

TRANSPORTATION GOAL – Create an interconnected multi-modal transportation system that integrates with land use patterns, connects neighborhoods and businesses, reduces automobile dependency and increases transportation choice.

The intent of FOCUS is to increase the ease of, and broaden the options for, moving about our city, and to create logical extensions of the existing transportation network. ...Many people will walk if there is a direct, continuous, safe, pleasant, and secure pedestrian route for doing so. People will ride bicycles if they can do so safely. People will use public transit if it is convenient and pleasant and there are pedestrian connections between the transit stop and destination. People will use modes of transportation besides the automobile if the other modes provide reasonable options. Moving about the city requires attention to, and integration of, many different ways of moving from place to place – called multi-modal transportation.

– FOCUS Kansas City Plan

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RELATIONSHIP TO PLAN GOALS - The guiding principles and recommendations in the Transportation chapter promote the 4 Primary Goals in the following ways:

- **Maintain the Area’s Rural Character** – The Transportation strategies promote roads that retain the rural feel of the area by minimizing the road width and preserving open spaces adjacent to roads. The strategies also create a framework for regional trails throughout the LBVA.
- **Create and Maintain Desirable Neighborhoods** – The transportation strategies promote improved access to neighborhoods and improved mobility for residents by increasing route options and mode choices. The strategies also create a framework for neighborhood connections to regional trails (Trails KC Plan).
- **Promote Sustainability - Create a Sustainable Community** - The transportation strategies promote sustainability by enhancing alternative modes of transportation and increasing transportation choice (integrated trail and bike route system and improved access to transit), accommodating all modes of transportation on area roads, and decreasing dependency on single-occupancy automobiles.
- **Foster New Development** - The transportation strategies ensure that development patterns and the transportation system are well integrated and mutually supporting by providing adequate access to facilitate new development, and by sustaining future commuter transit with supportive development patterns.

GUIDING PRINCIPLES

CREATE AN INTERCONNECTED SYSTEM OF “THROUGH” STREETS, INCLUDING A COMBINATION OF ARTERIAL AND COLLECTOR STREETS (see Future Street Network map) – A future system of through streets with adequate connections will provide access for existing and future neighborhoods; help to minimize the capacity needs (and therefore, required width) of individual streets ; and help create a walkable and bikeable community.

CREATE A COHESIVE COMMUNITY – Use the transportation system to knit the area together, as it is currently fragmented by barriers (topography, railroad corridors, rivers) and promote orderly development.

PRESERVE SENSITIVE ENVIRONMENTAL RESOURCES AND PRESERVE THE AREAS RURAL CHARACTER THROUGH CONTEXT SENSITIVE DESIGN – A primary objective of this plan is to preserve the area's rural character. Context-sensitive road design that preserves open space and enhances historic roadway sections (Jefferson Highway) is an important step in preserving a rural feel and appearance.

CREATE AN INTEGRATED SYSTEM OF ON- AND OFF-STREET BIKE ROUTES AND MULTI-USE TRAILS – The system should be comprised of a hierarchy of on-street and off-street trails and bike routes that are well-connected to area neighborhoods and activity centers and that serve both a recreational and transportation function. The LBVA should be planned for a regional trail system (Little Blue Trace and Katy Trail in particular) and connections should be provided as development occurs.

IMPROVE CAPACITY AND SAFETY OF EXISTING ROADS AND STRATEGICALLY COMPLETE GAPS IN THE MAJOR STREET PLAN – Major roads in the area are not improved to City standards and are typically unable to handle the capacity they are intended to carry. Many roads are very narrow, have substandard curves, and provide insufficient sight lines. Several narrow railroad bridges severely inhibit access and circulation, and constrain development. Emphasis should be placed on creating area “spines” (Little Blue Road, Noland Road). An “economical” road system should be planned and built to meet existing and future needs (roads should be the minimum width required to accommodate anticipated traffic). A system of collector and through streets should be implemented to support and reduce traffic load on major streets. New roads and roadway improvements should be strategically targeted to areas that are ripe for development.

ACCOMMODATE ALL TRANSPORTATION MODES - This plan promotes a “balanced” transportation system that considers the needs of vehicles, transit, pedestrians, and bicycles. Throughout the process, participants noted the need to plan for all transportation modes including vehicles, transit, pedestrians, and bicycles. Streets in the LBVA should be “complete streets”, which safely accommodate all modes. New roads and new development should support transit strategies; implement walkability level of service guidelines; include facilities for biking and provide connections to area trails.

CREATE A TRANSPORTATION SYSTEM AND DEVELOPMENT PATTERNS THAT ARE MUTUALLY REINFORCING – The transportation system will ensure access to neighborhoods and direct future development in an orderly manner. Development patterns will likewise reinforce and support the transportation system with complementary land uses, appropriate densities, site layout and design.

RECOMMENDATIONS

Roadways (see Future Street System Map on page ???)

- Major Streets – Strategically complete gaps in the major street system and amend the Major Street Plan (MSP) to support the recommendations of this plan.
 - Prioritize east-west connections. – A dearth of east-west connections isolates the area and inhibits future orderly growth. The extension of Little Blue Road to Lakewood Blvd should be the top priority for new roadways.
 - Improve the existing north-south “spines” (Noland Road and Lees Summit Road)
- Roadway Recommendations (see also “Knobtown” recommendations on page ???):
 - **Little Blue Road-Lakewood Boulevard Connector:** Provide a more direct connection of Little Blue Road to existing 63rd Street in the vicinity of Woodson Road. Extend the road east of Noland to Lakewood Blvd. During roadway alignment planning and construction avoid or minimize impacts to sensitive environmental areas near the Little Blue River.
 - **Noland Road:** Improve Noland Road as indicated in the MSP. Realign as indicated on the Future Street System map to improve safety and traffic flow. Implement improvements to 350 Hwy intersection (see Knobtown recommendations). Consider “Activity Street” typology in MSP for segments near 350 Hwy, Rock Island Corridor and 40 Hwy (coordinate with Transit Oriented Development planning for these nodes)
 - **View High Drive (east Longview Parkway):** Construct extension of View High Drive (future East Longview Parkway) from interchange at I-470 north to intersection of Noland Road and 350 Highway. Improve interchange at I-470 as needed.
 - **Lee’s Summit Road:** Improve Lee’s Summit Road in cooperation with Jackson County and the City of Lee’s Summit.
 - **Gregory Boulevard-79th Steet-350 Hwy Connector:** Amend the MSP to extend this road west beyond Noland Road to 350 Hwy and maintain the Boulevard street typology for the new segment. Coordinate with Parks and Recreation Department for road alignment through former KCIR property (see Future Streets map for suggested alignment).
 - **Vellie Road:** This road was removed from the MSP and should be re-designated as a Major Collector. Explore alternative alignments on east end (near Lee’s Summit Road).
 - **Strother Road-87th Street - Brickyard Road – Military Club Road:** The Future Streets map identifies a new street connection to Strother Road in Lee’s Summit, providing a link to the new I-470 interchange at Strother Road. This new road would extend generally to the west and ultimately connect to 350 Hwy and Military Club Road.
 - **Norfleet Road:** This road was removed from the MSP and should be re-designated as a Major Collector. Extend the roadway south of Little Blue Road to 350 Hwy and explore alternative alignments (see map).
 - **Bannister Road:** Improve Bannister Road to Local Link standards as indicated in the MSP Implement Knobtown Roadway Improvements (see page ???).

Future Streets Map

- LBVAP Future Street Network
- (Arterial/Maj Street)
- (Collector)
- - - Alternate / Optional Alignments
- Outside LBVAP
- LBVAP Boundary



- Create a context-sensitive system of “through” streets (arterial and collector streets) that can support anticipated growth while also maintaining the rural character of the LBVA.
 - Ensure adequate frequency of “through” streets and street connections to provide ample alternative routes, minimize the number of lanes required for any given facility (to help preserve the rural character of the area), and facilitate biking and walking.
 - Implement “Connectivity Index” requirements for new development.
 - Conduct a study to explore inclusion of a connectivity index requirement in the Development Code.
 - Index measured by dividing number of nodes, by number of linkages (see illustration).
 - Establish a requirement for minimum distance between street connections including connections to adjacent development or vacant property.
 - As the area develops, avoid fronting individual homes on the “through” street system.
 - Implement the collector street system (see Future Street System map) to support major streets as development occurs by preserving right of way, ensuring future connection points and potentially by requiring the construction of street segments where warranted.

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- Explore the adoption of the collector street system as an element of the Major Street Plan.
- Design roads that preserve the areas rural character and sensitive historic and environmental resources.
 - Create roads that are the minimum width necessary. Create a system of interconnected through streets to provide route options and reduce load on major streets.
 - Preserve open space and trees along frontage of major streets and through streets in the LBVA:
 - Utilize appropriate street sections that allow/require open space adjacent to roadway. Explore the use of an 80ft street section within 100ft right-of-way to allow for permanent open space.
 - Require new development to provide open space and preserve exiting trees adjacent to roadways.
 - Combine open space in right-of-way with open space on adjacent development when possible.
 - Preserve and enhance “historic” roadways such as the roads that were part of the Jefferson Highway system (see map on page???)
- **Create Complete Streets**
 - Create and adopt context-sensitive standards for complete streets.
 - Prioritize complete street enhancements to the Primary Transit Corridors.
 - § Utilize a street typology, such as Activity Street typology, in the Major Street Plan (MSP) for the Primary Transit Corridors that have a high level of service for transit pedestrians, bikes and streetscape. Amend the MSP as needed, particularly in TOD areas.
 - § Initial candidates would include the 350 Hwy/Noland Road/Rock Island Corridor area and the Noland Road/40 hwy area.
 - Implement requirement to ensure adequate street connections in new development (see “Street Connectivity Index” on page ???)
 - Utilize street sections with bike lanes wherever possible.
- Pursue Improvement to Existing Streets:
 - Improve safety and capacity of roads.
 - Remove narrow railroad bridges (see also Knobtown recommendations on page ??).
 - Improve sight lines and remove dangerous curves
- Roadway Priorities: The following improvements will create the backbone for the transportation system to serve the LBVA and facilitate its orderly development:
 - First Priority: Little Blue Road – Lakewood Boulevard connector.
 - Second Priority: Noland Road, including east Longview Parkway connection to I-470 and improvements to 350 Hwy intersection.

Comment [gfw2]: Insert side bar - Complete streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all modes and users of all ages and abilities.

East-West Connectors - Between Raytown and Lee's Summit.

Improve Noland and 350 Hwy Intersection.

Traffic Lights – 51st and Norfleet and also 51st and Noland Road.

Railroad Bridge on 51st Street. The bridge needs to be widened.

Arterial Street Impact fee - raise money for construction costs.

Traffic signal at Pryor and Bannister/ Noland Road / 51st & Norfleet.

Improve the intersection of Noland Road and eastbound Little Blue Road.

Trails and Bike Routes Recommendations (see Bike Routes and Trails map on page ???)

- Prioritize those trail segments that are on the Trails KC Plan:
 - Trails KC segments within the LBVA include: Little Blue Trace, Katy Trail/Rock Island Corridor, and 87th Street (see Trails and Bike Routes map).
 - First priority – continued construction of the Little Blue Trace trail through the LBVA.
 - Second priority – Katy Trail planning, design and construction.
- Establish a hierarchy of trails to serve both a recreational and a transportation function.
 - First Level – Establish trail and bike route “spines”:
 - § Transportation – The “spines” of the system should generally bike lanes and sidewalks or adjacent multi-use paths on the following arterial streets: Noland Road, Lee’s Summit Road, Raytown Road, Bannister Road, and future Little Blue Road.
 - § Recreation – The three regional trails should serve as the recreational spines.
 - Second Level - Connect neighborhoods to Trails KC “spines” (see “neighborhood connectors” on Trails and Bike Routes map):
 - § Transportation – The second level routes should be “Major Connectors” (see map) which should include striped bike lanes, or “share the road” signs at a minimum (with sidewalks).
 - § Recreation - A series of neighborhood connectors will provide local access to regional trails and should be built as off-street multi-use paths.
 - Third Level -
 - § Implement the remaining “Bike/ped Connectors” depicted on the Trails and Bike Routes map located on many of the remaining through/collector streets.
- Re-examine the bike route (Bike KC) network:
 - Amend the Bike KC network accordingly to reflect the routes recommended in this plan.
 - Integrate bike routes with trails. Reduce redundancy and overlap. Clarify where both are recommended and where one or the other is sufficient.
- Guidelines for Trails and Bike Routes:
 - Integrate trails with parks and other large city-owned tracts. Utilize easements, remnant right of way and vacant railroad corridors, etc.. to expand the trail network.
 - As develop occurs, require construction of neighborhood connector trails and preservation of corridors for trails depicted on the Trails and Bike Routes map.
 - As development occurs ensure that all “through” streets include sidewalks or paths and that new development provides reasonably direct access to the through street network

Bicycle Lanes - Provide bike lanes throughout the Little Blue Valley area

Developers contribute land to trails and connections

Repurpose the abandoned railroad tracks - Use for a recreational trail. The RR corridor needs to be a top priority acquisition. Trail use should be first priority. If possible, public transportation (rail service).

Connect neighborhoods to Little Blue Trace and Katy Trail.

Bus lines first - We need to plan and implement public transportation first then develop around them.

I think we should plan ahead and as we plan improvements all along Hwy 350 and 40, that we consider that these roads may need to corridors for mass transit in the future

Trails and Bike Routes Map



- Regional Trail
- Neighborhood Connector
- Bike/Ped Spine
- Bike/Ped Major Connector
- Bike/Ped Connector

Walkability Recommendations

- Designate new Pedestrian Zones at Knobtown and 40 Highway/Noland Road
 - Conduct a walkability assessment of new pedestrian zones similar to the Pedestrian case Study Evaluations in the Kansas City Walkability Plan.
 - Evaluate and document existing pedestrian level of service and recommend improvements to meet Pedestrian Zone level of service (as recommended in the Walkability Plan), and provide a implementation strategy (phasing, funding source, costs).
 - Explore new zoning district or zoning overlay to require high level of pedestrian design (including Pedestrian Overlay zoning or a new Transit-Oriented Development zoning district).
- Implement the Walkability Plan level of service guidelines in new development.
 - Complete Walkability Studies as recommended in the Walkability Plan.
 - Integrate new walkability standards in the development code.
- Complete Neighborhood Walkability Assessments (using methodology in Walkability Plan) to identify retrofit improvements to existing neighborhoods.
 - Use assessment results as basis for capital improvement funding requests.
 - Prioritize areas around schools.
- Street Connectivity:
 - Maximize street connections and implement through street system.
 - Provide pedestrian connections where street connections are not provided or where pedestrian connections are indirect.
- Improve Sidewalk Maintenance.
 - Rework the City's sidewalk maintenance policy, as recommended in an April 2006 performance audit (prepared by the City Auditors Office).
 - Draft a revised sidewalk policy.
 - Work with neighborhoods to implement a systematic sidewalk inspection program.
 - Explore opportunities to provide financial assistance to property owners with limited incomes.
- Prioritize Pedestrian Improvements in:
 - 1 – Pedestrian Zones.
 - 2 – Primary Transit Corridors.
 - 3 – School areas.

Transit Recommendations

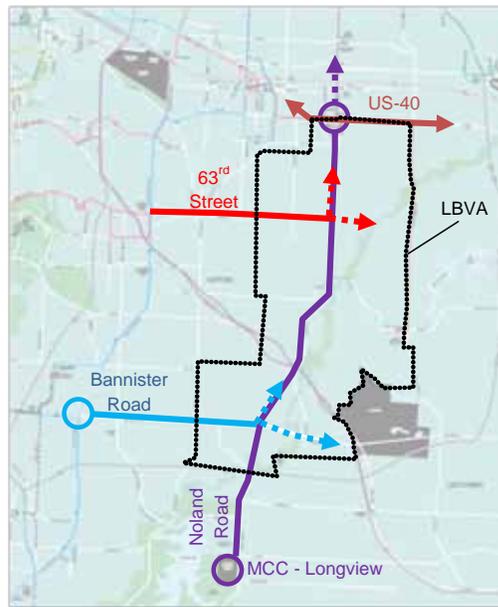
- Prioritize transit improvements to the Primary Transit Corridors:
 - Existing Primary Transit Corridors:
 - US 40 Highway
 - 350 Hwy
 - Future Primary Transit Corridors: Other important transit corridors that should also be targeted for future transit enhancements and access to transit as development occurs include:
 - Rock Island Corridor
 - Noland Road
 - 63rd Street/Little Blue Road
 - Lee's Summit Road
 - Bannister Road
- Future Transit System Recommendations - As the area develops and increases in population and employment the following extensions of bus service are recommended:

- **US 40 Hwy** – The Smart Moves regional transit plan identifies this corridor as a Major Fixed Route for future high-intensity bus service. The corridor is currently being studied as part of the Creating Sustainable Places Initiative (MARC) with a focus on the Noland Road intersection. The recommendations of the LBVAP should be integrated into the 40 Hwy study. Development recommendations for this node/corridor should support transit oriented development and include consideration of enhanced transit service along the corridor.

- **Rock Island Corridor** – Continue to pursue development of the corridor as a commuter rail and trail corridor (extension of the Katy Trail into Kansas City). Establish a commuter transit station in Knobtown (350 hwy and Noland Road) and implement Transit-Oriented Development (TOD) development standards for the area. Complete a Station Area Plan to guide future development of the node and application of TOD standards. Implement bus transit expansion and a local bus circulator to ensure that the commuter system is well supported.

- **Little Blue Road-Lakewood Boulevard Connector** – Extend transit service along this road through the LBVA. This would likely take the form of an eastward extension of

Potential Future Transit Service

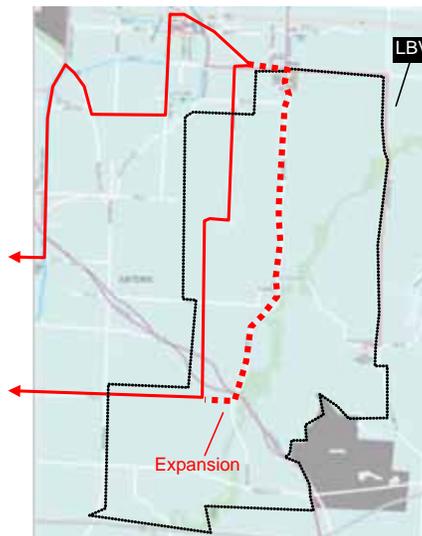


○ = node/hub

KCATA’s Route 163, which currently runs on 63rd Street from Ward Parkway to Blue Ridge Cutoff. This will require coordination with the City of Raytown to implement an extension of KCATA’s 163 route to the LBVA area. Service could be extended initially to Noland Road and potentially run the service north on Noland to Hwy 40. Bus service should be extended further east once Little Blue Road is extended to Lee’s Summit Road.

- **Bannister Road** – KCATA is developing a transit hub at Blue Ridge Blvd and Bannister Road which could serve as a springboard for transit service to the east. It is recommended that bus service on Bannister Road be extended at least as far east as Noland Road with potential extension further east to 350 Hwy or north on Noland Road to Knobtown.
- **Noland Road** – With potentially significant nodal development at the US-40/Noland Road intersection, it is envisioned that KCATA’s Route 284 serving Independence to the north (via Noland Road) could be extended southward to serve growth areas in the LBVA.
- **350 Highway** (see also Rock Island Corridor for commuter-rail-related recommendations) – Explore “express bus” transit on 350 Hwy (as is currently being considered as part of the Jackson County Commuter Corridor Alternatives Analysis) including a express bus station and park-n-ride in Knobtown. If commuter rail or bus rapid transit (BRT) or some similar commuter transit is implemented on the Rock Island Corridor establish a park-n-ride facility in Knobtown. Establish a transit connection along 350 Hwy to Lee’s Summit to support Rock Island Corridor and establish additional bus stop locations in the Knobtown area (along 350 Hwy from Westridge to Unity Village).
- **Monitor Transit Demand** – expand the existing 253 Raytown MetroFlex service area to cover more of the LBVA (see map at right). Such an expansion would allow identification and monitoring of high-demand pick-up/drop-off locations that could become stops for future fixed-route service. Expansion of the service area should largely be dictated by development patterns, but one initial recommendation for consideration is to extend the existing boundary eastward to Noland Road.

Potential Initial 253 Raytown MetroFlex Expansion



- **Regional Transit** - The potential for regional express commuter transit passing through the LBVA is under study by MARC. The Southeast Corridor, generally running along the Rock Island alignment, is being studied for a variety of transit modes, including Diesel Multiple Unit (DMU) rail, Enhanced Streetcar, and Bus Rapid Transit (BRT). Additionally, Express Bus Service is being examined along the MO-350 corridor. As the figure at right shows, the potential for a DMU or BRT station is being considered in the Knobtown area, near the intersection of Noland Road and MO-350 (see map at right). As planning progresses for this potential station (and the development surrounding it), it is recommended that planning for the bus transit expansions described earlier in this section be coordinated to ensure that the commuter system is well-fed and that a local circulator system supports it.

MARC Commuter Corridors Alternatives in LBVA



ATA service - ATA line that went to downtown KC 2 or 3 times daily...

Additional bus lines will help the areas aging population.

With the continued construction on I-70 this idea is very beneficial to the people in our neighborhood.

Comment [gfw4]: Related public comments

Knobtown Area Recommendations - Implement the following improvements as recommended in the Knobtown Land Use and Development Plan:

- Roadways
 - Complete improvements to 350 Hwy and Noland Rd intersection (currently under study/design) to include widening 350 Highway at the existing railroad overpass west of Noland Road, additional turn and/or through lanes and improved signalization.
 - Explore simultaneous improvements to the sanitary sewer system to serve the Knobtown area.
 - Coordinate with the City of Raytown for improvements to the intersection of Westridge Road, 83rd Street with 350 Highway.
 - Potential improvements may include relocation of Westridge Road at East 83rd Street Drive or consolidation of 350 Highway east and west-bound lanes away from the intersection.
 - Realign 350 Highway between Westridge Road and Noland Road as recommended in the 350 Highway Corridor Plan. Consolidate both eastbound and westbound lanes on 350 Highway to the south side of the existing highway. Former westbound lanes to become a collector street. Amend Major Street Plan as needed. (Long Term)
 - Realign 350 Highway east of Noland Road as recommended in the 350 Highway Corridor Plan. Consolidate both eastbound and westbound lanes on 350 Highway to the north side of the existing highway. Former eastbound lanes to become a collector street. Amend Major Street Plan as needed. (Long Term)
 - Implement curb and storm sewer improvements on the western segment (between Raytown City Limits and Noland Road).

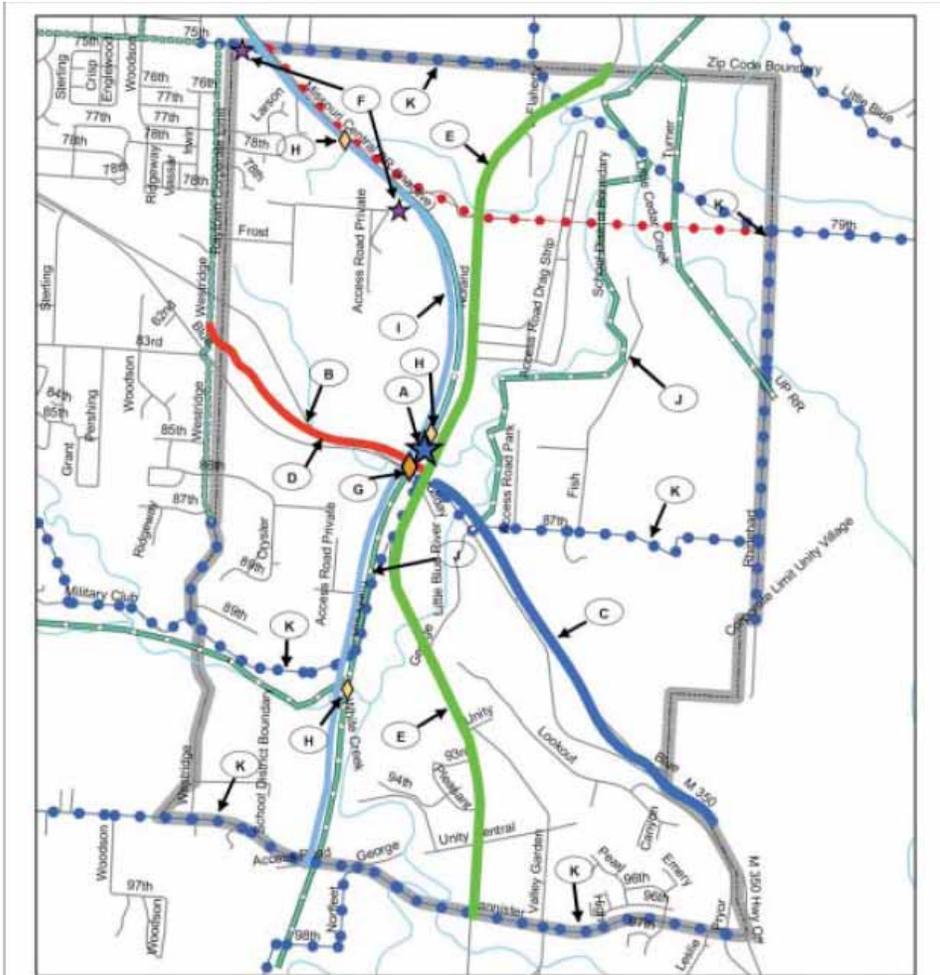


Figure 8: Possible Transportation Projects
(priority)

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| <p>A - Widen M-350 at Noland Rd Overpass/ Intersection Improvements (1)</p> <p>B - Realign M-350 between Westridge and Noland Rd (3)</p> <p>C - Realign M-350 east of Noland Rd (3)</p> <p>D - Curb and Storm Sewer M-350 between Westridge and Noland Rd (1)</p> <p>E - Expand Noland Rd to 4 lanes (3)</p> | <p>F - Removal of all three Railroad Bridges (2)</p> <p>G - Pedestrian Bridge over M-350 near Noland Rd (1)</p> <p>H - Trails - three pedestrian bridges over streams (1)</p> <p>I - Crushed Rock Trail on old Railroad Bed (1)</p> <p>J - Metro Green Crushed Rock Trail (2)</p> <p>K - Establishing On Street Trails along various roads (2)</p> |
|--|--|