

Transportation KPA

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Transportation KPA Members

Transportation in Lee's Summit is a planned, regionally integrated, multi-modal, accessible, and well-maintained system that facilitates movement about the city and encourages growth and economic development.

This system includes vehicular, bicycle, pedestrian, aeronautical, rail and mass transit components that provide safe, efficient, and sustainable transportation of people, goods, and services to and from places where we live, work, worship, shop, play, learn, and seek medical care.

Vision Statement

Determine if expansion of the airport will provide economic development and growth for Lee's Summit.

Goal 1: Airport

- Enact the top priority of Lee's Summit Airport Business Plan study (i.e., lengthen runway)
- Attract new businesses to the area
- Safety of users and surrounding residents
- Increased usage and fuel sales to improve economic viability
- No other convenient airport for corporate usage in Eastern Jackson county

Rationale

- Increase political and popular support for expanding use of the airport area.

Strategy 1

- Await completion of airport business plan study (should be complete in July 2009)
 - Implementer:
 - Reviewed by City Council, BOAC (Board of Aeronautic Commissioners), Transportation KPA
 - Resources
 - Already funded
 - Timeline
 - 120 days from start

Action Step 1

- Distribute summary of findings and report to media and public
 - Implementer:
 - City Staff, Chamber of Commerce, Lee's Summit Economic Development Council
 - Resources
 - Include in CityScope, website, other media outlets
 - Timeline
 - 180 days from start

Action Step 2

- If the Lee's Summit Airport Business Plan supports expansion, encourage City Council to make a decision in accordance with the Business Plan on expansion of the runway 1,300 feet for safety, noise reduction, and operation of corporate jets

Strategy 2

- Encourage City Council action to implement funding to lengthen runway
 - Implementer
 - City Council, Chamber of Commerce, Lee's Summit Economic Development Council
 - Resources
 - None
 - Timeline
 - 210 days from start

Action Step 1

- Actual lengthening of runway (resulting in increased fuel sales)
 - Implementer
 - City Council, Public Works
 - Resources
 - 5% City funding match to 95% Federal match; Engineering study already funded and complete
 - Timeline
 - 210 days from start (complete in 575 days from start)

Action Step 2

- Increase business opportunities and fuel sales so operational revenues match or exceed operation expenses

Strategy 3

- Increase business development opportunities through promotion of airport
 - Implementer
 - City Council, Chamber of Commerce, Lee's Summit Economic Development Council
 - Resources
 - Advertising funds to bring new aeronautical businesses to Lee's Summit
 - Timeline
 - 210 days from start

Action Step 1

- Increase north/south runway by 1,300 feet for safety and operation of corporate jets.
- Increased jet fuel sales to balance airport operation budget.
- Increased number of businesses in Lee's Summit airport area and community in general due to improved airport increasing tax base.
- Decreased noise profile due to extension of runway (see McComas – Lee's Summit Municipal Airport Environmental Assessment; Exhibits I, J, K)

Measures of Success

Provide a safe, cost-effective, accessible, environmentally responsible regional mass transit system to connect people to work, educational institutions, medical institutions, & entertainment destinations.

Goal 2: Mass Transit

- Serve the following demographics
 - Elderly and people with disabilities
 - People who want to ride for economic reasons or for convenience
 - People who want to ride for “green” reasons
- Provide service to the following
 - Work
 - Education
 - Health care services
 - Entertainment

Rationale

- Light Rail System (Major concept for Lee's Summit to consider in conjunction with surrounding communities for long-range implementation following positive results of a feasibility study)

Strategy 1

- Determine rights of way currently available, including interstate medians, surface or elevated design and what neighboring cities would participate.
 - Implementer
 - KCATA, City of Lee's Summit, MARC
 - Resources
 - KCATA, City of Lee's Summit, MARC
 - Timeline
 - 360 days from start (12 months)

Action Step 1

- Create business plan
 - Implementer
 - KCATA, City of Lee's Summit, MARC
 - Resources
 - KCATA, City of Lee's Summit, MARC
 - Timeline
 - 630 days from start (additional 9 months)

Action Step 2

- Find funding sources
 - Implementer
 - KCATA, City of Lee's Summit, MARC
 - Resources
 - KCATA, City of Lee's Summit, MARC
 - Timeline
 - 750 days from start (additional 4 months)

Action Step 3

- Create the design
 - Implementer
 - KCATA, City of Lee's Summit, MARC
 - Resources
 - KCATA, City Lee's Summit, MARC
 - Timeline
 - 1,470 days from start (additional 24 months)

Action Step 4

- Complete the build
 - Implementer
 - Design architects, engineering firms, public works, general contractor, MODOT, others
 - Resources
 - [Kansas City Star estimates for light rail are \$58 million per mile; \$40 million per mile for street car style], need right of way
 - Timeline
 - 5 - 10 years from decision to go

Action Step 5

- Commuter Rail System (Major concept for Lee's Summit to consider in conjunction with surrounding communities for long-range implementation following positive results of a feasibility study)

Strategy 2

Action Step 1

- Determine rights of way currently available, which existing railroad lines are available and what neighboring communities would participate.
 - Implementer
 - KCATA, City of Lee's Summit, MARC
 - Resources
 - KCATA, City of Lee's Summit, MARC
 - Timeline
 - 180 days from start (6 months)

Action Step 2

- Create business plan
 - Implementer
 - KCATA, City of Lee's Summit, MARC
 - Resources
 - KCATA, City of Lee's Summit, MARC
 - Timeline
 - 450 days from start (additional 9 months)

Action Step 3

- Find funding sources
 - Implementer
 - KCATA, City of Lee's Summit, MARC
 - Resources
 - KCATA, City of Lee's Summit, MARC
 - Timeline
 - 570 days from start (additional 4 months)

Action Step 4

- Create the design
 - Implementer
 - KCATA, City of Lee's Summit, MARC
 - Resources
 - KCATA, City Lee's Summit, MARC
 - Timeline
 - 1,290 days from start (additional 24 months)

Action Step 5

- Complete the build
 - Implementer
 - Design architects, engineering firms, public works, general contractor, MODOT, others
 - Resources
 - Purchase of right of way; construction of rail line and terminals; purchase of passenger cars; other
 - Timeline
 - 5 years from decision to go

- Local Bus System (Expand KCATA system and/or independently develop a Lee's Summit system following a feasibility study – a three-year concept, based on the fact that the City is currently reviewing an internal proposal to expand KCATA Route 252)

Strategy 3

Action Step 1

- Research ridership potential and growth potential
 - Implementer
 - City staff, interested volunteers, KCATA
 - Resources
 - KCATA, City of Lee's Summit, outside consulting firm
 - Timeline
 - 90 days from start

Action Step 2

- Work with neighboring cities for connecting links to their intra-city routes or pick-up points
 - Implementer
 - City Councils of Lee's Summit and neighboring cities
 - Resources
 - Lee's Summit City Council and staff
 - Timeline
 - 180 days from start

- Redesign KCATA Route 252 route (add more buses, buy city-owned buses &/or supplement KCATA with volunteer resources such as community churches) and develop a complete marketing plan to increase visibility and ridership
 - Implementer
 - City, KCATA and volunteers (volunteer manpower & assets may be a hurdle)
 - Resources
 - Existing KCATA resources, and funding resources for new purchases
 - Timeline
 - 360 days from start (additional 6 months)

Action Step 3

- Extend KCATA Route 252 to neighboring cities
 - Implementer
 - City of Lee's Summit, KCATA and volunteers (church manpower and assets)
 - Resources
 - Existing KCATA resources, and funding resources for new purchases
 - Timeline
 - 480 days from start (additional 4 months, assuming other cities fall in line)

Action Step 4

- Produce a recognizable increase in annual ridership beyond what would be expected from the trending increase in area population growth.
- Although somewhat subjective, a contribution to the reduction in traffic accidents, traffic congestion and air pollution.

Measures of Success

Safe access along and across
Lee's Summit streets for all
citizens, including motorists,
bicyclists, pedestrians, and
transit riders.

Goal 3: Complete Streets

- Implementing a “Complete Streets” concept:
 - Reduces traffic congestion.
 - Is “Green” (i.e., pollution, and gasoline consumption).
 - Improves safety and access for all people using our streets.
 - Facilitates the use of mass transit.
 - Provides lower-cost transportation options/choices.
 - Complies with federal guidelines for pedestrian and bicycle access.
 - Encourages active living to combat obesity and promote public health. (This is a high priority for our Health Education Advisory Board.)

Rationale

- Develop a “Complete Streets” Approach to Transportation in Lee’s Summit

Strategy 1

Action Step 1

- Establish a “Complete Streets Advisory Committee”
 - Implementer
 - Mayor
 - Resources
 - Qualified city staff (e.g. traffic engineer) and interested citizens
 - Timeline
 - Immediately

Action Step 2

- Adopt a “Complete Streets Ordinance*” for Lee’s Summit
 - **Implementer**
 - Mayor & City Council
 - **Resources**
 - Complete Streets Advisory Committee & city staff, model ordinances from other cities, Missouri Bicycle Federation, Parks & Rec,
<http://www.completestreets.org>
 - **Timeline**
 - 180 days from start

- Develop a "Share the Road" education campaign to encourage safe bicycling, safe walking, & safe driving in Lee's Summit.
 - Implementer
 - Complete Streets Advisory Committee, City PR Dept, Parks & Recreation Director
 - Resources
 - City Staff, Parks & Recreation Dept., Public Safety Committee, Police Department, Public Works Dept., Health Education Advisory Board.
 - Timeline
 - 180 days from start (To coincide with adoption of Complete Streets Ordinance)

Action Step 3

- Develop safe walking/bicycling routes to schools, senior centers, community centers, parks, etc.
 - Implementer
 - City Manager with Public Works Director
 - Resources
 - School district, subdivision developers, HOAs, Safe Routes to School National Partnership, Public Works Dept, Parks and Rec, Police, Public Safety Committee, Complete Streets Advisory Committee
 - Timeline
 - 12-18 months

Action Step 4

Action Step 5

- Coordinate actions with neighboring communities & regional entities.
 - Implementer
 - Mayor, City Manager
 - Resources
 - City staff, Parks & Recreation Director, Chamber of Commerce, Public Works Director, Complete Streets Advisory Committee, MARC, MODOT, Missouri Bicycle Federation
 - Timeline
 - ongoing

Action Step 6

- Eliminate barriers to safe bicyclist and pedestrian movement across major thoroughfares in Lee's Summit
 - Implementer
 - Public Works Director and Traffic Engineer
 - Resources
 - MODOT, Complete Streets Advisory Committee, Parks and Recreation Dept, Institute of Transportation Engineers
 - Timeline
 - 3-5 years from start

- Transform Lee's Summit into a "Bicycle Friendly Community**"

Strategy 2

- Assess safety and access for bicycles on Lee's Summit Streets
 - **Implementer**
 - City Manager and Traffic Engineer
 - **Resources**
 - City staff, Parks & Recreation, Public Works, Complete Streets Advisory Committee, League of American Bicyclists, Missouri Bicycle Federation
 - **Timeline**
 - 60 days from start

Action Step 1

Action Step 2

- Re-stripe streets that could currently accommodate safe bicycle travel with simple reconfiguration. (e.g. narrowing the center lanes of a wide 4 lane street to allow wider curb lanes with bike lanes; or changing a 4 lane street to 3 lanes, including a center turn lane, with bike lanes.)
 - Implementer
 - City Manager and Traffic Engineer
 - Resources
 - Public Works, Complete Streets Advisory Committee, Parks and Recreation
 - Timeline
 - 90-120 days from start

- Apply for “Bicycle Friendly Community” Designation
 - Implementer
 - Mayor and City Manager
 - Resources
 - City staff, League of American Bicyclists, Parks and Rec
 - Timeline
 - 90 days from start

Action Step 3

Action Step 4

- Continuously improve our “Bicycle-Friendly Community” status based on feedback from the League of American Bicyclists
 - **Implementer**
 - Mayor and City Manager
 - **Resources**
 - City staff, Parks & Rec, Public Works, Complete Streets Advisory Committee, League of American Bicyclists
 - **Timeline**
 - ongoing

Action Step 5

- Complete the “Greenway Master Plan” and connect with MetroGreen®
 - Implementer
 - Parks & Rec Director
 - Resources
 - City staff, Parks and Rec Board and staff, Complete Streets Advisory Committee, MARC, Public Works
 - Timeline
 - 5-10 years from start

Action Step 6

- Complete the proposed KATY Trail extension through Lee's Summit
 - Implementer
 - Parks and Recreation Director & Public Works Director
 - Resources
 - Missouri Department of Natural Resources, Public Works, Parks and Rec., City Council, and Mayor
 - Timeline
 - 5 years from start

- Mayor establishes a “Complete Streets Advisory Committee”.
- City Council passes a comprehensive “Complete Streets Ordinance*”.
- Citizen comfort with walking and bicycling safety.
- Number/percentage of trips by bicycling/ walking/ mass transit increase steadily.
- Lee’s Summit achieves “Bicycle Friendly Community**” designation and continues to improve its designation level.
- “Greenway” Master Plan is completed.
- KATY trail is completed through Lee’s Summit to Kansas City

Measures of Success

Any Questions?

- * Complete Streets Ordinance shall include a “policy focus” to accommodate bicyclists, pedestrians, motorists and mass transit riders of all ages and abilities. This shall be applied to all new street projects (including those in the “pipeline”), as well as resurfacing, redesign, or re-striping of existing streets. The Ordinance should incorporate the “Five E’s” (Engineering, Education, Encouragement, Enforcement, and Evaluation/planning). The Ordinance shall also require developers to include safe access for bicyclists and pedestrians in any new subdivisions, shopping districts, etc.
- . ** The “Bicycle Friendly Community” program is administered by the League of American Bicyclists. (Levels include: Bronze, Silver, Gold, and Platinum.)

Resources