of-way: 80' east of Wornall Road and 60' west of Wornall Road
- Adjacent land uses: Residential, neighborhood business, community business, heavy business/commercial, urban redevelopment, and master planned development
- Average Annual Daily Volume (AADT):
  - 63rd Street: 9,566
  - Wornall Road
    - North of 63rd Street: 9,826
    - South of 63rd Street: 15,911
  - Brookside Boulevard
    - North of 63rd Street: 12,281
  - Holmes Street
    - North of 63rd Street: 369
    - South of 63rd Street: 9,963
  - Rockhill Road: 10,314
  - Troost Avenue
    - North of 63rd Street: 12,208
    - South of 63rd Street: 13,882
- Crashes from January 1, 2013 to December 31, 2017: 440
  - 77% PDO
  - 21% Minor Injury
  - 2% Disabling Injury
- All intersections are operating at an elevated crash rate except 63rd Street and Holmes Street
- All intersections are operating at an acceptable level of service under 2019 traffic volumes except 63rd Street and Brookside Plaza during the PM peak hour
- The following intersections have a level of service below D under 2039 traffic volumes during the specified peak hour(s):
  - 63rd Street & Wornall Road (PM peak hour)
  - 63rd Street & Brookside Plaza (AM, midday, and PM peak hour)

This memorandum and included data will be used to help recommend a proposed concept plan that is operational, improves safety, and considers all modes of transportation from pedestrians to motorists.

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Community Engagement

Frequent and ongoing dialogue with the community throughout this project has fostered an informed concept design and built momentum among community members.

Overview The project team utilized a variety of venues and tools to gather feedback from community members and users of the 63rd Street Corridor study area. The project team formed a Technical Committee and an Advisory Committee to meet with iteratively throughout the project. These committees were comprised of the City Staff, Community Stakeholders, Business Owners, and Neighborhood Representatives. The project team utilized these committees to guide the project decision-making.

Community input was sought throughout the duration of the project through online surveys, intercept surveying at various community events, businesses, and bus stops, presentations to community organizations, and public open houses at major project milestones. A project website was also hosted on the City of Kansas City's Public Works site and was periodically updated.
Website Link: http://kcmo.gov/63rdstcorridorstudy

Summaries of key engagement efforts and feedback are contained within, refer to the appendix for full engagement documentation.

Key Community Engagement

Below is a list of key community engagement efforts performed by the planning team throughout the project process.

Intercept Engagement

- Transit Stop Engagement (Troost Avenue and Brookside Stops) - August 1-2
- Brookside Farmers Market and 100 Years of Local Love Event Engagement - August 3rd

Project Website & Online Survey

- Project website was developed and hosted on the City's website to provide key project information
- An online survey was linked to the project website to obtain community feedback on key issues, concerns, and priorities for improvements

Stakeholder Meetings

- Meeting with Emmanuel Obi - August 26th
- Brookside Merchants Engagement - September 12th
- KCATA Meeting - October 25th
- Country Club/Waldo Implementation Committee Meeting - Sept. 19th
- Advisory Committee Meeting #1 - July 17th
- Advisory Committee Meeting #2 - September 24th
- Advisory Committee Meeting #2 - December 11th

Technical Committee Meetings

- Technical Meeting #1 - May 24th
- Technical Meeting #2 - July 17th
- Technical Meeting #3 - September 6th
- Technical Meeting #4 - October 24th
- Technical Meeting #5 - November 21st

Public Open House Meetings

- Open House Meeting #1 - September 24th
- Open House Meeting #2 - December 11th

Technical Committee

A technical committee was setup to help steer the project planning and design efforts on the project. The technical committee was composed of staff members from various City Departments (planning, parks, public works, traffic, water, etc.), KCATA, MARC, and stakeholders. The technical committee served as the sounding board for review of design thoughts and recommendation, and for providing direction on the project process.

Advisory Committee

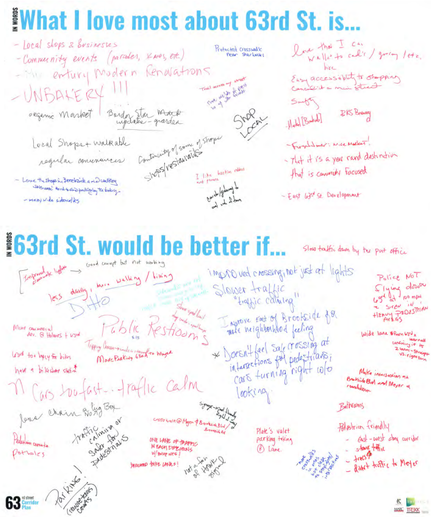
An advisory committee was setup to help provide insight on existing conditions, feedback on the project recommendations, and to help distribute and promote the project. The advisory committee was composed of various stakeholders from the corridor's business community, neighborhoods, organizations, schools, and developers.

Intercept Surveying

The planning team met with community members in the project study area to solicit initial feedback and information regarding the corridor. The goal of intercept surveying was to seek out frequent users of the corridor to obtain focused feedback on key concerns, what they most love about the corridor, and what could make the corridor better. Additionally the intercept surveying was used to promote and educate the corridor users about the project and key goals.

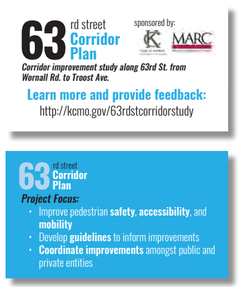
50+ People Intercepted

Comment Boards from Brookside Farmers Market Intercept Engagement



Online Survey

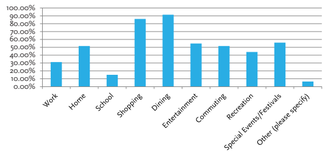
The planning team setup and posted an online survey on the project website to gain information from the corridor stakeholders. The survey was used to gather community feedback on how the corridor is used, key concerns, and priorities for potential improvements. Additionally the survey was used to generate a contact list for future engagement efforts. The online survey was open from Aug 2nd to Sept 24th. Refer to the appendix for full survey documentation.



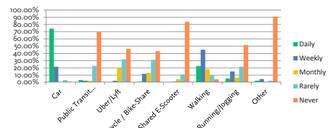
Project information cards were distributed at engagement events

Tracking of Responses to Online Survey

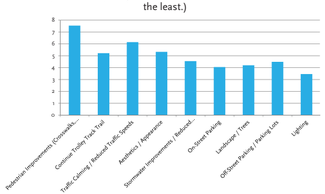
What are your primary reasons for using the 63rd Street Corridor? (Select all that apply)



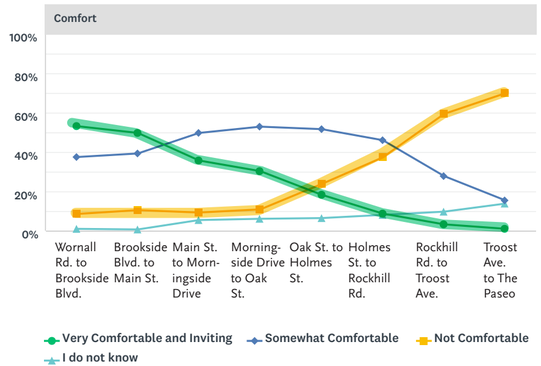
Please tell us which modes of transportation you use to get to and around the 63rd Street Corridor.

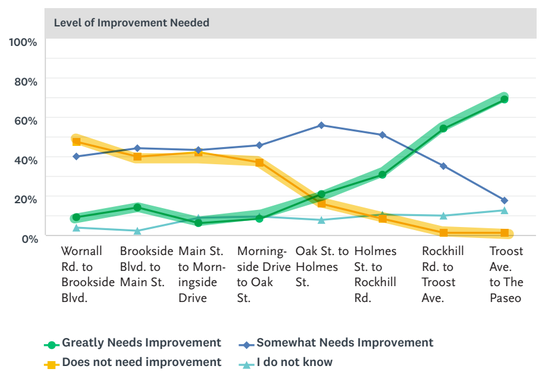


This study will be considering ways to improve conditions along 63rd Street. Please rank the following in order of importance to you. (Top is the most important, bottom is the least.)



Tracking of Responses to Online Survey





640+ Survey Responses

189 on mailing list

Key Online Survey Takeaways

Key takeaways from the survey were as follows:

MOST DESIRED IMPROVEMENT:

1. Pedestrian (Crosswalks, Accessible Sidewalks)
2. Traffic Calming/Reduced Traffic Speeds
3. Continued Trolley Track Trail

LEAST DESIRED IMPROVEMENTS:

1. Lighting
2. On-Street Parking
3. Stormwater Improvements

GREATEST CONCERNS:

1. Parking (not enough, congested)
2. Traffic (speeding, volumes, pedestrian conflict)

MOST LOVED/THINGS TO PRESERVE:

1. Brookside (Shops, Character)
2. Parking (No decrease, desire street parking)

Open House Meeting #1 was an open house style community workshop held at the Southeast Community Center located at 4201 E. 63rd Street from 4 PM to 7 PM on September 24th, 2019.

Open House Meeting Format

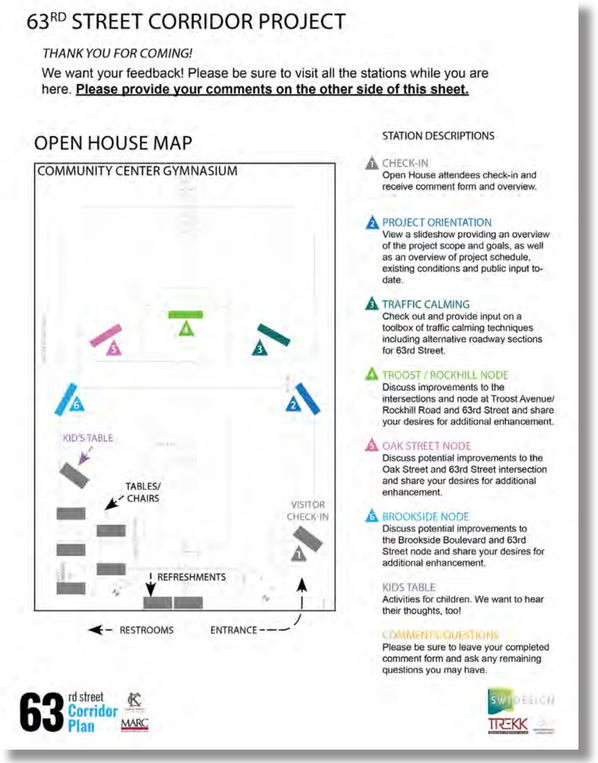
The open house meeting was set up with a check in table to take contact information from people participating in the event, a station with a rolling slide presentation introducing and provide key information on the project background/ goals/planning process, and several stations with boards presenting information on concepts developed for the corridor.

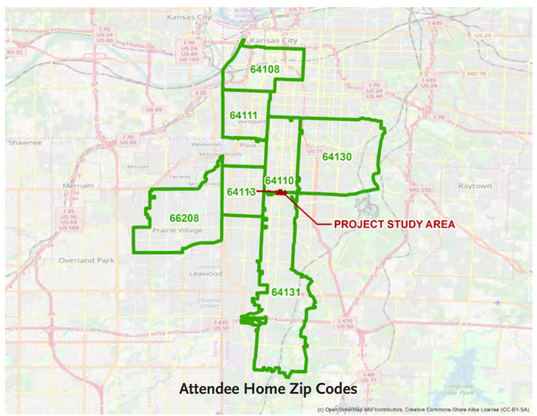
Team members from SWT Design and Trekk were on hand at each station to provide information and have discussions with community members regarding the concepts and information presented.

At check-in, community members were provided with FAQ information, an orientation map for the open house setup, a comment form, and sticker dots (red & green) for preference exercises at the stations.

Additionally, refreshments, breakout tables for conversations, and a kid's table were provided.

The orientation map to the right was provided to community members attending and gives an overview of the open house setup/layout.





Attendance

The open house was attended by roughly forty community members, with thirty-six community members signing in at the check in station.

The sign-in sheet requested the attendees to list zip codes for where they work and where they live. The graphics to the left illustrate the distribution of zip codes provided by the open house attendees.

The sign-in sheet requested the attendees to list their age range. There was a diverse age range of attendees present at the meeting. The chart below shows the age distribution of the attendees:

Age Range (Totals)					
0-21 yrs	22-40 yrs	40-55 yrs	56-65 yrs	66-75 yrs	76+ yrs
4	7	5	13	6	1

Please refer to the appended scans of the open house sign-in sheets for more detailed information.

Community Feedback Overview
The information below summarizes the feedback received during discussions with community members during the open house, feedback indicated on the presentation materials, and preferences indicated where requested. The summaries are organized by station.

Station 3 - Traffic Calming

Traffic Calming Tools Preference Board:
Intersection strategies preferences were as follows:

- imagery for curb extensions, high visibility crosswalks, and intersection treatments were well received and given strong positive preference
- intersection strategies imagery for planter appeared to be disliked

Midblock strategies preferences were as follows:

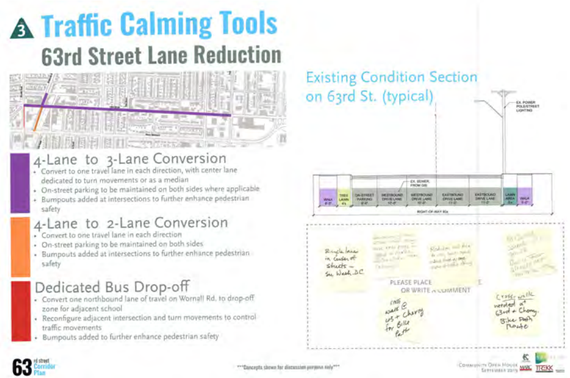
- imagery for center island crossings and street trees were well received and given strong positive preference
- midblock strategies imagery for chicanes received mixed feedback; about half either liked or disliked this strategy
- imagery for on-street parking had a majority positive preference but also received some dislikes

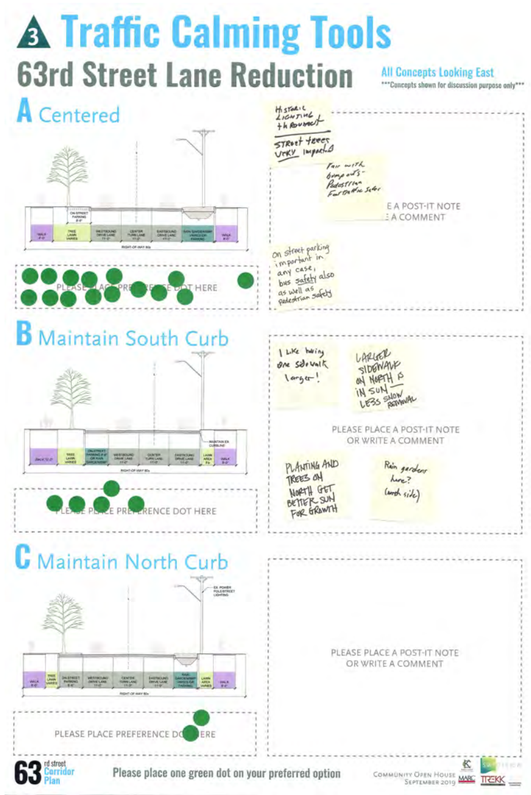
63rd Street Lane Reduction Boards:
The order of preference for the concepts presented are as follows (highest to lowest):

- Option A (Centered) proposed road profile configuration with 15 votes
- Option B (Maintain South Curb) proposed road profile with 5 votes
- Option C (Maintain North Curb) with 2 votes

63rd Street Lane Reduction Additional Comments:

- stressed the importance of incorporating street trees
- provide a crosswalk at 63rd Street and Cherry Street for bike paths
- liked the idea of a larger sidewalk provide on north side of 63rd Street ROW





Station 4 - Troost / Rockhill Node

Troost/Rockhill Comments Board:

What do you like about the proposed concepts?

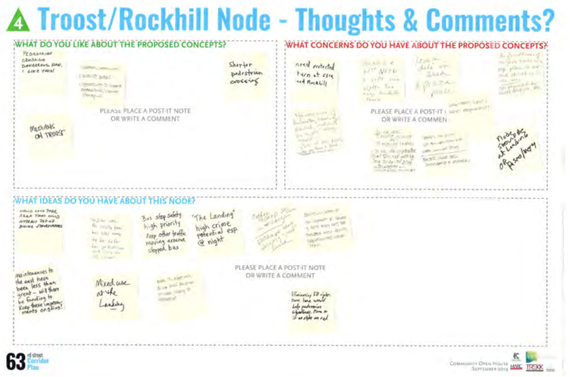
- shorter/safer pedestrian crossings
- medians on Troost Avenue
- activity areas
- opportunities to improve appearance and change perception

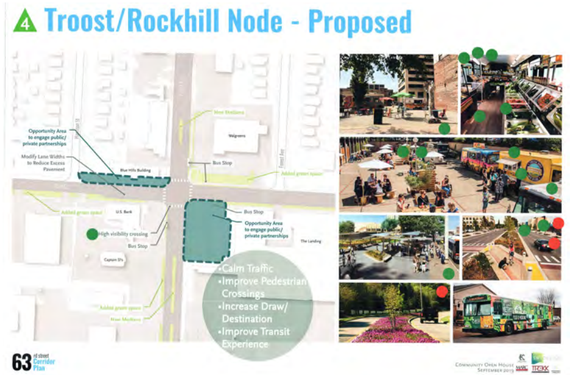
What concerns do you have about the proposed concepts?

- need for a protected turn at 63rd Street and Rockhill Road
- maintenance
- speeds on Troost Avenue
- crime potential at The Landing
- time spent at intersections
- excess curb cuts

What ideas do you have about this node?

- mixed use at The Landing
- need to meet with owner of Blue Hills Building
- bus stops needs to be safer for cars and pedestrians
- park area that could attract dining opportunities
- coffee shop in southeast corner of intersection





Troost/Rockhill Additional Comments/Discussions:

Some additional comments and ideas that were discussed with or mentioned by the open house attendees regarding the Troost / Rockhill Node are as follows:

- concern with not providing enough width for trees to live/grow.
- Cherry Street is used by bikes/pedestrians/families and it's not a safe crossing at 63rd Street
- concern with going to 3 lane section due to perceived volume of traffic
- love the idea of doing something in southeast corner of Troost and 63rd
- concern with high traffic speeds
- love the road diet
- lack of opinions about center/north/south lane shifts/chicane – this possibly was too detailed of a topic
- desire expressed for equally wide sidewalks on both sides
- consider eliminating eastbound right turn at Troost Avenue – adds additional challenge for pedestrians
- love the idea of shortening cross walks, adding bump-outs

Station 5 - Oak Street Node

Oak Node Comments Board:

What do you like about the proposed concepts?

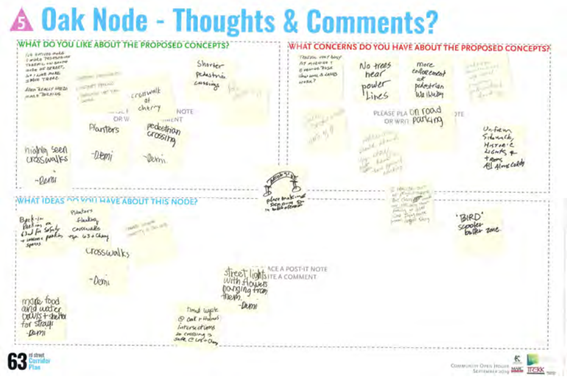
- improved crosswalks
- on-street parking
- dedicated left turn lanes
- planters
- shorter pedestrian crossings
- patio seating

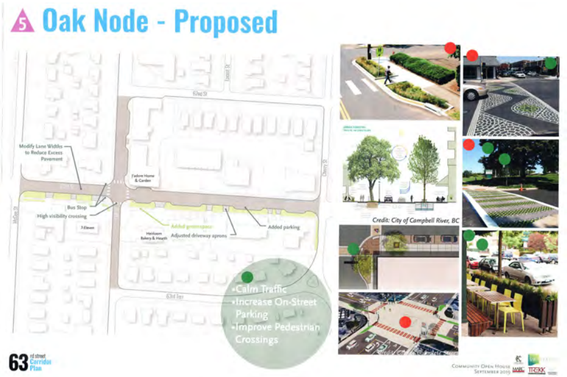
What concerns do you have about the proposed concepts?

- 3-lane profile effecting traffic which is busy in morning and evening rush
- trees near power lines
- enforcement of pedestrian's right-of-way at pedestrian walkways
- on-street parking
- landscape maintenance
- "silly" crosswalks waste of money
- should not have special markings at intersection
- parking congestion on Cherry Street

What ideas do you have about this node?

- noticed generally more pedestrian traffic on south side of street
- area needs more parking
- consider providing placemaking sign over street
- provide uniform sidewalk, historic lights, & trees along entire corridor
- provide timed lights at Oak Street and Holmes Road intersections so crossing at Oak Street is safe
- create unique identity at this node
- back-in parking on 63rd Street for safety and increase in parking
- planters and flashing crosswalks especially at 63rd Street and Cherry Street
- consider north/south bike routes to connect to Meyer Boulevard





Station 6 -Brookside Node

Brookside Boulevard / South Parking Lot Concept Board:

The order of preference for the concepts presented are as follows (highest to lowest):

- Option C Alt with 18 positive votes
- Option B with 7 positive votes and 3 negative votes
- Option A with 1 positive votes
- Option C with 8 negative votes

63rd Street and Brookside Plaza Concept Board:

The order of preference for the concepts presented are as follows (highest to lowest):

- Option C with 13 positive votes and 4 negative votes
- Option B with 6 positive votes
- Option A with 4 positive votes and 2 negative votes
- Option D with 4 positive votes and 6 negative votes

62nd Terrace and North Parking Lot Concept Board:

What do you like about the proposed concepts?

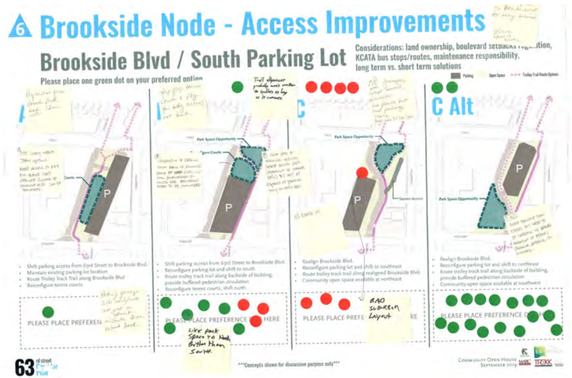
- back-in parking was desired by several people

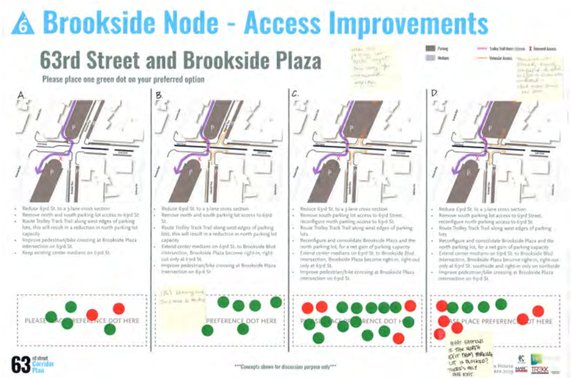
What concerns do you have about the proposed concepts?

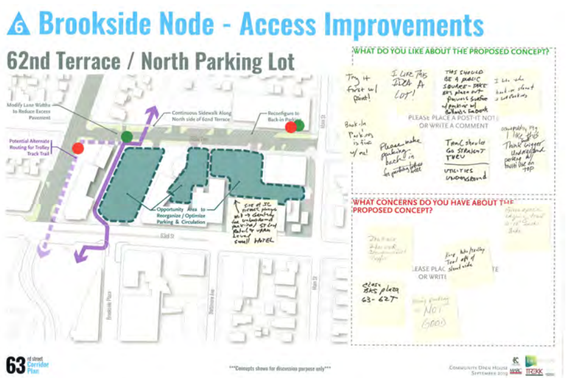
- mixing bicycle and storefront foot traffic
- losing parking
- greenspace along the Trolley Track Trail
- bikes/Trolley Track Trail should kept off streetside

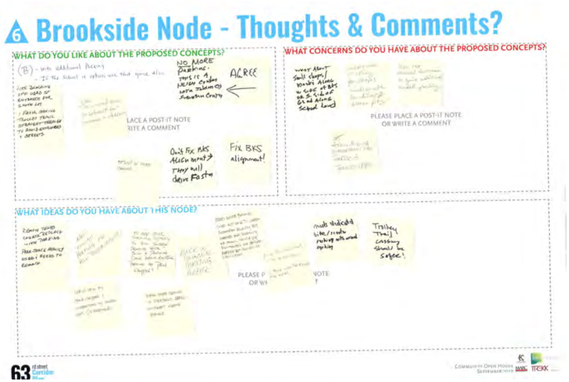
What ideas do you have about this node?

- try the modifications with paint first
- convert the north parking lot to a public square that could be utilized for special events
- move overhead utilities underground
- incorporate underground parking with multi-use on top









Brookside Comments Board

What do you like about the proposed concepts?

- added parking options were preferred
- liked connecting the Trolley Track Trail; the alignment that runs the Trolley Track Trail as directly as possible was preferred
- like blocking off 63rd Street entrance for south lot
- like making Trolley Track Trail straight though to avoid entrances and streets

What concerns do you have about the proposed concepts?

- adding parking, concerned this would create too much of a suburban environment not neighborhood center
- concern with inadequate parking and access to parking
- concerns with mixing bikes and storefront traffic
- park space is heavily used and should remain
- not enough parking for all restaurants

What ideas do you have about this node?

- remove tennis courts and replace with parking
- look into the addition of a parking deck by Price Chopper, if feasible, heard by multiple residents. Utilize the existing grade change to minimize the visual impact of a parking deck
- need more parking in strategic areas, including on-street parking where possible
- need more parking, this is needed for the success of businesses / destination
- incorporate parking in a way that prevents creation of a suburban environment
- incorporate dedicated bike/scooter parking
- ensure Trolley Track Trail crossing is safe

Open House Meeting #2 was an open house style community workshop was held at St. Peter's Catholic Church located at 701 E. Meyer Boulevard from 4 PM to 7 PM on Decemeber 11th, 2019.

Open House Meeting Format

The intent of the second open house was to share with the community what concerns and desires had been heard throughout the project's engagement and how that input informed the final recommendations of the plan. The SWT Design team utilized this time with community members to share the overall vision of the improvements and asked for feedback on the design and priorities for implementation.

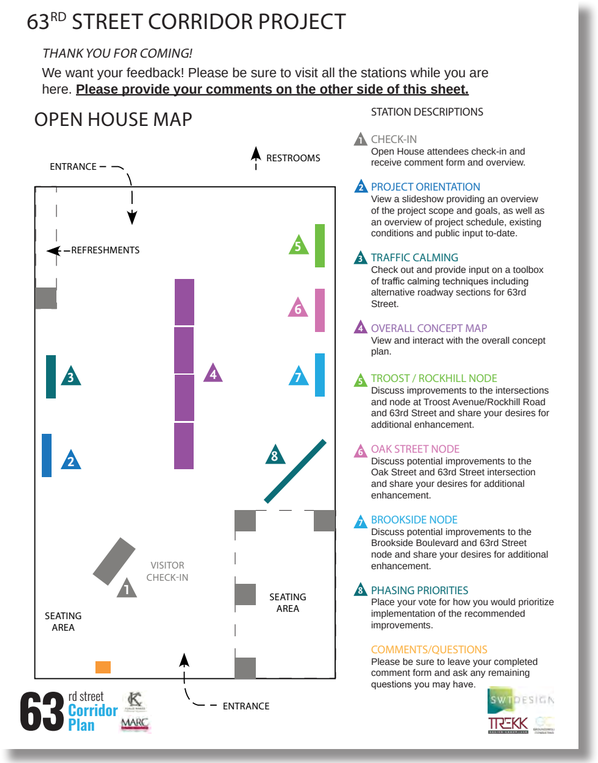
The open house meeting was setup similar to the first open house with a check-in table to take contact information from people participating in the event, a station introducing and providing key information on the project background/goals/planning process, several stations with boards presenting information on concepts developed for the corridor, and a station that encouraged participants to rank implementation priorities that updated results in real time.

Team members from SWT Design, Trekk, and Groundswell were on hand at each station to provide information and have discussions with community members regarding the recommendations and information presented.

At check-in community members were provided with FAQ information, an orientation map for the open house setup, and a comment form.

Additionally, refreshments and breakout tables for conversations were provided.

The orientation map to the right was provided to community members attending and gives an overview of the open house setup/layout.



63RD STREET CORRIDOR PROJECT

THANK YOU FOR COMING!

We want your feedback! Please be sure to visit all the stations while you are here. **Please provide your comments on the other side of this sheet.**

OPEN HOUSE MAP

STATION DESCRIPTIONS

1 CHECK-IN
Open House attendees check-in and receive comment form and overview.

2 PROJECT ORIENTATION
View a slideshow providing an overview of the project scope and goals, as well as an overview of project schedule, existing conditions and public input to-date.

3 TRAFFIC CALMING
Check out and provide input on a toolbox of traffic calming techniques including alternative roadway sections for 63rd Street.

4 OVERALL CONCEPT MAP
View and interact with the overall concept plan.

5 TROOST / ROCKHILL NODE
Discuss improvements to the intersections and node at Troost Avenue/Rockhill Road and 63rd Street and share your desires for additional enhancement.

6 OAK STREET NODE
Discuss potential improvements to the Oak Street and 63rd Street intersection and share your desires for additional enhancement.

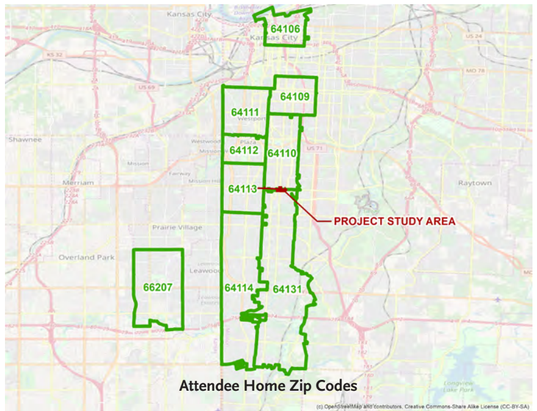
7 BROOKSIDE NODE
Discuss potential improvements to the Brookside Boulevard and 63rd Street node and share your desires for additional enhancement.

8 PHASING PRIORITIES
Place your vote for how you would prioritize implementation of the recommended improvements.

COMMENTS/QUESTIONS
Please be sure to leave your completed comment form and ask any remaining questions you may have.

63 rd street Corridor Plan

Attendee Work Zip Codes



Attendee Home Zip Codes

Attendance

The open house was attended by roughly ninety community members, with eighty-eight community members signing in at the check in station.

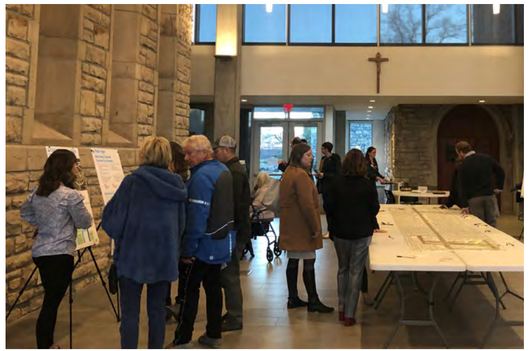
The sign-in sheet requested the attendees to list zip codes for where they work and where they live. The graphics to the left illustrate the distribution of zip codes provided by the open house attendees.

The sign-in sheet requested the attendees to list their age range. There was a diverse age range of attendees present at the meeting. The chart below shows the age distribution of the attendees:

Age Range (Totals)

0-21 yrs	22-40 yrs	40-55 yrs	56-65 yrs	66-75 yrs	76+ yrs
1	29	14	12	15	1

Please refer to the appended scans of the open house sign-in sheets for more detailed information.



Community Feedback Overview

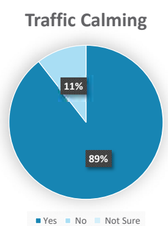
The information below summarizes the feedback heard during discussions with community members during the open house, feedback indicated on the presentation materials, and preferences indicated by ranking priorities for implementation. The summaries are organized by station.

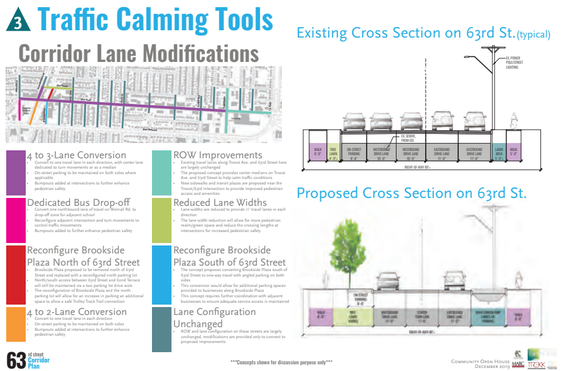
Station 3 - Traffic Calming

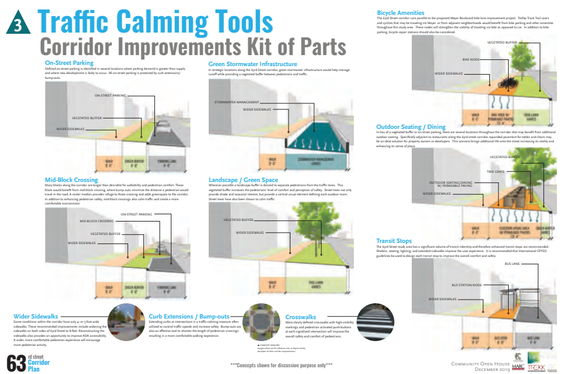
Traffic Calming Tools Comments:

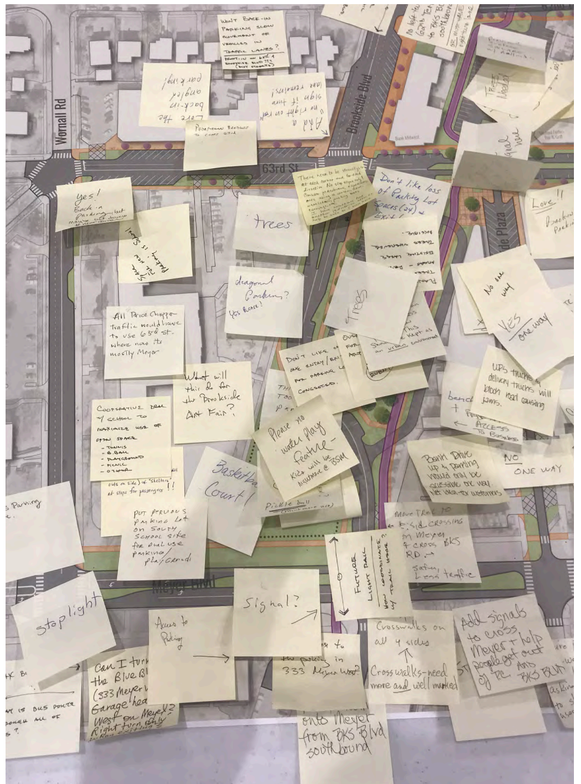
- Overall the proposed lane reductions along the corridor were well recieved
- It was encouraged to promote the addition of trees in a manner that allows for optimal growth and minimal maintenance issues
- The addition of shorter and well marked crosswalks along the corridor was seen as highly desirable
- The addition of green center medians as a method to calm traffic was seen as desirable
- There was concerns about bicyclists use of 63rd Street with the reduction of lanes along 63rd Street
- The addition of a dedicated bus lane on Wornall Road at the Border Star school was generally seen as desirble, although there were concerns with impacts to traffic during peak driving times

DO YOU FEEL THE RECOMMENDED TRAFFIC CALMING TOOLS AND IMPROVEMENTS WILL HAVE A POSITIVE IMPACT ON THE CORRIDOR?







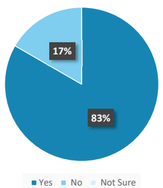


Station 4 - Overall Concept Map

Overall Concept Map Comments:

- There was a desire for more curbside parking along 63rd Street between Holmes and Rockhill Rd.
- It was noted that adding a valet lane is recommended in front of the restaurant space at Holmes and 63rd Street
- It was suggested to incoporate decorative lighting along 63rd Street
- There were concern regarding the maitnenance of landscape and trees
- Additional comments were provide for the various nodes, see the following pages

Overall Proposed Concept



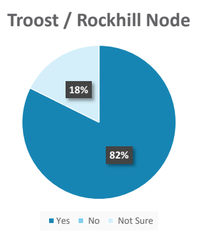
DO YOU FEEL THE CONCEPTUAL PLAN IMPROVES THE PEDESTRIAN EXPERIENCE, CALMS TRAFFIC AND IMPROVES PARKING CONDITIONS?

Station 5 - Troost / Rockhill Node

Troost/Rockhill Comments:

- overall, proposed concepts were well received
- suggestions for landscaped median rather than center turning lane
- concerns about landscape maintenance requirements on medians
- questions about the necessity for 5 lanes between Troost Avenue and the Paseo, perception that it looks like a highway
- concerns about pedestrians at the intersection, especially those changing buses
- desire for more midblock crossings on Troost Avenue
- general excitement about food/truck plaza and activation of southeast corner
- coordination required with Blue Hills Building development
- suggestion for park space to replace parking lot at Rockhill Plaza
- bump-out suggested at 63rd Street and Harrison Street to calm traffic avoiding Troost Avenue intersection
- inquiry about efforts along Rockhill Road to calm traffic
- positive reception of green stormwater infrastructure

DO YOU FEEL THE RECOMMENDED IMPROVEMENTS AT THE TROOST/ROCKHILL NODE WILL HAVE A POSITIVE IMPACT?



5 Troost/Rockhill Node - Proposed

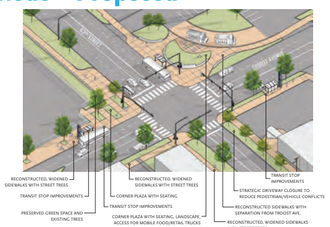
Proposed Concept Plan

Legend

1. Improved and shortened crosswalks through the use of high visibility markings and curb extensions increases the walkability of this node.
2. Curb extensions provide opportunity for unique landscaping and strengthened sense of place.
3. On-street parking supports nearby retail destinations with limited off-street parking.
4. Expanded hardscape at northeast corner provides an opportunity for outdoor seating/dining.
5. Bicycle amenities encourage alternative transportation and increase mode share. Activity nodes such as Oak Street provide an opportunity to draw users of the proposed Meyer Boulevard protected bike lanes and nearby Trolley Track trail.
6. Proposed stormwater infiltration and management at existing inlet locations.
7. Construct new sidewalk on west side of Oak Street to connect a gap in existing pedestrian infrastructure.
8. Bus lay-bys provide opportunity for buses to pull out of the flow of traffic.

5 Troost/Rockhill Node - Proposed

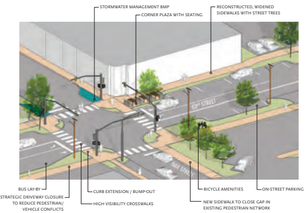
Photo: Cesar E. Chavez Ave Transit Improvements | Metro Los Angeles



Key Concept Takeaways

- Improve public/pedestrian realm to accessibility, connectivity, and safety.
- Incorporate improvements such as center lane medians to calm traffic and improve pedestrian and vehicular safety.
- Encourage and provide opportunity for public activity spaces near major transit stops.
- Continue coordination of right-of-way improvements with adjacent Blue Hills and The Landing areas as these properties are redeveloped.

6 Oak Node - Proposed



Legend

1. Improved and shortened crosswalks through the use of high visibility markings and curb extensions increases the walkability of this node.
2. Curb extensions provide opportunity for unique landscaping and strengthened sense of place.
3. On-street parking supports nearby retail destinations with limited off-street parking.
4. Expanded hardscape at northeast corner provides an opportunity for outdoor seating/dining.
5. Bicycle amenities encourage alternative transportation and increase mode share. Activity nodes such as Oak Street provide an opportunity to draw users of the proposed Meyer Boulevard protected bike lanes and nearby Trolley Track trail.
6. Proposed stormwater infiltration and management at existing inlet locations.
7. Construct new sidewalk on west side of Oak Street to connect a gap in existing pedestrian infrastructure.
8. Bus lay-bys provide opportunity for buses to pull out of the flow of traffic.

Key Concept Takeaways

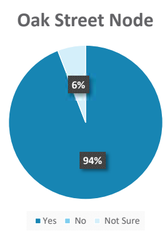
- Improve public/pedestrian realm to increase accessibility, connectivity, and safety.
- Utilize lane reductions along 63rd Street to calm traffic, increase public/pedestrian realm space, and define parking areas.
- Improve intersection by reducing crossing distances and clearly marking pedestrian crossings.
- Incorporate green stormwater infrastructure to sustainably mitigate stormwater runoff.

Station 6 - Oak Street Node

Oak Node Comments:

- overall positive feedback at the Oak Street node
- praise for eliminating some driveways
- suggestion for landscaped medians
- concerns for cyclists accessing businesses on 63rd Street
- request for more parking at Holmes Road
- permits/coordination need for outdoor dining
- concern for losing parking

DO YOU FEEL THE RECOMMENDED IMPROVEMENTS AT THE OAK STREET NODE WILL HAVE A POSITIVE IMPACT?



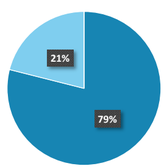
Station 7 - Brookside Node

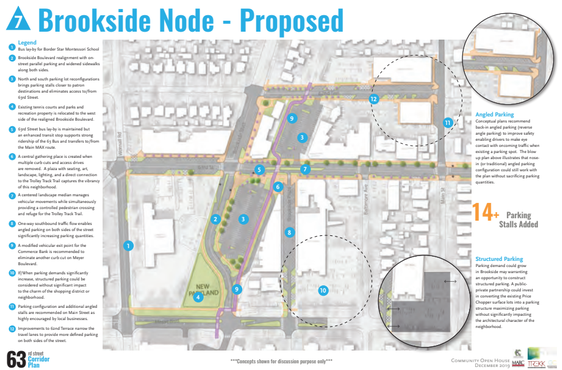
Brookside Node Comments:

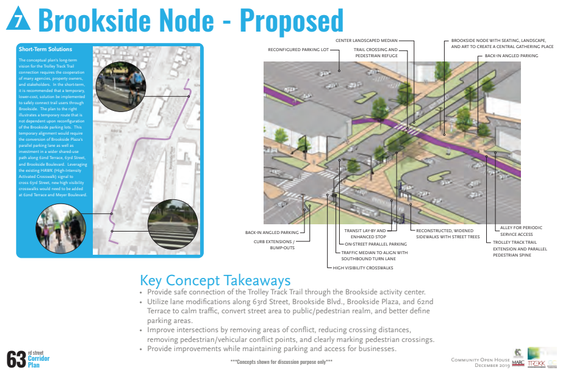
- Concepts presented were generally well received with constructive feedback on specific plan details
- There was mixed feelings from the open house guests regarding back-in vs. front-in angled parking, there is concern that the back-in angled parking may cause confusion as residents become acclimated
- There were concerns with the current design for Brookside Plaza, main concerns included customer and service access to businesses along this street, especially near Meyer Blvd.
- It was expressed that it was important to maintain access to recreational opportunities (i.e. tennis courts). The concept of shifting tennis courts location and adding pickle ball opportunities was well received
- It was desired to explore potential partnering with adjacent Border Star School to expand the proposed park space
- The realignment of Brookside Blvd. was well received, it was desired to look into a potential signal at Brookside Blvd. and Meyer Blvd for increased traffic control and pedestrian crossing safety
- It was stressed that making safe pedestrian crossings in the area was a priority
- The concept of providing structured parking as an opportunity for increasing parking availability was seen as desirable
- The connection of the Trolley Track Trail was well received
- There were concerns with delivery and service access to businesses. It was stressed that this should be studied further to mitigate potential impacts to delivery and service access
- Resident were concerned about access to the existing parking garage for the Meyer West Condominiums building

DO YOU FEEL THE RECOMMENDED IMPROVEMENTS AT THE BROOKSIDE NODE WILL HAVE A POSITIVE IMPACT?

Brookside Node







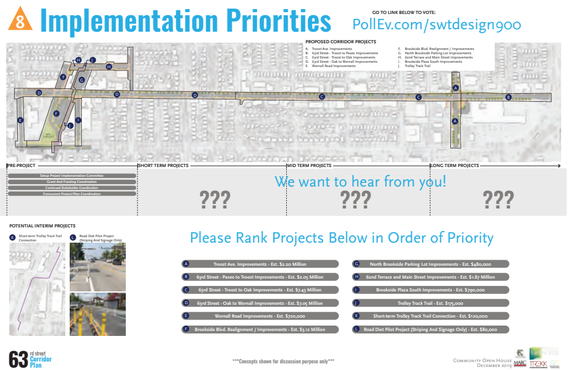
Station 8 - Phasing Priorities

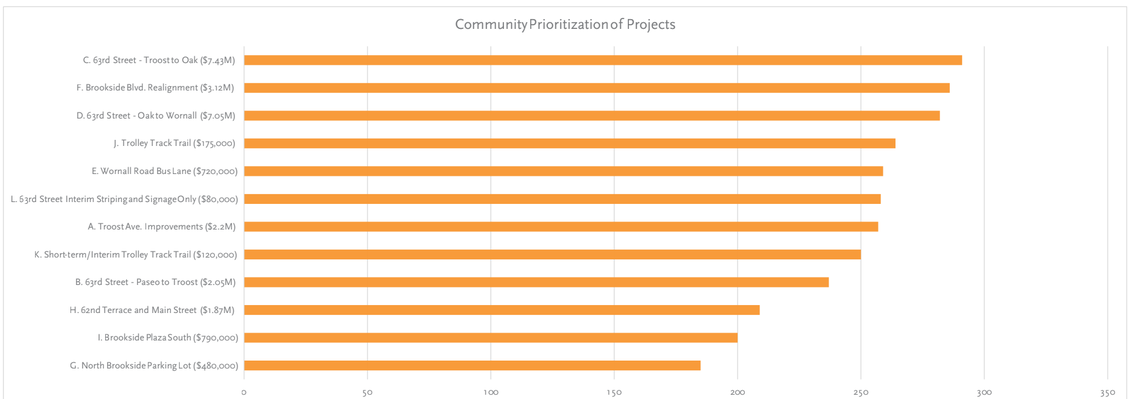
Phasing Priorities Comments:

Using an online live poll, attendees were asked to rank their priorities for implementation. Paper polls were also provided and later incorporated to determine public preference.

Funding availability and construction sequencing will be significant drivers in the phased implementation of the plan. Attendees were asked to ignore these elements and prioritize projects based on their personal preference.

- work on 63rd Street first, and start at the east end of the corridor
- conversation about bike treatment (reminded that Meyer is identified as the propose off-street bicycle corridor)
- desire for Trolley Track Trail to be completed soon
- interim solution to Trolley Track Trail seemed underwhelming
- concerns for North Brookside Plaza facing businesses, treatment of plaza could be more visually interesting





Concept Development

The following pages present the vision for the 63rd Street Corridor revitalization.

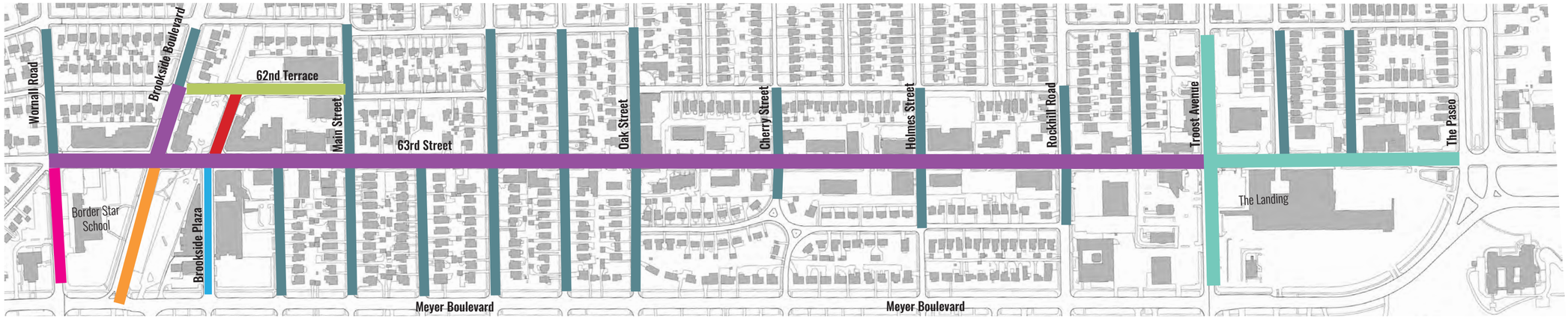
Synthesizing the findings and feedback from the analysis and engagement, the design team has created a vision for the 63rd Street Corridor that captures the spirit of the place and the goals of the community. The following plan represents the culmination of six months of study, planning and engagement. Many plan alternatives were considered and evaluated with the guidance of analysis and stakeholder/community input (see Appendix). The end result is a visionary, yet practical, revitalization of the public realm in this transitioning corridor. Improvements are fundamentally focused around pedestrian safety, traffic calming, and parking improvements as identified as priorities of the community.

Vision Plan

Overall Concept Plan depicts the complete vision for the 63rd Street Corridor Study.

Corridor Lane Modifications

The diagram to the right highlights proposed lane modifications recommended by the planning team. Refer to the descriptions below for additional information regarding the various proposed lane modifications throughout the corridor.



4 to 3-Lane Conversion

- Convert to one travel lane in each direction, with center lane dedicated to turn movements or as a median
- On-street parking to be maintained on both sides where applicable
- Bumpouts added at intersections to further enhance pedestrian safety

Dedicated Bus Drop-off

- Convert one northbound lane of travel on Wornall Road to drop-off zone for adjacent school
- Reconfigure adjacent intersection and turn movements to control traffic movements
- Bumpouts added to further enhance pedestrian safety

ROW Improvements

- Existing travel lanes along Troost Avenue and 63rd Street here are largely unchanged
- The proposed concept provides center medians on Troost Avenue and 63rd Street to help calm traffic conditions
- New sidewalks and transit plazas are proposed near the Troost Avenue/63rd Street intersection to provide improved pedestrian access and amenities

Rightsize Roadway

- Lane widths are reduced to provide 11' travel lanes in each direction
- The lane width reduction will allow for more pedestrian realm/green space and reduce the crossing lengths at intersections for increased pedestrian safety

CORRIDOR LANE MODIFICATIONS

Reconfigure Brookside Plaza North of 63rd Street

- Brookside Plaza proposed to be removed north of 63rd Street and replaced with a reconfigured north parking lot
- North/south access between 63rd Street and 62nd Terrace will still be maintained via a two parking lot drive aisle
- The reconfiguration of Brookside Plaza and the north parking lot will allow for an increase in parking an additional space to allow a safe Trolley Track Trail connection

4 to 2 - Lane Conversion

- Convert to one travel lane in each direction
- On-street parking to be maintained on both sides
- Bumpouts added at intersections to further enhance pedestrian safety

Reconfigure Brookside Plaza South of 63rd Street

- The concept proposes converting Brookside Plaza south of 63rd Street to one-way travel with angled parking on both sides
- This conversion would allow for additional parking spaces provided to businesses along Brookside Plaza
- This concept requires further coordination with adjacent businesses to ensure adequate service access is maintained

Lane Configuration Unchanged

- ROW and lane configuration on these streets are largely unchanged, modifications are provided only to connect to proposed improvements

Proposed Street Section

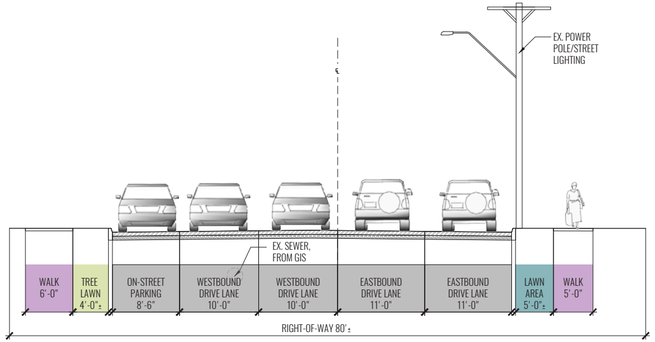
The 63rd Street Corridor improvements recommend reducing the number of travel lanes between Troost Avenue and Wornall Road. Current average daily traffic (ADT) is about 9,000 vehicles per day and future projections anticipate 14,250 vehicles per day. Shifting 63rd Street from its current 4-lane profile to a 3-lane section will carry the same amount of vehicles while calming traffic speeds, providing space for green stormwater infrastructure, and dedicating more public right-of-way to pedestrians. Proposed improvements have been coordinated with the anticipated Meyer Boulevard planned improvements and take into consideration the current study of The Paseo/63rd Street/Meyer Intersection.

According to the US Department of Transportation Federal Highway Administration (FHWA), a road diet has the potential to improve safety operations, and provide benefits to pedestrians. Road diets reduce vehicle-to-vehicle conflicts, reduce speed differential between motorists and present traffic calming measures.

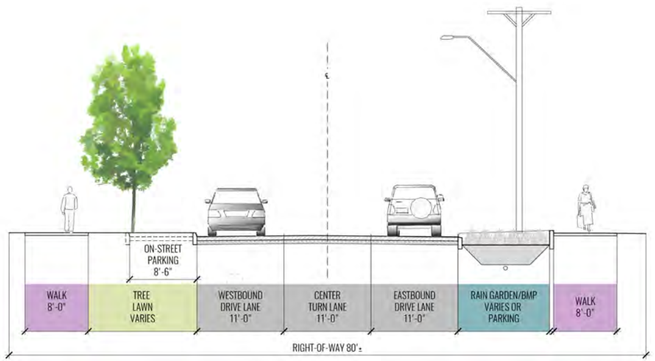
The team considered several configurations and incorporated stakeholder and community feedback, resulting in the recommended cross-section with a centered profile to gain additional amenities for the public on both sides of the road. These improvements incorporate a variety of amenities including landscape, street trees, wider sidewalks, on-street parking, and green stormwater infrastructure.

Though this design requires the reconstruction of both North and South curb-lines and respective utilities, the reconfiguration of the roadway will radically transform the character of the street. Defined on-street parking, street trees to provide shade on wider sidewalks, and nodes for sitting, bike amenities, and landscape better define the space.

Refer to the appendix for additional traffic information and analysis.



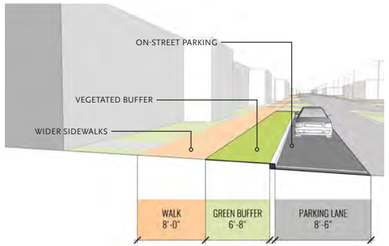
Existing 63rd Street Section (Typical)



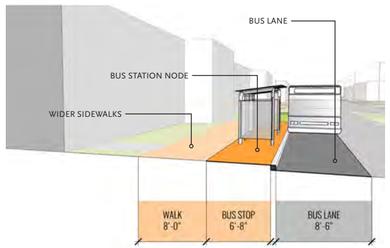
Proposed 63rd Street Section (Typical)

Typical Public Realm Improvements

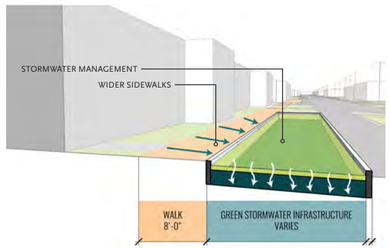
Several recommended improvements, such as wider sidewalk and improved crosswalks are consistent and create continuity throughout the corridor. Other improvements have also been developed to establish a recommended "kit of parts" or improvement options which enable a variety of conditions to be somewhat interchangeable. This enables development of the corridor to be nimble and responsive to adjacent land uses today and in the future.



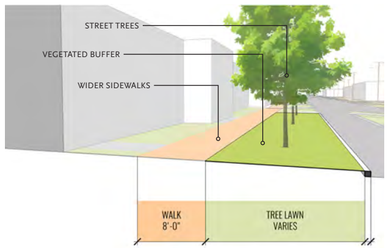
On-Street Parking



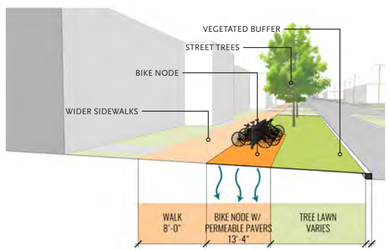
Transit Stops



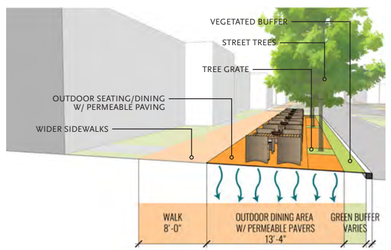
Green Stormwater Infrastructure



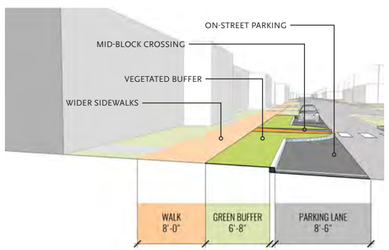
Landscape / Green Space



Bicycle Amenities



Outdoor Seating / Dining



Mid-Block Crossing

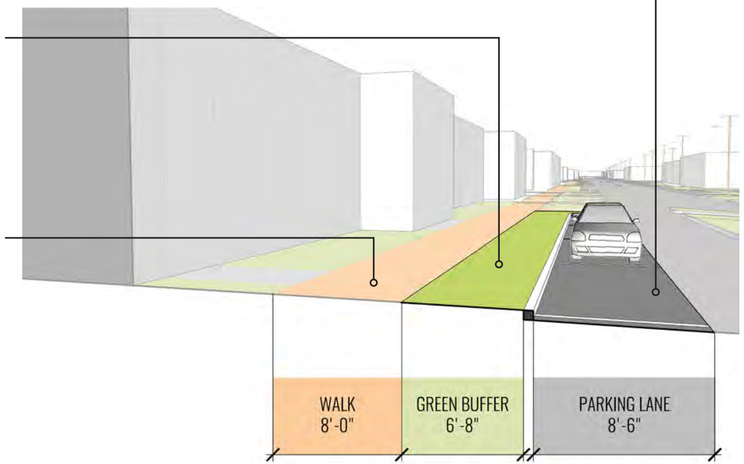
On-Street Parking

Defined on-street parking is identified in several locations where parking demand is greater than supply and where new development is likely to occur. All on-street parking is protected by curb extensions/ bump-outs.

ON-STREET PARKING
Defined on-street parking throughout the corridor provides greater access to existing and future development. Bump-outs provide protection to parked cars and in some locations assist in creating a shorter pedestrian crossing.

VEGETATED BUFFER
Traditional tree lawns frame the street and separate pedestrians from traffic flow. These green spaces also provide a significant opportunity to help manage stormwater. Tree lawns are typically turf or low growing vegetation, but plant selection should always take maintenance requirements into consideration.

WIDER SIDEWALKS
Some conditions within the corridor have only 4- or 5-foot wide sidewalks. These recommended improvements include widening the sidewalks on both sides of 63rd Street to 8-feet. Reconstructing the sidewalks also provides an opportunity to improve ADA accessibility.



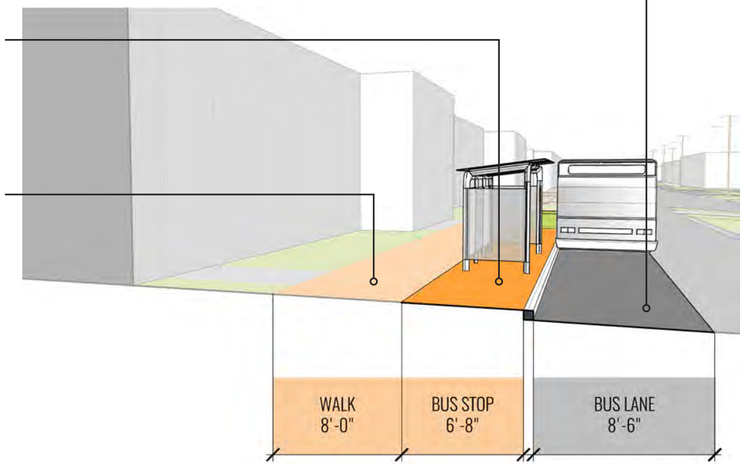
Transit Stops

The 63rd Street study area has a significant volume of transit ridership and therefore enhanced transit stops are recommended. Shelters, seating, lighting, and extended sidewalks improve the user experience. It is recommended that International CPTED guidelines be used to design each transit stop to improve the overall comfort and safety.

BUS LANE
At the busiest bus stops along the 63rd Street Corridor (Brookside, Oak, and Troost), bus lay-bys would remove buses from the travel lane to make stops. Other bus stops with low boarding rates would utilize in-lane sidewalk stops to keep transit flow smooth and reduce costs.

BUS STATION NODE
By extending the sidewalk, bus stations could improve overall comfort and safety. These nodes would be placed at current bus stops along the 63rd Street Corridor.

WIDER SIDEWALKS
Some conditions within the corridor have only 4- or 5-foot wide sidewalks. These recommended improvements include widening the sidewalks on both sides of 63rd Street to 8-feet. Reconstructing the sidewalks also provides an opportunity to improve ADA accessibility.



Green Stormwater Infrastructure

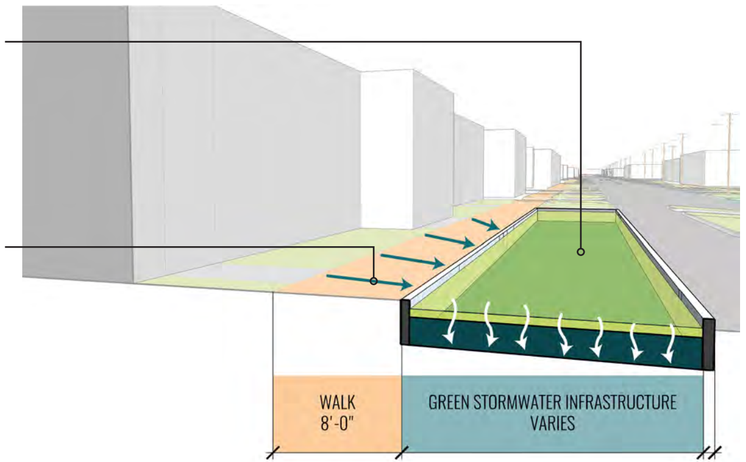
In strategic locations along the 63rd Street Corridor, green stormwater infrastructure would help manage runoff while providing a vegetated buffer between pedestrians and traffic.

STORMWATER MANAGEMENT

Green stormwater infrastructure located between the sidewalk and the road will help slow and capture stormwater runoff along the corridor. These stormwater management strategies also provide visual interest and a vegetated buffer to enhance pedestrian safety and comfort.

WIDER SIDEWALKS

Some conditions within the corridor have only 4- or 5-foot wide sidewalks. These recommended improvements include widening the sidewalks on both sides of 63rd Street to 8-feet. Reconstructing the sidewalks also provides an opportunity to improve ADA accessibility.



Landscape / Green Space

Wherever possible a landscape buffer is desired to separate pedestrians from the traffic lanes. This vegetated buffer increases the pedestrians' level of comfort and perception of safety. Street trees not only provide shade and seasonal interest, but provide a vertical visual element defining each outdoor room. Street trees have also been shown to calm traffic.

STREET TREES

Street trees can calm traffic, provide shade, and create visual interest to improve the corridor for both pedestrians and drivers.

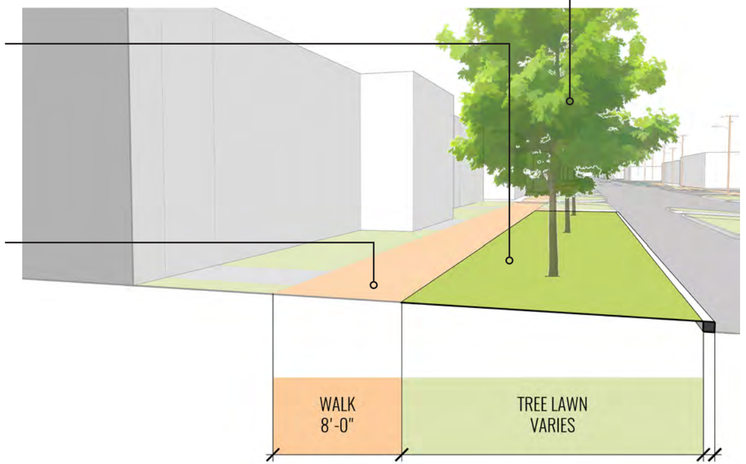
NOTE: Refer to KC Parks Street Tree Planting Requirements for tree species recommendations and planting specifications.

VEGETATED BUFFER

Traditional tree lawns frame the street and separate pedestrians from traffic flow. These green spaces also provide a significant opportunity to help manage stormwater. Tree lawns are typically turf or low growing vegetation, but plant selection should always take maintenance requirements into consideration.

WIDER SIDEWALKS

Some conditions within the corridor have only 4- or 5-foot wide sidewalks. These recommended improvements include widening the sidewalks on both sides of 63rd Street to 8-feet. Reconstructing the sidewalks also provides an opportunity to improve ADA accessibility.



Bicycle Amenities

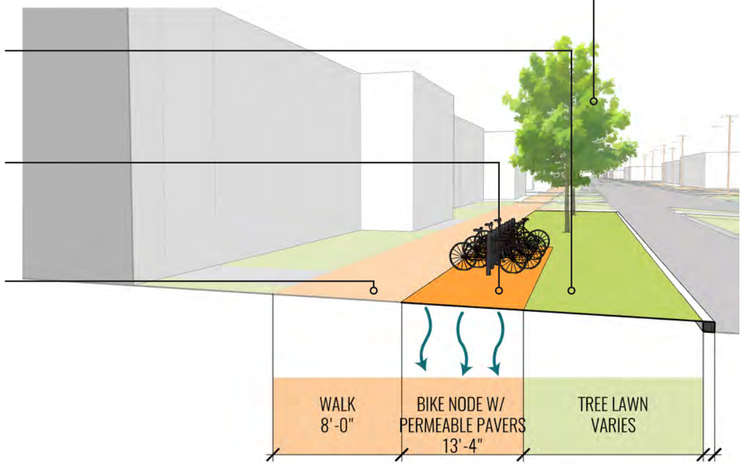
The 63rd Street Corridor runs parallel to the proposed Meyer Boulevard bike lane improvement project. Trolley Track Trail users and cyclists that may be traveling via Meyer or from adjacent neighborhoods would benefit from bike parking and other amenities throughout this study area. These nodes will strengthen the viability of traveling via bike as opposed to car. In addition to bike parking, bicycle repair stations should also be considered.

STREET TREES
Street trees can calm traffic, provide shade, and create visual interest to improve the corridor for both pedestrians and drivers.
NOTE: Refer to KC Parks Street Tree Planting Requirements for tree species recommendations and planting specifications.

VEGETATED BUFFER
Traditional tree lawns frame the street and separate pedestrians from traffic flow. These green spaces also provide a significant opportunity to help manage stormwater.

BIKE NODE
At key intersections, an extension of the sidewalk provides bike amenities, including parking and possible repair stations. Permeable pavers would be desired to help manage stormwater.

WIDER SIDEWALKS
Some conditions within the corridor have only 4- or 5-foot wide sidewalks. These recommended improvements include widening the sidewalks on both sides of 63rd Street to 8-feet. Reconstructing the sidewalks also provides an opportunity to improve ADA accessibility.



Outdoor Seating / Dining

In lieu of a vegetated buffer or on-street parking, there are several locations throughout the corridor that may benefit from additional outdoor seating. Specifically adjacent to restaurants along the 63rd Street Corridor, expanded pavement for tables and chairs may be an ideal solution for property owners or developers. This scenario brings additional life onto the street increasing its vitality and enhancing its sense of place.

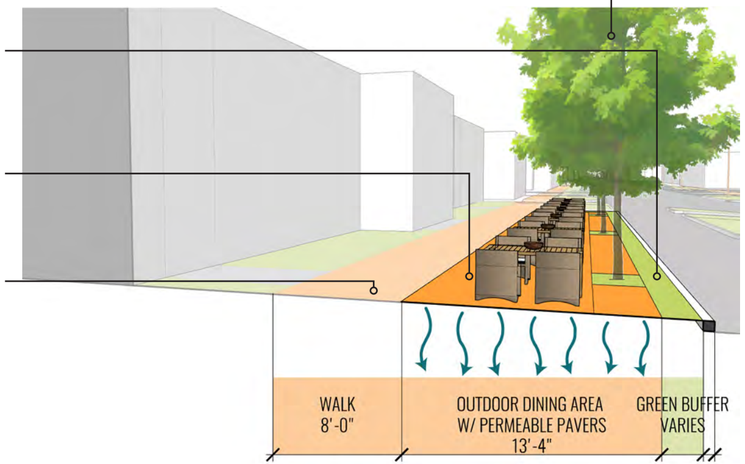
STREET TREES
Street trees can calm traffic, provide shade, and create visual interest to improve the corridor for both pedestrians and drivers.
NOTE: Refer to KC Parks Street Tree Planting Requirements for tree species recommendations and planting specifications.

VEGETATED BUFFER
Traditional tree lawns frame the street and separate pedestrians from traffic flow. These green spaces also provide a significant opportunity to help manage stormwater.

OUTDOOR SEATING/DINING
Additional outdoor seating for local businesses would increase activity and interest along the 63rd Street Corridor.

WIDER SIDEWALKS
Some conditions within the corridor have only 4- or 5-foot wide sidewalks. These recommended improvements include widening the sidewalks on both sides of 63rd Street to 8-feet. Reconstructing the sidewalks also provides an opportunity to improve ADA accessibility.

NOTE: Coordination required to obtain permits to use the right of way for business space.



Mid-Block Crossing

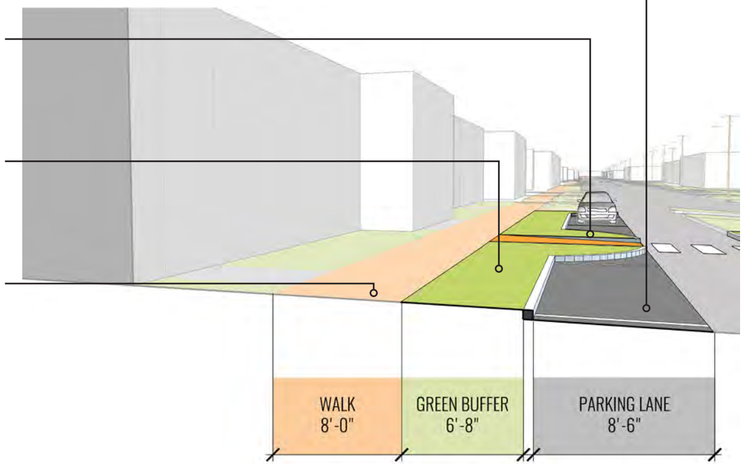
Many blocks along the corridor are longer than desirable for walkability and pedestrian comfort. These block would benefit from mid-block crossing, where bump-outs minimize the distance a pedestrian would travel in the road. A center median provides refuge to those crossing and adds greenspace to the corridor. In addition to enhancing pedestrian safety, mid-block crossings also calm traffic and create a more comfortable environment.

ON-STREET PARKING
Defined on-street parking throughout the corridor provides greater access to existing and future development. Bump-outs provide protection to parked cars and in some locations assist in creating a shorter pedestrian crossing.

MID-BLOCK CROSSING
In areas where on street parking occupies long blocks, mid-block crossings paired with center medians would help pedestrians cross 63rd Street safely and comfortably.

VEGETATED BUFFER
Traditional tree lawns frame the street and separate pedestrians from traffic flow. These green spaces also provide a significant opportunity to help manage stormwater.

WIDER SIDEWALKS
Some conditions within the corridor have only 4- or 5-foot wide sidewalks. These recommended improvements include widening the sidewalks on both sides of 63rd Street to 8-feet. Reconstructing the sidewalks also provides an opportunity to improve ADA accessibility.



Other Corridor Improvements

In addition to the "kit of parts" incorporating various amenities throughout the corridor, several consistent enhancements are also recommended.

WIDER SIDEWALKS
Some conditions within the corridor have only 4- or 5-foot wide sidewalks. These recommended improvements include widening the sidewalks on both sides of 63rd Street to 8-feet. Reconstructing the sidewalks also provides an opportunity to improve ADA accessibility. A wider, more comfortable pedestrian experience will encourage more pedestrian activity.

CROSSWALKS
More clearly defined crosswalks with high-visibility markings and pedestrian activated push-buttons at each signalized intersection will improve the overall safety and comfort of pedestrians.

CURB EXTENSIONS / BUMP-OUTS
Extending curbs at intersections is a traffic-calming measure often utilized to control traffic speeds and increase safety. Bump-outs are also an effective tool to shorten the length of pedestrian crossings resulting in a more comfortable walking experience.

▲ CONCEPT IMAGERY
Images above are for reference only to depict similar examples of other corridor improvements.

63rd Street Corridor Activity Centers

The 63rd Street Corridor project aims to improve mobility and transportation options along the 63rd Street Corridor and has examined closely the mobility and connectivity at three activity centers located at the intersections of Wornall/Main (Brookside), Oak, and Troost/Rockhill. The following pages illustrate the proposed recommendations for improvements at each key activity center.

Troost Avenue / Rockhill Road

The 63rd Street Corridor identified the segment between Rockhill Road and The Paseo as a node with significant improvement potential. Pending private development opportunities, predominantly on the northwest and southeast corners, leave many unknowns, however, recommendations suggested are intended to further attract investment. The Troost and 63rd intersection hosts four KCATA transit stops serving the 63 bus route and Troost MAX. Supporting the highest KCATA ridership, over 950 average passengers per day, within the study area, this intersection struggles with safely managing pedestrian and traffic volumes simultaneously. Recommendations to increase mobility and connectivity are keenly focused on calming traffic, improving pedestrian crossings, enhancing the sense of place, and improving the overall transit experience.

Legend

1. Troost MAX and 63 bus route transit stop enhancements and corner plaza provide a more comfortable experience for transit riders and will support increased activity as development continues.
2. Transit and food truck plaza. Activate activity center in the short term with regular food truck and mobile retailers. This corner park adds open space, seating, shade and a welcoming community space. The concept is to convert this underutilized parking lot inexpensively and coordinate with future development for a more permanent feature. Additionally, the plazas and parking lots are a potential opportunity area for permeable pavement and could provide an aesthetic upgraded.
3. Enhanced public realm and integration of on-street parking will strengthen access to neighboring redevelopment projects.
4. Strategic restrictions to existing curb access manages traffic flow and minimizes vehicular and pedestrian conflicts.
5. Center landscape medians calm traffic and restrict turning movements for vehicles improving safety and wayfinding. These medians may also become pedestrian refuges for mid-block crossings where appropriate.
6. Reconstructed sidewalks and added tree lawn buffer pedestrians from traffic lanes.
7. Curb extensions and shortened, more visible crosswalks provide a more comfortable intersection at Rockhill Road. Enhanced transit stops are recommended on the two western corners while stormwater management is a priority on the eastern corners as this area is historically prone to flooding during major storm events.
8. Traffic demands the segment of 63rd Street between Troost Avenue and The Paseo maintain a 5-lane cross section. Recommendations for this stretch are focused on the pedestrian environment in order to create a more comfortable walking experience.

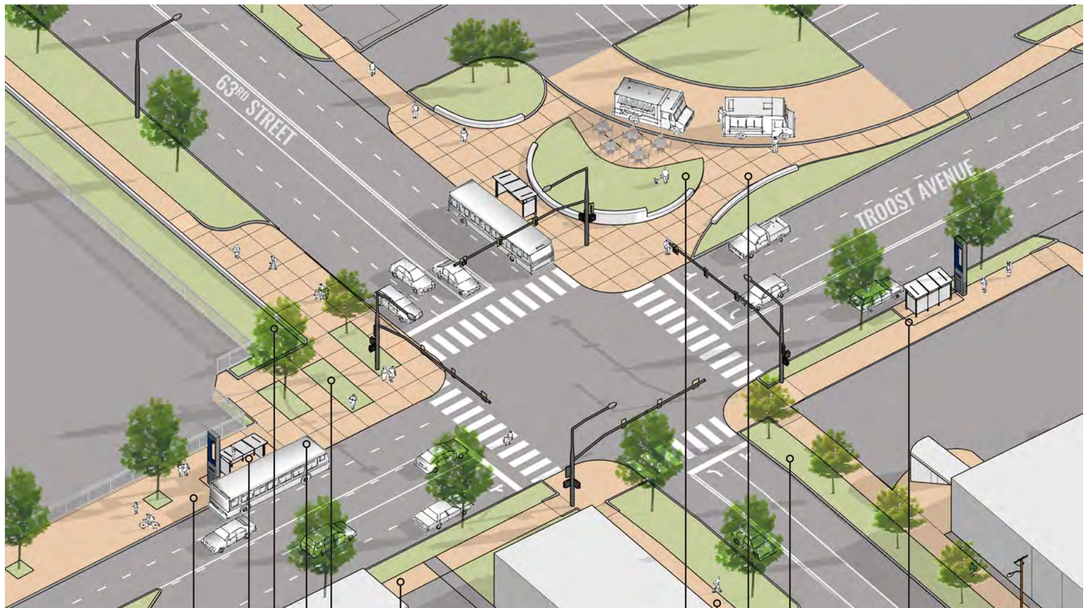
Troost Avenue Improvements

The Troost and 63rd intersection facilitates the highest traffic volume within the study area and therefore is the terminus of the recommended 63rd Street lane reduction. Typical intersection improvements throughout the corridor apply while additional enhancements to the Troost streetscape is recommended. Enhanced transit stops and access management strategies are recommended on Troost Avenue. Center landscape medians are an effective tool in reducing crash rates and increasing pedestrian safety. Mid-block crossings with a pedestrian refuge enable pedestrians to cross half of the wide Troost Avenue cross section at a time. Simultaneously, the raised median regulates safe, controlled vehicular access to adjacent development. Conceptual images below. ▼

Short-Term Activation

Low-cost attractions should be considered to create a more consistent draw to the Troost/Rockhill intersection. This could include regularly scheduled food trucks and/or pop-up retail venues. Enhancing transit stops with upgraded shelters, seating, greenspace and shade make for a more welcoming, community space at the corners of Troost and 63rd.

[1]Photo: *Cesar E. Chavez Ave Transit Improvements | Metro Los Angeles*

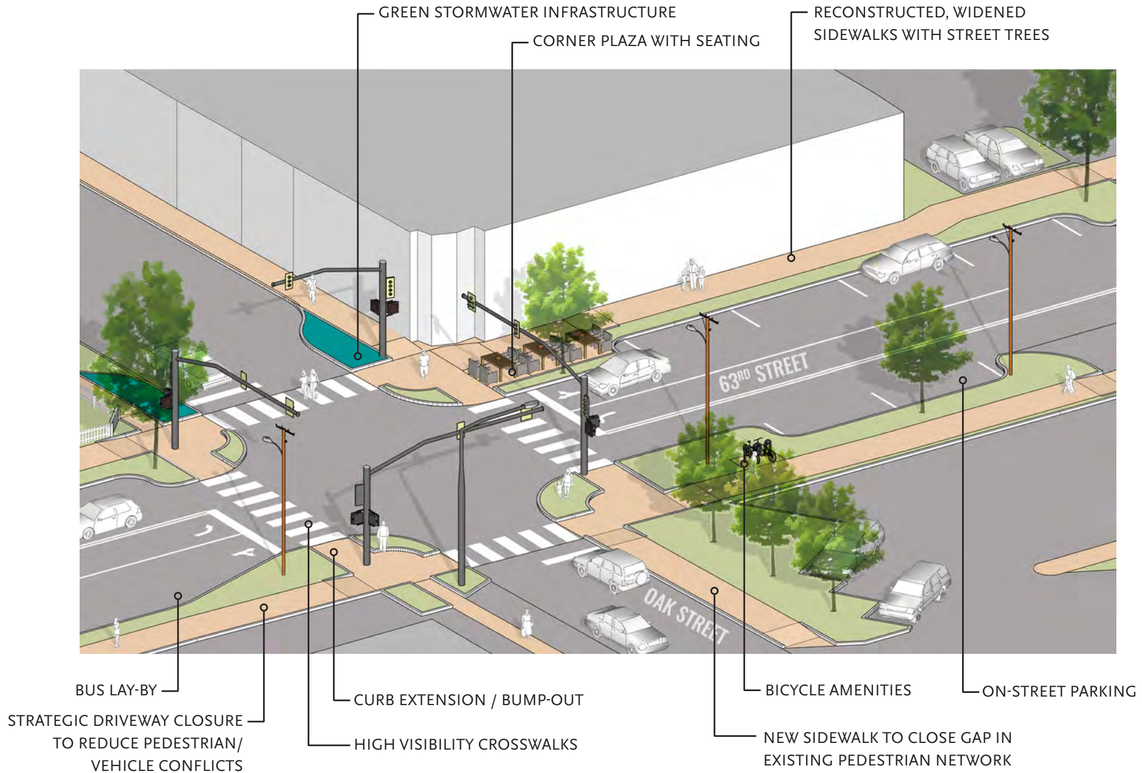


Oak Street

The intersection of 63rd Street and Oak Street is located close to the center of the study area and has been experiencing the most physical transformation from recent private development. Three of the four corners of the intersection are commercial/retail and the fourth is residential. Successful establishments are creating a draw to this node which is increasing the demand on parking availability. As development continues and density is increased, parking needs should be studied further as needed to ensure businesses have sufficient parking and access.

Legend

1. Improved and shortened crosswalks through the use of high visibility markings and curb extensions increases the walkability of this node.
2. Curb extensions provide opportunity for unique landscaping and strengthened sense of place.
3. On-street parking supports nearby retail destinations with limited off-street parking.
4. Expanded hardscape at northeast corner provides an opportunity for outdoor seating/dining.
5. Bicycle amenities encourage alternative transportation and increase mode share. Activity nodes such as Oak Street provide an opportunity to draw users of the proposed Meyer Boulevard protected bike lanes and nearby Trolley Track Trail.
6. Proposed stormwater infiltration and management at existing inlet locations.
7. Construct new sidewalk on west side of Oak Street to connect a gap in existing pedestrian infrastructure.
8. Bus lay-bys provide opportunity for buses to pull out of the flow of traffic.



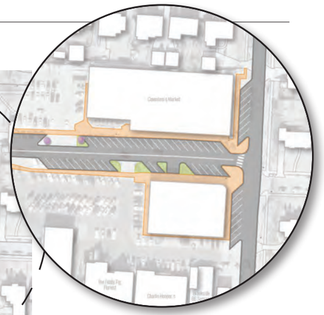
Wornall Road / Brookside Boulevard

The Brookside activity center is the most densely populated and activated by vibrant retail, commercial, services, and residential neighborhoods. Though economically strong, the physical environment is challenged with traffic congestion, parking concerns, and an auto-dominated public realm. Recommendations for this activity center are focused on improving the pedestrian and vehicular experiences by reducing the number of conflicts between them. Narrowing 63rd Street to the recommended 3-lane profile beginning just west of Wornall Road enables on-street parking to become more efficient and effective. Numerous alternative parking lot configurations for the Brookside Shops were considered with an ultimate goal of no net loss in parking capacity. The recommended layouts modifies traffic flow to remove the complex traffic movements on-to and across 63rd Street. These alternate parking lot configurations also enable the Trolley Track Trail connection to occur intuitively and safely across 63rd Street.

Several modifications to the supporting road network are also recommended. An alternate alignment of Brookside Boulevard consolidates and simplifies the intersection with Brookside Road to the south as well as coordinates with the proposed Meyer Boulevard improvements. 62nd Terrace is modified to incorporate parking on both sides of the road, some parallel and some angled. Curb extensions / bump-outs to protect the ends of parking will not only better protected parked vehicles but will also calm traffic and improve pedestrian crossings. Wornall Road supports bus pick-up an drop-off for Border Star School. Traffic volumes on Wornall Road support the recommendation to construct a permanent bus lay-by reducing northbound traffic to one lane which would create a much safer and convenient situation for the school and its families. The concept for Brookside Plaza south of 63rd Street is to convert it one-way southbound with angled parking on both sides. This significantly increases the parking count and desired proximity to local destinations.

Legend

1. Bus lay-by for Border Star School
2. Brookside Boulevard realignment with on-street parallel parking and widened sidewalks along both sides.
3. North and south Brookside Shops parking lot reconfigurations brings parking stalls closer to patron destinations and eliminates access to/from 63rd Street. The efficiency of these parking lots if improved and their footprint enables them to be more easily transformed for community events. Additionally, the parking lots could utilize permeable pavers.
4. Existing tennis courts and parks and recreation property is relocated to the west side of the realigned Brookside Boulevard. This location compliments the school function to the west and can continue to provide recreation services and stormwater management functions for the surrounding community.
5. 63rd Street bus lay-by is maintained but an enhanced transit stop supports strong ridership of the 63 Bus and transfers to/from the Main MAX route.
6. A central gathering place is created when multiple curb cuts and access drives are removed. A plaza with seating, art, landscape, lighting, and a direct connection to the Trolley Track Trail captures the vibrancy of this neighborhood.
7. A centered landscape median manages vehicular movements while simultaneously providing a controlled pedestrian crossing and refuge. Combining trail users and pedestrians to one central crossing improves the visibility of those crossing the roadway.
8. Modifications to Brookside Plaza are not anticipated to impact existing curb lines but instead work within the existing road bed. One-way southbound traffic flow enables angled parking on both sides of the street significantly increasing parking quantities.
9. A modified vehicular exit point for the Commerce Bank is recommended to eliminate another curb cut on Meyer Boulevard. The consolidation of these movements will improve the overall navigability and safety while not impacting ease of access or egress.
10. If/When parking demands significantly increase, structured parking could be considered without significant impact to the charm of the shopping district or neighborhood. This public-private partnership opportunity could be a two-deck structure providing approximately XXX stalls.
11. Parking configuration and additional angled stalls are recommended on Main Street as highly encouraged by local businesses. The addition of these parking stalls is anticipated to have minimal to no impact on traffic flows on Main Street.
12. Improvements to 62nd Terrace narrow the travel lanes to provide more defined parking on both sides of the street.



Angled Parking

Conceptual plans recommend back-in angled parking (reverse angle parking) to improve safety enabling drivers to make eye contact with oncoming traffic when existing a parking spot. The blow up plan above illustrates that nose-in (or traditional) angled parking configuration could still work with the plan without sacrificing parking quantities.

Structured Parking

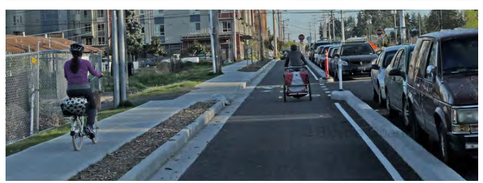
Parking demand could grow in Brookside, possibly warranting an opportunity to construct structured parking. A public-private partnership could invest in converting the existing Price Chopper surface lots into a parking structure maximizing parking without significantly impacting the architectural character of the neighborhood.

Trolley Track Trail

A major component of the Brookside Activity Center is the Trolley Track Trail. One of the most utilized recreational trails in the Kansas City region, the existing trail falls short by currently unloading users into high-traffic areas and parking lots with no clear sense of how to continue. This gap in the trail has been a major focus of this study and a top priority expressed by community members.

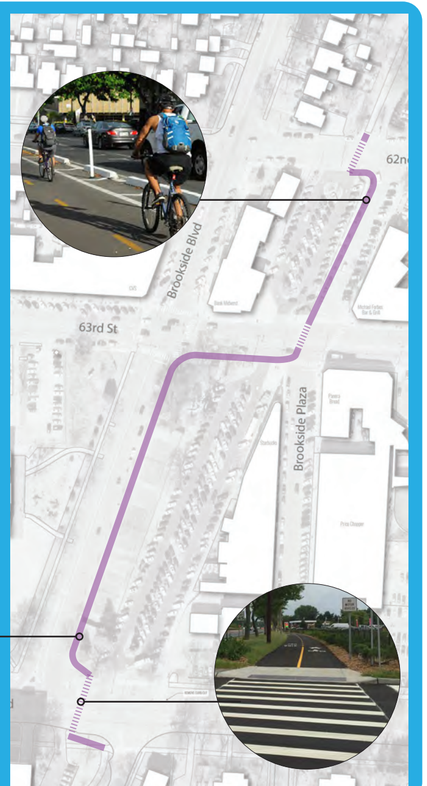
The proposed alignment connecting the existing two dead-ends provides a direct and intuitive route while minimizing conflict points with vehicles. The nearly 1/4 mile long trail connection enables users to effortlessly engage with Brookside's amenities while also facilitating those desiring to pass through.

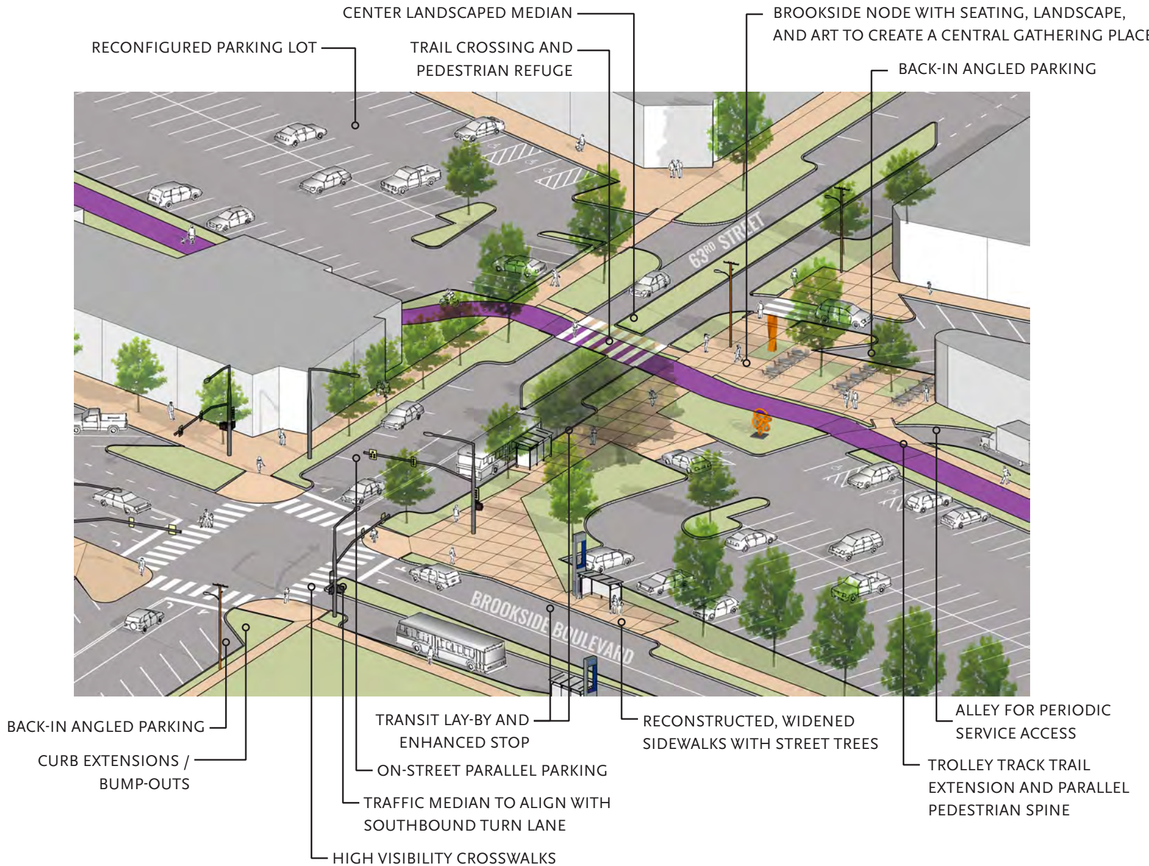
The portion of the trail proposed behind the 6300 block of Brookside Plaza properties offers a unique opportunity to increase bike/pedestrian mobility while accompanying the trail and maintaining access and service to businesses. Conceptual images below. ▼



Short-Term Solutions

The conceptual plan's long-term vision for the Trolley Track Trail connection requires the cooperation of many agencies, property owners, and stakeholders. In the short-term, it is recommended that a temporary, lower-cost solution be implemented to safely connect trail users through Brookside. The plan to the right illustrates a temporary route that is not dependent upon reconfiguration of the Brookside parking lots. This temporary alignment would require the conversion of Brookside Plaza's parallel parking lane as well as investment in a wider shared-use path along 62nd Terrace, 63rd Street, and Brookside Boulevard. Leveraging the existing HAWK (High-Intensity Activated Crosswalk) signal to cross 63rd Street, new high visibility crosswalks would need to be added at 62nd Terrace and Meyer Boulevard.



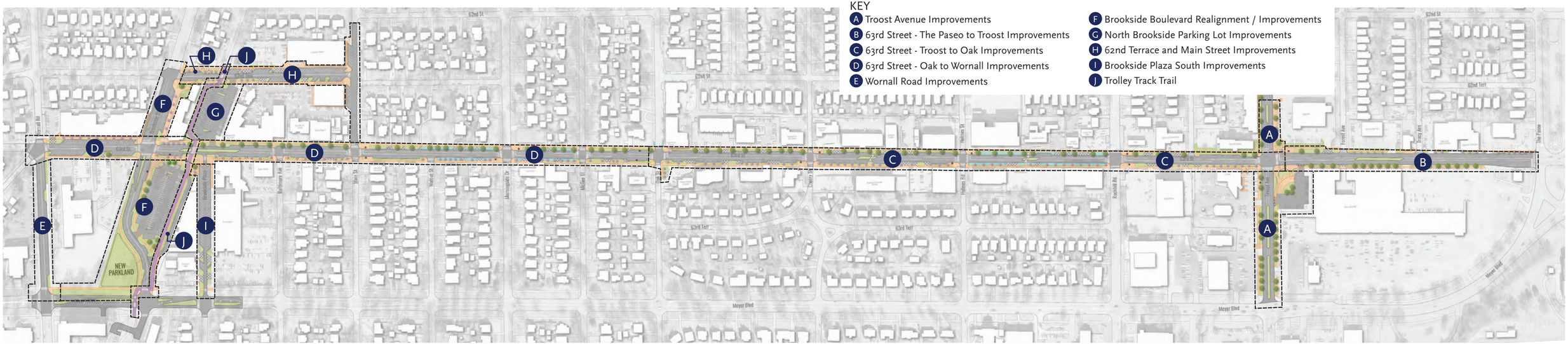


Implementation & Phasing

The following section examines the cost implications of the proposed improvements, the ideal phasing of these projects as well as potential funding mechanisms.

Phasing and Costs are a critical component of seeing the vision of the master plan brought to life. It is important to implement projects in an order that complements the design process and realities of construction. Project priorities are based on stakeholder feedback as well as feasibility of sequencing. For example, utility infrastructure should be an immediate priority to ensure it is in place for future development work on the corridor These relationships along with costs and funding area examined in this section. That said, it is important to embrace opportunities to develop components of the master plan as they arise. If an opportunity to develop a long term project occurs before the timeline anticipated, this should be embraced as an opportunity to accelerate the completion of the 63rd Street Corridor Plan vision. It is also recommended to look at existing incentive districts and the creative of new districts as of source of funding for implementation.

63rd Street Corridor - Looking North



PRE-PROJECT

- Setup Project Implementation Committee
- Grant And Funding Coordination
- Continued Stakeholder Coordination
- Concurrent Project/Plan Coordination

SHORT TERM PROJECTS

- C 63rd Street - Troost to Oak Improvements
- Trolley Track Trail Interim Alignment
- E Wornall Road Improvements
- Road Diet Pilot Project (Striping And Signage)

MID TERM PROJECTS

- D 63rd Street - Main to Wornall Improvements
- F Brookside Boulevard Realignment / Improvements
- J Trolley Track Trail
- A Troost Improvements
- B 63rd Street - The Paseo to Troost Improvements

LONG TERM PROJECTS

- D 63rd Street - Oak to Main Improvements
- G North Brookside Parking Lot Improvements
- H 62nd Terrace and Main Street Improvements
- I Brookside Plaza South Improvements
- Structured Parking

Pre-Project Coordination

Project Description: Additional pre-project coordination is required to maintain project momentum and ensure necessary requirements are met to allow for coordinated construction efforts.

Key Project Coordination: Key coordination efforts anticipated are as follows:

- Setup Project Implementation Task Force: It is recommended to setup a project implementation committee comprised of key technical staff as well community members to help steer, coordinate, and communicate project implementation efforts.
- Grant and Funding Allocation: Project funding sources will need to be investigated further and scheduled appropriately. Funding sources may vary by project and be tied with additional sources.
- Continued Stakeholder Coordination: Maintaining project momentum will be critical to ensuring successful project implementation. Community stakeholders should be informed and included in the implementation process.
- Concurrent Project / Planning Coordination: It was noted during the data collection phase that there are a number of large scale planning and construction related projects that overlap with the study area for this project. It will be necessary to ensure strong communication with other planning and project efforts to avoid conflicting efforts and maximize opportunities for coordinating implementation.

Phasing: Pre-Project

Est. Project Costs: Undetermined

Potential Funding Source(s): City Planning / Public Works Budget

63rd Street - Troost Avenue to Oak Street Improvements

Project Description: This sub-project includes improvements to the right-of-way along 63rd Street between Troost Avenue and Oak Street. This project modifies the existing 4-lane road configuration to a 3-lane configuration to provide additional right-of-way space for pedestrian access and enhanced traffic calming. Right-of-way improvements include new sidewalks, street tree plantings, added green space, green stormwater infrastructure, mid-block crossings, utility and traffic signal modifications, on-street parking, roadway reconstruction, and new pavement markings. The improvements are proposed to help alleviate key concerns with traffic calming.

Project Partners: City of Kansas City, Missouri, Public Works, KC Water

Key Project Coordination: This project will require coordination with the City for improvements within 63rd Street right-of-way as well as coordination with adjacent property owners and developments. Utility adjustments will be required and need coordination with the respective agencies. This project will require coordination with future stormwater improvements in the area. Project schedule is dependent on interdepartmental coordination and funding

Phasing: Short Term Priority. Timing for any construction east of Cherry Street is based on KC Water projects in this area and to the east. This project can be designed, funded and constructed in coordination with the projects identified both to the east and west on 63rd Street as resources are available.

Est. Project Costs: $7.7 Million

Potential Funding Source(s): Surface Transportation Program (if part of a larger 63rd Street project), KC Water, PIAC

Trolley Track Trail - Interim Alignment

Project Description: Providing a safe Trolley Track Trail connection through the Brookside commercial area was noted as a priority during the engagement process. This project will provide temporary route for the Trolley Track Trail that is not dependent upon reconfiguration of the Brookside parking lots. This temporary alignment would require the conversion of Brookside Plaza's parallel parking lane as well as investment in a wider shared-use path along 62nd Terrace, 63rd Street, and Brookside Boulevard. A raised concrete median would be provide to separate the trail from adjacent traffic on Brookside Plaza. The south existing tennis court would be removed as well to allow for a wider shared-use path. Additionally this route would utilize the existing HAWK signal at 63rd Street and require new high visibility crosswalks at 62nd Terrace and Meyer Boulevard.

Project Partners: City of Kansas City, Missouri, Public Works, KC Parks, Brookside Tenants, KCATA

Key Project Coordination: This project will require coordination with KCATA who owns the trail right-of-way and adjacent parking lots, the City for reconfiguration of Brookside Plaza, and KC Parks for adjustments existing tennis courts. Coordination of construction with business owners in the Brookside area is critical to ensure sufficient customer and service access is provided throughout construction.

Phasing: Short Term Priority

Est. Project Costs: Approximately $120,000

Potential Funding Source(s): PIAC

Wornall Road Improvements

Project Description: Improvements will include modifications to the Wornall Road northbound drive lanes to provide a dedicated drop-off lane to handle bus traffic at the adjacent Border Star School. This project is expected to also include pavement reconstruction and sewer and water utility relocation and replacement. The existing northbound travel lane is currently blocked by bus traffic during school drop off, this project will include the incorporation of curb bumpouts to better protect and define the bus drop-off area.

Project Partners: City of Kansas City, Missouri, Public Works, Brookside Tenants, Border Star School

Key Project Coordination: This project will require coordination with the City for improvements within the Wornall Road right-of-way as well as coordination with adjacent Border Star School.

Phasing: Short Term Priority. This is a standalone project.

Est. Project Costs: $700,000

Potential Funding Source(s): PIAC

Road Diet Pilot Project (Striping And Signage)

Project Description: It is recommended to perform a temporary implementation of the proposed road diet along 63rd Street prior to committing to major infrastructure changes to the roadway. Temporary implementation of the road diet would predominately be in the form of new pavement markings to reflect the changes to the travel lane configurations. The temporary road diet could be implementing across the corridor from Troost Avenue to Wornall Road, or in smaller sections.

This project would include removal of existing pavement marking, new pavement markings, new crosswalk marking at each intersection, new signage, and installation of plastic traffic delineation bollards are proposed curb bump-outs.

It would also be recommended to utilize this temporary road diet as a study period and document potential challenges and adjust the proposed design as needed.

Project Partners: City of Kansas City, Missouri, Public Works, KC Water

Key Project Coordination: This project will require coordination with the City for improvements within the right-of-way as well as coordination with the community to advertise and educate about the proposed road diet.

Phasing: Short Term Priority

Est. Project Costs: Approximately $80,000

Potential Funding Source(s): PIAC

63rd Street - Oak Street to Wornall Road Improvements

Project Description: This sub-project includes improvements to the right-of-way along 63rd Street between Oak Street and Wornall Road. This project modifies the existing 4-lane road configuration to a 3-lane configuration to provide additional right-of-way space for pedestrian access and enhanced traffic calming. Right-of-way improvements include new sidewalks, street tree plantings, structural soil, added green space, green stormwater infrastructure, mid-block crossings, utility and traffic signal modifications, on-street parking, roadway reconstruction, and new pavement markings. The improvements are proposed to help alleviate key concerns with traffic calming and providing parking for adjacent businesses.

Project Partners: City of Kansas City, Missouri, Public Works, KC Water

Key Project Coordination: This project will require coordination with the City for improvements within 63rd Street right-of-way as well as coordination with adjacent property owners and developments. Coordination of construction with business owners in the Brookside area is critical to ensure sufficient customer and service access is provided throughout construction. Utility adjustments will be required and need coordination with the respective agencies. This project will require coordination with future stormwater improvements in the area.

Phasing: Mid to Long Term Priority. This project can be designed, funded and constructed in coordination with the projects identified both to the east and west on 63rd Street as resources are available. This project could potentially be sub divided into multiple phase.

Est. Project Costs: $7.14 Million

Potential Funding Source(s): Surface Transportation Program (if part of a larger 63rd Street project), PIAC, KC Water

Brookside Boulevard Realignment / Improvements

Project Description: Brookside Boulevard is proposed to be realigned to create a more direct alignment with Brookside Road south of Meyer Boulevard and to create additional separation between the Wornall Road and Brookside Boulevard intersections on Meyer Boulevard. Additionally this realignment includes relocation of the existing park space and tennis courts to the area directly adjacent to existing Border Star School. This realignment also allows for a reconfiguration of the south Brookside parking lot and a more direct connection of the Trolley Track Trail, which was highlighted as a priority by the community. This project is likely to include substantial green infrastructure improvements as well to mitigate stormwater run-off in the Brookside area. Improvements proposed for this project includes roadway realignment, earthwork, new sidewalks, utility adjustments, parking lot reconfiguration, service access reconfiguration, street tree and landscape plantings, and recreational / open space improvements.

Project Partners: City of Kansas City, Missouri, Public Works, KC Parks, KC Water, Brookside Tenants, KCATA, Border Star School, Private Property Owners

Key Project Coordination: This project will require coordination with the City for improvements within the Brookside Boulevard right-of-way as well as coordination with adjacent property owners. Additionally this project would require coordination with KC Parks and parking lot owners (KCATA and private property owners). Coordination of construction with business owners in the Brookside area is critical to ensure sufficient customer and service access is provided throughout construction. Utility adjustments will be required and need coordination with the respective agencies. Additionally variances to City parking ordinances and KC Park's Boulevard and Parkway Standards would need to be coordinated to implement the project.

Phasing: Mid Term Priority. This project would need to be aligned with a future Brookside Interceptor project identified for the space. The interceptor project can be timed to match improvements to Brookside Boulevard, as funding is available. Because of this, the scope of the project must include green stormwater infrastructure for water retention and drainage.

Est. Project Costs: $3.1 Million, $430,000 of total includes redevelopment of park/ recreation space, $700,000 of total includes South Parking lot improvements. Please note full extent of green stormwater infrastructure is undetermined and not included in this estimate. Trolley Track Trail construction costs is not included in this estimate.

Potential Funding Source(s): Federal Surface Transportation Program (potentially) although there are limitations because of the short length of the project. The partnering options and the connection with the Trolley Track Trail may make it attractive. Otherwise, PIAC, KC Parks and KC Water.

Trolley Track Trail

Project Description: Providing a safe Trolley Track Trail connection through the Brookside commercial area was noted as a priority during the engagement process. This project will provide a direct and safe connection by providing a separated trail that is buffered from adjacent parking and vehicular traffic. Pedestrian foot traffic is also provided separately from the Trolley Track Trail along the parking lots to avoid bike/pedestrian conflicts. Buffers will include a combination of landscape and decorative fencing as required to control trail crossing points. Pavement coloring and texturing will be used at trail crossing to help alert trail users to potential conflicts. Additionally signalization will be provided at the trail crossing at 63rd Street.

Project Partners: City of Kansas City, Missouri, Public Works, KC Parks, KC Water, Brookside Tenants, KCATA,

Key Project Coordination: This project will require coordination with KCATA who owns the trail right-of-way and adjacent parking lots. Coordination of construction with business owners in the Brookside area is critical to ensure sufficient customer and service access is provided throughout construction. Utility adjustments will be required and need coordination with the respective agencies.

Phasing: Mid Term Priority. The alignment shown requires reconfiguration of the north and south parking lots as shown in other projects.

Est. Project Costs: $200,000

Potential Funding Source(s): Surface Transportation Program Transportation Alternatives Program – because this is a key gap in the regional system, this project would be competitive, PIAC, KCATA (although there is limited funding for trail development at KCATA)

Troost Avenue Improvements

Project Description: This portion of the project area was noted with issues concerning traffic calming, pedestrian and vehicular conflicts, and limited pedestrian space. Additionally the node at Troost Avenue and 63rd Street is a well used transit location on the KCATA system making it important to prioritize pedestrian safety while maintaining safe access for the high volumes of traffic along Troost Avenue.

This sub-project includes improvements to the right-of-way along Troost Avenue between E. 62nd Street and Meyer Boulevard as well as recommendations for incorporating public open space at the existing parking lot at The Landing directly adjacent to the intersection. Right-of-way improvements include new sidewalks, street tree plantings, and medians added on Troost Avenue for increased traffic calming.

Project Partners: City of Kansas City, Missouri, Public Works, KC Water

Key Project Coordination: This project will require coordination with the City of Kansas City, Missouri for improvements within the Troost Avenue right-of-way as well as coordination with adjacent property owners and developments such as the Blue Hills Building Development and The Landing. Utility adjustments will be required and need coordination with the respective agencies. Project schedule is dependent on interdepartmental coordination and funding

Phasing: Mid Term Priority. Timing for this project is based on KC Water projects in this area and to the east. This project can be designed, funded and constructed in coordination with the projects identified both to the east and west on 63rd Street as resources are available. This project can also be constructed with identified enhancements to Troost Avenue both north and south of the intersection area.

Est. Project Costs: $2.2 Million, $320,000 of total includes park/public gathering space at adjacent The Landing property

Potential Funding Source(s): Surface Transportation Program (if part of a larger 63rd Street project), KC Water, Public Improvements Advisory Committee (PIAC)

63rd Street - The Paseo to Troost Avenue Improvements

Project Description: This portion of the project area was noted with issues concerning traffic calming, pedestrian and vehicular conflicts, and limited pedestrian space.

This sub-project includes improvements to the right-of-way along 63rd Street between The Paseo and Troost Avenue. Right-of-way improvements include new sidewalks, street tree plantings added green space, and a median on 63rd Street for increased traffic calming.

Project Partners: City of Kansas City, Missouri, Public Works, KC Water

Key Project Coordination: This project will require coordination with the City for improvements within 63rd Street right-of-way as well as coordination with adjacent property owners and developments such as The Landing and various business north of 63rd Street. Utility adjustments will be required and need coordination with the respective agencies. This project will require coordination with future stormwater improvements in the area. Project schedule is dependent on interdepartmental coordination and funding

Phasing: Mid Term Priority. Timing for this project is based on KC Water projects in this area and to the east. This project can be designed, funded and constructed in coordination with the projects identified both to the east and west on 63rd Street as resources are available.

Est. Project Costs: $2 Million

Potential Funding Source(s): Surface Transportation Program (if part of a larger 63rd Street project), KC Water, PIAC

North Brookside Parking Lot Improvements

Project Description: The goal of this project is to allow for the connection of the Trolley Track Trail while maintaining crucial parking for the Brookside area shops. With this project Brookside Plaza north of 63rd Street will be integrated into the circulation for a reconfigured north parking lot. Improvements proposed for this project includes parking lot reconfiguration, earthwork, new sidewalks, utility and lighting adjustments, tree and landscape plantings, permeable paving, pavement markings, and signage. This parking lot could serve as a potential opportunity area for permeable pavement and that permeable pavers could provide an upgraded aesthetic and serve as a flexible use space.

Project Partners: City of Kansas City, Missouri, Public Works, KCATA, Brookside Tenants

Key Project Coordination: This project would require coordination with parking lot owners (KCATA). Coordination of construction with business owners in the Brookside area is critical to ensure sufficient customer and service access is provided throughout construction. Utility adjustments will be required and need coordination with the respective agencies. This project will require coordination with future stormwater improvements in the area. Additionally variances to City parking ordinances would need to be coordinated to implement the project.

This concept will require further study on mitigating potential access and traffic concerns, and stakeholder engagement prior to implementation.

Phasing: Long Term Priority. This project would connect with the construction of the Trolley Track Trail, as the alignment is identified in this study.

Est. Project Costs: **$**500,000. Trolley Track Trail construction costs is not included in this estimate

Potential Funding Source(s): Because this project decommissions a roadway for parking, federal funding would be challenging. However, as this project is necessary for the alignment of the Trolley Track Trail, as proposed, this project could be included in the scope and used as local support.

62nd Terrace and Main Street Improvements

Project Description: The existing condition of 62nd Terrace includes an excessive amount of roadway pavement leaving large amounts of underutilized space. The goal of this sub-project is to reduce roadway widths for traffic calming, provide safer pedestrian access, and to incorporate more green space into the area.

Improvements proposed for this project includes roadway reconfiguration, new sidewalks, utility adjustments, and street tree plantings as green stormwater infrastructure.

Project Partners: City of Kansas City, Missouri, Public Works, Brookside Tenants, Smart Sewer Program

Key Project Coordination: This project will require coordination with the City for improvements within the 63rd Street right-of-way as well as coordination with adjacent property owners and developments. Coordination of construction with business owners in the Brookside area is critical to ensure sufficient customer and service access is provided throughout construction. Utility adjustments will be required and need coordination with the respective agencies.

Phasing: Long Term Priority. This can be a standalone project.

Est. Project Costs: $1.9 Million

Potential Funding Source(s): The limited length and scope of this project make this an ideal project for PIAC funds

Brookside Plaza South Improvements

Project Description: It was noted during community engagement that parking was a priority within the Brookside area. This project proposes to convert Brookside Plaza south of 63rd Street to one-way. One-way traffic would provide additional space to allow for angled parking on both sides of the street, this would allow for a substantial increase in on street parking along Brookside Plaza.

Improvements proposed for this project includes pavement markings, curb bump-outs, utility adjustments, and signage.

Project Partners: City of Kansas City, Missouri, Public Works, Brookside Tenants

Key Project Coordination: This project will require coordination with the City for improvements within the 63rd Street right-of-way as well as coordination with adjacent property owners and developments. Coordination of construction with business owners in the Brookside area is critical to ensure sufficient customer and service access is provided throughout construction. Utility adjustments will be required and need coordination with the respective agencies.

It was noted during engagement efforts that the current concept will present challenges for business delivery access and customer access. This concept will require further study on mitigating potential access and traffic concerns, and stakeholder engagement prior to implementation.

Phasing: Long Term Priority. This can be a standalone project.

Est. Project Costs: $800,000

Potential Funding Source(s): PIAC

Potential Future Projects

Brookside Structured Parking: Engagement efforts found that parking is a top priority, especially within the Brookside shopping area. A potential solution discussed during the concept design process and open house engagement was the incorporation of structured parking in the Brookside area.

As discussed in the concept section of this report, the planning team has identified the opportunity to incorporate structured parking adjacent to the Price Chopper. Due to the existing grades at this location it is anticipated that the structure could be implemented without significantly impacting the architectural character of the neighborhood.

This would be a substantial investment that would likely require a coordinated public/private partnership. It is recommended to support decision making by conducting an initial feasibility study to determine the cost/benefit of this project.