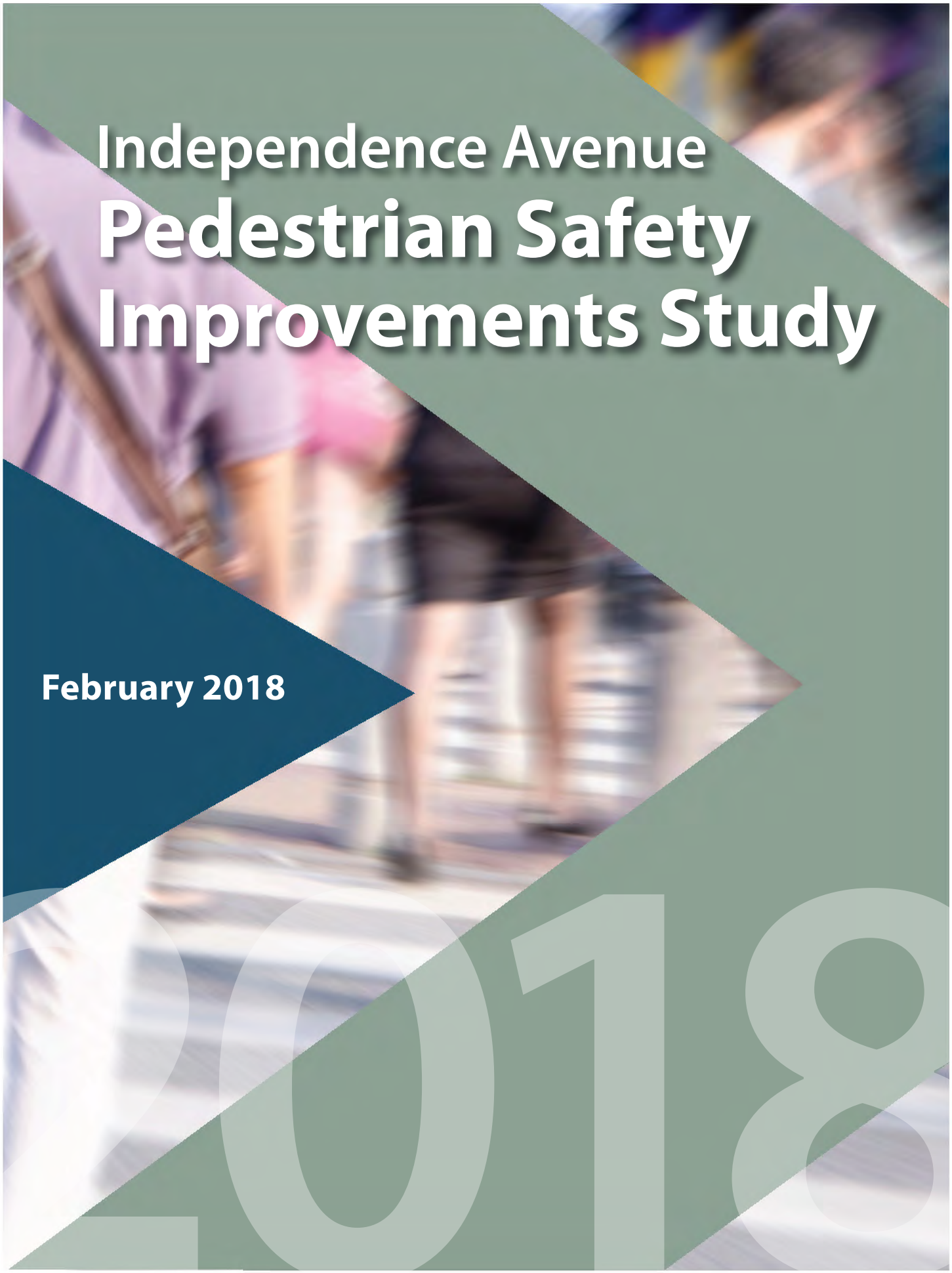

Independence Avenue Pedestrian Safety Improvements Study

February 2018

2018

Acknowledgments

Steering Committee

- Ali Abinassir, Somalian Center
- Bobbi Hughes, Northeast Chamber of Commerce
- Charlie Hopper, Hardesty Renaissance
- Charlie Passantino, Passantino Brothers Funeral Home
- Claudia Visnich, North-East Kansas City Public Library
- Dave Shuck, Lykins Neighborhood
- David Stadler, Matti Rhodes Center
- Eric Bunch, BikeWalk KC
- Forestine Beasley, Independence Plaza Neighborhood
- Gregg Smith, Kansas City Police Department
- Jessica Ray, Pendleton Heights Neighborhood
- Laura Schultz, Northeast Community Center
- Manny Abarca, Indian Mound Neighborhood
- Mark Morales, Sheffield Neighborhood
- Mary Cyr, Northeast Alliance Together (NEAT)
- Michael Bushnell, Northeast News
- Pastor Byamungu Dany, Central Baptist Church: Burunji service
- Pastor Samuel Nelson, Central Baptist Church: English service
- Rebecca Koop, Independence Avenue Community Improvement District
- Tim Saxe, Kansas City University of Medical and Biosciences
- Worton Family

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- Angela Eley, 3rd District Planner, City of Kansas City, Missouri
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Prepared for:

- City of Kansas City, Missouri
- Mid-America Regional Council
- Missouri Department of Transportation

Table of Contents

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Executive Summary

Via a planning process that kicked-off during the summer of 2017 and concluded during the winter of 2018, the City of Kansas City, in coordination with community members, a Steering Committee of stakeholders, Mid-America Regional Council (MARC), and a consultant team developed the ***Independence Avenue Pedestrian Safety Improvement Study***. The study area includes the five miles of Independence Avenue between Forest Avenue on the west and Ewing Avenue on the east.

The study team coordinated public events, Steering Committee meetings, online commenting options, and social media to gather feedback about the challenges and opportunities the community could leverage to improve pedestrian safety with the capital improvements. Throughout the process, the study team also analyzed feedback and combined it with traffic, safety, and roadway capacity analyses, as well as other information to arrive at a series of goals, strategies, and recommended improvement projects for the corridor.

Goals for improved pedestrian safety include:

- Meet the transportation needs of all corridor users
- Recognize that the future corridor should include:
  - Safer crossings
  - Safer routes to school
  - Bicycle accommodations
  - A reconnected street grid
- Improve the look and feel of the corridor while respecting its unique character
- Provide smaller-scale projects that can be completed quickly as well as major improvements
- Enhance economic development activity

Strategies for achieving the goals include:

- Eliminating sidewalks gaps
- Installing traffic-calming mechanisms
- Applying specific interventions to targeted Pursuing Federal funding and Safe Routes to School Program dollars
- Developing standardized intersections
- Managing vehicular access
- Being sensitive to maintenance and upkeep needs

Approximately $4 million of capital improvements may be necessary to help bring the goals and strategies to fruition. Key projects are likely to involve:

- Narrowing Independence Avenue from four lanes to three lanes road between Forest Avenue and Paseo Boulevard and using the available pavement width to provide a separate bike lane for both westbound and eastbound bicyclists that enables them to connect to bicycle accommodations planned with the Paseo Gateway and the Lexington/Gladstone bikeways projects.
- Maintaining four travel lanes between Paseo Boulevard and Benton Boulevard but improving pedestrian safety by adding a combination of short and long medians with landscaping and pedestrian refuge areas, and utilizing curb extensions at un-signalized offset intersections to help enhance pedestrian friendliness.
- Elevating pedestrian safety on Independence Avenue between Benton Boulevard and Forest Avenue by constructing short medians that can be used as pedestrian refuge when crossing the street, and installing curb extensions and islands at the un-signalized intersections.
- Targeting specific, pedestrian safety improvements to the following nine intersections:
  - Paseo Boulevard
  - Woodland Avenue
  - Olive Street
  - Prospect Avenue
  - Myrtle Avenue
  - Van Brunt Boulevard
  - Denver Avenue
  - Hardesty Avenue
  - Topping Avenue/Wilson Avenue
- Continued coordination with RideKC as the Independence Avenue MAX Bus Rapid Transit (BRT) route move from the preliminary investigation phase to construction and implementation
- Continuing to partnership with local stakeholders to pursue funding for improvements

CITY PLANNING AND DEVELOPMENT

01

Introduction

The City of Kansas City, in coordination with the Mid-America Regional Council (MARC) and a Steering Committee of community members, initiated the Independence Avenue Pedestrian Safety Improvements Study. The study area spans five miles of Independence Avenue (U.S. Highway 24) from Forest Avenue on the west to Ewing Avenue on the east. Developing the study will move the transportation recommendations of Invest Northeast (2013) forward and support the vision of the newly created Independence Avenue Special Character Overlay District (2016). It will also provide detailed information that City staff, elected officials, and community members may use as they pursue funding for design and construction of recommended improvements.

Planning Process

The planning process for the Independence Avenue Pedestrian Safety Improvements Study involved four key steps and engaged the corridor community via Steering Committee meetings and public events. The effort began during spring 2017 and ended winter 2018.

Key tasks involved:

- Inventorying and analyzing the existing roadway infrastructure, specifically traffic, crashes, walkability, transit service, and bicycle planning along the corridor.
- Researching and identifying successful pedestrian safety solutions that could be applied to the corridor and included with conceptual improvement plans.
- Identifying a funding strategy and preparing cost estimates.
- Meaningfully engaging community members.
- Enhance economic development activity

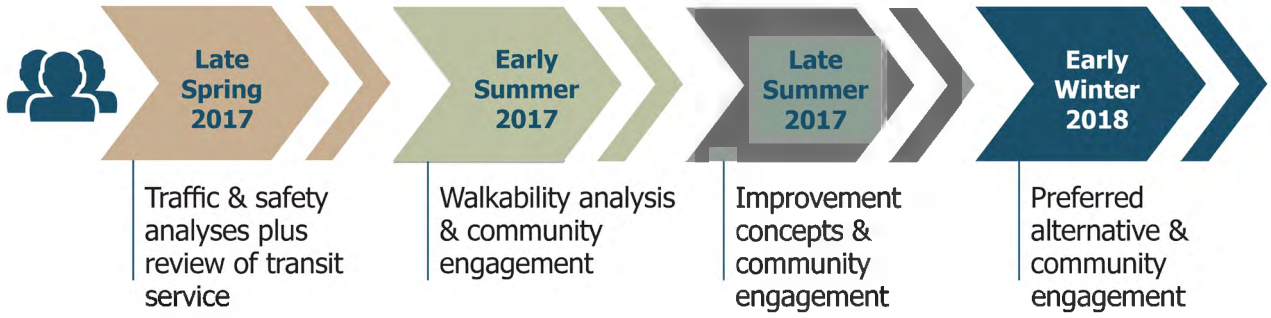
Goals and Strategies

Based on feedback and analysis gathered early in the planning process, the Steering Committee and study team developed the following goals to frame and define future pedestrian safety improvements in the corridor:

- Meet the transportation needs of all corridor users
- Recognize that the future corridor should include:
  - Safer crossings
  - Safer routes to school
  - Bicycle accommodations
  - A reconnected street grid
- Improve the look and feel of the corridor while respecting its unique character
- Provide smaller-scale projects that can be completed quickly as well as major improvements
- Enhance economic development activity

Supportive strategies involve:

- Eliminating sidewalks gaps
- Installing traffic-calming mechanisms
- Applying specific interventions to targeted locations
- Pursuing federal and state funding and Safe Routes to School Program dollars
- Developing standardized intersections
- Managing vehicular access
- Being sensitive to maintenance and upkeep needs



02

Existing Conditions & Analysis

The following summarizes the existing transportation conditions in the Independence Avenue corridor in terms of walkability, bicycle and transit planning, traffic and safety, design projects, and more.

Walkability

The study team utilized the Pedestrian Level of Service methodology outlined in the *Kansas City Walkability Plan* to conduct an analysis of the pedestrian environment along Independence Avenue from Forest Avenue to Ewing Avenue. The team assessed blocks and intersections based on the five pedestrian characteristics that affect pedestrian mobility described below.

Directness

Making a decision to walk is highly correlated to distance and how long it takes to walk. If the sidewalk network is direct and minimizes the travel time, a person is much more likely to walk than if the route is circuitous and adds length and time to the trip. Directness is the measure of distance between destinations including home, transit stops, schools, parks, commercial areas, or activity areas. The grid street pattern has traditionally been recognized as the ideal system:

Continuity

If there is not a contiguous pedestrian network between point A and B, and a pedestrian may have to walk in an unsafe condition (typically in the street), the pedestrian trip is typically not made. Continuity is measured by the completeness of the sidewalk/walkway system and by identifying whether gaps exists. Other aspects of continuity is whether there are sidewalks along one or both sides of the street and whether there exists an overall continuity of sidewalk that provides a line of sight from block to block. As an example, if a street has the continuity of a continuous sidewalk network that is separated by a landscaped parkway, that continuity is broken with a block or segment where an attached sidewalk might be placed.

Street Crossings

The Achilles heel of the pedestrian system are the intersections where pedestrians must cross. This is the area where the pedestrian must interface with automobiles, which can result in safety concerns. As streets get wider and carry higher volumes of traffic, potential use by pedestrians are avoided as safety becomes a concern. There are many factors that affect the pedestrians real and perceived comfort and safety for crossing the street, ranging from traffic control, crosswalks, number and width of travel lanes, travel speeds, and traffic volumes.

Visual interest/amenity

Pedestrians often choose to walk or not depending on the quality of the environment. Areas that are pleasing and appealing with activities along the route are used much more than areas that are stark and uninviting. To promote pedestrian activity and the use of transit, the pedestrian system needs to have a basic visual quality with basic amenities.

Security

Pedestrians require a sense of security, both through visual line of sight with others and separation from vehicles. They also require well-lighted pathways and sidewalks for night use.

As part of the process, the team sub-divided the corridor into the following six segments:

- **A** Forest Avenue to Garfield Avenue
- **B** Garfield Avenue to Gladstone Boulevard
- **C** Gladstone Boulevard to Norton Avenue
- **D** Norton Avenue to Quincy Avenue
- **E** Quincy Avenue to White Avenue
- **F** White Avenue to Ewing Avenue

Segments

In total, the study team assessed 80 blocks and 117 pedestrian crossing locations based upon the pedestrian mobility characteristics. The findings for each segment are summarized in **Tables 1-6.** Detailed inventory mapping appears on pages 9-11. They show an aggregate level of service for each block segment and a level of service specific to intersection street crossings.

Table 1: Segment A Level of Service – Forest Ave. to Garfield Ave.

Block Criteria / Rating	A	B	C	D	F
Directness	11	1	0	0	0
Continuity	4	3	5	0	0
Visual Interest & Amenity	2	4	2	4	0
Security	3	3	2	4	0
Crosswalk Assessment	6	12	3	2	0

Table 2: Segment B Level of Service – Garfield Ave. to Gladstone Blvd.

Block Criteria / Rating	A	B	C	D	F
Directness	14	1	0	0	0
Continuity	13	2	5	0	0
Visual Interest & Amenity	8	3	4	0	0
Security	7	7	1	0	0
Crosswalk Assessment	4	19	2	0	0

Table 3: Segment C Level of Service – Gladstone Blvd to Norton Ave

Block Criteria / Rating	A	B	C	D	F
Directness	13	0	0	0	0
Continuity	3	2	8	0	0
Visual Interest & Amenity	3	1	5	4	0
Security	2	0	7	3	1
Crosswalk Assessment	7	4	6	2	0

Table 4: Segment D Level of Service – Norton Ave. to Quincy Ave.					
Block Criteria / Rating	A	B	C	D	F
Directness	16	0	0	0	0
Continuity	2	10	4	0	0
Visual Interest & Amenity	0	0	4	8	4
Security	0	0	3	10	3
Crosswalk Assessment	1	12	6	3	0

Table 5: Segment E Level of Service – Quincy Ave. to White Ave.					
Block Criteria / Rating	A	B	C	D	F
Directness	12	0	1	0	0
Continuity	2	6	4	1	0
Visual Interest & Amenity	0	1	4	8	0
Security	0	0	2	9	2
Crosswalk Assessment	2	5	6	1	0

Table 6: Segment F Level of Service – White Ave. to Ewing Ave.					
Block Criteria / Rating	A	B	C	D	F
Directness	11	0	0	0	0
Continuity	0	2	9	0	0
Visual Interest & Amenity	0	1	7	2	1
Security	0	0	5	6	0
Crosswalk Assessment	1	11	5	0	0

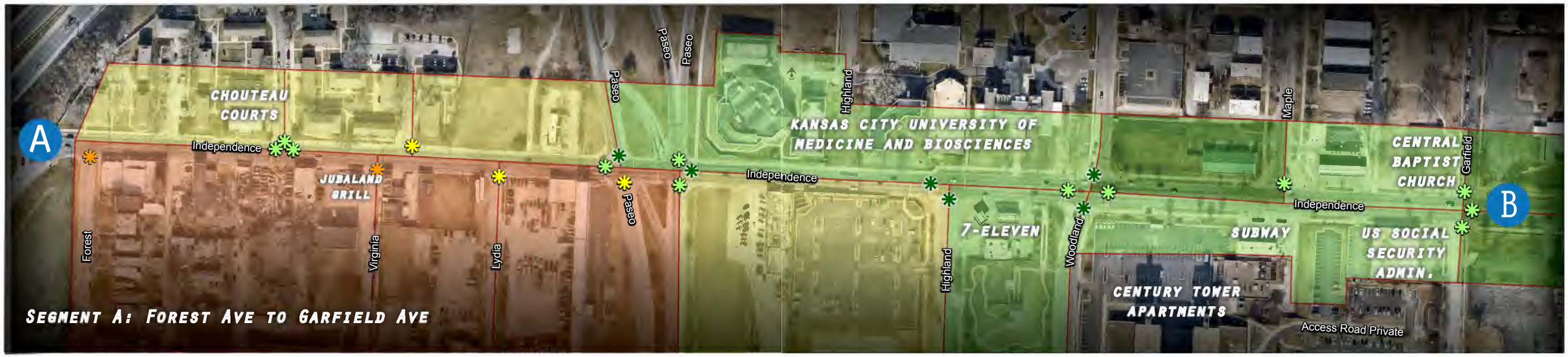
Full Corridor

Looking at the entire corridor (below), visual interest /amenity and security perform somewhat poorly across the corridor (with the exception of Segment B: Garfield Avenue to Gladstone Boulevard). Segments D: Norton Avenue to Quincy Avenue and Segment E: Quincy Avenue to White Avenue, in particular, rate very poorly in the categories of visual interest and amenity and security. Recent pedestrian improvements in portions of segments A: Forest Avenue to Garfield Avenue and Segment B have greatly improved the quality and character of Independence Avenue and the successes of these improvements should be considered for areas where level of service is particularly low.

The results of the analysis suggest opportunities to focus pedestrian safety improvement projects to areas with poor or failing rankings in terms of walkability. The study team shared the analysis with the Steering Committee and public to obtain feedback on priority improvement areas. The feedback they gathered is described in the Community Engagement Chapter

FULL CORRIDOR					
SEGMENT	DIRECTNESS	CONTINUITY	VISUAL INT	SECURITY	LOS AGGREGATE
A	3.92	2.92	2.33	2.42	2.90
B	3.93	3.87	3.27	3.40	3.62
C	4.00	2.62	2.23	1.92	2.69
D	4.00	2.88	1.00	1.00	2.22
E	3.85	2.69	1.46	1.00	2.25
F	4.00	2.18	1.73	1.45	2.34
TOTAL	3.95	2.86	2.00	1.87	2.67

0 - .49
.50 - .99
1 - 1.49
1.5 - 1.99
2 - 2.49
2.5 - 2.99
3 - 3.49
3.5 - 4



INDEPENDENCE AVE PED SAFETY IMPROVEMENT STUDY

WALKABILITY ANALYSIS SCORE: A B C D F

BLOCK: EXCELLENT GOOD FAIR POOR FAILING

STREET CROSSING:

INDEPENDENCE AVE PED SAFETY IMPROVEMENT STUDY

WALKABILITY ANALYSIS SCORE: A B C D F

BLOCK: EXCELLENT GOOD FAIR POOR FAILING

STREET CROSSING:

INDEPENDENCE AVE PED SAFETY IMPROVEMENT STUDY

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WALKABILITY ANALYSIS SCORE: A B C D F

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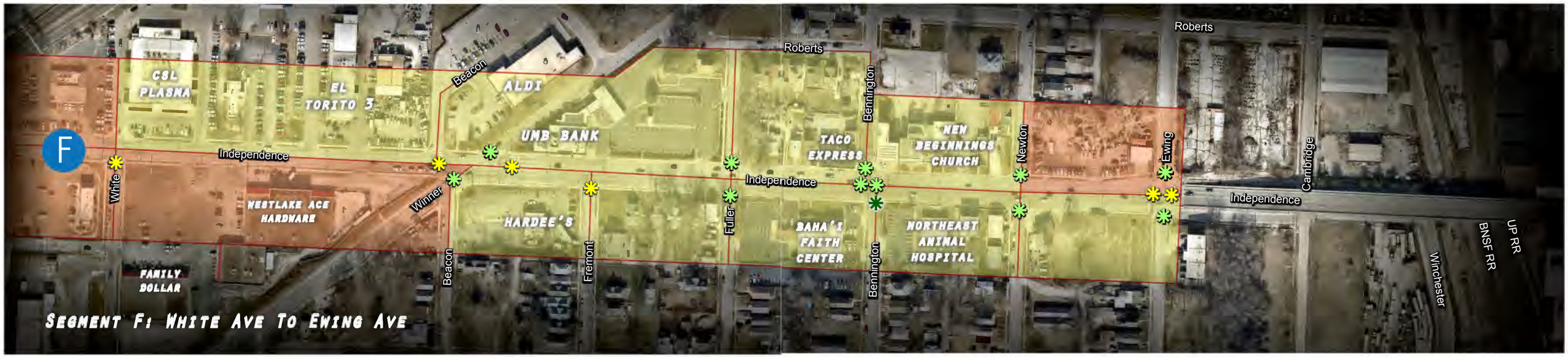
STREET CROSSING:



INDEPENDENCE AVE PED SAFETY IMPROVEMENT STUDY

WALKABILITY ANALYSIS SCORE: A B C D F

BLOCK: EXCELLENT GOOD FAIR POOR FAILING

STREET CROSSING:

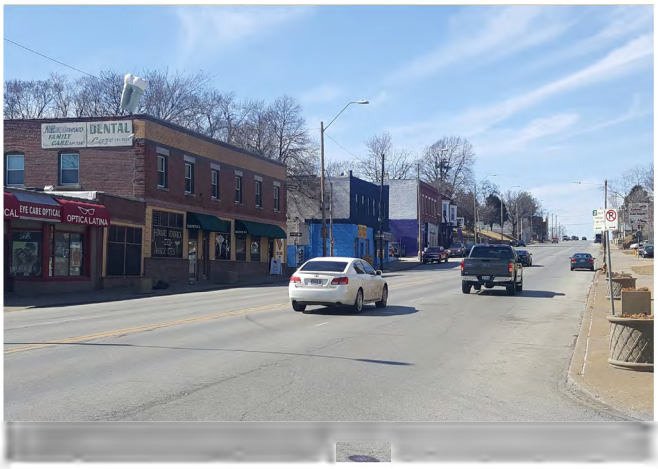
Cross-Sections and Key Intersections

According to the City's Major Street Plan, Independence Avenue has roadway typologies: local link, boulevard, and thoroughfare:

- The local link stretches from Forest Avenue to Paseo Boulevard, connecting neighborhoods and services in a way that should encourage walkability and multimodal transportation.
- Extending from Paseo Boulevard to Benton Boulevard, the boulevard portion of Independence Avenue provides a pleasant drive through a variety of land uses and should provide an environment where vehicles and pedestrians can co-exist.
- The segment from Benton Boulevard to Ewing Avenue is a thoroughfare characterized by large commercial and strip commercial centers, emphasizing vehicular mobility and "through" or "destination" traffic.

Looking more closely at the route, **Exhibit 1** shows that Independence Avenue corridor has the following typical cross-sections:

- **Four- lane:** Between Forest Avenue and Woodland Avenue
- **Five-lane:** Between Woodland Avenue and Benton Boulevard
- **Four-lane (with parking):** Between Benton Boulevard to Van Brunt Boulevard
- **Four-lane:** Between Van Brunt Boulevard and Ewing Avenue



The study team selected one intersection from each of the above sections for analysis of existing conditions and for testing future scenarios. The intersections are:

Tracy Avenue: A typical tee intersection (with no additional issues to describe).

Chestnut Avenue:

This is a non-standard intersection. In the past, the north and south legs were offset from each other at Independence Avenue. After reconfiguration, the through lanes of the north and south legs were aligned, a southbound left-turn lane was added, and the original pavement of Chestnut Avenue was converted to an exclusive right turn lane. The south leg has only one lane approaching the intersection. All movements occur from this single lane. Independence Avenue has short left turn lanes for the east and westbound movements at the intersection.

Van Brunt Boulevard:

This is an offset intersection. The south leg has an 80-foot wide median that separates the approach to and the exit from the intersection. As a result, northbound Van Brunt Boulevard traffic must complete a left turn and a right turn movement to proceed on the north leg of Van Brunt Boulevard. The north leg is not split by a wide median, and the approach to and exit from the intersection are together. The southbound through lanes are aligned through the intersection. Parking is permitted on the south side of Independence Avenue, east and west of Van Brunt Boulevard.

Hardesty Avenue:

This is another offset intersection. The City realigned the south leg of Hardesty Avenue to line up with the north leg. However, the lane assignments on the south leg are non-standard. One exclusive right turn lane and a shared through-left turn lane are provided at the intersection. Independence Avenue has short left turn lanes for the east and westbound left turning traffic at the intersection.

Locations of these four intersections are also shown on Exhibit 1.

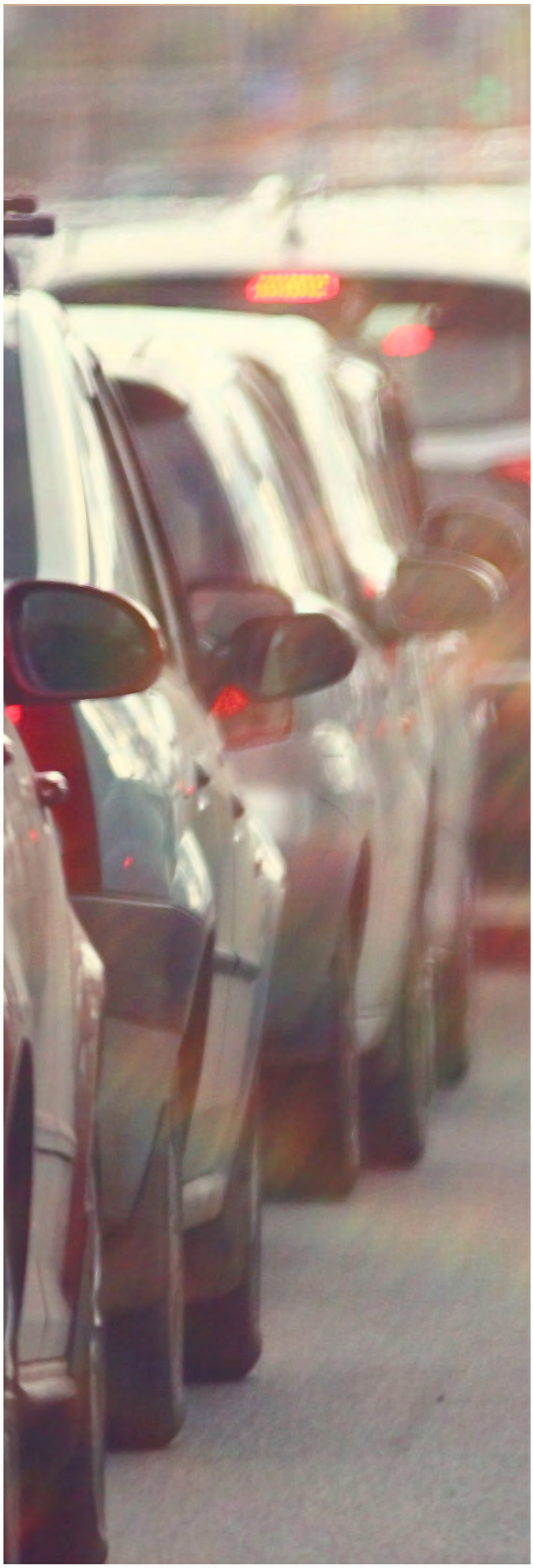
Today, Independence Avenue from Forest Avenue to Ewing Avenue ranges from four lanes at its narrowest to five lanes (with parking) at its widest.

Traffic

The study team obtained traffic counts for the four intersections from the City. The counts are summarized in Exhibit 3 and included morning and afternoon peak hour traffic volumes and pedestrian count data.

The team observed that traffic on Independence Avenue is directional in nature. Higher traffic volumes travel westward towards downtown Kansas City in the morning peak hour. Correspondingly, higher volumes are observed traveling eastward in the afternoon away from downtown. Morning traffic volumes peak for one hour between 7:00 and 8:30 AM at the various intersections. Afternoon traffic volumes peak between 4:15 and 5:45 PM at the four intersections.

There are a significant number of pedestrians using the intersections during both peak hours. Of the four intersections, Chestnut Avenue experienced the highest pedestrian activity



About 1,100 vehicles travel the road during the morning rush hour and about 2,000 travel it during the afternoon rush hour. A slight growth in traffic is anticipated.

Crashes

The study team obtained crash data for 2013 to 2016 from the City and analyzed it to detect any unusual or unsafe conditions. **Exhibits 4a through 4h (see appendix)** show the analysis of the crash data at each of the four intersections. **Exhibits 5a through 5f (see appendix)** summarize the analysis in graphical format.

Findings indicate:

- The total number of crashes between 2013 and 2016 is:
  - **Tracy Avenue:** 12
  - **Chestnut Avenue:** 35
  - **Van Brunt Boulevard:** 128
  - **Hardesty Avenue:** 79
- There is one reported fatality at the Hardesty Avenue intersection.
- The predominant crash type is property damage only.
- Chestnut Avenue intersection has a higher number of injury crashes.
- East and westbound vehicles on Independence Avenue experience higher crash rates than north and southbound vehicles at each of the intersections.
- Except at Tracy Avenue, higher crash rates were between April and September. Tracy Avenue experienced higher crash rates from January to March.
- Pavement conditions do not appear to be a factor because most crashes occur when the pavement is dry.
- Light conditions do not appear to be a factor because most crashes are during daylight.

Vehicle actions by intersection include:

At Tracy Avenue:

- Going straight contributed to 26% of all crashes.
- Stopped in traffic and making left-turn actions contributed to six (6) and five (5) percent of all crashes.
- **Lack of turn lanes could be a factor in going straight and making left turn crashes.**

At Chestnut Avenue:

- Making right turn, making left turn and slowing/stopping each contributed to four (4) percent of the crashes.
- One pedestrian crash was recorded at this intersection.
- **The non-standard intersection configuration could be a primary reason for the turning crashes.**

At Van Brunt Boulevard:

- 33% of vehicles involved in a crash were going straight, while 7% were making a left turn.
- **The lack of turn lanes and the non-standard intersection layout could contribute to these crashes.**

At Hardesty Avenue:

- Two crashes involved pedestrians
- Stopped-in-traffic action resulted in 8% of crashes.
- Other actions resulting in crashes were making left turn at 6% and collision involving a pedestrian at 2%.
- **The non-standard intersection layout could be a contributor to these crashes.**

Driver actions prior to the crash

At Tracy Avenue:

- Of the recorded actions, drivers were speeding or fail to yield 7% each. Improper turn driver action resulted in 5% of all crashes.
- While speeding could be corrected, not using traffic calming measures and lack of turn lanes may have contributed to the improper turning and failure to yield crashes.

At Chestnut Avenue:

- Following too close, improper turning, and violation of the signal/sign action resulted in 9%, 9% and 6% of the crashes, respectively
- The non-standard intersection layout could be a contributor to the crashes.

At Van Brunt Boulevard:

- Failing to yield resulted in 14% of all crashes. Improper lane usage/change and violation of signal/sign resulted in 7% and 5% of all crashes.
- Lack of turn lanes could contribute to the improper lane change and violation of signal/sign crashes.
- Failure to yield could be a result of the offset/split intersection.

At Hardesty Avenue:

- Following too close driver action caused 12% of the crashes. Failing to yield, improper lane usage/change, and violation of signal/sign driver actions caused 9%, 6%, and 5% of the total crashes, respectively.
- The lane configuration on the south leg of Hardesty Avenue uses a left-through lane and a right lane. The north leg is a shared lane for all three movements. This non-standard lane arrangement could contribute to the improper lane change, failure to yield, and signal/sign violation crashes.

The Study Team conducted a safety analysis for four Independence Avenue intersections: Tracy Avenue, Chestnut Trafficway, Van Brunt Boulevard, and Hardesty Avenue. The findings relate to the 254 crashes that happened between 2013 and 2016. Half occurred at the Van Brunt Boulevard intersection.

Design Projects

The City is developing the following two design projects on or near Independence Avenue:

Paseo Gateway Improvements:

Kansas City's Parks and Recreation Department is redesigning the Paseo Boulevard and Independence Avenue intersection. **Exhibit 6** shows the concept improvements being considered. Changes being considered are:

- **Addition of on-street bike lanes:** On the south side of Independence Avenue, on-street bike lanes are proposed for both sides of Paseo Boulevard. On the north side of Independence Avenue, an off-street bike facility is proposed for the east side of Paseo Boulevard. It will connect to an existing bike trail on Cliff Drive.
- **Intersection realignment:** The existing Paseo Boulevard approaches will be realigned and combined to create a standard four-way intersection. In addition, the proposed intersection will also be signalized, left turn lanes provided for both approaches, and a right turn lane provided for the southbound approach.

Lexington/Gladstone Boulevard bike lane project:

The city is pursuing a project to add bicycle facilities that connect to the proposed Paseo Gateway project. The new facilities will travel northeast to Indian Mound Park via Lexington Avenue, Labelle Drive, Bellefontaine Avenue, Gladstone Boulevard, Sunrise Drive, Mersington Avenue and Gladstone Boulevard. **Exhibit 7 (see appendix)** shows the proposed route for the bicycle facility.

Intersection Capacity

Because intersection operations primarily define arterial roadways, the study team evaluated key intersections in each of the different sections of Independence Avenue.

When evaluating modifications to an intersection, its operational level must be established. Based upon the delays experienced by its users, a baseline is set, and improvement ideas are analyzed. All alternative considerations should exceed this baseline level of operations. The "Highway Capacity Manual", published by the Transportation Research Board (TRB), 6th edition provides guidelines for completing an operational analysis at the intersection. The analysis results in a letter grade called the Level of Service (LOS). LOS ranges from A through F where LOS A implies drivers experience minimal delays while LOS F indicates a complete breakdown at the intersection. For signalized intersections, the criteria for the LOS grade are shown in the adjacent table.

The study team completed analysis for the various intersections in the study area using software called Synchro, released by Trafficware, version 10. The team obtains existing signal timings at the study intersections from the City used for the analysis. The results are shown in **Exhibit 7 (see appendix)** for the morning and afternoon peak hours. Outputs from the software are included in the appendix.

The City considers LOS D as an acceptable LOS during any of the peak hours. Except for the Hardesty Avenue intersection, all intersections and movements operate at LOS D or better during the peak hours. Hardesty Avenue traffic experiences LOS F during the afternoon peak hour. The left turn movements on Hardesty Avenue experience excessive delays resulting in an intersection LOS E.

Level of Service (LOS)	Delay (seconds per vehicle)	General description
A	≤ 10	Free flow
B	>10 to 20	Stable flow
C	>20 to 35	Stable flow
D	>35 to 55	Tolerable delay
E	>55 to 80	Intolerable delay
F	>80	Jammed conditions

Transit Planning

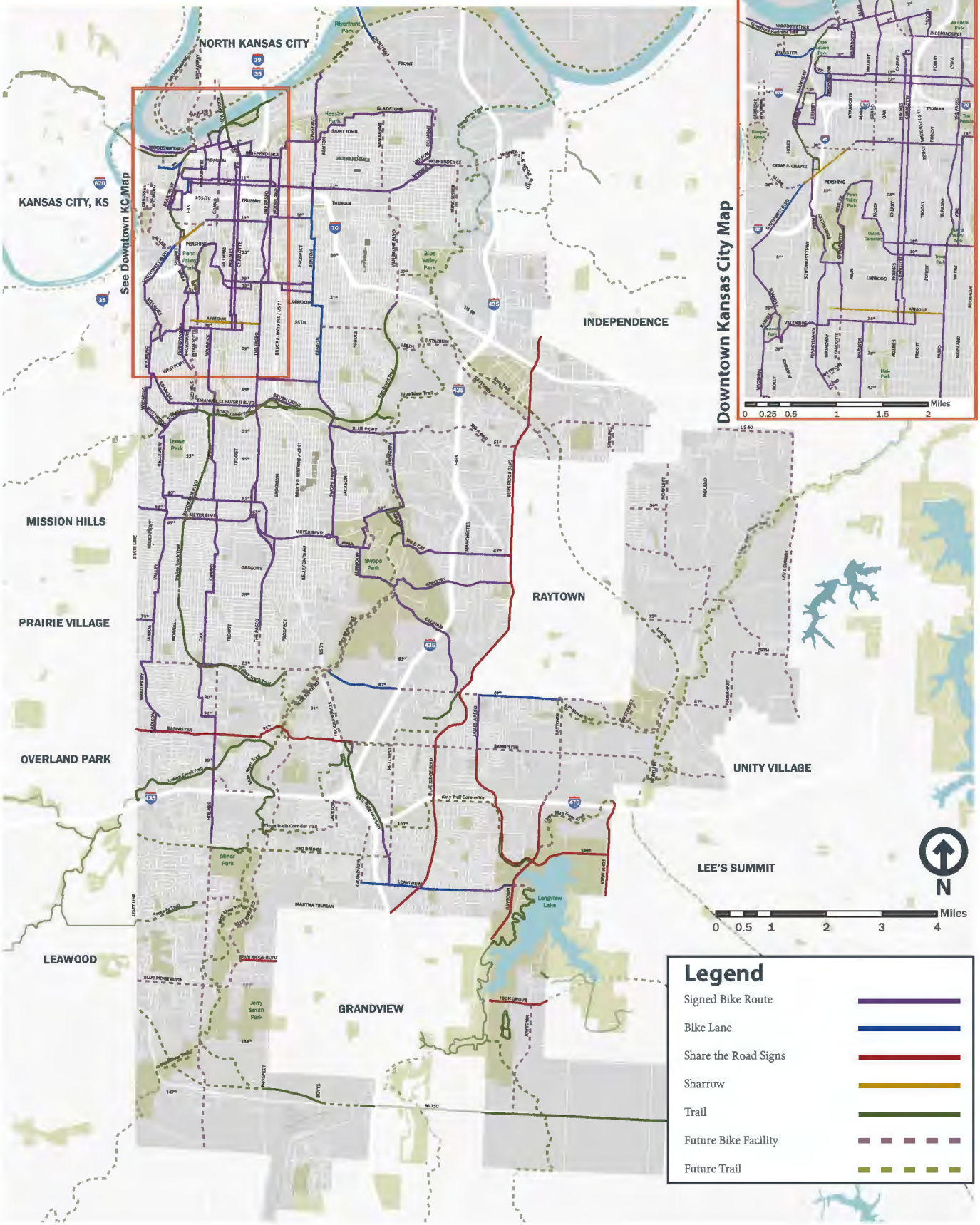
Ride KC operates Route 24 on Independence Avenue. This bus route starts in downtown Kansas City and proceeds on Independence Avenue to the City of Independence, Missouri. There are numerous bus stops on Independence Avenue in the study area. These are shown in **Exhibits 8a and 8b (see appendix)**. The average number of boardings at each of the stops is shown in **Exhibit 9 (see appendix)**. The Wilson Road and Winner Road stops independently average 300 to 522 daily boardings. Other high-boarding stops are at Woodland and Prospect Avenues. Each of these stops boards an average of 100 to 300 passengers.

Ride KC is also contemplating the addition of MAX Bus Rapid Transit (BRT) service on Independence Avenue. This service has just entered the preliminary investigation phase and could be complete in two to three years. After the preliminary investigation phase, design plans and construction would need to be completed. Consequently, the Independence Avenue MAX service is approximately five to seven years away from full implementation.

According to RideKC, Woodland Avenue, Prospect Avenue, Topping Avenue, and White Avenue are the Route #24 stops with the highest average weekday boardings.

South of the River Bike Map

Kansas City, Missouri



Bicycle Planning

The City adopted the ***BikeKC*** bikeway corridors in 2002, which built on the 1980 Parks and Recreation Commission's Bikeways Plan. ***BikeKC*** identifies 600 miles of City streets for future bike accommodations. ***BikeKC*** currently recommends a signed bike route for Independence Avenue from Paseo Boulevard to Chestnut Trafficway and north-south bike routes at Paseo, Woodland, and Chestnut. However, ***BikeKC*** is also being updated and new plan recommendations may impact bicycle accommodations on Independence Avenue.

Other Considerations

A variety of other considerations also impact the study area. For example:.

Invest Northeast:

Invest Northeast identifies three primary pedestrian intersections (Paseo Boulevard, Prospect Avenue, and Hardesty Avenue) and four secondary pedestrian intersections (Woodland Avenue, Chestnut Trafficway, Van Brunt Boulevard, and Cleveland Avenue / Monroe Avenue) to improve.

Chouteau Courts:

Chouteau Courts (near Tracy Avenue) is anticipated to be redeveloped and the Paseo Gateway (at Independence Avenue) revitalized as part of the Choice Neighborhoods Transportation Plan. The redevelopment and revitalization activities that the plan recommends are expected to increase the number of people who live in the area and those who want to walk in the neighborhood. More information is available at:

http://www.hakc.org/sites/www/Uploads/Planning/Paseo%20Gateway%20Transformation%20Planold.compressed.pdf

The Somali Center of Kansas City:

The Somali Center of Kansas City is planning to expand at Tracy Avenue. The expansion is likely to increase the amount of people walking to and from the Center's new location.

The Hardesty Renaissance Redevelopment Project:

The Hardesty Renaissance Redevelopment Project is happening at Hardesty Avenue and will increase the number of people who live, work, learn, and enjoy activities at the site. Hardesty Renaissance Redevelopment Project: The 18.3-acre, 6-building, and 572,000 square foot site is the location of the former Quartermaster's Depot/Federal Complex. Additional information can be found at: www.hardestyrenaissance.org.

The Kansas City University of Medicine and Biosciences

The Kansas City University of Medicine and Biosciences has plans of expanding near Woodland Avenue; expansion plans will likely result in a vacation of Woodland Avenue north of Independence Avenue.

Brooklyn Heights Apartments:

Brooklyn Heights Apartments renovation activities were completed fall 2017 with nearly $5 million in private and federal funds. The new name for the multifamily development is Pendleton Flats.

Pendleton ArtsBlock:

Pendleton ArtsBlock is planned for Independence Avenue between Park Avenue and Olive Street. The 38-unit building expected to span the entire block and provide spaces for families and artists. It is modeled on the an artist-centered residential development in Chicago called the Dorchester Art + Housing Collaborative.

A Fire Fighters Memorial:

A fire fighters memorial is anticipated to be moved from the Kansas City Museum to the northeast corner of Independence Avenue and Prospect Avenue (a key pedestrian intersection). The site is the location where two fire fighters lost their lives battling an Independence Avenue fire.