

provide ADA compliant pedestrian ramps including detectable warning pavers and traffic signal/pedestrian signal modifications. There are several areas in the corridor needing sidewalk repair due to broken, heaved, cracked or missing sidewalks.

### Transit Recommendations

Transit is a critical element that will add to the longevity and success of the 63rd Street Corridor. Transit improvements such as the recent Troost MAX service will greatly enhance the Troost Village area. It has been proven in many major metropolitan cities across the nation that investment in transit can have a monumentally positive economic impact on an area. Soon, the Kansas City region will be evaluating high-capacity transit for the US-71 corridor between Downtown and Belton. The 63rd Street interchange area would be a prime location to evaluate a potential transit hub or park-n-ride location. A 63rd Street Corridor Transit Accessibility Plan should be developed to provide a guided vision for transit investments that complement recent MAX investments while enhancing existing local and planned regional transit services.

### Proposed Roadway Cross Section Recommendation

The corridor assessment identified that there may be an opportunity to change the existing configuration of 63rd Street between Rockhill Road and Wornall Road from the current four-lane roadway configuration to a two-lane roadway with a center two-way left-turn lane. Before any change in the current roadway configuration could occur, a detailed traffic analysis of the 63rd Street Corridor between Wornall Road and Troost Avenue would need to be undertaken.

### Additional Parking in Brookside

A detailed Brookside Parking Utilization and Needs Study should be conducted to provide the data and evaluation needed to understand the weekday and weekend parking turnover and demand in the area. The Brookside businesses have identified the need for additional parking, and have further identified a specific location for additional angled parking along 63rd Street.

### Raised Median Between The Paseo and US-71

Based on the movement patterns of corridor users and the corridor's land uses, a raised median should be constructed in the five-lane section of 63rd Street from The Paseo to US-71. This area has a great potential for future redevelopment and densification, particularly as transit accessibility along the US-71 corridor increases.

### Major Street Plan Typology Recommendation

The City of Kansas City is currently finalizing the update to the Major Street Plan based on a "complete streets" philosophy that supports not just cars, but also pedestrians, bicyclists, and transit. Based on the land uses in the area and the mixed use recommendations from the 2002 63rd Street Plan, this study recommends that the segment of 63rd Street from Rockhill Road

to The Paseo be changed from a Thoroughfare/Local Link designation to Commerce/Mixed Use (Figure 2).

The Commerce/Mixed Use street networks are highly interconnected, dispersing through traffic and providing convenient routes for pedestrians, bicyclists, and transit users.

## PRIORITIZATION

Phasing corridor improvements is necessary due to the limited funds that are available to implement the recommendations included herein. The prioritization of improvements relates directly to several factors, including:

- Functional need
- Economic development viability/opportunity
- Safety
- Surrounding land uses
- Relationship to other modes (connectivity to transit)

The highest priority resides in pedestrian level improvements including sidewalk and ADA accessibility upgrades. Based on the corridor inventory, potential corridor users, economic development factors and recent transit-related investments, there is an extensive list of needed and recommended improvements. This study recommends that initial investments begin in the vicinity of the Troost Village area. This area has many characteristics that make it both a logical and a strategically advantageous location for building on investment. The Troost Village is the effective "middle" of the 63rd Street Corridor examined in this study. Except for Brookside, it represents the greatest center of viable commercial activity. It has a number of public and private partners with active interests in continued investment and redevelopment of the area. From here, the investments should be made between Troost Village and the Brookside Village areas. These investments would connect the two areas with the most economic activity at this point, and should correlate with the proposed revised street cross section so as to enhance the pedestrian and vehicular mobility in concert.

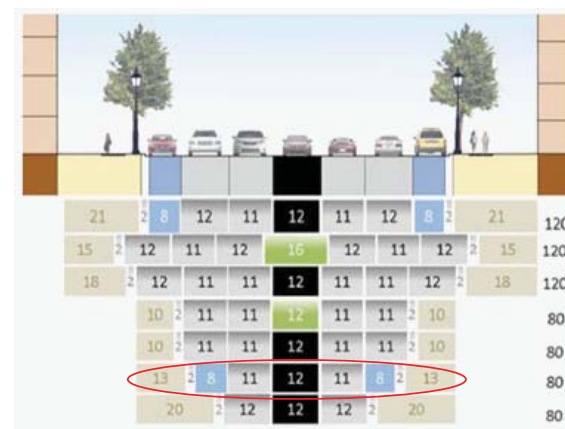


Figure 2: Recommended Commerce/Mixed-Use Street Typology, City of Kansas, MO Major Street Plan, 2011



# 63rd Street Capital Improvement Plan

November 2011

## Project Executive Summary

### INTRODUCTION

The 63rd Street Corridor represents a diverse community with extensive history and character. Within it, distinctive neighborhood characteristics occur and evolve throughout the corridor. The corridor is anchored to the east by Swope Park, home to many regional attractions, and on the west by Brookside, one of the metro's most vibrant and sustainable commercial areas. From the land use perspective, there are areas that exhibit strong and sustainable presence, while other areas show signs of weakness but have the potential for rejuvenation.

It is the goal of the 63rd Street Capital Improvement Plan to identify future ways in which largely public investment might provide support and even serve as a catalyst for bringing cohesiveness to the 63rd Street Corridor, as well as help instigate rejuvenation efforts.

### AREA CONTEXT

The area context of the 63rd Street Corridor from Wornall Road to I-435 varies as it traverses through several neighborhoods, commercial districts and activity centers. West of Wornall Road, 63rd Street services very established and vibrant neighborhoods. The function of 63rd Street changes at Wornall Road, as it is transformed into an activity center type of environment by the Brookside commercial district. East of Brookside, commercial, residential and mixed use land uses span the corridor to Rockhill Road. Between Rockhill Road and US-71, the corridor uses are primarily commercial and institutional. East of US-71, neighborhood uses are adjacent to the corridor, and at Swope Parkway, the presence of Swope Park makes 63rd Street a primary connector for visitors to the park's many regional activity centers, the Zoo and Starlight Theater among them. The 63rd Street Corridor plays a very important role in providing contiguous east-west mobility to access to regional transportation corridors and regional attractions.

### CORRIDOR OPPORTUNITIES

The 63rd Street Corridor has a solid foundation of urban design elements that create enjoyable places for the region. Improving the urban design elements in several areas of the corridor are necessary to recreate or enhance the user experiences (Figure 1). The corridor also benefits from dramatically different development contexts that attract people to the corridor.

The western portions of the corridor are noted for their urban development patterns that draw people for retail, restaurants and entertainment. The eastern portions of the corridor are more natural in setting providing opportunities for housing, business, recreation and entertainment. The

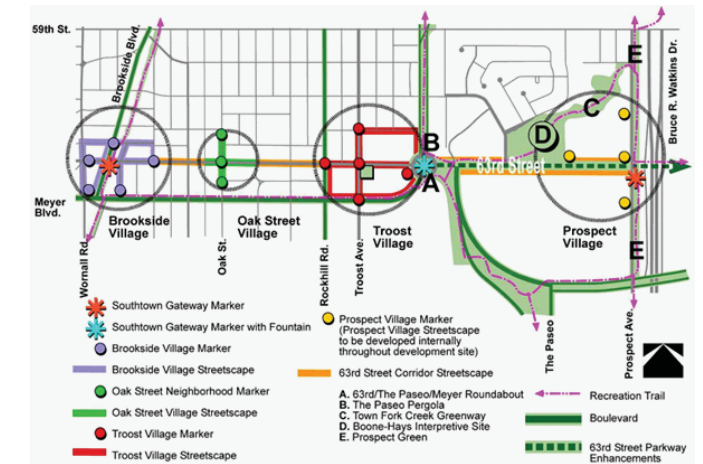


Figure 1: 63rd Street Urban Design Plan, 2002

central portions of the corridor are a combination of urban and suburban development patterns, providing a mix of retail and institutional land uses that draws people to the corridor. This area also provides the greatest potential for redevelopment activity, as the vacant buildings and land are repurposed and redeveloped.

### Development Form

An urban development form in the villages and along 63rd Street should be encouraged so as to provide connectivity between the buildings and the street. This will also promote and solidify walkability, accessibility and connectivity across the corridor. Walkability is also promoted through the supporting facilities in the corridor including sidewalks and paths, street lighting, landscaping / streetscape, utilities and pedestrian amenities (benches, bike racks, trash receptacles, etc.). Consistent street and pedestrian level lighting promote safety and enhance the pedestrian experience. To help address the visual clutter and different identities within the corridor, an Urban Design Master Plan should be developed.

### Corridor Identity

With the various attractions, destinations and commercial districts, a Corridor Wayfinding Plan should be developed to provide area visitors navigational guidance along the corridor. The corridor is accessed from various major transportation routes including I-435 and US-71, along with the arterials and parkways/boulevards that service the region.

### Pedestrian Recommendations

Enhancing pedestrian accessibility throughout the corridor, both within the villages and between the villages and attractions, is critical for the ultimate success of economic development initiatives that may occur in the area. To promote a pedestrian-safe environment, all street crossings need to

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### For questions, contact:

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This graph illustrates the condition of the 63rd Street Corridor across ten key elements. Data for this illustration was taken from a variety of sources, including a visual inventory, official traffic counts, traffic accident reports, and assessments based on design and engineering standards. For furthering both public investment and private development along the corridor, the graph can be a valuable tool. It helps illustrate needs along 63rd Street, such as stretches of the corridor with the highest concentration of issues; issues representing corridor-wide concerns; and additional improvements to consider when presented with public or private development activities.

## ADA

Intersection pedestrian ramps are critical for safety. These ramps allow those with a walking disability to easily traverse from the street to the sidewalk. The ramp also includes detectable warning pavers, or "Dimples" that allow for visually-impaired pedestrians to understand they are entering or leaving the street surface. The ADA factor included an assessment to identify where pedestrian ramps were present, and if they meet current ADA standards. This Plan recommends that all intersection and driveways be improved to meet current ADA standards.

## Urban Design

The design character of the 63rd Street Corridor varies across the length of the corridor. Much of this is due to the arrangement of different elements of the built environment – buildings, streets, sidewalks, streetscaping, and the like. The arrangement of these elements within a space is what defines the differences between the corridor Villages, making each of them unique. The Urban Design factor evaluated the arrangement and quality of the urban form. This Plan recommends that an Urban Design Master Plan be completed for the 63rd Street Corridor.

## Transit

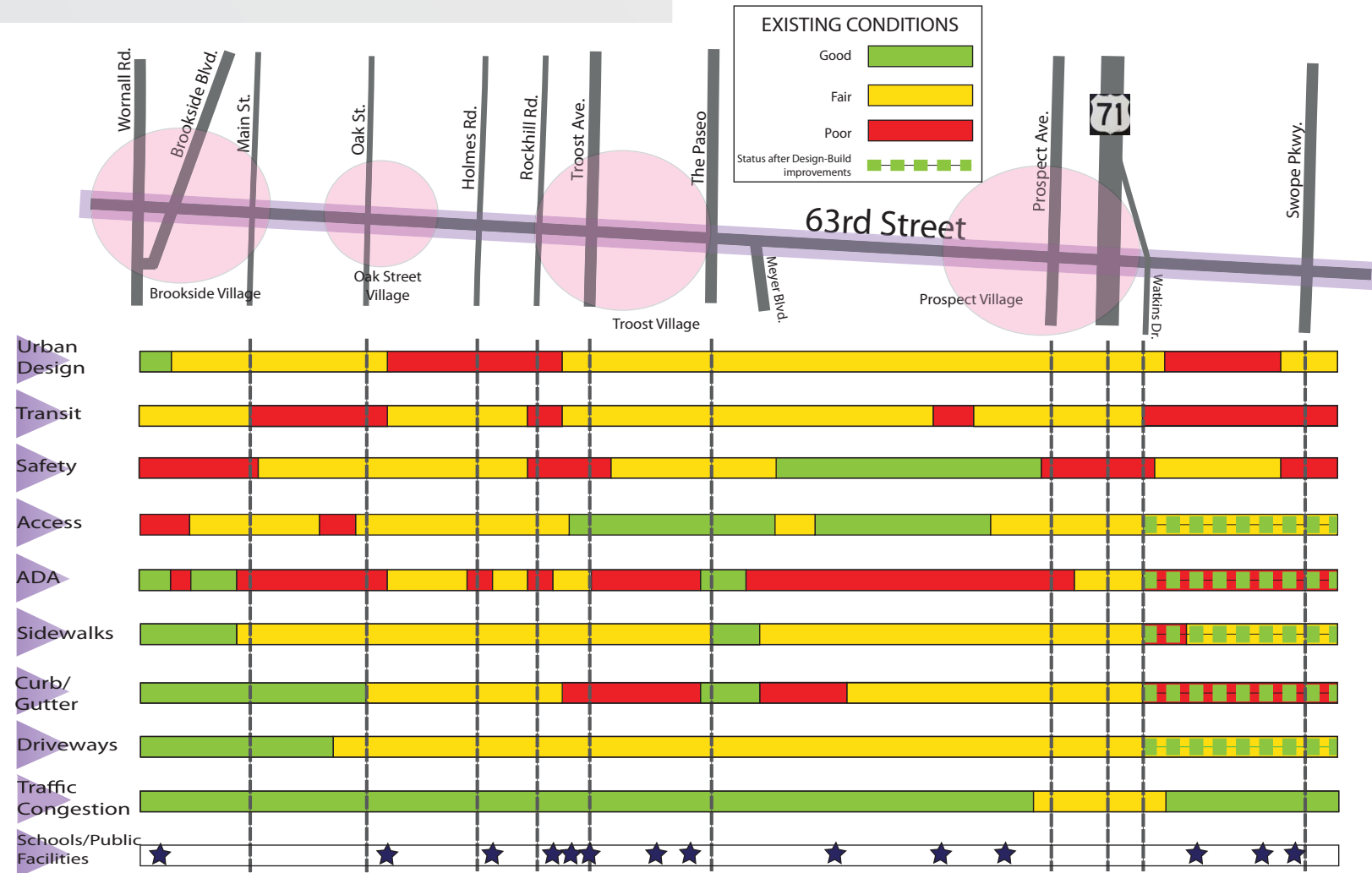
Transit is a critical element that will add to the longevity and success of the 63rd Street Corridor. It has been proven in many major metropolitan cities across the nation that investment in transit can have a monumentally positive economic impact on an area. To maximize that investment, improving the corridor transit presence (stop locations and accessibility, quality facilities and transit centers) will have a monumental impact in support of the regional program. The Transit factor evaluated the available facilities, quality of each stop and the ability for transit riders to safely access the bus from the bus stop. This Plan recommends that a 63rd Street Corridor Transit Accessibility Plan be developed to integrate local and regional needs into a unified transit vision.

## Safety

Monitoring corridor traffic safety, both at an intersection and segment level, is very important in order to enhance mobility and retain system reliability. The safety factor examined the historic crash occurrences in the corridor and identified the locations with the greatest concentration of crashes. This Plan recommends monitoring the traffic safety as new corridor developments locate along 63rd Street.

## Access

Access management is a commonly used method to enhance roadway safety and mobility through various strategies. The Access factor evaluated the density of driveways or on-street parking, proximity to adjacent intersections, and the density of traffic signals on the corridor. This Plan recommends a raised median be constructed between Paseo Boulevard and Prospect Avenue.



## Schools/Public Facilities

The presence of schools and public facilities plays a role in the amount of potential pedestrian activity, and the type of pedestrian activity. The Schools/Public Facilities factor examined the locations of schools and other attractors (non-commercial) within a three-block area surrounding the 63rd Street corridor to identify potential concentrations of anticipated pedestrian activity. This Plan recommends that corridor improvements be made in the vicinity of schools and public facilities first to enhance safety and accessibility for those users.

## Traffic Congestion

Traffic congestion relates directly to the perceived quality of a person's trip to the 63rd Street corridor. The level of congestion can be related to the density of traffic, density of driveways, or how the corridor functions as a system. The Traffic Congestion factor used historic traffic counts to examine how well the corridor can handle traffic demands compared with the available capacity. Currently, the corridor does not exhibit excessive congestion, so no recommendations for traffic capacity improvements are needed at this time.

## Sidewalks

Maintaining a high level of safe pedestrian mobility is critical to the ultimate success of the 63rd Street Corridor. The various nodes and villages along the corridor attract users from adjacent neighborhoods and throughout the metropolitan area. Enabling users to have a modal choice along the entire 63rd Street Corridor provides the opportunity for the Village centers to be accessed without driving. The Sidewalk factor involved an assessment to identify if tripping hazards exist, and if the sidewalk was less than 5'-0" in width. This Plan recommends extensive sidewalk replacement for improved pedestrian mobility.

## Curb/Gutter

Curbs and gutters play a major role in providing safer roadway facilities for all users. Curbs help keep drivers on the road by creating a barrier between the road surface and obstacles beyond the curb (pedestrians, poles, fire hydrants, buildings and other objects). Gutters help with storm water drainage so motorists are not driving in deep water while navigating a roadway during a storm. The Curb/Gutter factor evaluated the quality and completeness of the curb and gutter along the 63rd Street corridor. This Plan recommends extensive curb and gutter replacement.

## Driveways

Driveway quality can have an impact on how motorists enter and exit from an establishment. Driveways can also have an impact on how pedestrians, particularly disabled individuals, traverse across a driveway. The Driveway factor evaluated the quality of the driveway and if they met current pedestrian mobility requirements. This Plan recommends that when possible, driveways be consolidated. This Plan also recommends driveway improvements to improve pedestrian safety.