



West Pennway Street Redesign Plan

Steering Committee Kickoff 6.17.21

Project Leadership



Consultant Team



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Regan Tokos

Hoxie
COLLECTIVE LLC

SWT Design



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Thomas Morefield



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Steering Committee

Adam Jones (Fox & Pearl/Clay & Fire)

Amy Morris (Irene H. Ruiz Library)

Andres Chaurand (Guadalupe Center)

Angela Castro (Villa del Sol Resident)

Barbara Bailey (Westside CAN Center)

Brandon Strick (Westside Local)

Cady Seabaugh (McCormack Baron)

Jamie Jeffries

Jaqueline Tanner (Principal, Primitivo Garcia Elementary School)

Jenny Mendez (Mattie Rhodes)

John Fierro (Mattie Rhodes)

Lauren Thompson (Westside Neighborhood Association)

Marilyn De La Pena (KCMO Housing Authority)

Pancho Luna (Sacred Heart Neighborhood Association)

Richard Hernandez (Westside Neighborhood Association)

Tessa Ramirez (Hispanic Economic Development Center)

Meeting Agenda:

- Overview of the planning + design process and timeline
- Dialogue about concerns, aspirations and important outcomes from this process
- Review of existing conditions
- Dialogue about preliminary design ideas to address safety and function
- Set next meeting dates

Project Goals

STATED PURPOSE: Explore opportunities to redesign West Pennway between 17th and 21st Street for improved pedestrian and bicycling movements.

- Focus on improving problematic intersections at 17th Street and West Pennway and 21st Street and West Pennway to allow improved traffic flow, safer pedestrian and bicycling movements and stormwater runoff.
- Investigate the opportunities to construct sidewalks, bicycle lanes and bio-swales along the corridor.
- Provide recommendations for greater mobility options as well as additional greenspace.
- Recommendations should link Parks Department and Westside Housing properties and transform the corridor into a linear park.
- Recommend enhancements and amenities to the existing transit station at West Pennway, 21st and Summit Streets.

Project Schedule

	April	May	June	July	August	Sept	Oct	Nov	Dec
Project Kick-off	★								
Phase 1: Discovery		1.1	(1.2)	(1.3)					
Phase 2: Strategy				2.1	(2.2)	(2.3)			
Phase 3: Implementation Planning						3.1	3.2	(3.3)	(3.4)
								3.5	★

Phase 1: Discovery

- 1.1 - Existing Condition Assessment
- 1.2 - Stakeholder Meeting
- 1.3 - Coordination Meeting with City Departments

Phase 2: Strategy

- 2.1 - Scenario Development
- 2.2 - Stakeholder Meeting
- 2.3 - Public Meeting

Phase 3: Implementation Planning

- 3.1 - Finalize Preferred Scenario
- 3.2 - Draft Implementation Plan
- 3.3 - Stakeholder + City Department Meeting
- 3.4 - Public Meeting
- 3.5 - Finalize Deliverables

★ - Kick-off / Delivery

Technical Advisory Group

Rodney Riffle (KCMO Parks /CLIENT)

Jill Erickson (Heartland Conservation Alliance)

Tom Jacobs (Mid America Regional Council, Environmental Programs)

Synthia Isah (Mid America Regional Council, Environmental Programs)

Alex Rotenberry (Mid America Regional Council, BPAC)

Mario Vasquez (Public Works/KC River Trails/Riverfront)

Maggie Green (KCMO Public Works)

Lisa Treece (KCMO Water Services)

Priya Iyengar (KCMO Water Services)

Laura Isch (KCMO Environmental Quality)

Kyle Elliott (KCMO Planning)

AJ Farris (KCATA)

Bernadette Gittings (Housing Authority)

Dialogue...

What are your concerns for this project?

What are your hopes?

What outcomes would make this project successful in your eyes? What outcomes are the most important?

Existing Conditions Assessment

Past Plans

Regional connections

Street and sidewalk conditions

Intersections and crossings

Mode share and traffic flow

Trees and park amenities

Stormwater flow and green infrastructure opportunities

Past Plans

Local:

West Pennway Plan 2011

Westside Green Infrastructure Study

Equitable Neighborhood Action Plan 2021

Safe Routes to Schools 2017

Reconnect Westside 2013

City:

Greater Downtown Area Plan

Riverfront Heritage Trail

Regional:

Complete Streets Handbook

Regional Wayfinding Plan

Greater KC Regional Bikeway Plan

Relevant Recommendations

West Pennway Plan 2011

- Address one-way section of 21st St.
- Reconfigure right-of way for traffic flow
- Protect pedestrian crossings
- Bike lanes on street
- Capture stormwater on east side
- Vacate streets at short legs of Belleview and Allen
- Parking on west side

Westside Green Infrastructure Study

Use Westside Housing Organization development site opportunities to model integrated green infrastructure benefits through three projects:

- Neighborhood gathering space (1746 Belleview + 1004 W. 18th)
- Community Garden and Education Center (900 W. 20th)
- Community Transit Plaza (2034 Summit)

Relevant Recommendations

Reconnect Westside 2013

- Support Complete and Green Streets
- Create community gathering spaces
- Improve connections
- Improve parking in neighborhood
- Direct traffic to mixed use streets and streets with greater capacity (traffic calming on minor approaches, reconsider one ways)
- Add Bike Facilities to Neighborhood Connectors

Safe Routes to Schools 2017, Garcia

- 3% walk in morning, 17% walk in afternoon
- Majority ride school bus or ride in private vehicle
- Attendance boundary spans to Historic NE
- Majority of intersections assessed were missing crosswalks
- The condition of sidewalks assessed was below average
- 13 vacant parcels in the two block radius

Equitable Neighborhood Action Plan 2021

Focused on development without displacement, changing demographics, recent property tax increases and impacts of COVID

For the period from 2015 to 2019, most of the following data points begin to show the gentrification of the neighborhood that people have been experiencing:

- The overall population of the Westside increased by 7%,
- Median income increased by 15% and there was a corresponding 7.5% decrease in people below the poverty line.
- There is an 11.3% increase in homeownership. The number of rentals decreased by 5.01%.
- The average monthly rent is \$1,381 which is 34% greater than the average rent for Kansas City
- There is a 54% increase in the number of people aged 25 and older that have a bachelor's degree or higher and simultaneously, a 17% increase in people with a 9th grade education or less.
- Median household income increased from \$27,634 (2015) to \$32,415 (2019). Metro area median household income is \$66,632.

Demographics

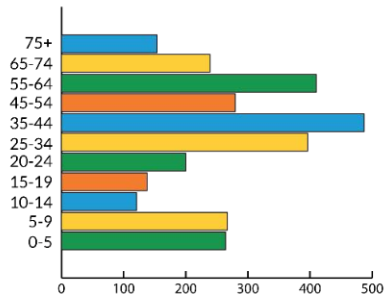
2015-19 Total Population Estimates:

2,956

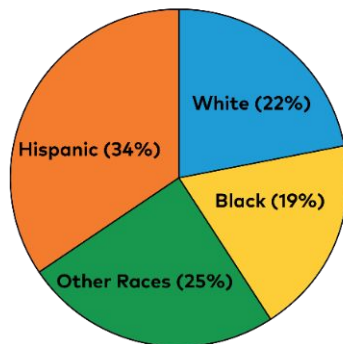
2015-19 Household Count:

1,271

2015-19 Age Breakdown:



Race of Neighborhood Residents:



2015-19 Median Income:

\$33,273

2015-19 Median Home Value:

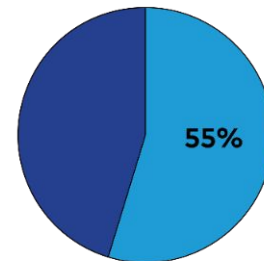
\$ 117,089

Average Rent:

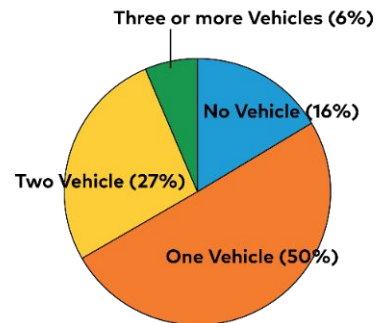
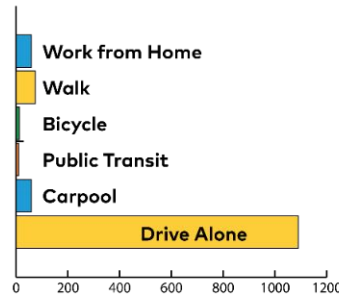
\$1381

Source: Rent Cafe

Homes Built before 1970:

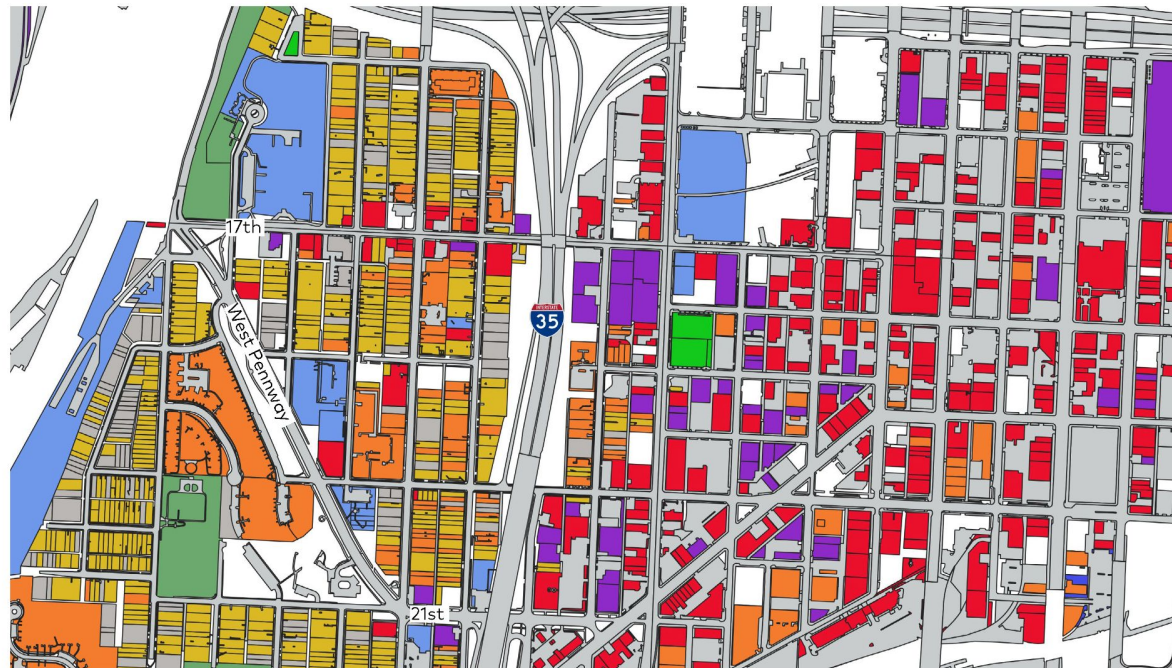


Transportation:

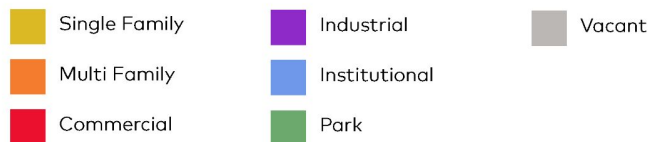


All data is from the 2015 - 2019 ACS estimates except Average Rent.

Land Use



Land Use



Property Ownership



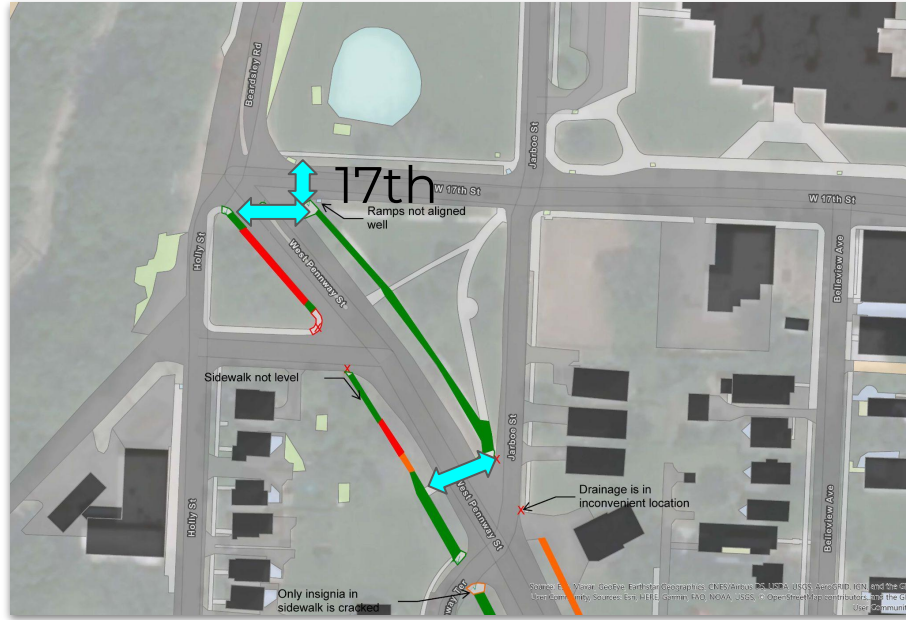
People who own 6+ Parcels

- Guadalupe Center (9)
- Robert Hernandez and Colleen D (13)
- Housing Authority of KCMO (7)
- Lambie Custom Homes (6)
- Leon Adams & Hattie (7)
- Rogers Properties of North America (13)
- Richard Salazar (10)
- Samuel Sparks (8)
- Switzer Apartments (7)
- Westside Housing (10)
- Bottoms Up Creative (13)
- Daxi Properties (10)
- Edward Franklin Building Company (14)
- KCMO Parks

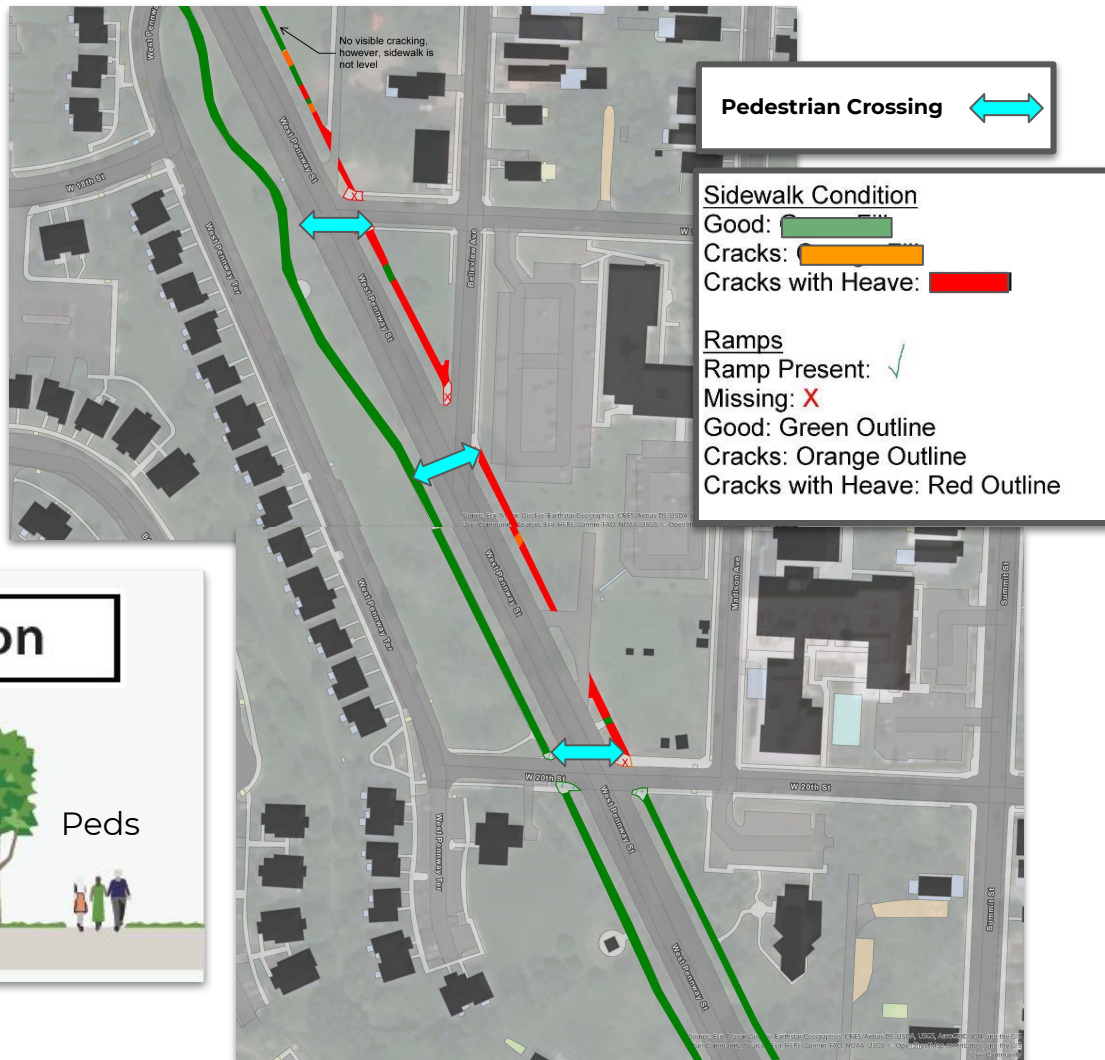
West Pennway as a Linear Park



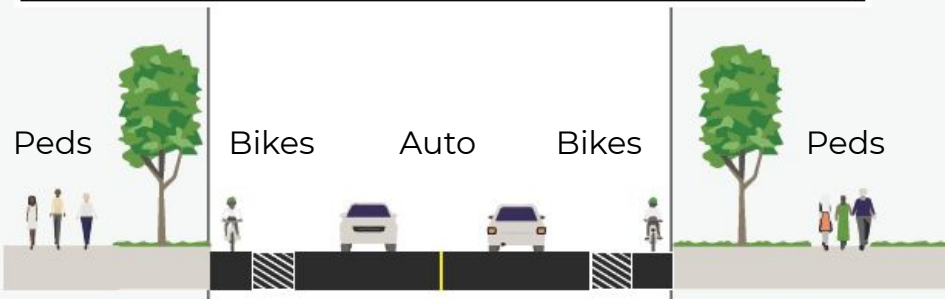
Street and Sidewalk Conditions: *Primary Intersections*



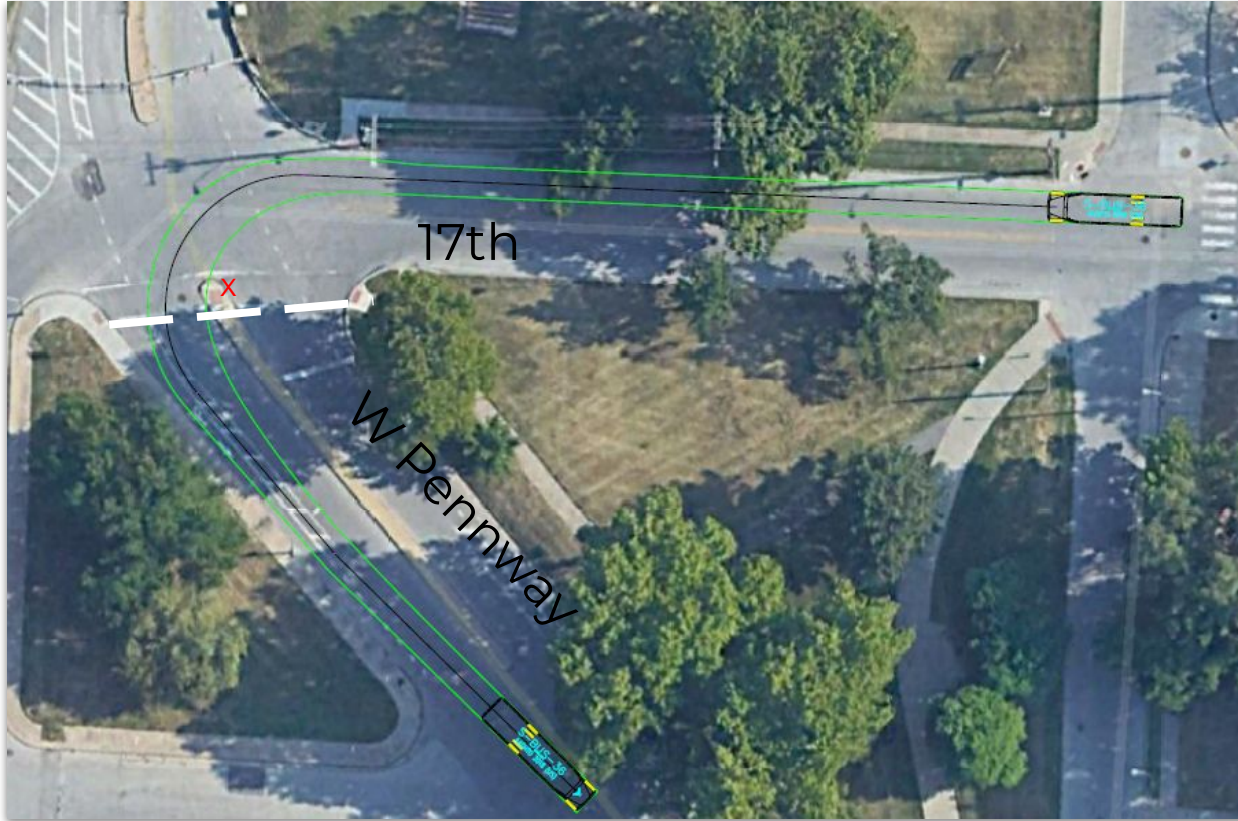
Street and Sidewalk: *Corridor Conditions*



W Pennway Existing Section



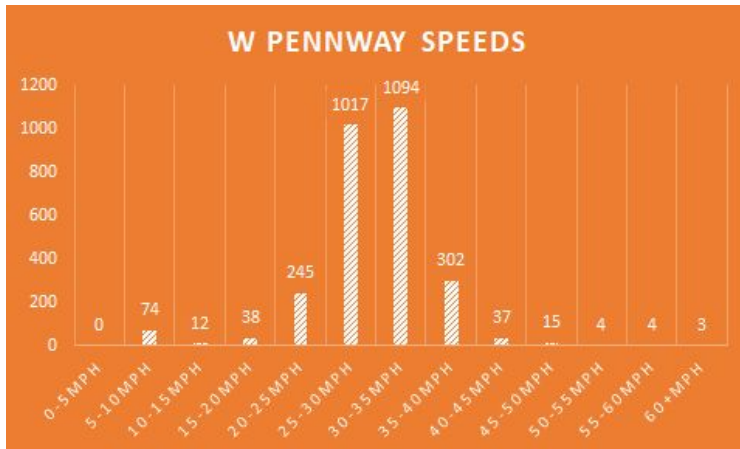
Intersections and Crossings



- School Bus turning radius requires geometric considerations:
 - Remove “nose”
 - Still protect pedestrians

Mode Share and Traffic Flow

- Low volumes - under 3,000/day
- Terrain doesn't primarily affect speeds
- 2% above 40 mph
- Potential enforcement - 60+mph from 9am to noon
- 31 Wrong Way eastbound at 21st

[illegible]

Mode Share and Traffic Flow

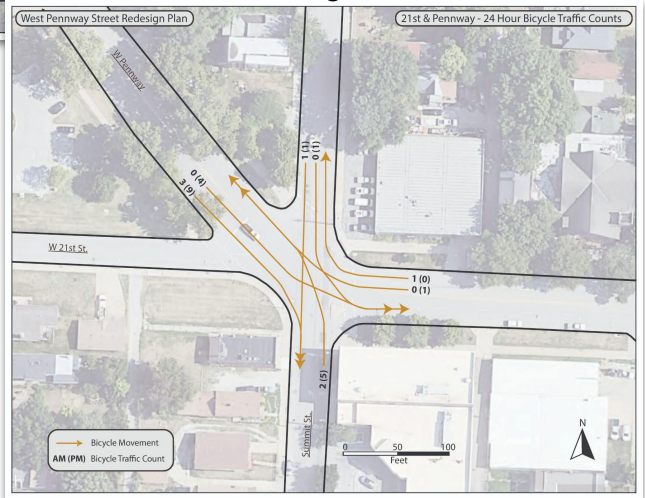
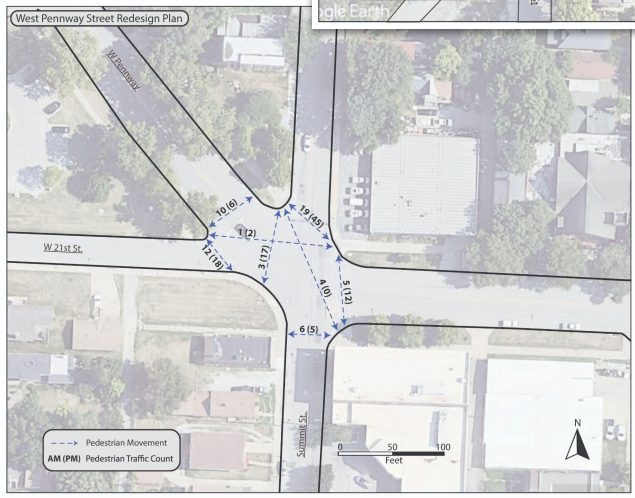
17th



Pedestrian

Bicycle

21st



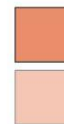
Tree and Amenity Inventory

Existing Trees and Amenities

- Some succession plantings and gaps in original tree alignment
- Public Art
 - Westside Pequeno Miramide
 - Riverfront Trail Lighting
- Riverfront Trail Amenities
- Chess tables near library



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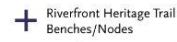
Civic/Community
Buildings

Other Structures



Mature Tree

Young Tree



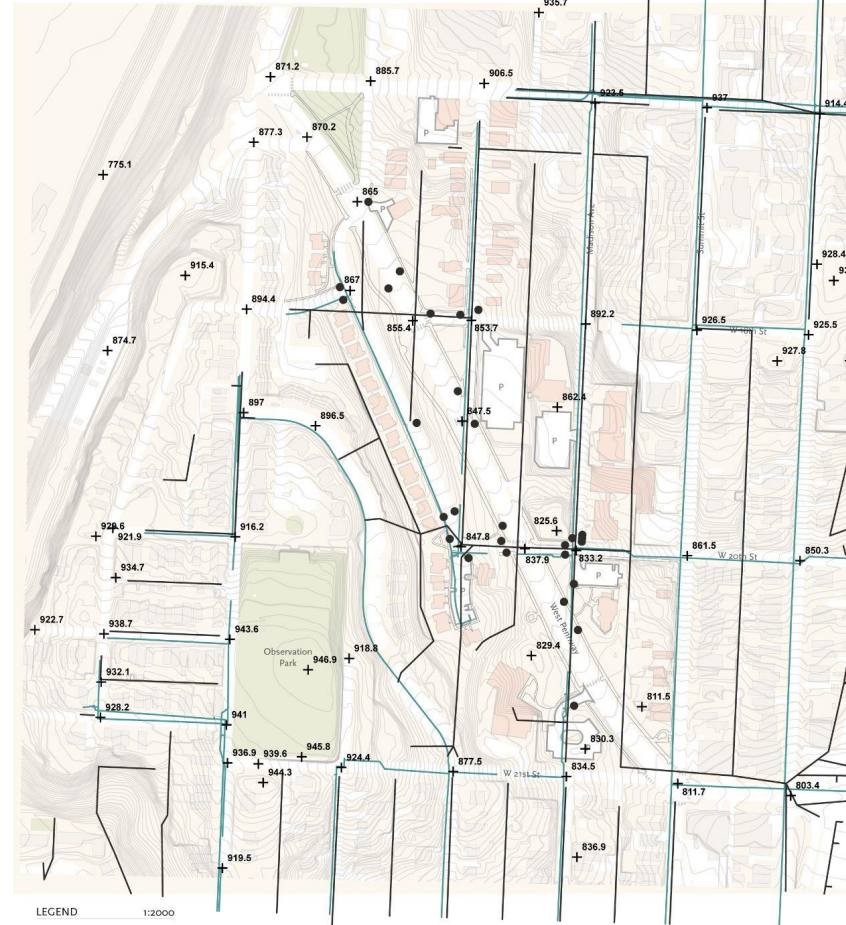
Riverfront Heritage Trail
Benches/Nodes

Riverfront Heritage Trail
Lighting





Catchments



Infrastructure and Topography

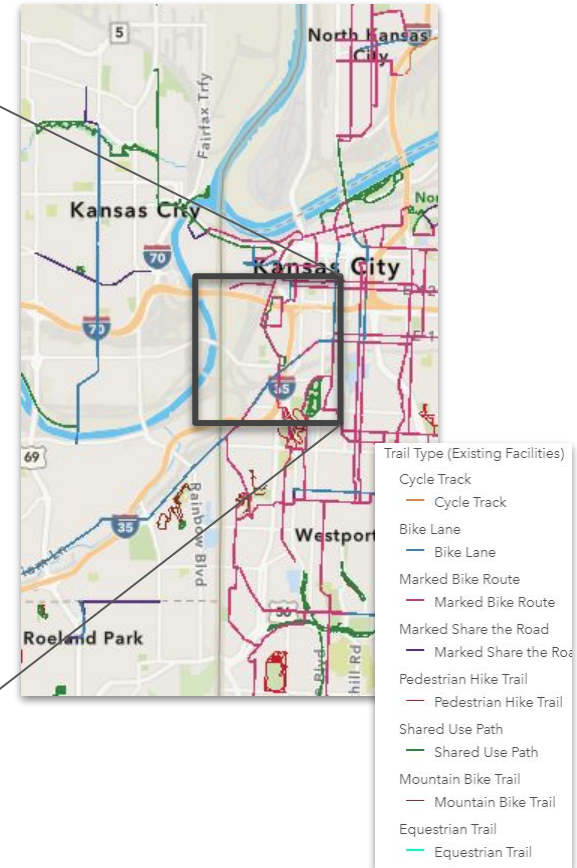
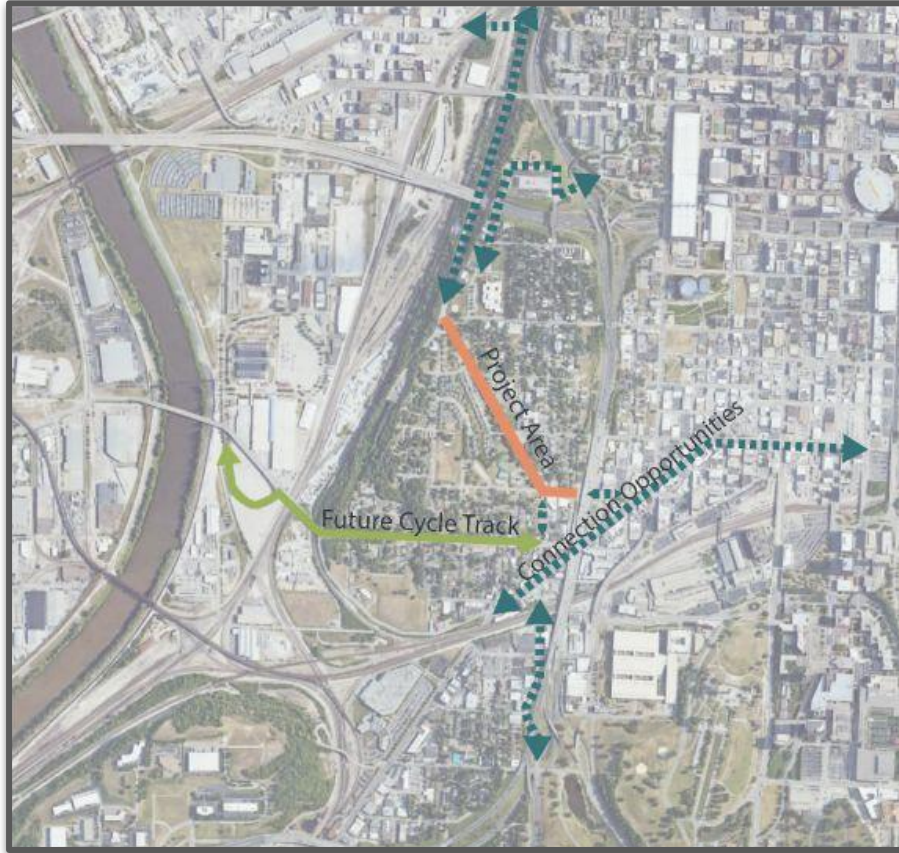
Approach to Preliminary Design Ideas

Big Considerations for Integration

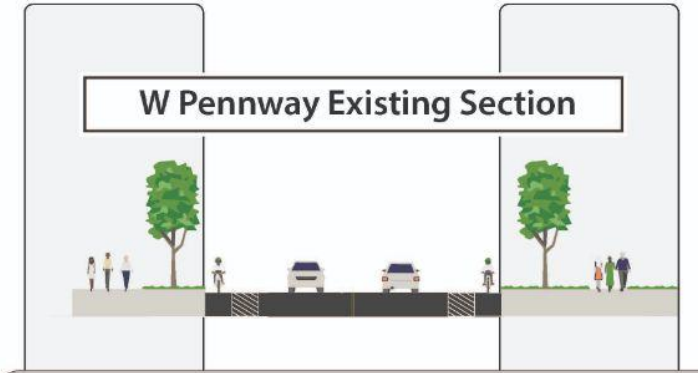
- What are opportunities to leverage area connections to other projects (i.e. Greenline, Riverfront Heritage Trail, Avenida Cesar Chavez)?
- Appropriate sizing of drive lanes for traffic flow?
- What is our approach to keeping pedestrians safer?
- Where do bikes go?
- What else should happen in the right of way that enhances safety and community use?
- How does an integrated approach to stormwater enhance each solution?
- What amenities and public art could be added to enhance the corridor as a linear park?

Preliminary Design Ideas: Outside Connections

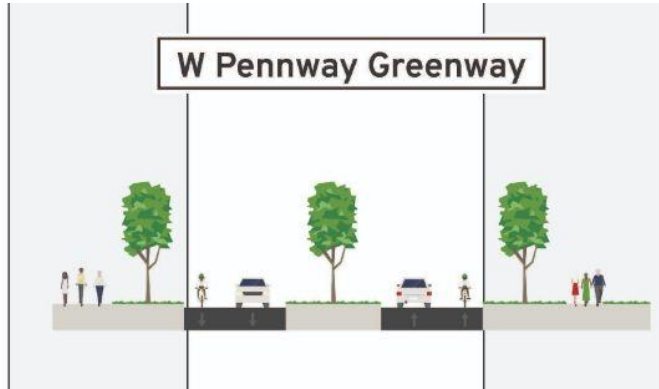
West Pennway Regional Connections



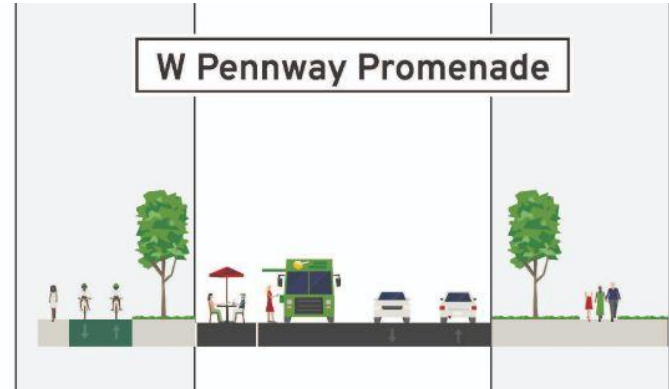
West Pennway Road Sections - Future Options



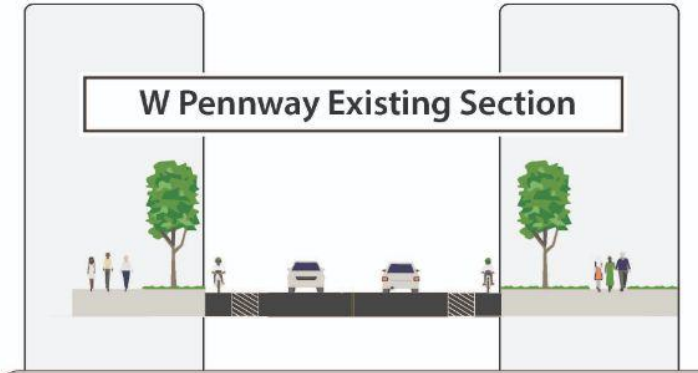
Existing



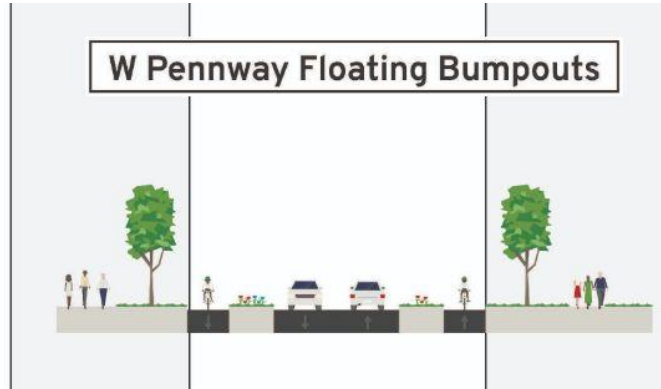
Option



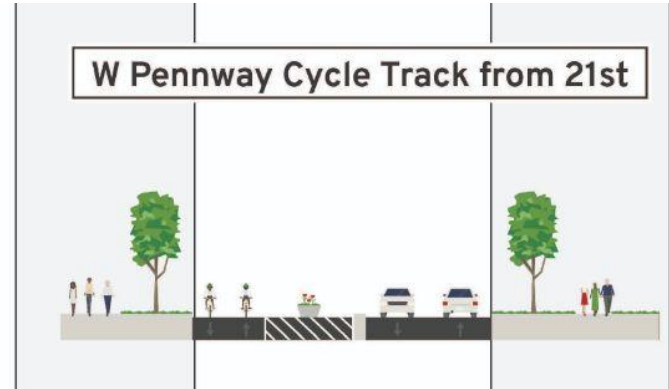
West Pennway Road Sections - Future Options



Existing



Option



West Pennway Roadway Considerations

What is Vision Zero?

- In May 2020, KCMO City Council passed the Vision Zero resolution
- *Eliminate traffic fatalities and serious injuries on our streets by 2030, while increasing safe, healthy, equitable mobility for everyone.*

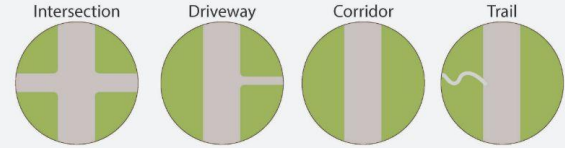


Vision Zero Goals

- Create **safer streets for everyone**, in all neighborhoods
- **Eliminate** traffic **fatalities** and **serious injuries** by 2030
- Implement **low-cost, high-impact** pilot projects right off the bat to evaluate outcomes and gather feedback
- Develop a multi-year, comprehensive Vision Zero Action Plan to **integrate Vision Zero practices into every aspect of planning, design and engineering**

Safety for all modes is at the core of the plan

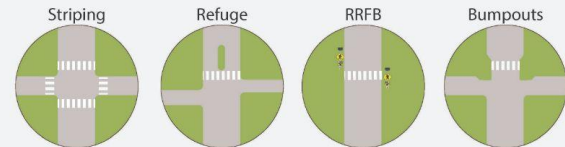
Access Considerations



Mode Considerations

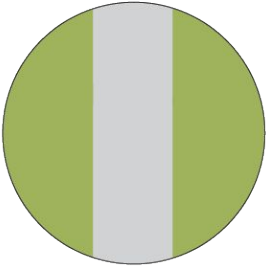


Crossing Considerations

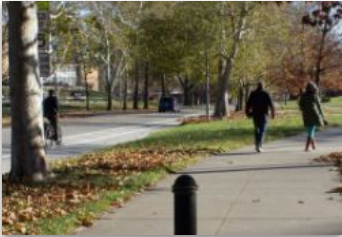
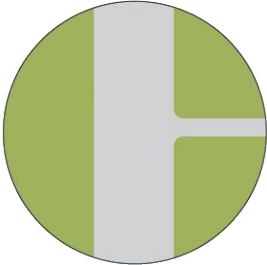


Preliminary Design Ideas: Along the Roadway

Corridor



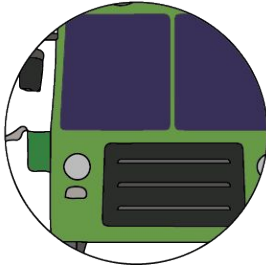
Driveway



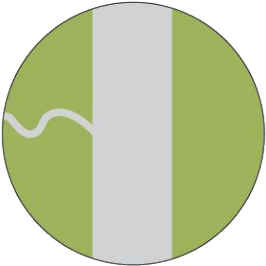
Bike



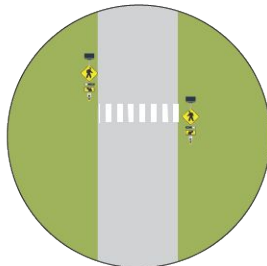
Transit



Trail Access



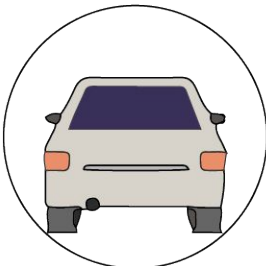
Mid-block Crossing



Pedestrian



Auto

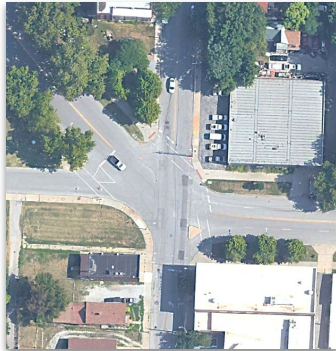


Preliminary Design Ideas: Intersections

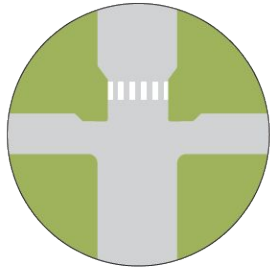
17th/W Pennway



21st/W Pennway

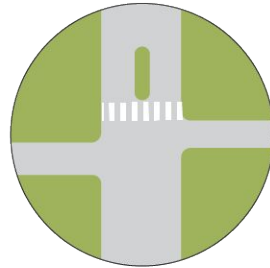


Bumpout



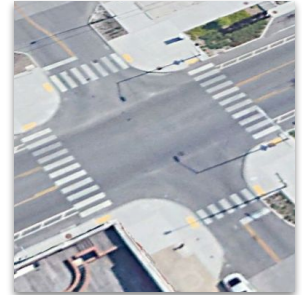
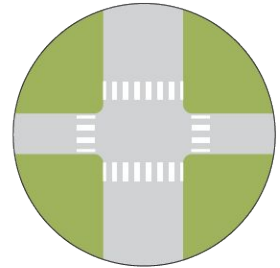
VS

Refuge



VS

Crosswalk



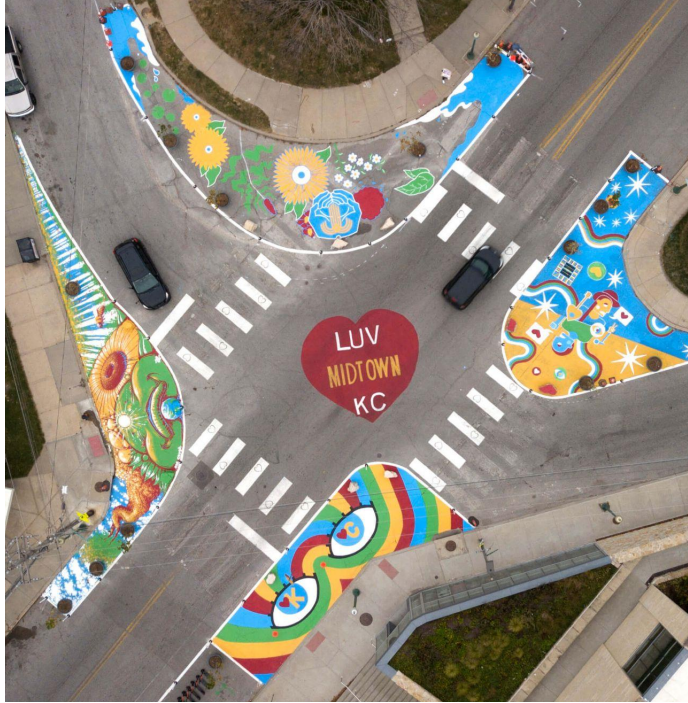
Preliminary Design Ideas: Character/Feel



Stormwater and Placemaking along the roadway:

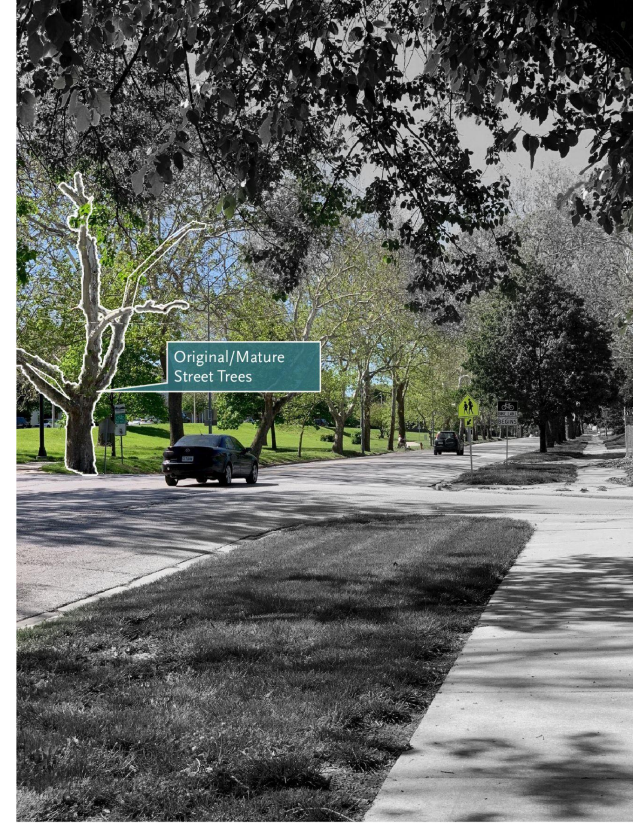
- Public Art
 - Unique Markers or signage
- Planted Stormwater Basins
- Stormwater Bumpouts at mid-block crossings

Preliminary Design Ideas: Character/Feel



Stormwater and Placemaking at Intersections:

- Bumpouts/Stormwater Capture
- Planter Pots
- Paint/thermoplast



Existing Curb / Street Tree Relationships

Preliminary Curb/Street Options

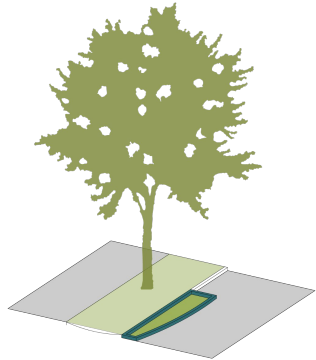


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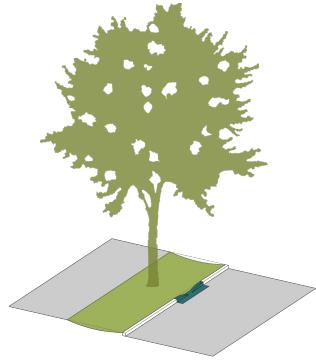
- Civic/Community Buildings
- Other Structures
- Existing Parks

Collection Opportunities

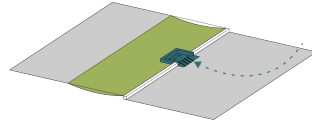
Preliminary Curb/Street Options



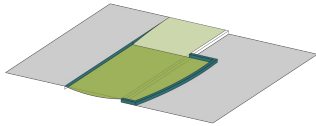
Bumpout - Existing Street Tree



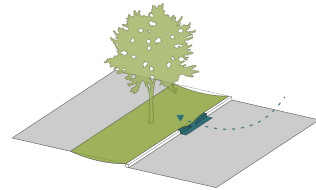
Curb cut - Existing Street Tree,
Limited grading



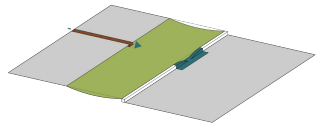
Gutter Apron - Turf Strip



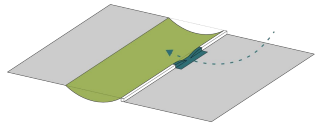
Bumpout - Turf Strip



Curb cut - proposed successional planting



Trench Drain to detention area (Turf
Strip or future Wedge)



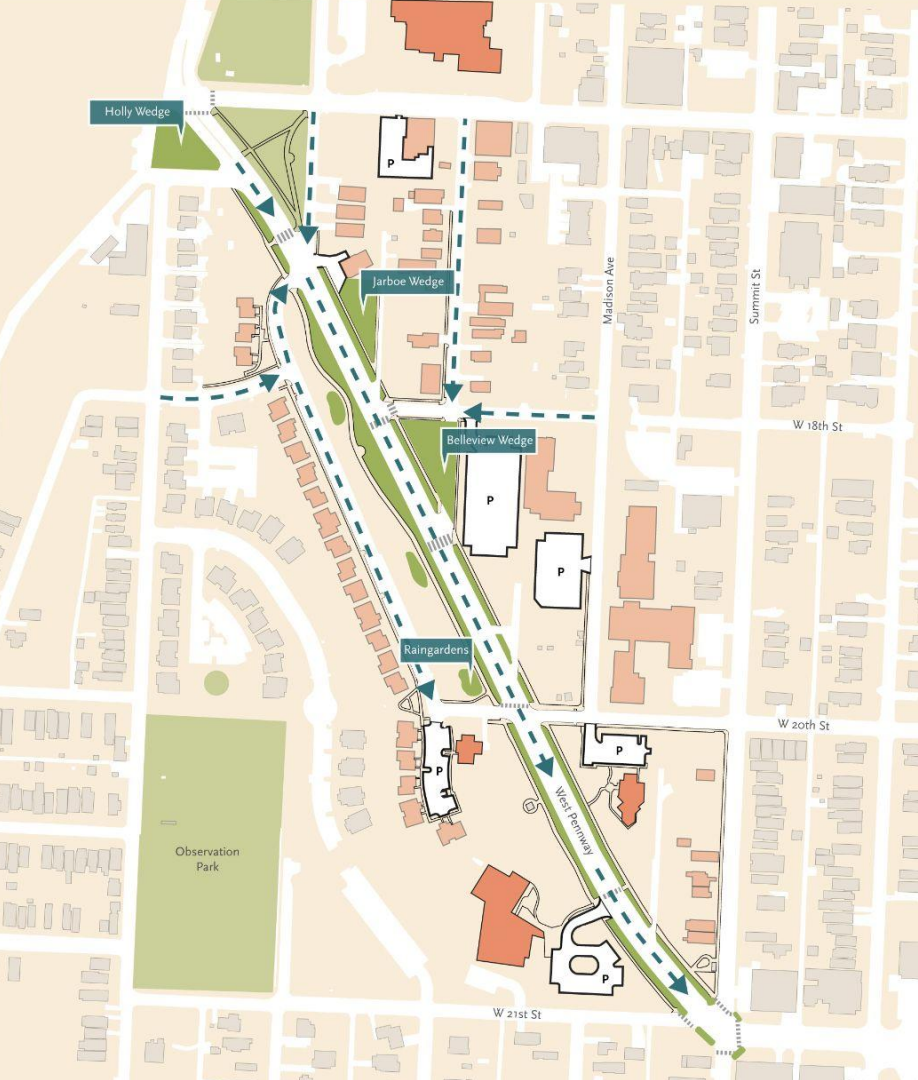
Curb cut - Turf Strip allows deeper basin

Stormwater Phase 1 (SWT)

- “Surgical” Curb-cut strategies
 - Standard curb-cuts
 - Bumpouts
 - Trench Drains
 - Gutter aprons
- Opportunistic - Relying on bike/ped improvements and existing curb/tree condition
 - Lower capture volume
- Locations align with future phasing/improvements

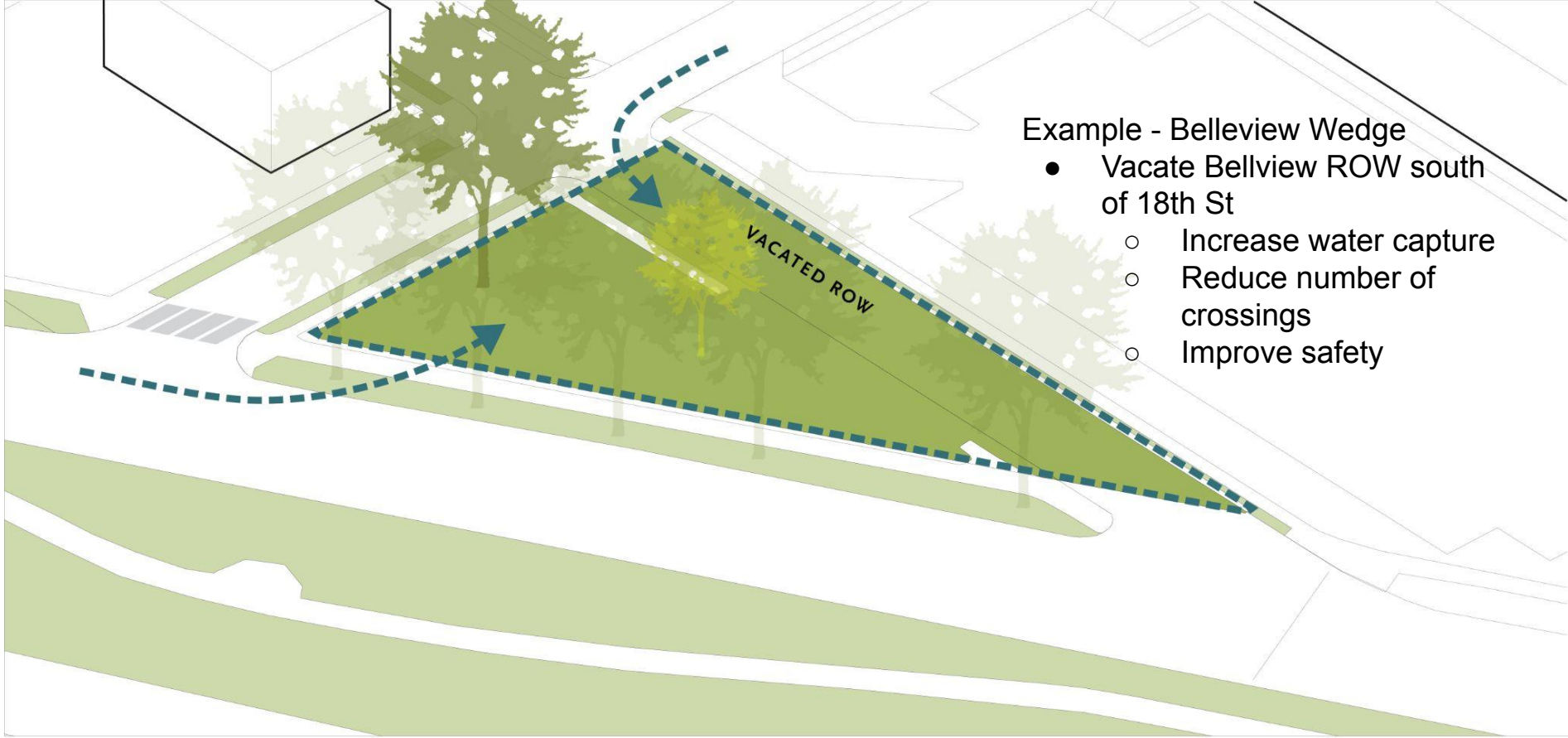
Preliminary ROW Options

- Jarboe Wedge
- Bellevue Wedge
 - Potential for programming of wedge spaces
- Rain gardens adjacent to Riverfront Heritage Trail
- Stormwater Curb Extensions
 - Increased capacity for water capture



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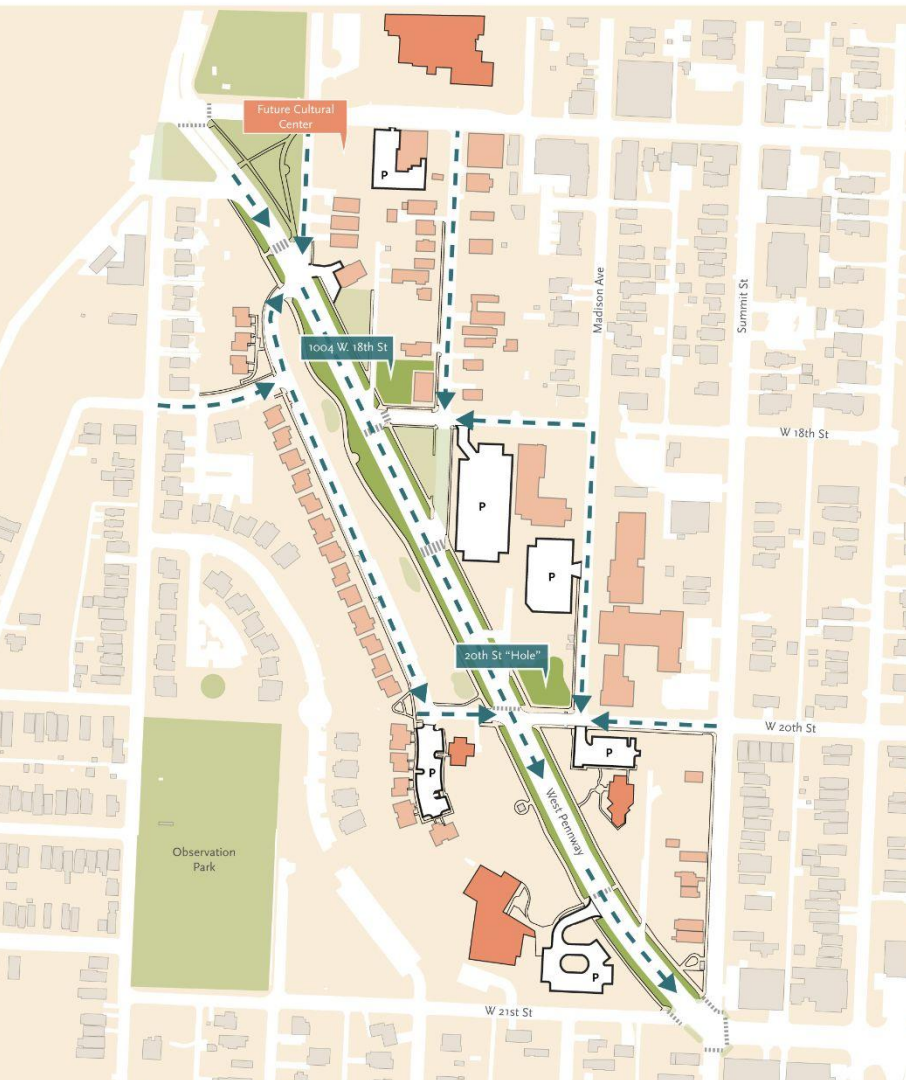


Example - Belleview Wedge

- Vacate Bellview ROW south of 18th St
 - Increase water capture
 - Reduce number of crossings
 - Improve safety

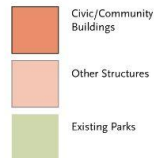
Preliminary Public/Private Partnership Opportunities

- Public/Private Partnership Opportunities
 - 900 W 20th St (.52ac)
 - 1004 W 18th St
 - Mattie Rhodes Cultural Center (future)
- Dedicated capture opportunities, higher runoff volume
- Educational or recreational programming of GI spaces



LEGEND

1:2000



Collection Opportunities



Facilitated Dialogue on Big Ideas and Options

1. As you consider the options for the road and intersections, which support the vision for the future of the corridor as a regional and neighborhood connector, park, and gathering space?
2. As you consider the opportunities for stormwater improvements, which create the most layered benefits for the community in addition to stormwater capture?
3. As you consider the opportunities for park enhancement and placemaking for community gathering, which resonate with the community?
4. Is there anyone else we need to invite to this process who is key to implementation?
5. Is there anything that we are missing?

Involved Parties

Technical Advisory Group: Jill Erickson (*Heartland Conservation Alliance*), Tom Jacobs (*Mid America Regional Council, Environmental Programs*), Synthia Isah (*Mid America Regional Council, Environmental Programs*), Alex Rotenberry (*Mid America Regional Council, BPAC*), Rodney Riffle (*KCMO Parks /CLIENT*), Mario Vasquez (*Public Works/KC River Trails/Riverfront*), Maggie Green (*KCMO Public Works*), Lisa Treece (*KCMO Water Services*), Priya Iyengar (*KCMO Water Services*), Laura Isch (*KCMO Environmental Quality*), Kyle Elliott (*KCMO Planning*), AJ Farris (*KCATA*)

Steering Committee (this group)

All Westside Residents (through public meetings)

Set our next meeting times
Week of August 16
Week of October 4

Thank you!

