

VI. Implementation

The primary objective of the Kansas City Walkability Plan is to provide the City's visitors, residents, and employees with a pedestrian system that allows walking to be a valid and valued choice of travel regardless of age or ability. As indicated through past trends where walking has become less and less a mode of travel, achieving a meaningful increase in walking will be a challenging goal, and will require changes in ordinances and standards as well as making capital investments in the City's pedestrian infrastructure.

Contained in Chapter V of this report are a number of recommendations for changes in ordinances, standards, codes, policies, and the Capital Improvement Program. Implementing these recommendations is probably the most important thing the City can do to improve long term walking for the City. These changes are fiscally neutral, will require moderate effort in the course of current development review and will result in a positive change to the environment and avoiding further barriers to pedestrian mobility.

Summary of Recommended Changes to Ordinances, Codes and Design Standards

Pedestrian Action 1: Pedestrian Traffic Impact Analysis and Pedestrian Level of Service Requirements

Require applicants for certain types of development approvals to conduct a pedestrian traffic impact analysis that addresses directness, continuity, street crossings, visual interest and amenities, and security for pedestrians, in accordance with Appendix C of the Walkability Plan. The Pedestrian Traffic Impact Analysis will generally be required with a Traffic Impact Study or when the proposed development is requesting City incentives. City Development staff, in consultation with Public Works staff, shall make the final decision on whether to require a Pedestrian Traffic Impact Analysis in those circumstances or to waive the requirement. Guidelines for recommending a Pedestrian Traffic Impact Analysis at the time of a Traffic Impact Study or when City incentives are requested, are as follows:

- When the proposed development contains or is within a quarter mile of one or more potential pedestrian origins or destinations such as large residential concentrations, transit stops, schools, parks, a community center or library, commercial, institutional or mixed use area, or FOCUS designated pedestrian-oriented zone or street.

The Pedestrian Impact Study shall be completed by the time the Traffic Impact Study is completed and the preparation of the study shall not delay the development approval process.

City staff may use Pedestrian LOS standards to evaluate and make recommendations on any proposed development or redevelopment, consistent with recommendations of the *Kansas City Walkability Plan*.

Pedestrian Action 2: Pedestrian Assessment for New Streets

The City of Kansas City, City Planning and Development and Public Works Departments shall conduct a pedestrian crossing level of service assessment for all proposed major roadway improvements that add additional through lanes and/or additional turn lanes to determine the impact of the proposed roadway improvement on pedestrian mobility, and identify and construct mitigation to offset the pedestrian impact.

Pedestrian Action 3: Pedestrian Connectivity Requirements

The City should update the City's Subdivision Code and Site Design Standards to improve pedestrian connectivity for new developments. These pedestrian connectivity recommendations as identified in Chapter V include:

- Provide pedestrian connections between subdivisions.
- Provide pedestrian connections between cul-de-sacs where directness between a residential lot and a local shopping, school or park site are negatively impacted to unacceptable levels of service.
- Provide direct and non-circuitous pedestrian connections between residential developments and destinations including, but not limited to schools, parks, retail, employment and public uses.
- Commercial office and retail projects shall provide an onsite system of pedestrian walkways that provide direct pedestrian access from the front door to perimeter streets, adjacent developments and existing or planned transit stops.

Pedestrian Action 4: Site Design Features and Accommodations for Pedestrians

The City should update the City's Subdivision Code and Site Design Standards to improve and promote pedestrian mobility within the development and to destinations outside the development. These design features and recommendations as identified in Chapter V complement the five measures of pedestrian level of service:

- Provide direct, visible and clearly marked connections from building entries to transit, adjacent streets and adjacent developments.
- Provide a continuous and understandable pedestrian network, which is pedestrian-scaled and promotes a unified theme for pedestrian activity.
- Develop safe, comfortable and attractive street crossings, which include traffic-calming elements and promote a pedestrian presence.

- Provide pedestrian scale improvements, which are comfortable, attractive and interesting for pedestrian activity.
- Develop a secure pedestrian setting by developing a well-lit and inhabited pedestrian network and by mitigating the impacts of traffic.

The Walkability Plan recommends a policy of mandating completion of sidewalks in new subdivisions by the original subdivision developers or lot owners by a date certain or after a certain percentage of the subdivision has been sold. City staff should develop a mechanism to implement this policy.

Pedestrian Action 5: Considerations for Street Design Criteria

The Walkability Plan identifies a number of recommended guidelines and street design standards that would improve pedestrian mobility and help promote and construct pedestrian improvements. These guidelines and standards should be incorporated into appropriate Kansas City codes, standards, policies, and guidelines. Some of these improvements are not currently practiced in Kansas City and will require modification of some existing contradictory street standards. The plan recommends both permitting and encouraging these modifications. Some of these pedestrian safety improvements include but are not limited to:

- Criteria for Crosswalk Locations and Design
- Crosswalk Treatment at High Use Pedestrian Areas
- Pedestrian Ramp Design
- Curb Radii
- Corner Ramps and Crosswalks
- Mid-Block Crossing Locations and Design
- Elevated Crosswalk to Refuge Island
- Bulbouts/Curb Extensions
- Advanced Stop Bars
- Pedestrian Improvement Installation in Existing Neighborhoods
- Reduced Lane Widths
- Traffic Calming to Reduce Travel Speed
- Parking Lanes on Collector Streets

Pedestrian Action 6: Neighborhood Pedestrian Assessment and Engineering Standards Variance

The City should continue to assist citizens and neighborhood organizations in conducting neighborhood pedestrian assessments. Because retrofitting existing neighborhoods with pedestrian improvements that meet current City Engineering Standards is often both impractical and not affordable, Public Works should be given flexibility in the design of pedestrian improvements that while not at current City standards, would improve overall safety for the neighborhood as compared to not making the improvements. An example might be construction of sidewalks without curb and gutters.

Pedestrian Action 7: Funding and Prioritization of Pedestrian System Improvements

The City's non-discretionary (excludes maintenance and replacement programs) current annual budget for pedestrian improvements is between \$2 and \$2.5 million. This budget will not be sufficient to address all of the moderate pedestrian needs identified in the Citywide Pedestrian Assessment but will be adequate in addressing most of the City's major pedestrian needs. Being good stewards of what budget is available for addressing the City's long-term major and moderate pedestrian needs is key to the Capital Improvements Program. Because there are pedestrian improvements needs that greatly exceed the available City funds, City funds should be targeted to those areas where there are high walking facility needs with low pedestrian system improvements.

Although the current pedestrian capital improvement programs for addressing pedestrian improvements is sound, the Kansas City Walkability Plan, including citywide assessments and evaluation tools should be used to further prioritize these improvements. Prioritizations to consider would include:

- Continue ADA curb cuts and corner replacements;
- Make improvements to Pedestrian Zones, Great Pedestrian Streets, Mixed Use and Multimodal Transportation Centers and Transit Impact Zones to raise the pedestrian level of service to standards recommended in the Kansas City Walkability Plan;
- Make improvements in High and Medium Demand Areas of the city as determined by citywide walking facility needs assessment; and
- At the neighborhood level, make improvements to the highest priority pedestrian mobility items as identified by a neighborhood through use of a *Kansas City Walkability Plan Neighborhood Walking Survey*.

Because Capital Improvements funding is limited, the City should provide neighborhoods with planning assistance in forming a Community or Neighborhood Improvement Districts to help finance walkability improvements as identified through Neighborhood Walking Surveys or Pedestrian Level of Service surveys.

Pedestrian Action 8: Coordinate Pedestrian Planning Issues

Develop an organizational focus to coordinate pedestrian planning activities within the city. This focus should include representatives from the Departments of City Planning and Development, Public Works and Parks, the City's Transportation and Development Committee, Mid-America Regional Council (MARC), and the Kansas City Area Transit Authority. The organizational focus should be toward internal and external pedestrian education, coordination and overall implementation of the City's pedestrian network.

Pedestrian Action 9: Pedestrian Education and Enforcement

Develop a pedestrian education program as part of City's overall communication and education program. Coordinate police resources and manpower to enforce pedestrian and vehicular traffic laws.

Pedestrian Action 10: City of Kansas City and Missouri Department of Transportation Pedestrian Requirements

State roads in Kansas City are under the jurisdiction for construction, improvement, and/or maintenance by the Missouri Department of Transportation. Therefore, the City cannot require of proposed developments improvements, including those that would accommodate pedestrians that are within the State facilities right-of-way. The City of Kansas City should work cooperatively with the Missouri Department of Transportation to encourage a more pedestrian friendly MoDOT infrastructure where studies indicate pedestrian activity.