



# LENEXA COMPLETE STREETS APPENDICES

## **APPENDIX - A**

Public Engagement Materials

## **APPENDIX - B**

Latent Demand Memo

## **APPENDIX - C**

Bicycle Parking Memo

## **APPENDIX - D**

Wiki Map Results Memo

## **APPENDIX - E**

Crosswalk Policy

## **APPENDIX - F**

Transit Inventory

## **APPENDIX - G**

ETC Survey Results

## **APPENDIX - H**

On-road Bicycle Facility Recommendations



# LENEXA COMPLETE STREETS APPENDICES

## **APPENDIX - A**

### **Public Engagement Materials**

**1. FOCUS GROUPS**

**2. BUS TOUR ACTIVITY**

**3. OPEN HOUSE #1**

**4. OPEN HOUSE #2**



## Lenexa Complete Streets Bus Tour Notes (City Council)

Below are some notes I have collected during our initial review of the bus tour scheduled for October 16<sup>th</sup> with the city council participants.

In addition to the notes, I also included the final map outlining the route and stop locations as well as pictures of each stop.

Let me know if you have any further questions regarding the bus tour.

### SUMMARY

Scheduled Tour Time: 4:30 p.m. to 6:00 p.m.

Total Travel Time and distance: 37 minutes / 18 miles

Allotted Time per Stop: 15 minutes

[Google Maps Link](#)

### QUESTIONS TO CONSIDER AT EACH STOP

- What is the condition of the infrastructure at this location, where applicable?
  - o Pavement, curb and gutter, median, shoulder, sidewalk, bike facility, crossing, traffic signal, number of vehicle lanes
- What positive qualities do you see at this location?
- What could be improved at this location?
- How do you feel driving near this location?
- How safe would you feel walking or biking at this location?
- If applicable, are transit stops easy to access at this location?
- Are there any concerns with crossing the road at this location?
- Are there any concerns for young, elderly and/or disabled population at this location?

### STOP DETAILS

#### Start/Finish: Lenexa City Center

- 30 MPH Speed Limit
- 13,200 ADT (2014) 87<sup>th</sup> Street / 6,300 ADT (2014) Renner Road
- Existing transit: Route 495 – 95<sup>th</sup> Street
  - o Connects Lenexa City Center with Oak Park Mall via Renner Road to 95<sup>th</sup> Street; then to State Line Road passing Ward Parkway Center and the Waldo Neighborhood at 75<sup>th</sup> Street and Wornall Road.
- Central Green Park Trail to the north, connecting further to Shawnee Mission Park
- Expanded pedestrian facilities in and around City Center
- Review recent development and integration of all modes

#### ***Advisory Committee Comments***

- Current construction makes it hard to judge. Currently several sidewalks are closed.
- 3-lane facilities encourages traffic with higher speeds and higher volumes discouraging bicycle use. Absence of any bicycle facilities also makes it more difficult.

### **En Route to Stop #1:**

- Increases from 30 to 45 MPH
- Poor access to Shawnee Mission Park from 87<sup>th</sup> Street
- Sidewalks were absent from 3&2 Baseball and Monticello
- Sufficient grass buffer along 83<sup>rd</sup> and 87<sup>th</sup> Street, but no shoulder included

### **Stop #1: Intersection of 83<sup>rd</sup> Street and Monticello Road**

- 7,700 ADT (2010) 83<sup>rd</sup> Street / 1,400 ADT (2010) Monticello Road
- 45 MPH Speed Limit
- Existing transit: Route 563 – Shawnee Express along K-7, but no stops
- Bike lanes are available to the north of the intersection
- Gap in sidewalks along 83<sup>rd</sup> Street and along bridge over K-7
- Location is on the Lenexa city limit. How are roadway enhancements addressed with Shawnee, or other cities that share the city limits such as Overland Park, Olathe and De Soto?

### ***Advisory Committee Comments***

- Difficult to cross north/southbound for bike/ped with high speed traffic and poor visibility.
- Monticello Road bike facility ends abruptly from Shawnee city limits.
- How can kids get to baseball fields without a car?
- Development is lacking here. Demand for facilities will grow following additional development.

### **En Route to Stop #2:**

- Fluctuates from 45 MPH to 35 MPH on Clare and then back to 40/45 MPH on Prairie Star Parkway
- Mill and overlay under construction past K-7. Good opportunity to address the process behind
- Review access to St. James Academy school
- Off-street trail along the south side of Prairie Star Parkway until K-7 interchange
- Lack of sidewalk along K-7 bridges at 83<sup>rd</sup> Street and Prairie Star Parkway
- 45 MPH speed limit along Lackman Road
- Only sidewalk on the west side of Lackman Road with some significant gaps as well.
- At-grade rail crossing activity or is it no longer used

### **Stop #2: Business Park at 95<sup>th</sup> Street and Lackman Road**

- 45 MPH speed limit on Lackman Road and 40 MPH on 95<sup>th</sup> Street
- 15,800 ADT (2010) 95<sup>th</sup> Street / 11,500 ADT (2010) Lackman Road
- Existing transit: Route 495 – 95<sup>th</sup> Street
  - o Connects Lenexa City Center with Oak Park Mall via Renner Road to 95<sup>th</sup> Street; then to State Line Road passing Ward Parkway Center and the Waldo Neighborhood at 75<sup>th</sup> Street and Wornall Road.
  - o Bus stop accommodations are lacking. Only a bus stop sign, but no sidewalks on the south side of 95<sup>th</sup> Street.
  - o Route 402 – Johnson-Quivira operates along College Boulevard and Quivira Road near the southern half the business park.
- Sidewalk and crosswalk are not connected at intersection
- Nearby off-street trail north of 95<sup>th</sup> Street
- Limited sidewalks in the business district near Lackman Road

### ***Advisory Committee Comments***

- Absence of sidewalks on eastbound bus stop, and continuing eastbound on 95<sup>th</sup> Street.
- No sidewalks on northbound traffic and high speeds
- Only crosswalks along the north and west sides of the intersection.
- Side path is underutilized to the east, but will receive future connections to the west and east.

### **En Route to Stop #3:**

- Improvements are scheduled for the 95<sup>th</sup> Street and Santa Fe Trail Drive intersection. What type of bicycle or pedestrian accommodations are being made?

### **Stop #3: Old Town at Santa Fe Trail Drive and Pflumm Road**

- 30 MPH speed limit
- 8,000 ADT (2009) Pflumm Road / 4,000 ADT (2009) SFT Drive
- Existing transit: Route 495 – 95<sup>th</sup> Street operating nearby to the south
- Historical significance of Old Town:
  - o Original town site with depot and track extension built alongside the Santa Fe Trail
- Conflicts of at-grade railroad crossing, 40 trains per day
- Status of implementing recent plan recommendations, such as:
  - o Relocation of Santa Fe Trail Drive
  - o Establishment of a quiet zone with BNSF
  - o Establish city-wide approach for bicycle, pedestrian and transit accommodations

### ***Advisory Committee Comments***

- There is a lack of bicycle facilities in this corridor and some sidewalk gaps nearby.
- Access along Pflumm Road is fine, considering the at-grade railroad crossing.

**En Route to Stop #4:**

- Consistently 30 MPH speed limit until you are west of Lackman Road, where it is 25 MPH and a 20 MPH school zone.
- Constricted multi-use trail on the south side of 83<sup>rd</sup> Street, from Pflumm Road to Lackman Road
- Review access to Christa McAuliffe Elementary School and nearby parks

**Stop #4: Shawnee Mission Park Entrance at 79<sup>th</sup> Street and Renner Road**

- 35 MPH speed limit on 79<sup>th</sup> Street and 45 MPH on Renner Road
- 6,600 ADT (2016) Pflumm Road / 4,000 ADT (2016) on 79<sup>th</sup> Street
- Along 79<sup>th</sup> Street, multi-use trail connects to trail system between Ad Astra Park and Lackman Park
- No existing transit nearby Shawnee Mission Park
- Multi-use trail along the south side of 79<sup>th</sup> Street connecting to parks
- Rectangular Rapid Flashing Beacons (RRFBs) available at crosswalk connecting trail to park

***Advisory Committee Comments***

- This is another example where traffic volume, speed and sight lines creates obstacles for all users, but especially for those with disabilities.
- The side path is great connection to the park. The RRFB crossing is also very helpful.
- Absence of sidewalks along Renner Road is a missed opportunity for residents to the south to be connected to both the park and the side path along 79<sup>th</sup> Street.

**En Route to Finish:**

- Renner Road transitions from 45 MPH speed limit to 30 MPH at round-a-bout near 87<sup>th</sup> Street.
- Significant elevation change from the park to Lenexa City Center.
- Lack of any sidewalk from SM Park to Park Edge Apartments, but available shoulder and grass buffer.
- Trail connection to the west leading through a neighborhood and eventually SM Park.
- Potentially several more residents requesting better bicycle and pedestrian accommodations with development of apartment complexes adjacent to the interstate and at City Center.

**Start/Finish Lenexa City Center**



**Stop #1: Intersection of 83<sup>rd</sup> Street and Monticello Road**



**Stop #2: Business Park at 95<sup>th</sup> Street and Lackman Road**



**Stop #3: Old Town at Santa Fe Trail Drive and Pflumm Road**



**Stop #4: Shawnee Mission Park Entrance at 79<sup>th</sup> and Renner Boulevard**

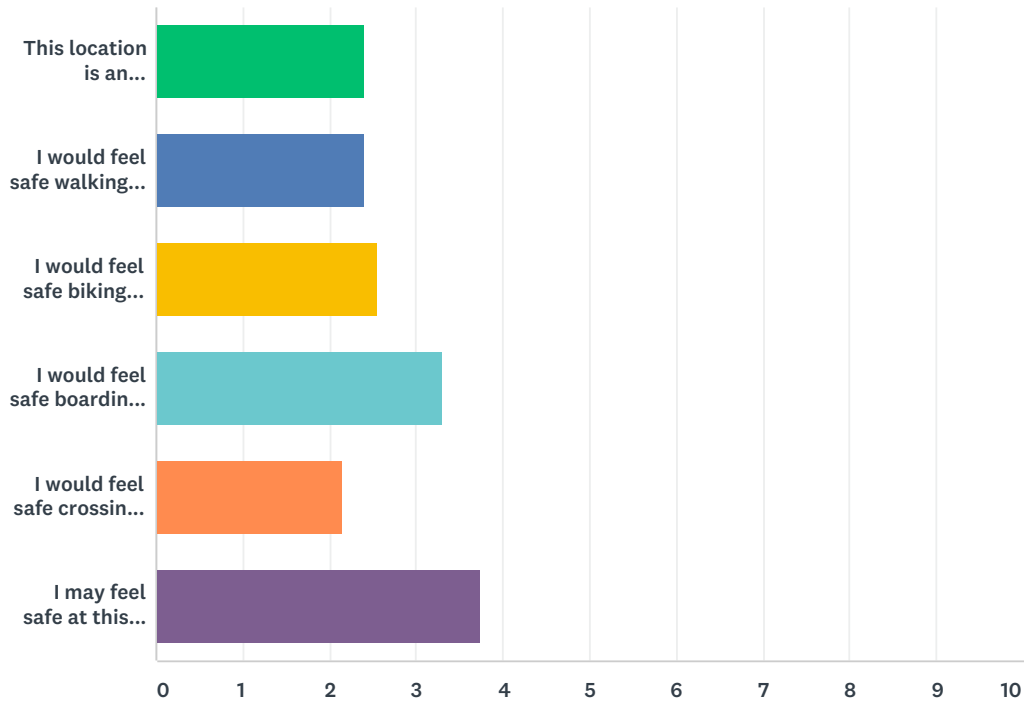






## Q1 Stop #1: 83rd Street and Monticello Road

Answered: 20 Skipped: 0

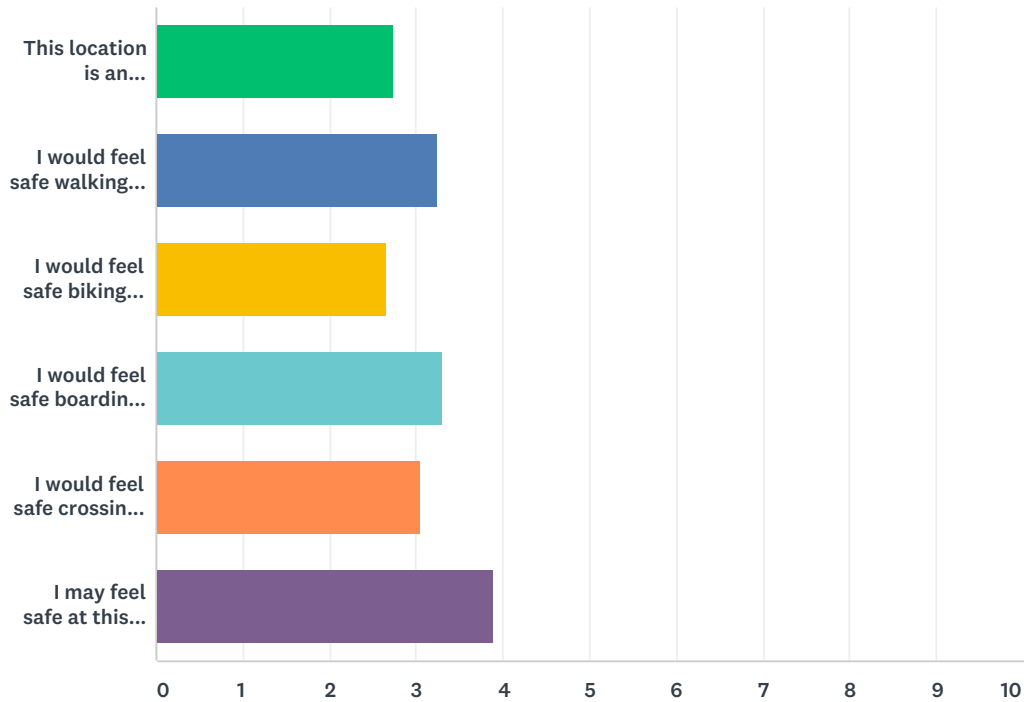


	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
This location is an aesthetically pleasing space to spend time in.	0.00% 0	15.00% 3	20.00% 4	55.00% 11	10.00% 2	20	2.40
I would feel safe walking along this segment of road.	5.00% 1	20.00% 4	10.00% 2	40.00% 8	25.00% 5	20	2.40
I would feel safe biking along this segment of road.	5.00% 1	20.00% 4	10.00% 2	55.00% 11	10.00% 2	20	2.55
I would feel safe boarding the bus at this location.	5.00% 1	45.00% 9	25.00% 5	25.00% 5	0.00% 0	20	3.30
I would feel safe crossing this intersection.	5.00% 1	15.00% 3	5.00% 1	40.00% 8	35.00% 7	20	2.15
I may feel safe at this location, but I am concerned about access for others such as youth, elderly, or disabled.	30.00% 6	40.00% 8	15.00% 3	5.00% 1	10.00% 2	20	3.75

#	OTHER COMMENTS	DATE
	There are no responses.	

## Q2 Stop #2: 95th Street and Lackman Road

Answered: 20 Skipped: 0

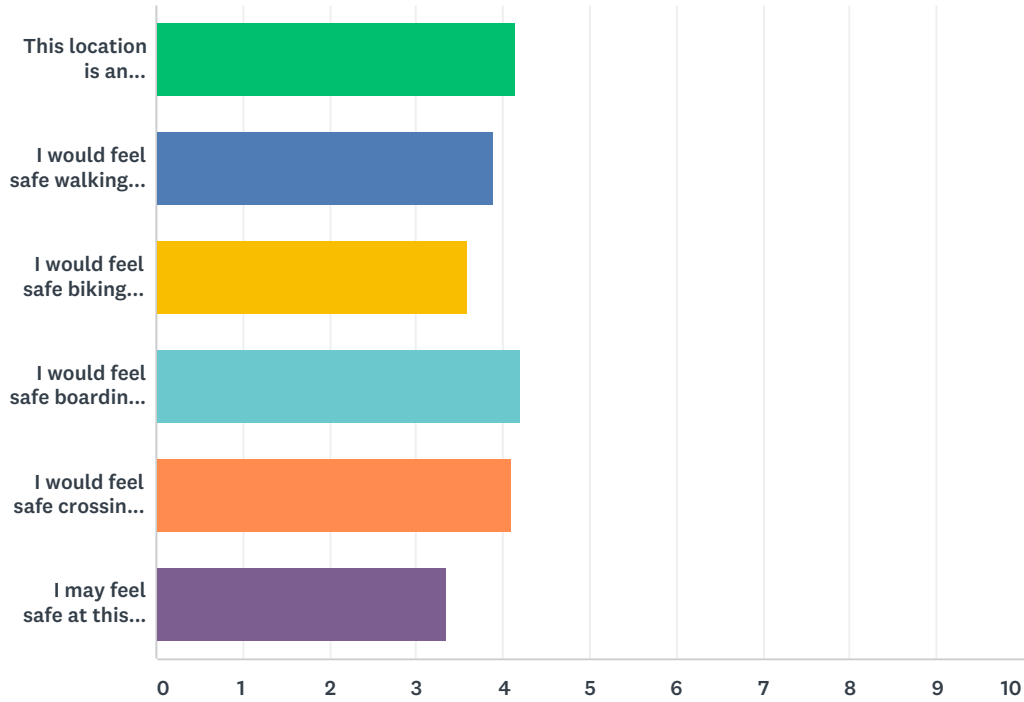


	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
This location is an aesthetically pleasing space to spend time in.	0.00% 0	25.00% 5	35.00% 7	30.00% 6	10.00% 2	20	2.75
I would feel safe walking along this segment of road.	0.00% 0	55.00% 11	20.00% 4	20.00% 4	5.00% 1	20	3.25
I would feel safe biking along this segment of road.	0.00% 0	30.00% 6	15.00% 3	45.00% 9	10.00% 2	20	2.65
I would feel safe boarding the bus at this location.	10.00% 2	45.00% 9	15.00% 3	25.00% 5	5.00% 1	20	3.30
I would feel safe crossing this intersection.	0.00% 0	40.00% 8	35.00% 7	15.00% 3	10.00% 2	20	3.05
I may feel safe at this location, but I am concerned about access for others such as youth, elderly, or disabled.	20.00% 4	55.00% 11	20.00% 4	5.00% 1	0.00% 0	20	3.90

#	OTHER COMMENTS	DATE
	There are no responses.	

### Q3 Stop #3: Old Town Lenexa at Santa Fe Trail Drive and Pflumm Road

Answered: 20 Skipped: 0

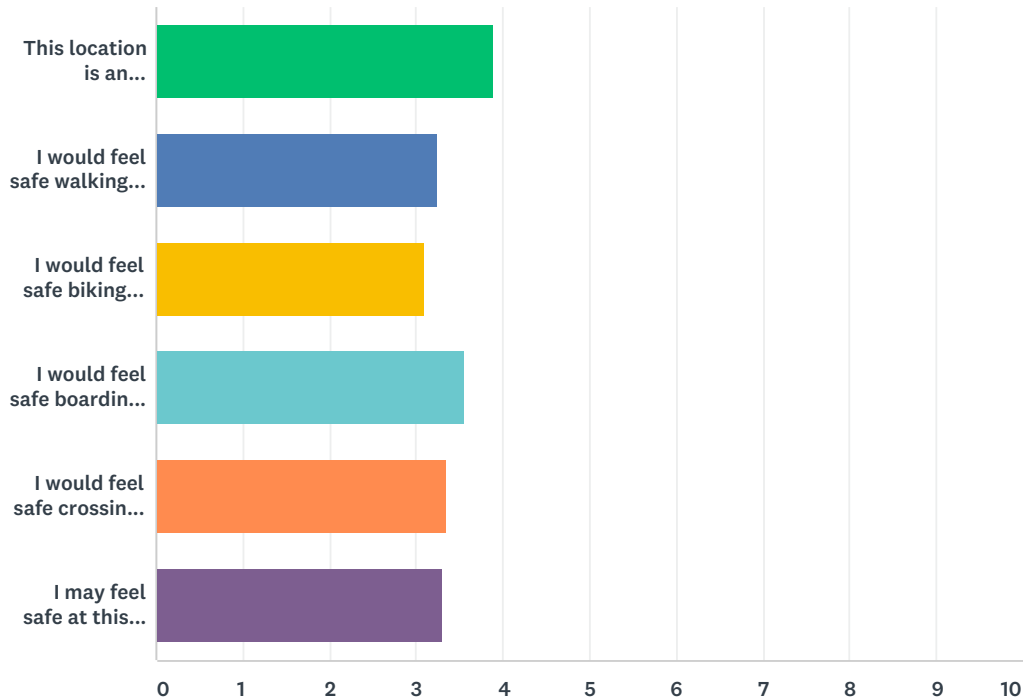


	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
This location is an aesthetically pleasing space to spend time in.	20.00% 4	75.00% 15	5.00% 1	0.00% 0	0.00% 0	20	4.15
I would feel safe walking along this segment of road.	25.00% 5	55.00% 11	10.00% 2	5.00% 1	5.00% 1	20	3.90
I would feel safe biking along this segment of road.	15.00% 3	45.00% 9	25.00% 5	15.00% 3	0.00% 0	20	3.60
I would feel safe boarding the bus at this location.	40.00% 8	45.00% 9	10.00% 2	5.00% 1	0.00% 0	20	4.20
I would feel safe crossing this intersection.	30.00% 6	55.00% 11	10.00% 2	5.00% 1	0.00% 0	20	4.10
I may feel safe at this location, but I am concerned about access for others such as youth, elderly, or disabled.	15.00% 3	40.00% 8	15.00% 3	25.00% 5	5.00% 1	20	3.35

#	OTHER COMMENTS	DATE
	There are no responses.	

## Q4 Stop #4: Shawnee Mission Park Entrance at 79th Street and Renner Road

Answered: 20 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
This location is an aesthetically pleasing space to spend time in.	25.00% 5	40.00% 8	35.00% 7	0.00% 0	0.00% 0	20	3.90
I would feel safe walking along this segment of road.	10.00% 2	30.00% 6	35.00% 7	25.00% 5	0.00% 0	20	3.25
I would feel safe biking along this segment of road.	10.00% 2	35.00% 7	20.00% 4	25.00% 5	10.00% 2	20	3.10
I would feel safe boarding the bus at this location.	20.00% 4	35.00% 7	30.00% 6	10.00% 2	5.00% 1	20	3.55
I would feel safe crossing this intersection.	20.00% 4	30.00% 6	25.00% 5	15.00% 3	10.00% 2	20	3.35
I may feel safe at this location, but I am concerned about access for others such as youth, elderly, or disabled.	15.00% 3	25.00% 5	40.00% 8	15.00% 3	5.00% 1	20	3.30

#	OTHER COMMENTS	DATE
	There are no responses.	



# MEETING MINUTES

<input type="checkbox"/>	Overnight
<input type="checkbox"/>	Regular Mail
<input type="checkbox"/>	Hand Delivery
<input checked="" type="checkbox"/>	Other: Email__

<b>NAME OF PROJECT:</b>	Lenexa Complete Streets Study
<b>RE:</b>	Advisory Committee and Bus Tour
<b>MEETING LOCATION:</b>	Lenexa Civic Center
<b>DATE &amp; TIME:</b>	October 3 <sup>rd</sup> , 2018, 12:00 pm to 3:30 pm
<b>PROJECT #:</b>	018-2062
<b>SUBMITTED BY:</b>	Jeff McKerrow
<b>SUBMITTED DATE:</b>	October 10 <sup>th</sup> , 2018

## MEETING ATTENDEES:

Name	Organization	Email/Phone Number
Steve Schooley, PE, PTOE	Lenexa	<a href="mailto:sschooley@lenexa.com">sschooley@lenexa.com</a>
Beccy Yocham	Lenexa	<a href="mailto:byocham@lenexa.com">byocham@lenexa.com</a>
Tim Green	Lenexa	<a href="mailto:tgreen@lenexa.com">tgreen@lenexa.com</a>
Gary Ristow	Lenexa	<a href="mailto:gristow@lenexa.com">gristow@lenexa.com</a>
Jay Richards	Lenexa	<a href="mailto:jrichards@lenexa.com">jrichards@lenexa.com</a>
Allysha Walmann	Lenexa	<a href="mailto:awalmann@lenexa.com">awalmann@lenexa.com</a>
Jo Ella Hoye	Planning Commissioner	<a href="mailto:joellahoye@gmail.com">joellahoye@gmail.com</a>
Emerson Hartzler	Senior Representative	<a href="mailto:jehmph41@gmail.com">jehmph41@gmail.com</a>
Gary Ewing	Park Board Representative	<a href="mailto:gewing59@gmail.com">gewing59@gmail.com</a>
Joan Leavens (Not present for bus tour)	SMSD	<a href="mailto:joanleavens@smsd.org">joanleavens@smsd.org</a>
Shawn Strate (Not present for meeting)	KCATA	<a href="mailto:sstrait@kcata.com">sstrait@kcata.com</a>
Megan Merryman	iBikeLenexa	<a href="mailto:megan_merryman@yahoo.com">megan_merryman@yahoo.com</a>
Eric Bunch	BikeWalkKC	<a href="mailto:eric.bunch@bikewalkkc.com">eric.bunch@bikewalkkc.com</a>
Mark Hines	Lenexa Resident	<a href="mailto:markdhines@gmail.com">markdhines@gmail.com</a>
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Jayne Siemens	Venice	<a href="mailto:jsiemens@vencomm.com">jsiemens@vencomm.com</a>

**Meeting Notes:**

- **Meeting Agenda**
  - Introductions
  - Existing Conditions
  - Complete Streets Primer
  - Local Practices
  - National Best Practices
  - Discussion on Vision and Goals
  - Future Meeting Dates
  - Bus Tour
  
- **Discussion on Vision and Goals**
  - Following a presentation of existing conditions impacting the study and an introduction to what Complete Streets are and why they are important, the study team reviewed the key components of a Complete Streets policy. While reviewing these components, a selection of vision standouts from around the country were identified for their ability to convey the previously mentioned elements of a well thought of policy. After reviewing these vision examples, potential vision statements for the Lenexa Complete Streets Study were presented for the advisory committee to provide their feedback on. The comments below summarize the main themes expressed by the committee.
  - Joan Leavens, from Shawnee Mission School District (SMSD), reestablished the importance of this project to the people she represents. Transportation access and alternatives were identified by students as one of the five top priorities for their long-term planning efforts. SMSD is one of four different school districts within the city of Lenexa.
  - Emerson Hartzler, resident from Lakeview Village, reminded everyone the campus at Lakeview is all on one level, but the community outside is very different. Improving accessibility in the community for older residents is a major priority. While Uber-type services are convenient, not everyone at Lakeview is well-versed in how to operate smart phone applications. As less people are requiring a personal vehicle, he also questioned the need for parking to be less critical.
  - Eric Bunch, from BikewalkKC, continued the discussion on emerging technologies by mentioning how these forms of transportation effect the curb space and how remaining space in the right-of-way (ROW) is at a premium. The curb is an important element in the planning of Complete Streets, whether it's for scooters or for dropping off Uber passengers. Scooters could also be considered in the near future of Lenexa City Center as it continues to increase its density of development. Most recently, BikewalkKC worked with North Kansas City to help them define what an electric bike is, so enforcement can be improved with the rise in popularity of electric assist bicycles. Jeff McKerrow, from Olsson, further clarified all proposed treatments will not follow a one-size-fits-all approach.
  - Jo Ella Hoyer, from the Lenexa Planning Commission, noticed some important elements were missing in the initial vision statement. Her initial thoughts wanted the vision to consider items such as equity, accessibility, safety, livability, and making Lenexa more active. This premise follows an attention to health that Eric considers to be a big motivator to get involved with Complete Streets, as well as the disparity in the quality of health. Beccy Yocham, Lenexa staff, did notice this

- concentration towards making Lenexa a healthy community and the focus on environmental benefits in the 2040 visioning process.
- Jo Ella indicated an interest in identifying how Lenexa fits in with the larger metro area. Transit will be considered as an option in this plan, but that may not always mean fixed route alternatives. Tammy, from Toole Design, would like to understand more about why people are not using transit as much. Bus on shoulder applications along I-35 have helped in sustaining reliable running times, but what can be done to existing infrastructure to draw more riders in Lenexa?
  - Jay Richardson, from the Police Department, came from the standpoint that the city's population triples to 150,000 during the day with the influx of employees commuting into town. This along with new technologies are putting increased pressure on existing infrastructure and emergency services. Discussion continued with the emphasis on planning for not only residents of Lenexa, but also the thousands of employees entering the city.
  - Mark Hines, Lenexa resident and bicyclist, made some general comments regarding his view on the existing bicycling environment in Lenexa. He is personally not a fan of bike lanes, and sees them as problematic at times. Furthermore, he identified issues with connecting the city currently because of the lack of density, the K-7 and K-10 highways, and the elevation surrounding Mill Creek. Density is an issue for not only expanding transit options, but also making communities more bikeable and walkable. With these challenges in mind, Mark wants to make sure goals presented in this plan are achievable. Tammy assured the group goals will be made realistic by focusing on the design and implementation process. By focusing on replacing short vehicle trips with walking or biking trips, realistic progress can be achieved very quickly. This is why access to school is so important or other short retail-oriented trips. Joan followed up saying her group has analyzed access to schools in several municipalities. SMSD includes 14 different municipalities. There are some major issues in crossing high volume roads such as 75<sup>th</sup> Street, Metcalf Avenue, and Quivira Road. The district is very concerned about providing healthy options for students. In the end, she hopes their interactions with students will be a catalyst for them to continue discussions and grow awareness of mobility options as they become future citizens of the world.
  - Megan Merryman, from I Bike Lenexa, indicated she enjoyed the vision statement example from South Bend, Indiana for its attention to holding the city accountable. The statement includes terms such as planning, designing, constructing and operating streets. This detail makes sure Complete Streets principles are considered throughout the entire lifecycle of a street. She did express some concerns with her ability to access the new library, when she is a short bike ride away from the existing branch.
  - Emerson also brought up the importance of education. If new infrastructure technologies are introduced in this plan, an education campaign should be considered. Eric responded saying education is routinely part of the implementation steps in any Complete Streets plan. Eric felt it was helpful, while assisting KCMO with their Complete Streets Resolution, to include where implementation of Complete Streets was applicable in the policy's scope.
  - As the meeting was about to wrap up, Mark wanted to confirm this plan, at the end of the day, would keep the council accountable to implement what is recommended. Beccy confirmed this will be the case. She knows this plan will produce some implementable action steps, and the council will be more inclined to invest in those recommendations once they are formally adopted in a plan.

- **Future Meetings**

- The general consensus was Wednesdays over lunch would work committee participants going forward. A meeting invite will be sent out for some time in the next month and a third meeting will take place in early 2019.

- **Bus Tour**

- The bus tour began around 1:30 p.m. following the Advisory Committee meeting. Nearly the entire committee was able to attend the bus tour. Shawn Strate and a bus operator arrived with a RideKC bus to transport participants along the predetermined route. Participants were asked to answer survey questions on their phone at each stop to evaluate how multimodal access was addressed. This same activity will be done with members of the City Council on October 16<sup>th</sup>.
- The stops along the bus tour included:
  - Lenexa City Center
  - 83<sup>rd</sup> Street and Monticello Road
  - 95<sup>th</sup> Street and Lackman Road
  - Old Town
  - 79<sup>th</sup> Street and Renner Road

Additional points addressed during the bus tour included the following comments:

- There are major crashes at the following intersections
  - Woodland Dr. and 83<sup>rd</sup> St.
  - Dunraven and Prairie Star Pkwy
- Bike lanes abruptly end before the intersection on Monticello Road as it enters Lenexa.
- Issues arise when the intersection shares two different city limits.
- Lack of parking at Claire Rd near off-street trail
- The bridges at 87<sup>th</sup> Street and 95<sup>th</sup> Street crossing K-7 do not have sidewalk access.
- The biking community was the largest community that championed this project.
- At Lenexa Place, there is a bus stop but no pedestrian facility on the opposite side of the road.
- Bicycle and pedestrian access at 95<sup>th</sup> and Lackman Road is not well connected. Some sidewalks and trails were present, but still made it difficult to move around without a car. Poor boarding areas at bus stops as well.
- East Lenexa residents do not feel like they have been listened too. They want better connections to the east side.
- Wayside horns are coming to the railroad crossing in Old Town.
- 83<sup>rd</sup> St along Little Mill Creek would be an excellent choice for a bike route.
- RRFB implementation was tested and the improved entrance to Shawnee Mission Park. However, sidewalks are absent south along Renner Road.

**-Meeting ended at 1:30 p.m. and was followed by the 90-minute bus tour-**

These minutes are assumed to be accepted if no comments / revisions are received by end of day on 10/17/2018

# MEETING MINUTES

<input type="checkbox"/>	Overnight
<input type="checkbox"/>	Regular Mail
<input type="checkbox"/>	Hand Delivery
<input checked="" type="checkbox"/>	Other: Email__

<b>NAME OF PROJECT:</b>	Lenexa Complete Streets Study
<b>RE:</b>	Focus Group Sessions
<b>MEETING LOCATION:</b>	Lenexa Civic Center
<b>DATE &amp; TIME:</b>	October 9 <sup>th</sup> , 2018, 8:00 am to 6:00 pm
<b>PROJECT #:</b>	018-2062
<b>SUBMITTED BY:</b>	Jeff McKerrow
<b>SUBMITTED DATE:</b>	October 16 <sup>th</sup> , 2018

## Focus Group One Meeting Attendees (Developers / Retail / Multi-Family)

Name	Organization	Email/Phone Number
Justin Thompson	Block Real Estate Services / Water Side of Lenexa	<a href="mailto:jthompson@blockllc.com">jthompson@blockllc.com</a>
Will Block	Block Real Estate Services	<a href="mailto:wblock@blockllc.com">wblock@blockllc.com</a>
David Harris	Block & Co.	<a href="mailto:dharris@blockandco.com">dharris@blockandco.com</a>

- **Focus Group Discussion**

- Overall, developers are trying to attract millennial customers to their developments.
  - Scooter access for younger populations
  - Wanting to live close to work
  - Older populations don't mind driving, but would prefer not to drive too far
  - Wants to allow people to have options on the roadway
  - City Place is a good example of the live/work/play lifestyle they are trying to cater to
  - Parking demand has not decreased. Their goal is usually to have one parking spot per bedroom. This is similar to what city's require for parking. This also accommodates for when visitors are parking in the community.
  - Development is still spread out, so demand for parking is still there.
  - It is in their best interest to keep their tenants happy and keep them on the premises. Because some both work and live in the community, they are more likely to become long-term tenants.
  - They do collect data on the ratio of tenants also working in the area and was willing to share of that information.
- Access for Uber-like or taxi services



- A central lobby is common or bench for those waiting to be picked up or dropped off, termed a 'valet spot'. Other options include a covered outdoor lobby at a circle drive.
- How are bikes addressed in most developments?
  - Standard amenities include: a bike wash and hanging repair station, and a set of 6 to 10 bikes available for tenants to check out.
  - On the retail side, bicycle access is important for both employees and customers, for example at 95<sup>th</sup> Street and Quivira. There needs to be more safe ways to access that area without a vehicle. Retail parking has seen an uptick in reserved parking for Uber Eats type services and for 'to go' ordering. Millennial preferences for grab and go options have also made this a more common occurrence.
- An increase in parcel delivery has also caused lobby areas to provide accommodations such as designated lockers.
  - Hello Fresh or other meal ingredient delivery is also a common service. Carrier services are given a code to deliver larger packages into a dedicated room for such things.
- Micro markets are another on-site amenity providing convenience store items by way of an honor system, outfitted with surveillance.
- When the group was asked about gaps in accessibility, responses proved to be more concentrated on access to the property than to other areas outside of it.
  - Transit was not an element considered as a selling point for either the consumer or employees. Industrial employment was seen as the most likely group to use transit services.
  - Access to sidewalks and trails to development is preferred, but not exactly a priority.
  - The developer already invests a large amount of money improving the surrounding infrastructure, both on and off site. If the City provided additional subsidy or incentive, more accommodations could be provided. City staff is known to be easy to work with in Lenexa. Relocation of power lines are also a sticking point because of their negative impact on surrounding aesthetics. If they were grounded, the road could be widened to allow bicycle access along Quivira.
  - Wikimap information was forwarded to Justin and he agreed to forward that information to the 1,500 tenants living in the two properties in Lenexa.

**Focus Group Two Meeting Attendees (Major Employers)**

<b>Name</b>	<b>Organization</b>	<b>Email/Phone Number</b>
Lisa Tomlinson	Bank of Blue Valley, Lenexa	<a href="mailto:ltomlinson@bankbv.com">ltomlinson@bankbv.com</a>
Laura Baldwin	Consolidated Communications	<a href="mailto:laura.baldwin@consolidated.com">laura.baldwin@consolidated.com</a>
Cathy Nierstheimer	Costco Wholesale	<a href="mailto:W249mgr@costco.com">W249mgr@costco.com</a>
Rhonda Morgan	Hearland Coca-Cola, LLC	<a href="mailto:rmorgan@heartlandcocacola.com">rmorgan@heartlandcocacola.com</a>
Dan Short	Kiewit	<a href="mailto:Daniel.short@kiewit.com">Daniel.short@kiewit.com</a>
Rick Oddo	Oddo Development	<a href="mailto:roddo@oddodev.com">roddo@oddodev.com</a>
Mya Lawrence	Park University- Lenexa Campus	<a href="mailto:Mya.lawrence@park.edu">Mya.lawrence@park.edu</a>
Kelly Borthelsen	Shawnee Mission Health	<a href="mailto:Kelly.Borthelsen@ahss.org">Kelly.Borthelsen@ahss.org</a>

- **Focus Group Discussion**

- A challenge indicated by the group was walkability, especially at 95<sup>th</sup> Street and Renner Road. There is no sidewalk connection from Kiewit to the nearby shops and restaurants. They hire a large number of young employees that choose to live in downtown KCMO and commute to Lenexa. Kiewit's intended move of their headquarters to Lenexa City Center will need to have easy walkability. Their challenge is not getting to work, but being able to walk to destinations while at work. As Kiewit begins its transition to their City Center Headquarters, employee amenities are an important priority. Several new gym options outside the new building site, so they will not be providing one.
- Roundabouts as they are currently implemented, are unsafe for bicycles and pedestrians. Shawnee Health especially has issues with drivers turning left on the roundabout as they travel westbound along Prairie Star Parkway. This is also paired with teenage drivers from the nearby high school. Several biking groups travel along this route on weekends. Roundabouts are commonly safer for vehicle flow, but present some interesting obstacles for bicycles and pedestrians.
- Park University has many students who live nearby the City Center campus. However, some have stopped walking because of the ongoing construction, numerous roundabouts and it is easier to cross Renner Road in a car than as a pedestrian. Alternatively, Costco is very happy with the roundabout vehicle flow in and out of their site at 95<sup>th</sup> Street and I-35.
- An important concern expressed by Costco was the sidewalk access nearby their property. While the new roundabout is great for cars, the sidewalk network abruptly ends north of the site along Marshall Drive. The Coca-Cola plant is located just north of Costco and Rhonda routinely sees pedestrians walking along Marshall Drive where there are no sidewalks. The weather is favorable now, so some employees do bike to work when possible. There is also additional pedestrian traffic with the nearby neighborhood to the west.
- When employers were asked whether there are any issues attracting employees, there were no problems reported. The lack of sidewalks in industrial areas was considered a concern. Employees are having to walk between buildings that are 400 to 500 feet long and mix with the rising truck volumes in the area. But some ownership representatives were hesitant to require sidewalk installation in any industrial developments with the already rising costs of construction. Jeff indicated sidewalk construction could also be incorporated during the repavement of roads. While most of all employers reported employees driving to

work on a daily basis, there were some workers who biked to work, but a fairly low proportion.

- 95<sup>th</sup> and Lackman, has a great trail facility, but nobody uses it. It would be great to improve the safety of crossing 95<sup>th</sup> Street and Quivira Road in order to access Oak Park mall.
- New developments are concerned with connectivity within the area, rather than the area connecting to spots outside.
- Crosswalk islands are helpful in creating a safe space for pedestrians when having to cross intersections such as 87<sup>th</sup> Street and Renner Road.
- The 2040 Vision has brought up east/west connectivity several times. The major hurdle they want to see made is the gaps in the sidewalk network

**Focus Group Three Meeting Attendees (Senior / Retirement Communities)**

Name	Organization	Email/Phone Number
Focus Group members did not attend this meeting.		

- **Focus Group Discussion To Be Determined**

**Focus Group Four Meeting Attendees (School Districts)**

Name	Organization	Email/Phone Number
Josh Kindler	Mill Creek Middle School	<a href="mailto:jkindler@usd232.org">jkindler@usd232.org</a>
Chris Galapp	Olathe School District	<a href="mailto:cgalappwdsc@olatheschools.org">cgalappwdsc@olatheschools.org</a>
John Muehlberger	St. James Academy	<a href="mailto:jmuehlberger@sjakeepingfaith.org">jmuehlberger@sjakeepingfaith.org</a>
Joan Leaven	Shawnee Mission School District	<a href="mailto:joanleavens@smsd.org">joanleavens@smsd.org</a>

• **Focus Group Discussion**

- They strive to provide access to both teachers, staff and students.
- Currently, there are three public school districts and some private schools, represented by the focus group today.
- Mill Creek Middle School, enrollment of over 660 students, has four different elementary schools feeding into it and experiencing rapid growth to the south. The absence of sidewalks along Mize Road and across 79<sup>th</sup> and 83<sup>rd</sup> Street make walking to school almost impossible. The cross-country team is unable to run in the neighborhood, so they are forced to run around the campus because of the lack of sidewalks.
- The concern for St. James Academy, enrollment of approximately 950 students, is teenage drivers. They appreciate the support they have received from Lenexa police presence. A major problem area is at K-7 and 95<sup>th</sup> Street. A traffic light at that intersection for students turning westbound would be beneficial. Teenage drivers are also commonly making a right turn at the northbound on-ramp and then making a u-turn on Prairie Star Parkway on their way to school instead of waiting in line. They consider this quicker than waiting in line to turn left. The school is private, so funding a parking lot for the new stadium has been difficult.
- The only Olathe school in Lenexa is Manchester Park Elementary on the east side of K-7 and Prairie Star Parkway. The main access issue Chris sees is during afternoon pick-up. There are times when parents decide to park 40-minutes prior to when school lets out and causes issues with car back-ups. With the amount of traffic around the school, even walks with a few blocks of the school are rarely made. There are 550 kids at the school. Half of them live in the adjacent neighborhood, but only 75 kids or so walk to school.
- The Shawnee Mission School District has six elementary and one middle school within Lenexa. One new elementary school is Lenexa Hills, just west of Lenexa City Center. One of the district’s priorities is providing transportation alternatives to all their students and staff, while encouraging biking and walking to school. Trailridge Middle School has significant issues at 75<sup>th</sup> Street and Quivira Road concerning growing vehicle volumes and students not obeying traffic laws such as using the crosswalks. The school is located in Shawnee, but enrollment boundaries are within Lenexa as well. Alternative parking for parents picking up students includes the strip center to the northeast. The chaos, as parents have said, ensuing at this time discourages some students who would otherwise walk or bike.
- De Soto will be building a new career and technical school for mainly juniors and seniors at 83<sup>rd</sup> Street and Mize Road.
- The school representatives in general had similar busing policies relative to the subsidy given to all Kansas public schools for students living further than 2.5 miles from the school they attend. Bus and vehicle traffic can be staggered by

- dismissal times, as SMSD does, but are more commonly given separate areas to park for dismissal. If a student lives anywhere from 2.5 to 1.0 miles away from a school, a bus can pick up the student for \$250 per year if there is enough demand nearby. If a larger thoroughfare separates a student with a school, the district will cover the cost for that student.
- Alternatively, St. James academy does not provide bus services. Most students are active in after school activities, so dismissal is not a major issue. Many of the adjacent neighborhoods have children who attend the school, so walking distances are limited for those who choose to walk.
  - For SMSD, the culture of the school really guides whether walking and/or biking to school is common. In some elementary schools, approximately a third of students walk or bike to school every day. Other agencies have coordinated with SMSD in initiating Safe Routes to School such as Live Well JOCO and Safe Kids Coalition of JOCO. International Walk to School Day was on Wednesday.
  - Final thoughts for each representative.
    - De Soto S.D. – In the past, the City has said Mize Road would be improved by widening and adding sidewalks, but that has yet to happen. 83<sup>rd</sup> Street is also in need of enhancements. Middle school students would be more likely to take advantage of enhanced pedestrian facilities. Including students’ parents in sidewalk priorities would also be an important step to make.
    - Olathe S.D. – Even if accessibility was a high priority item for the district, there are several hoops to jump through regarding regulations. If any progress is made, the schools and/or PTA organizations would lead the effort. KDOT funding is available, but the requirements attached to the funds do not provide much flexibility on what it can be used for. Parents live under a consistent fear of safety for children. Lack of visibility in some parks makes those paths dangerous in the eyes of some parents. Education is key and teaching people how to walk to school will improve participation.
    - SMSD – The district has available resources to make positive changes, but could improve their advertising of these services. Their main initiative is to have healthy communities, safe spaces, and healthy children, which provides students with a larger capacity to learn during the school day. They have been working with cities to improve crossings. School project with Roseland Elementary helped ground truth where sidewalks were built and recommended projects for CIP for Roeland Park, by mapping where kids lived and how they got to school. All agencies have limited budgets, but partnering with cities may help progress in the long term. Bicycle education is key to increase the number of kids walking and biking to school. Programs that have been used in the past include:
      - BLAST or Bike Lesson and Safety Training with BikeWalkKC
      - Lawrence, KS had a ‘Earn a Bike’ after school program, through physical education, that acquired a set of bikes to be shared between schools. Bikes were maintained and refurbished and were given to students following completion of the program.



**Focus Group Five Meeting Attendees (Mobility Advocates)**

Name	Organization	Email/Phone Number
Matt Garrett	Daily Commuter	<a href="mailto:matt.c.garrett@gmail.com">matt.c.garrett@gmail.com</a>
Megan Merryman	I Bike Lenexa	<a href="mailto:megan_merryman@yahoo.com">megan_merryman@yahoo.com</a>
Paul Arnhold	Lenexa Bicyclist	<a href="mailto:parnhold@gmail.com">parnhold@gmail.com</a>
Kris Fernhout	Lifetime Fitness Cycling Lead	<a href="mailto:kriscanuck@gmail.com">kriscanuck@gmail.com</a>

● **Focus Group Discussion**

- There are 60 to 70 participants for the Lifetime Fitness cycle group.
- Woodland Road has some good facilities, but abruptly ends at K-10 or the Lenexa city boundary.
- The group feels like they have advocates within City Hall, but the message gets lost when it gets to elected officials, where there is no political will for implementation. The example of Ridgeview Road shows how bike lanes were originally recommended but not included in the final designs. Talk is cheap and the city has talked a lot about improving bicycle and pedestrian accommodations.
- It would be great to have a system to prioritize improvements from a list of sidewalks gaps and have a dedicated line in the CIP for sidewalk and bicycle facility improvements, so they wouldn't have to fight for funding every year. They have invited elected officials to join them on a bike ride and Corey Hunt from the council has joined him before but the mayor has not accepted an invitation yet.
- In general, City Center feels like a highway and is not bikeable. The speed limit slows down to 30 mph, but they sustain the 40 or 45 mph speed limit that is posted before and after the activity center.
- Mill Creek Streamway is a great trail, but can be overused, thus, difficult for the avid bicyclist. Shawnee Mission Park draws users from all over the metro.
- At the very least, there is some low-hanging fruit that could be addressed, including:
  - Improving signage where there are facilities
  - Anti-harassment resolution to help improve enforcement of those purposely harassing pedestrians and bicyclists.
  - Mauer Road is a common street to bike on, but users still experience harassment from drivers even with a 30 mph speed limit.
  - We feel like we have the best park in the area, Shawnee Mission Park, but could do more to make it more inviting to access the park from the outside.
  - We need to get people to parks without using their car.
- There is a preference for bike lanes, versus sharrows. With that being said, bike lanes can attract trash and other waste, so maintenance should be considered as well.
- The group feels like Lenexa's city services are rated the best in the metro, for everything but bicycle and pedestrian access. And this is with a higher concentrated biking population than many parts of the metro. Several biking groups include Velo Bike Shop, Saints Ride, Nubs Ride, Lifetime Ride. The city survey expressed a large interest in enhancing bike/ped access. These groups have at least 40 or 50 participants for each ride and contribute to the local economy where ever they decide to stop.
- Pedestrian Comments:

- When traveling to other cities, such as in Oregon, signage at crosswalks are everywhere to guide pedestrians.
  - There is an issue with the yellow blinking arrow for left turns. This is confusing for those walking and vehicles are not yielding. The pedestrian signal should be coordinated with the traffic lights. A major intersection crossing issue is at 87<sup>th</sup> Street and Lackman Road. Vehicles heading north are only allowed enough time for four or five cars. Renner Road and 87<sup>th</sup> Street also has a minimal crossing time, for vehicles and pedestrians.
  - Because of traffic signal technology, some bikes are unable to be detected because of a lack of metal.
  - Construction areas have a tendency to cut off pedestrian access and not provide proper signage and a route alternative. This could be put into the city code as a requirement or charge a rental fee when sidewalks are closed.
  - Complete Streets elements should always be considered and not at the 11<sup>th</sup> hour.
- Limitations for bicyclists include the highway restricting access at several points at I-35, I-435, K-10, K-7.
  - Renner Road is an easier road to bike along than Pflumm Road.
  - Having a dedicated north/south segment and a dedicated east/west segment that bisects the city, would at least provide an opportunity to travel throughout the City.
  - Quivira Road Study provided some great ideas for bicycle connections such as connections to Turkey Creek and Marshall Road, so make sure those recommendations are included.
  - 2040 is talking about future change, but they want to see things happen sooner than 20 years in the future.
  - Lenexa is a black hole when you enter the city from other on-street connections.
  - The group loves living in Lenexa. It's great for families.

**Focus Group Six Meeting Attendees (Home Builders / HOA's)**

Name	Organization	Email/Phone Number
Bruce Rieke	B.L.Rieke	<a href="mailto:brieke@brieke.com">brieke@brieke.com</a>
Jeff Julian	Don Julian	<a href="mailto:jeffj@donjulianbuilders.com">jeffj@donjulianbuilders.com</a>
James Buffington	Four Colonies	<a href="mailto:Jhbuffing@me.com">Jhbuffing@me.com</a>
Linda Khan	Four Colonies	<a href="mailto:lindaluvsaniques@yahoo.com">lindaluvsaniques@yahoo.com</a>
Brian Rodrock	Rodrock Homes	<a href="mailto:brodrock@rodrockhomes.com">brodrock@rodrockhomes.com</a>

- **Focus Group Discussion**

- There are some instances where trails and small parks are incorporated into newer developments. They understand the value of access to parks and consumers desire walking trails. Unimproved roads are lacking sidewalks. There are instances where outside sidewalk/trail connections are incorporated into cul-de-sac development where there are no existing streets outside of the development.
- New housing is also being developed around Lenexa Lake. Bruce is including trail connections to the lake and nearby trails because customers value having a scenic area for exercise.
- They hear a lot of discussion on implementing facilities for bikes along roadways, but have yet to see much put on the ground. Builders see the density of bike/ped facilities as a selling point to home buyers. More bicyclists would be seen in the community with an increase in amenities.
- The builders also indicated the housing stock they are used to developing all have 3-car garages and larger in western Lenexa. These populations would more commonly not rely on transit as a commuting method.
- On the other hand, the Four Colonies development, approximately 680 households, in the east side of town has a diverse population range that may or may not use transit. There are newly retired couples and newer families. Their community is along Quivira between 79<sup>th</sup> Street and 83<sup>rd</sup> Street. Free standing structures are 40% of the neighborhood, with the other 60% being attached. Demand for bicycling is higher in eastern Lenexa.
- The streamway trail, west of 79<sup>th</sup> Street and Pflumm Road, is a fantastic facility, but is not easy to travel to.
- In general, millennials think differently. In the community, there are several group bike rides. Many people have a desire to bike to a destination where they can be entertained or have a meal. Home buyers want to locate near City Center, but they still can't easily get there by bike from the Cottonwood Canyon . The same can be said for the JOCO streamway park
- In new developments, collector roads have two-sided sidewalks, and residential streets have one-sided sidewalks with utilities on the other side of the road. Collector roads are built with a 60' right-of-way.
- Four Colonies is made up of several private roads without sidewalks. Main public roads include 79<sup>th</sup>, 83<sup>rd</sup>, Quivira and Monrovia. Several neighbors walk their dogs in the neighborhood, but very few roads have sidewalks. The HOA has recently begun implementing street lighting to improve safety. Monrovia is also a road used by drivers wanting to cut through the neighborhood.
- The builders are happy to abide by any requirements held by the City. If a bike lane is warranted along a new road, they understand the value of including that in their plans. There is a range of bicycle users, so facilities should take all

experience levels into consideration and not use a cookie cutter approach. Bike lanes are beneficial for both the driver and the bicyclist.

- The west side has limited neighborhood commercial that is bikeable. Much of the Future Master Plan calls for additional residential uses. Even when there are retail opportunities like the Starbucks at 75<sup>th</sup> and Quivira, accessibility is not easy to that location outside of using a car. Additional investment in the city can be expected with an investment in increased connectivity. Old Town could also be enhanced with additional connections. Any future potential growth should consider the entire community as a whole.
- The Quivira Road project did a great job identifying gaps in connectivity and opportunities to make connections. This should be incorporated into the Complete Streets plan.

**Questions to Consider for Focus Groups (10/09/18)**

**Questions to Ask All Groups**

1. What are your group's transportation priorities? How do you see community's needs changing in the future?
2. What is your group's general sentiment towards bicyclists and pedestrians?
3. How often does your group use alternative transportation modes to get to their destinations, such as bike, walk or ride transit?
4. What percentage of your group does not have access to their own automobile?
5. Are there any significant gaps you see in either the bicycle or pedestrian network in Lenexa?
6. Are there any significant gaps you see in the transit network in Lenexa?

**Group One – Retailers, Developers, Multi-family (5 members)**

1. What gaps do you see either in the internal pedestrian network or the connections to the pedestrian network outside the property?
2. Do any of your developments incorporate additional accommodations for bike/ped/transit?
3. How could the City make it easier to accommodate for bike/ped/transit in developments?

**Group Two – Major Employers (9 members)**

1. Are there any issues attracting talent to your office location?
2. Would improving transportation connections to work improve ability to recruit talent?
3. Do you survey employees' home location and how they commute to work?
4. Do you provide subsidized bus passes?
5. Do you expect customers to use alternative modes of transportation to your business?

**Group Three – Senior / Retirement Facilities (3 members)**

1. Does your facility have its own internal transportation?
2. How often is Uber or Taxi's called to provide transportation?
3. How is ADA access addressed outside the facility?

**Group Four – School Districts (4 members)**

1. Are there any staff positions dedicated towards transportation access for students and staff?
2. What are the buffer distances for students taking the bus versus biking or walking to school?
3. Do you have any information regarding vehicle ownership or modes used for students and staff?

**Group Five – Bicycle Advocates (6 members)**

1. Is there a preferred bicycle facility type?
2. What level of bicycle interest is there citywide, compared with other areas of the metro?
3. Do group members usually bike for recreation, exercise or commuting?

**Group Six – HOA's and Builders (10 members)**

1. Is there any market-related interest in expanded bicycle and pedestrian accommodations?
2. How could the City make it easier to accommodate for bike/ped/transit in developments?

# Lenexa Complete Streets

Focus Group Sessions  
October 9, 2018



# Agenda

- Introductions
- Focus Groups
- Lenexa Study Details
- Complete Streets Primer
- Discussion on Impact of Stakeholders
- Wikimap



# Focus Groups

- **Group One** – Retailers, Developers, Multi-family
- **Group Two** – Major Employers
- **Group Three** – Senior / Retirement Facilities
- **Group Four** – School Districts
- **Group Five** – Bicycle Advocates
- **Group Six** – HOA's and Builders

# Lenexa Complete Streets Study

- Ongoing Public Engagement
- Complete Streets Policy
- Implementation Strategy
- Bicycle and Pedestrian Improvements
- Final Report
- Expected Plan Adoption Early 2019



# What are Complete Streets?

- Streets for everyone
- Safe access for all users regardless of age or ability
- Routine accommodation for all modes
- Looks at the entire right-of-way
- Unique
- Responsive to community context





# Why do Complete Streets Matter?

- Safety for most vulnerable users
- Public spaces for all
- Health, traffic and environmental benefits
- Provide access to our businesses, residences, institutions, centers of entertainment and recreation
- Support our local economies
- Help define the character of our communities and neighborhoods





# Americans want choices

**66%**

of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

**73%**

currently feel they have no choice but to drive as much as they do.

**57%**

would like to spend less time in the car.

Future of Transportation National Survey (2010)

Slide credit: National Complete Streets Coalition

# The tremendous potential

Of all trips:

**50%**

are less than  
3 miles

**28%**

are less than  
1 mile

**60%**


are driven



of these trips...



National Household Travel Survey (2009)



Nationally, the following communities are disproportionately affected by incomplete streets:

- Low-income
- Disabled
- Older adults
- Children



# Who wants Complete Streets?

**47%**

of older Americans say it is unsafe to cross a major street near their home.

**54%**

of older Americans living in inhospitable neighborhoods say they would walk and bike more often if the built environment improved.

**56%**

express strong support for adoption of Complete Streets policies.

Planning Complete Streets for the Aging of America, AARP

# Start with a good Complete Streets policy

**“By adopting a complete streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation.”**

**“Complete Streets Policies ensure that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users”**

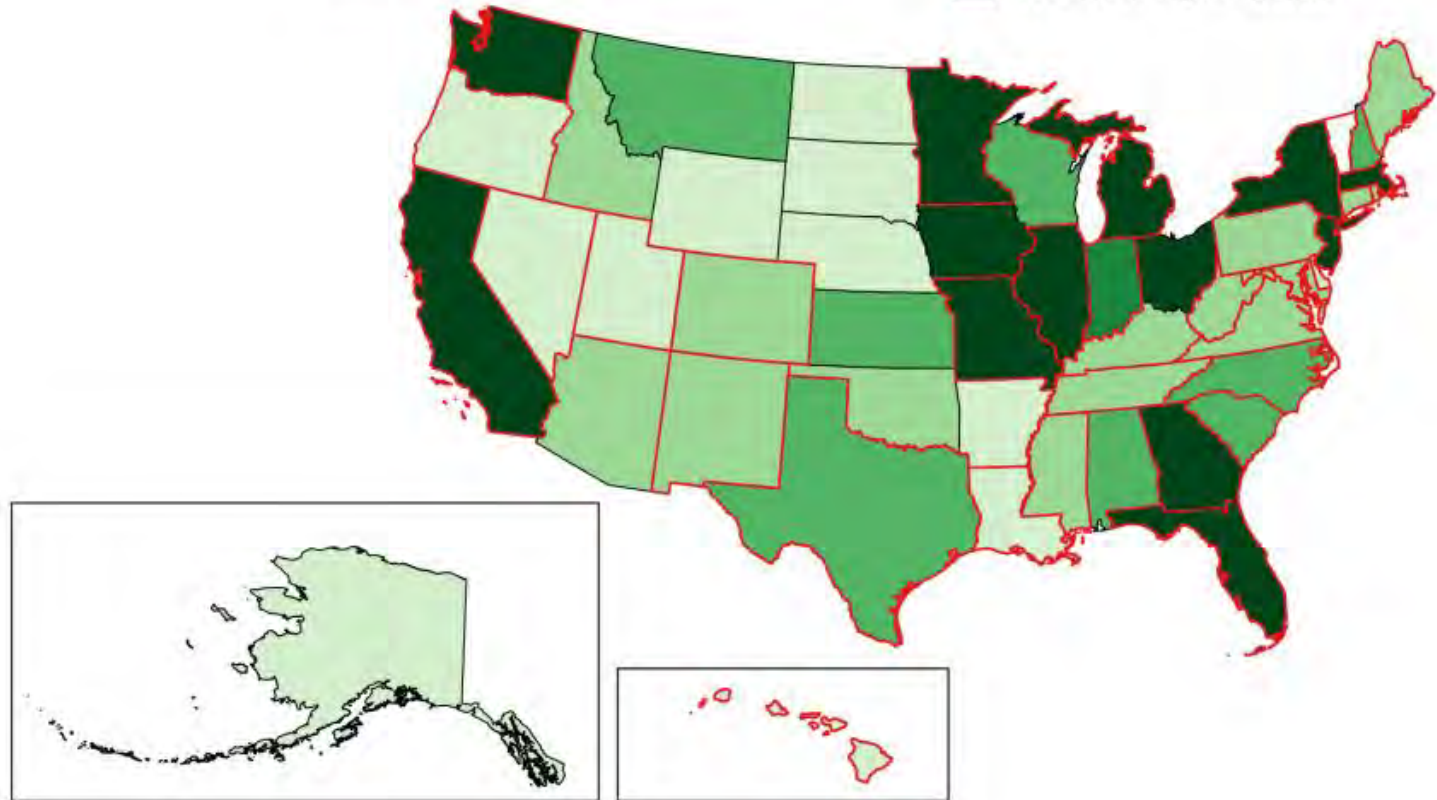
Source: National Complete Streets Coalition

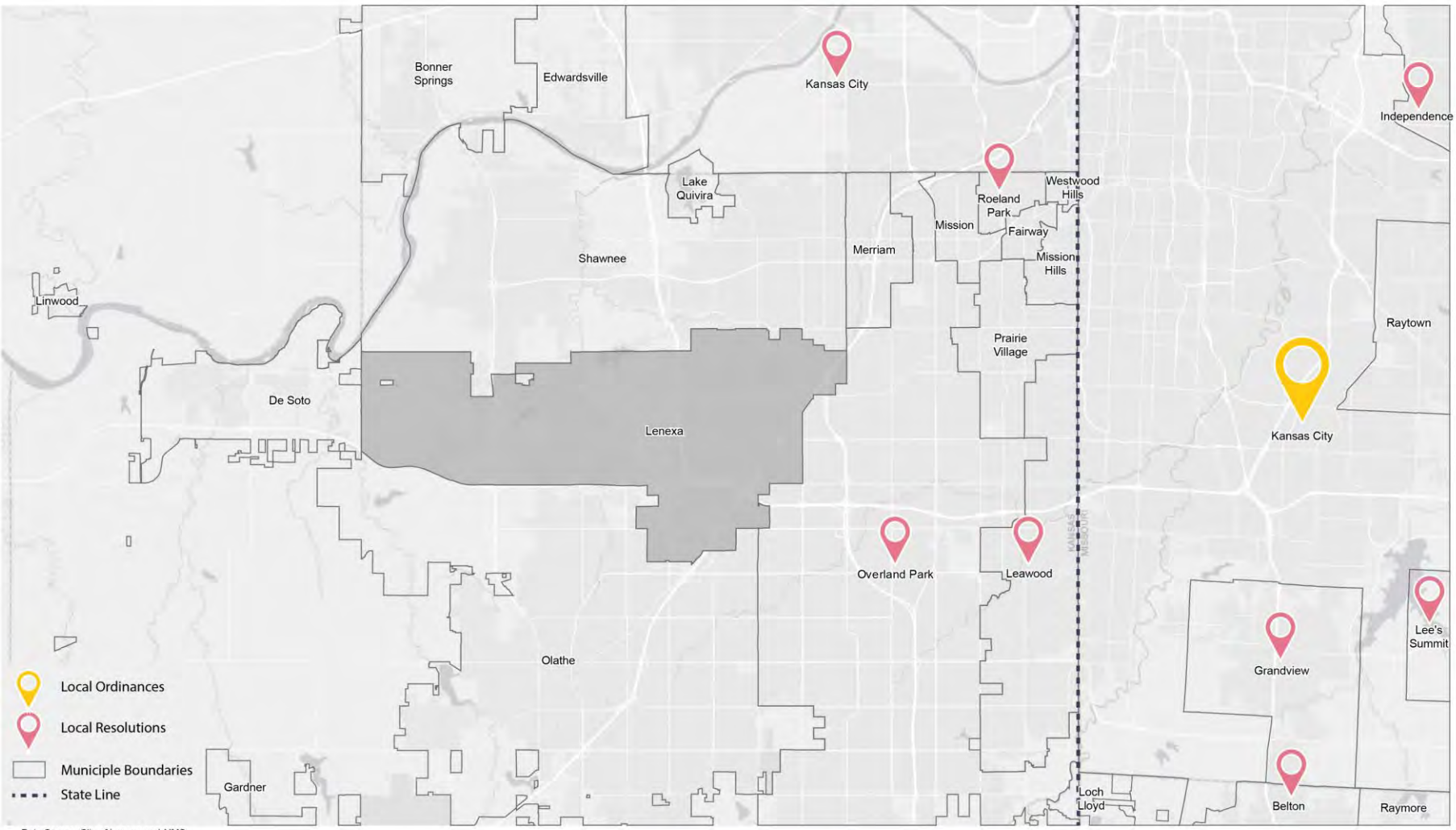


# Complete Streets Across the US

- More than 1,400 communities across the US have adopted complete streets policies
- 9 cities and 2 counties in KS
- More than 30 communities in MO

## Adoption of Complete Streets Policies 2017





-  Local Ordinances
-  Local Resolutions
-  Municipality Boundaries
-  State Line

Data Source: City of Lenexa and AIMS



## Municipal Complete Street Ordinances and Resolutions

**LENEXA  
COMPLETE  
STREETS**





# Focus Group Discussion

# Contact Information

Steve Schooley, PE, PTOE – City Lead

[sschooley@Lenexa.com](mailto:sschooley@Lenexa.com) / 913.477.7662

Jeff McKerrow, PE, PTOE – Project Manager

[jmckerrow@olssonassociates.com](mailto:jmckerrow@olssonassociates.com) / 816.560.9535

Jayne Siemens – Public Engagement

[jsiemens@vencomm.com](mailto:jsiemens@vencomm.com) / 913.268.0606





# Attendance Form

**Meeting Description:** Lenexa Complete Streets Public Open House 1

**Date:** 10/03/18

**Time:** 4:30 PM

**Place:** Lenexa Public Market

Name & Title	Email	Phone
1. Mr. Matt Stephens	mstephens268@gmail.com	913-213-8940
2. Bill Nick's	HistoryKC@gmail.com	913 424-9228
3. Angelo Encapera	angelo.m.encapera@gmail.com	316-650-9058
4. Beth Fry	bethefry@gmail.com	816-800-4237
5. Alex Smith	smith.alex67@gmail.com	913-706-2133
6. Matt Garrett	matt.c.garrett@gmail.com	816-225-1863
7. Megan Merryman	megan-merryman@yahoo.com	913-909-2203
8. Mike Stein	steinfamily04@gmail.com	913 484 2705
9. Donald B. Blum	dbcolman12@ADL.com	816-812-4131
10.		
11.		
12.		
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14.		
15.		
16.		



# Attendance Form

**Meeting Description:** Lenexa Complete Streets Public Open House 1

**Date:** 10/03/18

**Time:** 4:30 PM

**Place:** Lenexa Public Market

Name & Title	Email	Phone
1. Jennifer Miller	jenniferehadley@millerv@gmail.com	
2. Steve McCray	913-602-7686 /	913 515 4570
3. Dennis Rendina	drendina@lenexa.com	
4. Kyle Rogler	krog630@gmail.com	913-433-6410
5. Dinah Sykes	dinah@dinahsykes.com	913-406-0053
6. Leah Wankum	lwankum@shawnreemissionpost.com	573-690-5226
7. Jeff Denny	jeffredkenny@gmail.com	816-916-7531
8. Megan Merayun		
9. Husband		
10. Mark Hines		
11. Nick Krommacker	nicholas.krommacker@gmail.com	816-820-3723
12.		
13.		
14.		
15.		
16.		



# Attendance Form

**Meeting Description:** Lenexa Complete Streets Public Open House 1

**Date:** 10/03/18

**Time:** 4:30 PM

**Place:** Lenexa Public Market

Name & Title	Email	Phone
1. MELANIE MOORE - CITY OF LENEXA EMPLOYEE	melanie_moore929@cityoflenexa.com	913-27-8723
2. Charles Loughman	cloughman315@gmail.com	913-952-2718
3.		
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# LENEXA COMPLETE STREETS

## WHAT ARE COMPLETE STREETS?

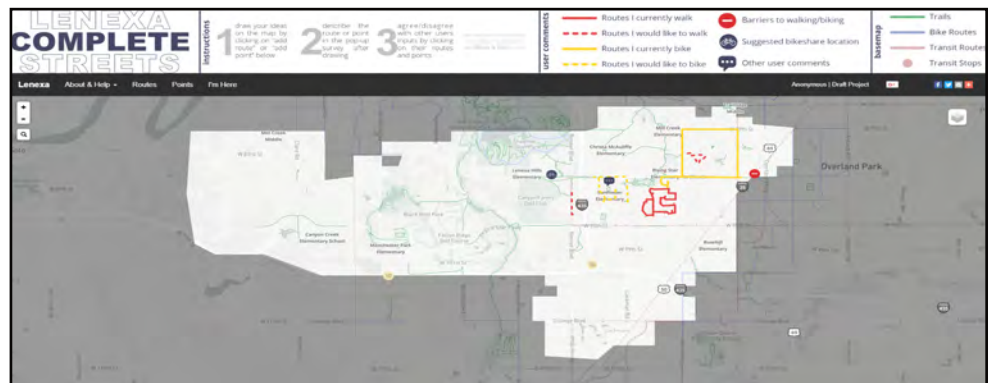
Lenexa is seeking to develop a comprehensive complete streets policy complete street elements.

Complete streets policies ensure the entire right of way is planned, designed, constructed, operated and maintained to provide safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

## WE NEED YOUR OPINION!

The community has an opportunity to participate in an online exercise to map where they currently walk or bike, and where they would like to if appropriate facilities were available. The information collected from his exercise will help identify where future enhancements should be prioritized. Use the link below to start drawing!

<http://wikimapping.com/wikimap/Lenexa-Complete-Streets.html>



## PROJECT SCHEDULE

This project is scheduled to be completed within the next six months. Future opportunities for public comment will be scheduled later this year and additional open houses are expected in early 2019.

For any project updates on the Complete Streets Study, visit Lenexa's webpage at the address below.

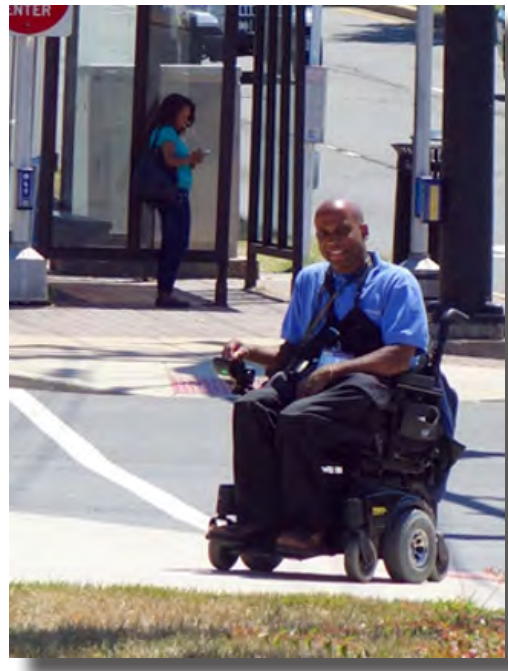
[https://www.lenexa.com/residents/getting\\_around/complete\\_streets\\_study](https://www.lenexa.com/residents/getting_around/complete_streets_study)



# COMPLETE STREETS BACKGROUND

## WHAT ARE COMPLETE STREETS?

- Streets for everyone
- Safe access for all users regardless of age or ability
- Routine accommodation for all modes
- Looks at the entire right-of-way
- Unique
- Responsive to community context



## WHY DO COMPLETE STREETS MATTER?

- Safety for most vulnerable users
- Public spaces for all
- Health, traffic, and environmental benefits
- Provide access to our business, residences, institutions, schools, centers of entertainment, and recreation
- Support local economy
- Help define the character of our communities and neighborhoods

## Americans Want Choices

66%

of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

73%

currently feel they have no choice but to drive as much as they do.

57%

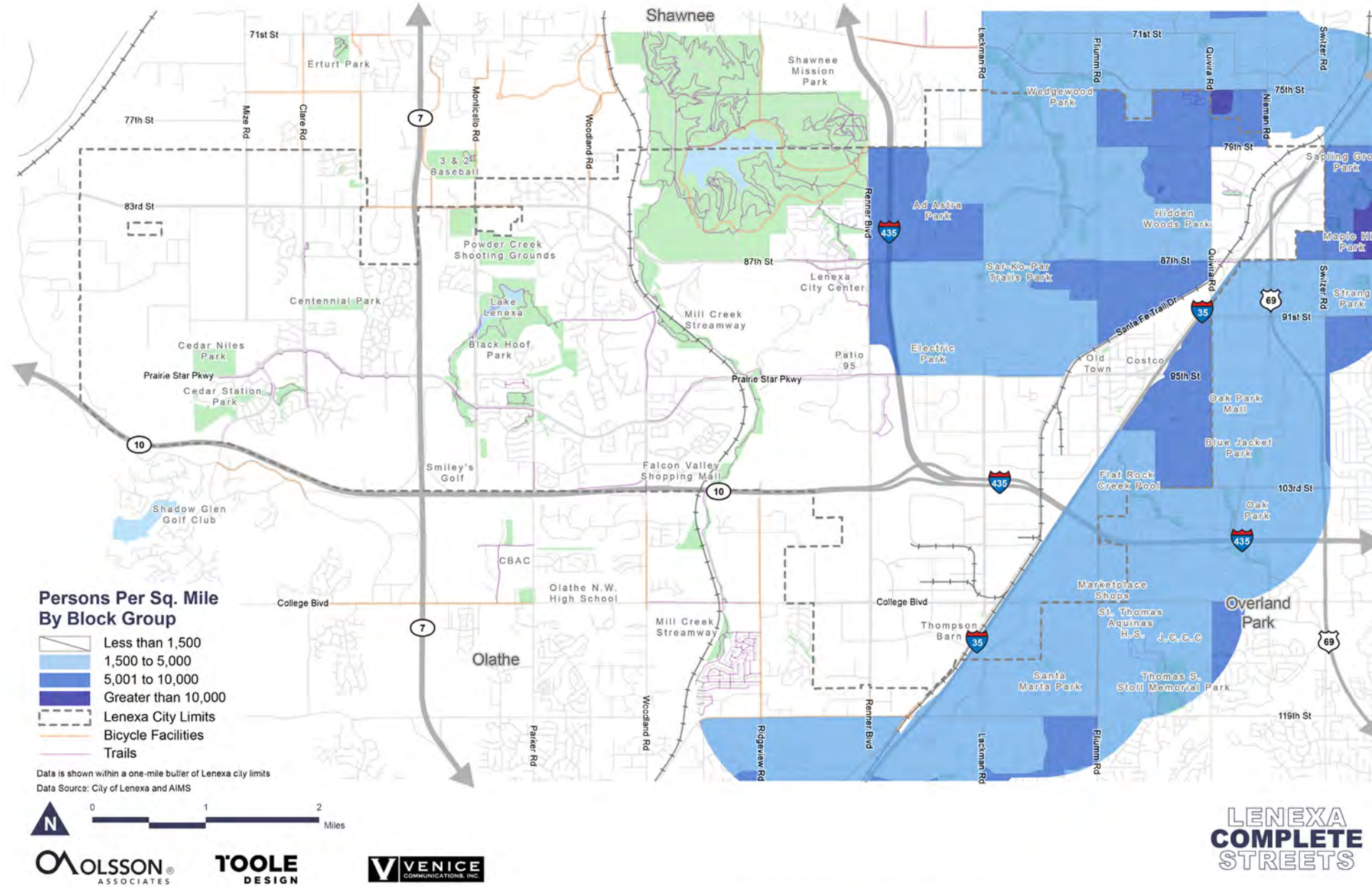
would like to spend less time in the car.



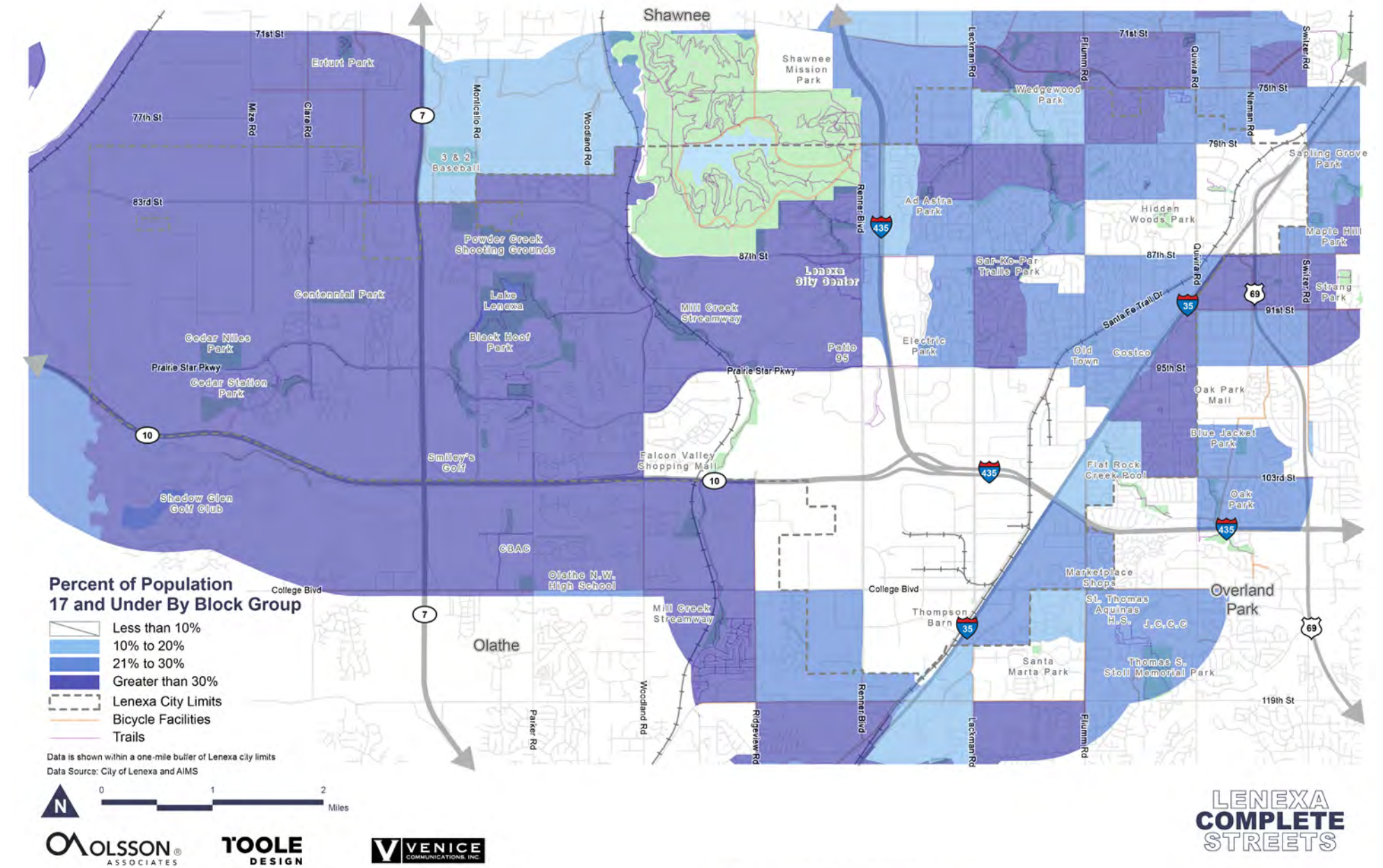
# EXISTING DEMOGRAPHICS

Population density and demographics of a community help to inform where alternative forms of transportation, including transit, ridesharing, walking, or biking may be used more frequently.

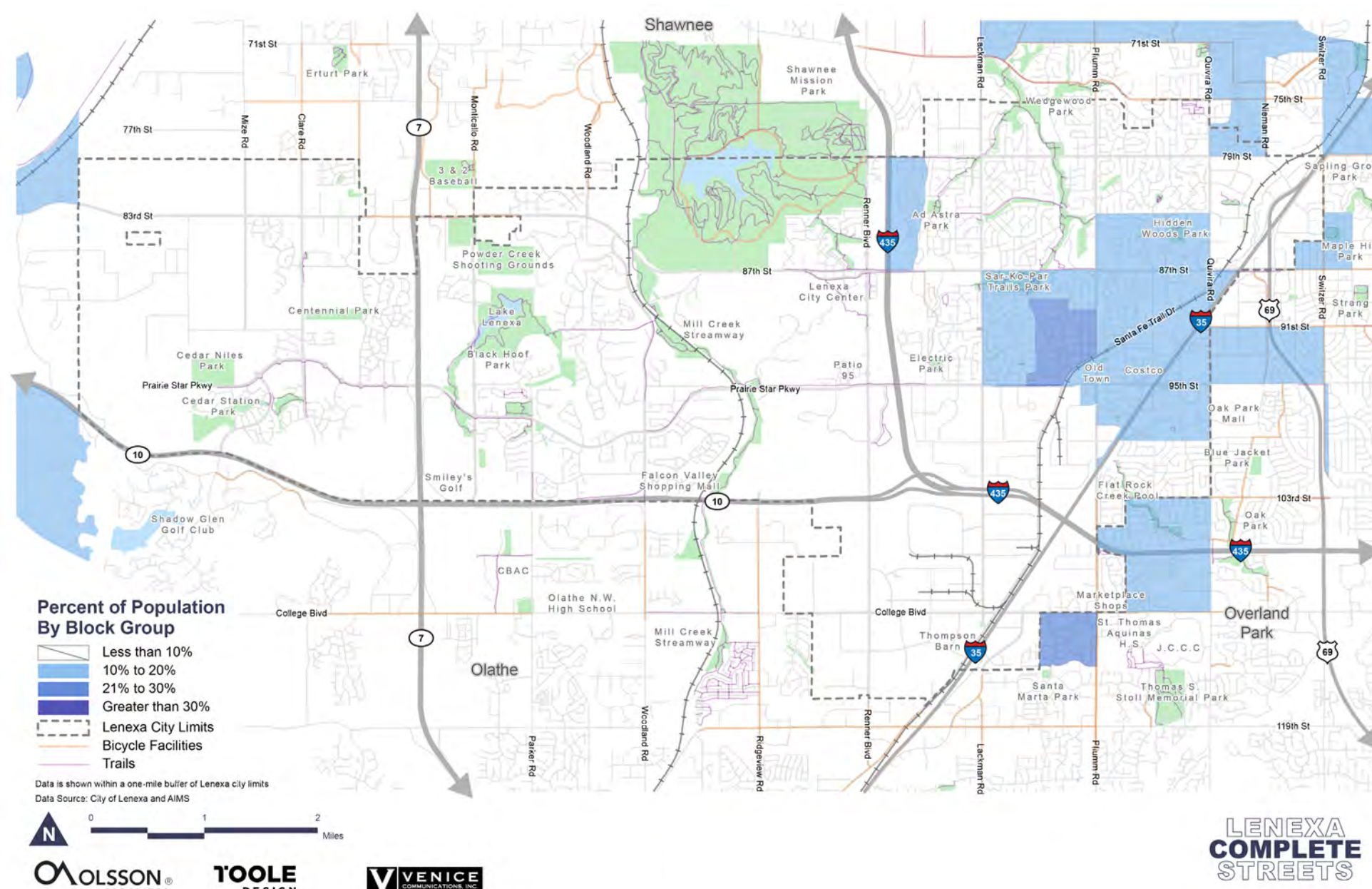
## POPULATION DENSITY



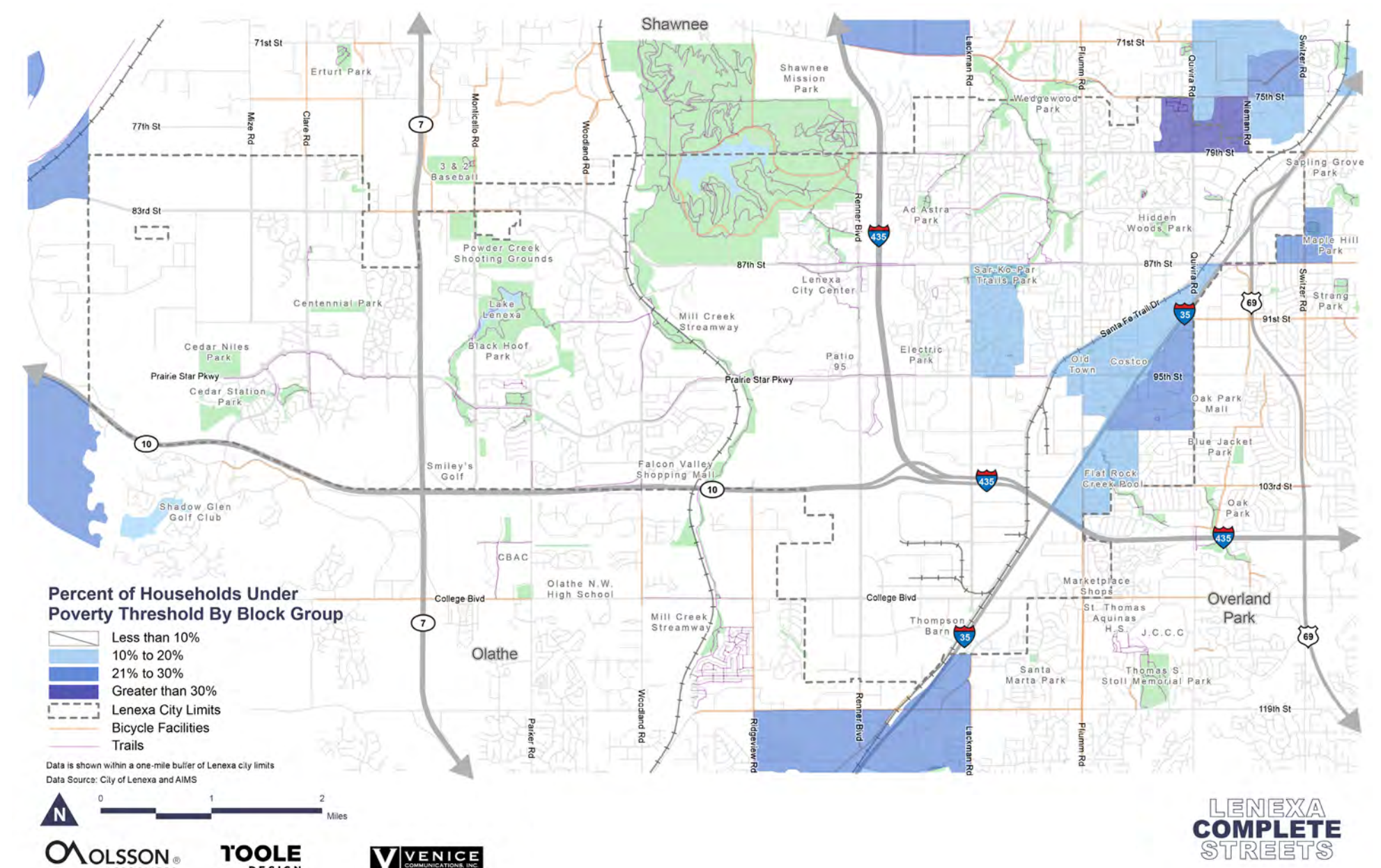
## YOUTH POPULATION



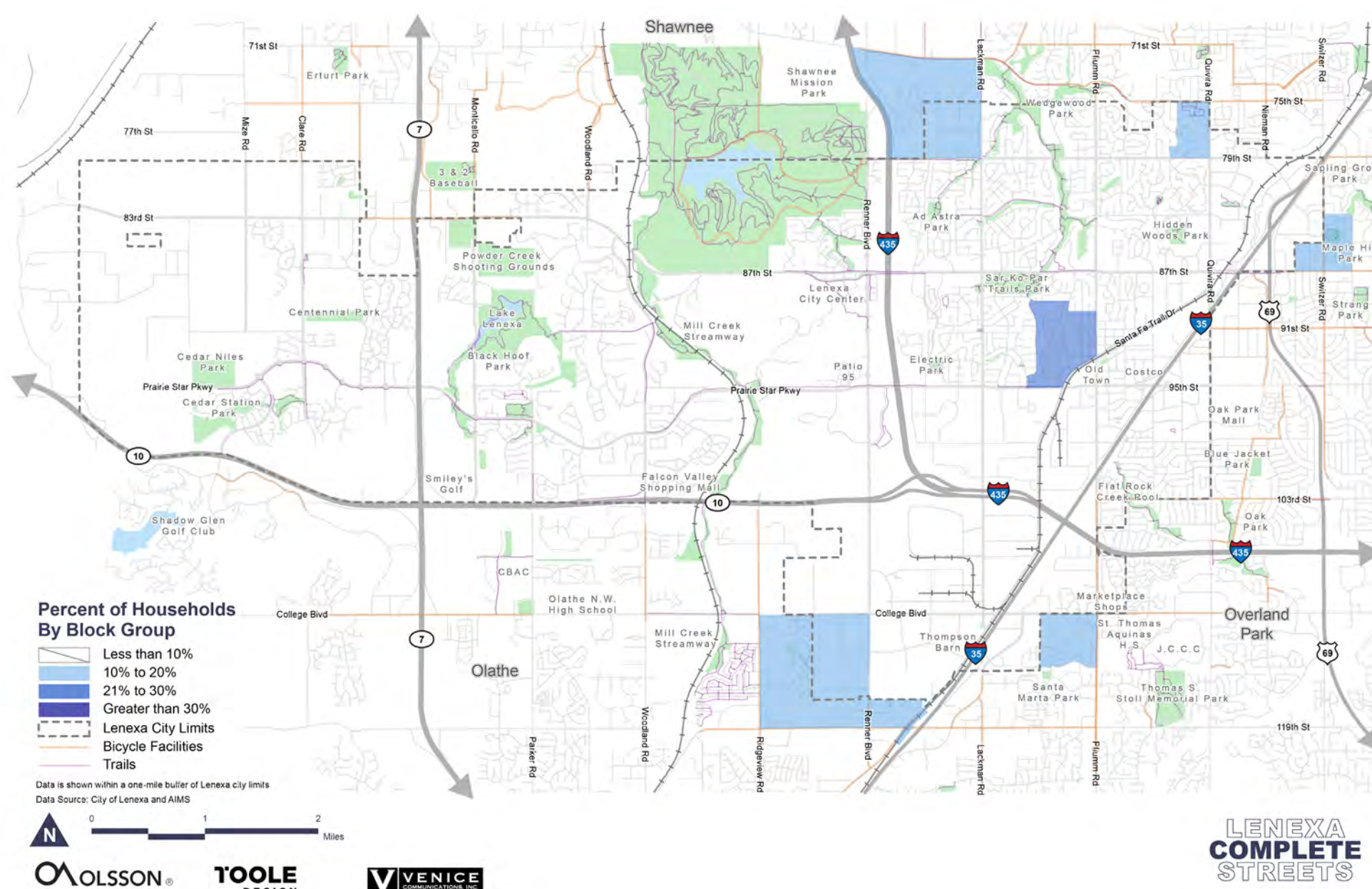
## DISABLED POPULATION



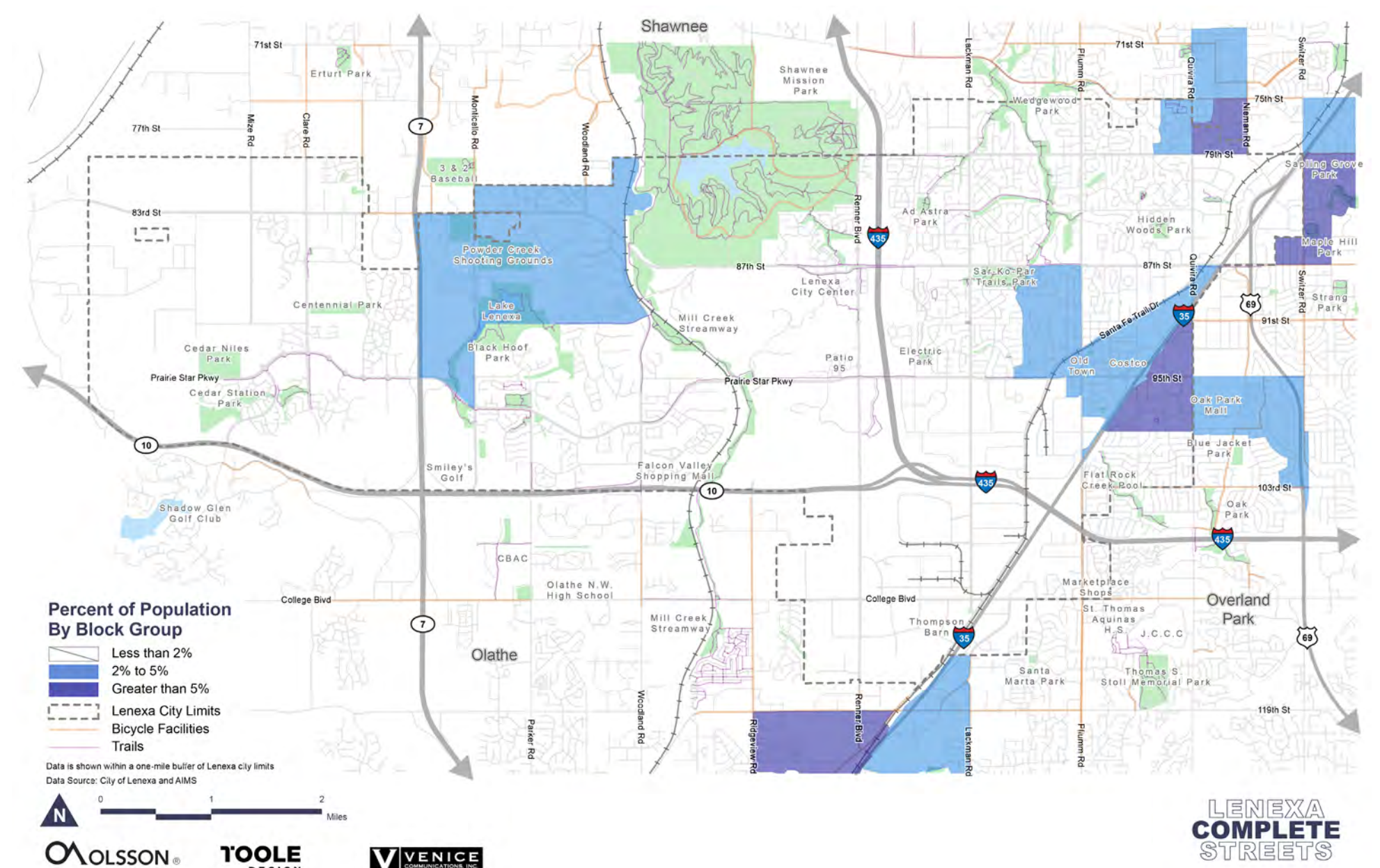
## LOW-INCOME POPULATION



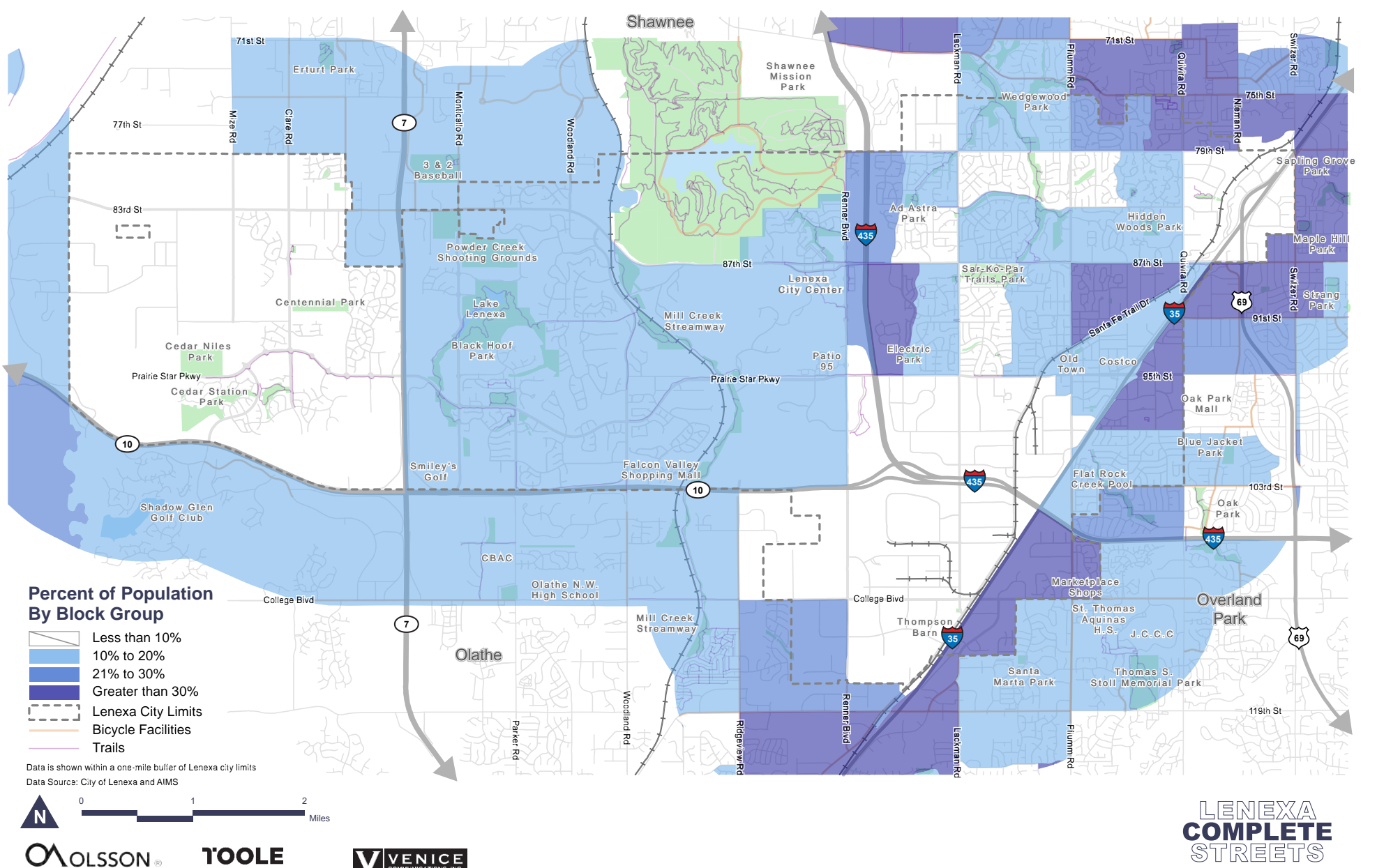
## ZERO VEHICLE HOUSEHOLDS



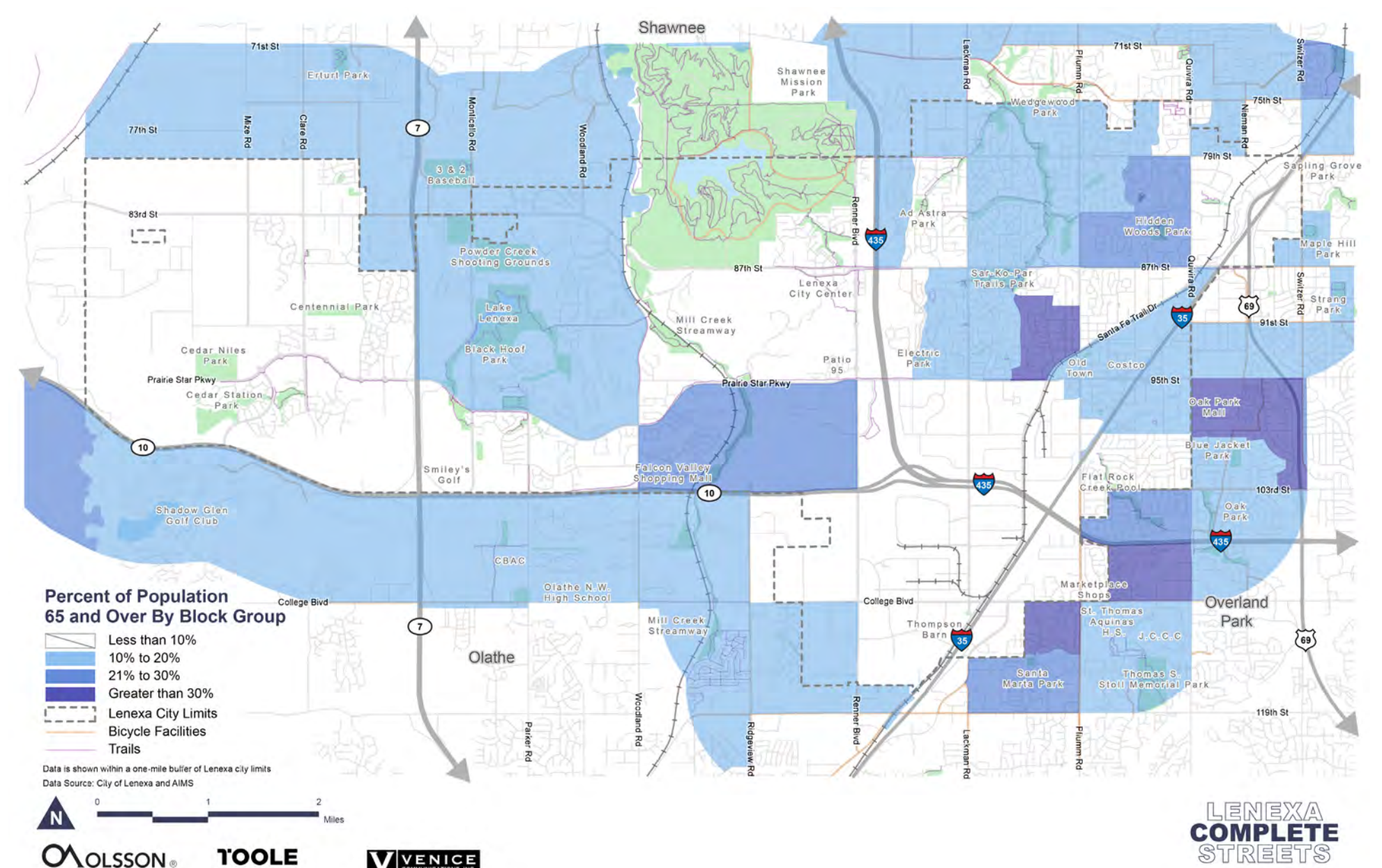
## LIMITED ENGLISH PROFICIENCY



## MINORITY POPULATION



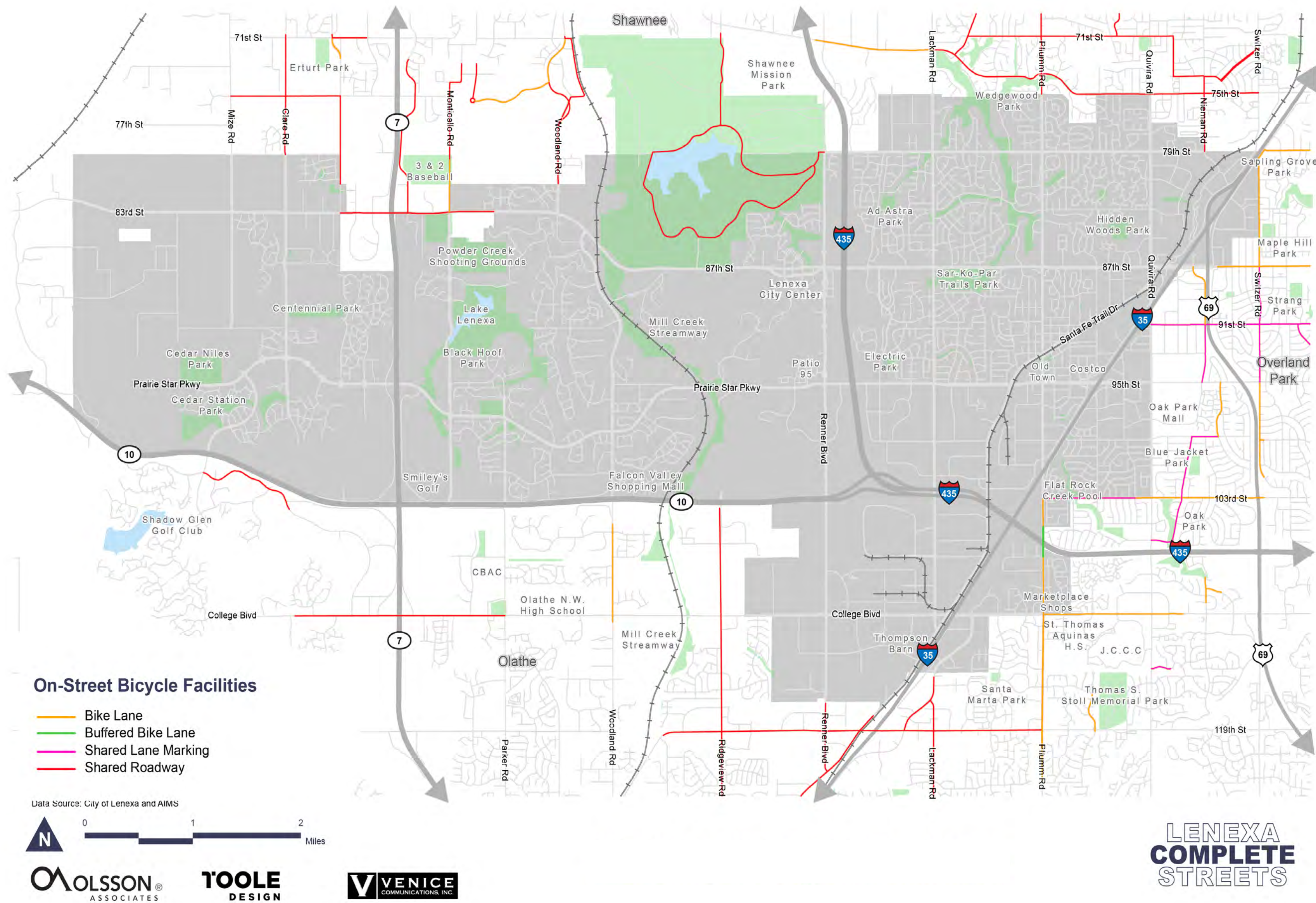
## ELDERLY POPULATION



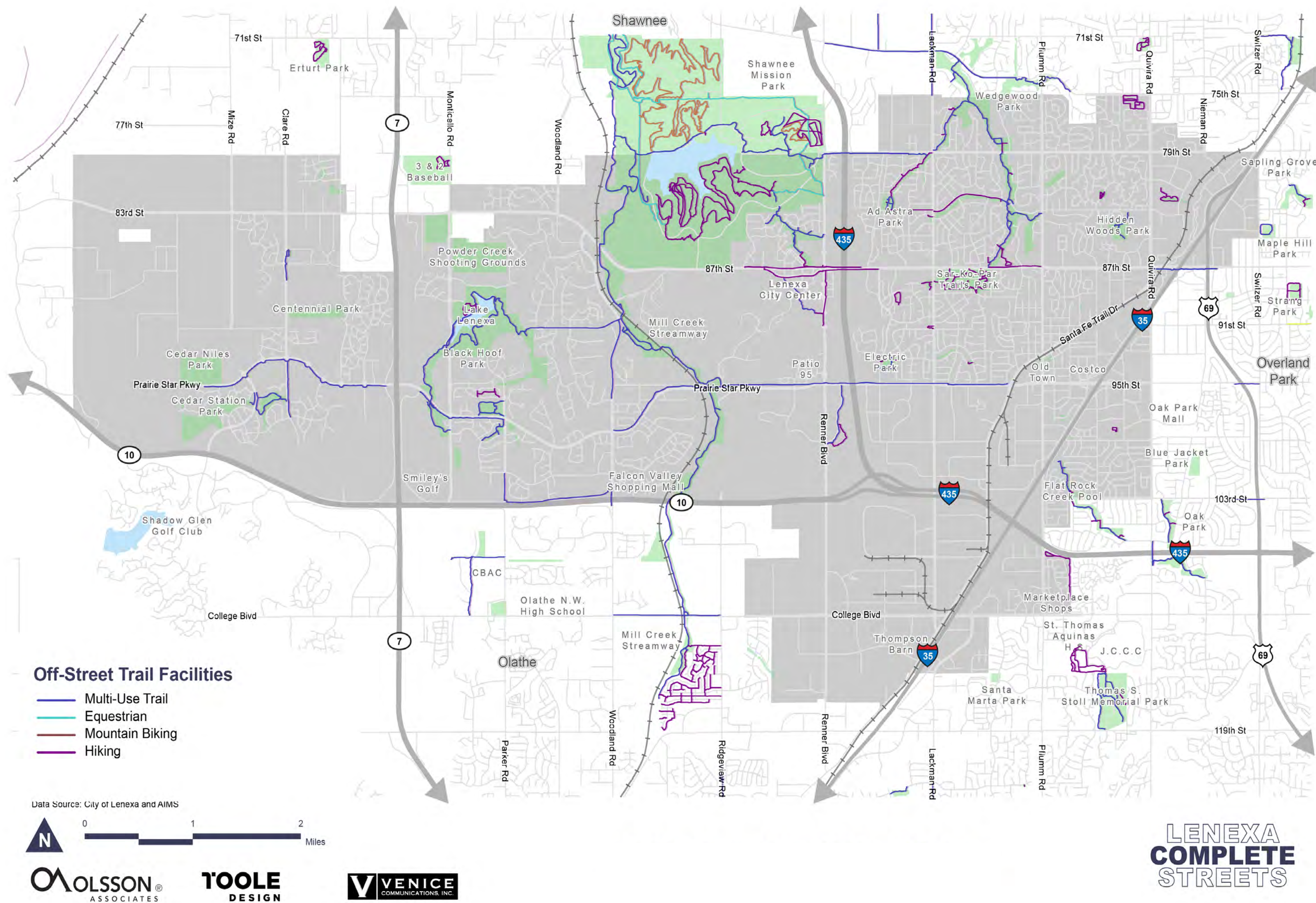


# EXISTING CONDITIONS

## ON-STREET BIKE FACILITIES



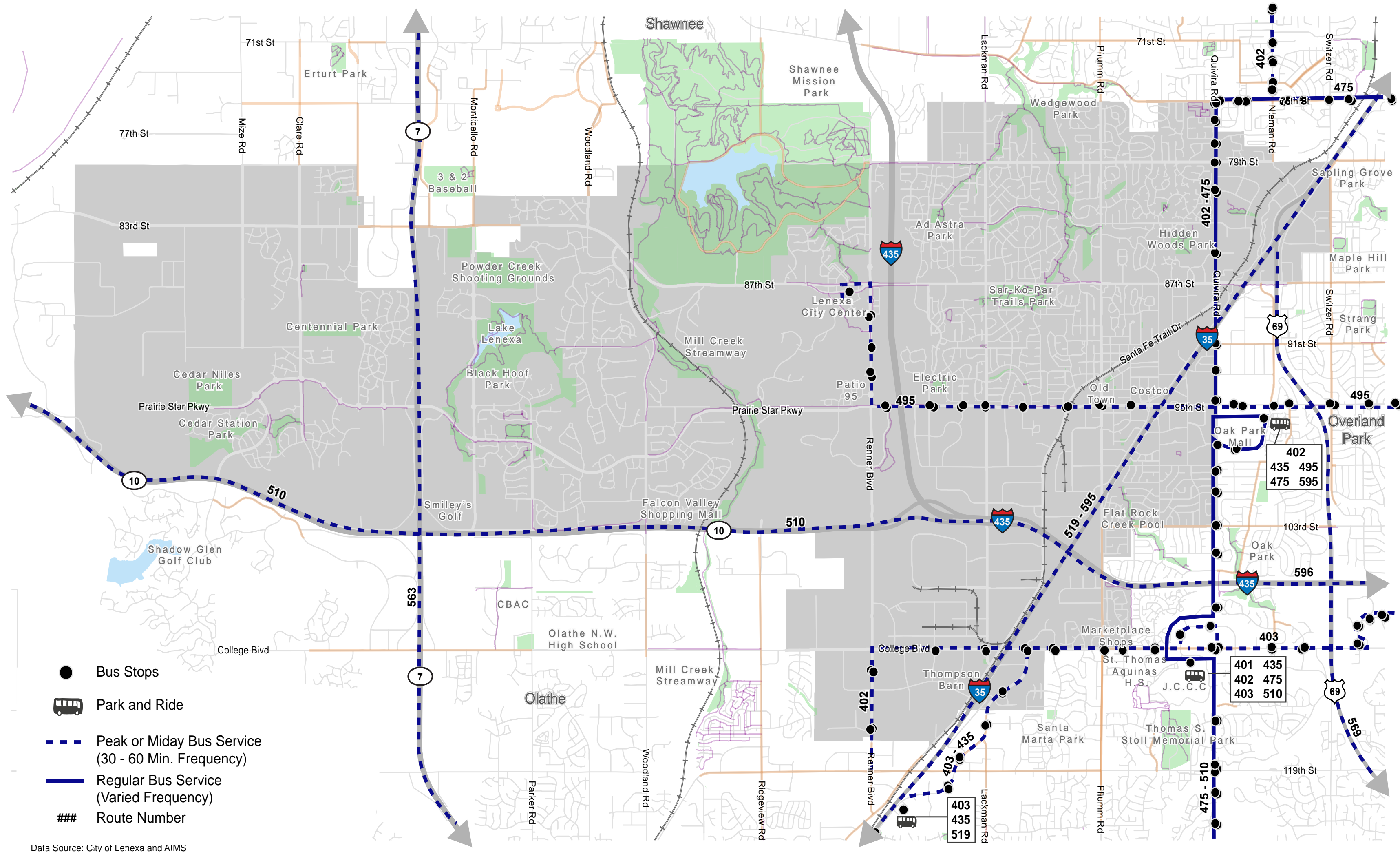
## OFF-STREET TRAIL FACILITIES





# EXISTING CONDITIONS

## EXISTING TRANSIT



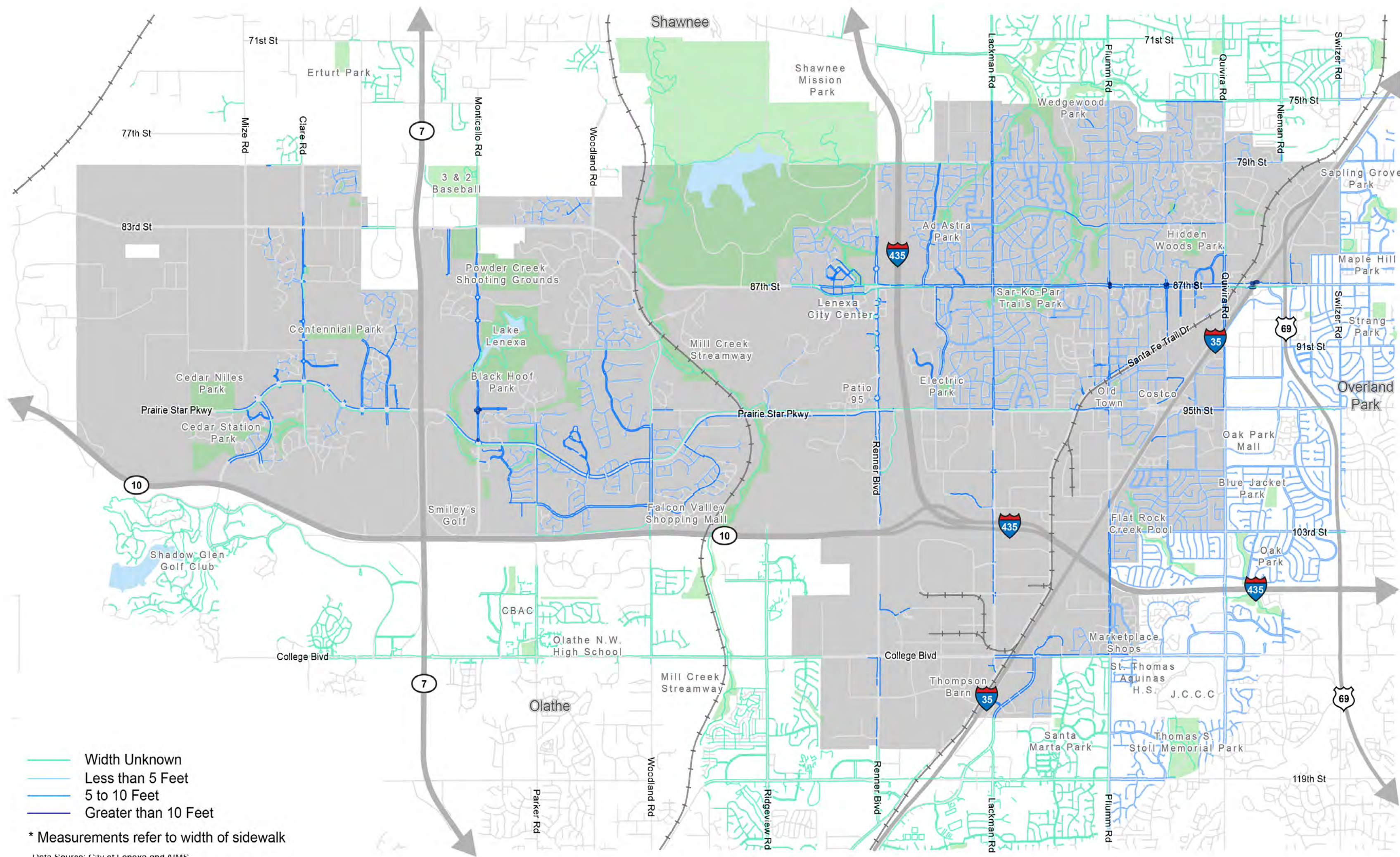
OLSSON ASSOCIATES

TOOLE DESIGN

VENICE COMMUNICATIONS INC

LENEXA COMPLETE STREETS

## EXISTING SIDEWALKS



OLSSON ASSOCIATES

TOOLE DESIGN

VENICE COMMUNICATIONS INC

LENEXA COMPLETE STREETS





# MAP ACTIVITY INSTRUCTIONS







## INSTRUCTIONS

- 1 Draw your ideas on the map with the provided supplies
- 2 Refer to the legend below to draw your routes and points
- 3 Leave comments by other routes and points

For any questions regarding the activity please feel free to ask







## ACTIVITY LEGENDS

-  Barriers to walking/biking
-  Suggested bikeshare locations
-  Routes I currently walk
-  Routes I would like to walk
-  Routes I currently bike
-  Routes I would like to bike

\*Feel free to use Post-it notes to leave any additional comments.

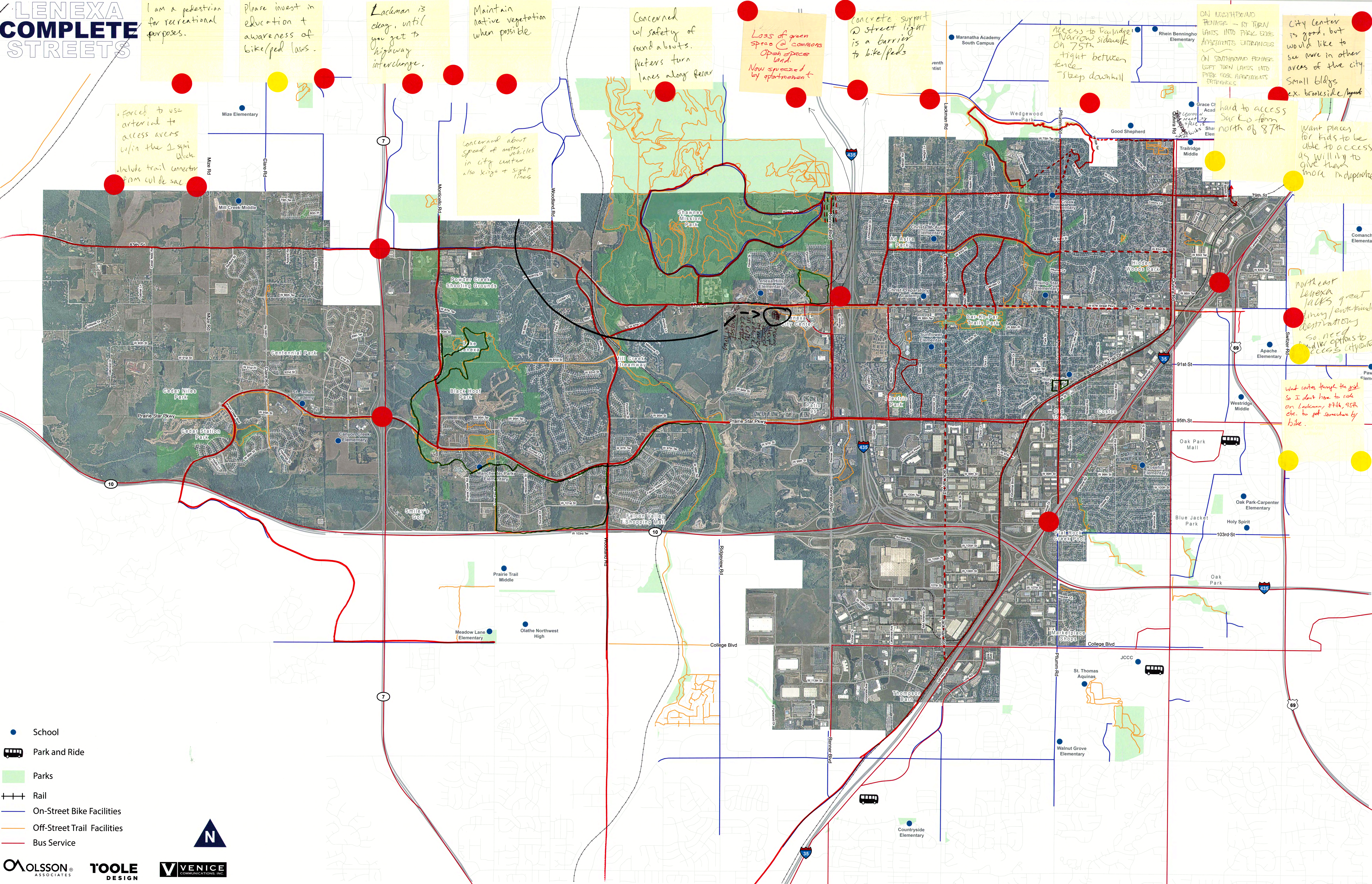


## BASEMAP LEGENDS

-  On-Street Bike Facilities
-  Trail Facilities
-  Park and Ride
-  Bus Service

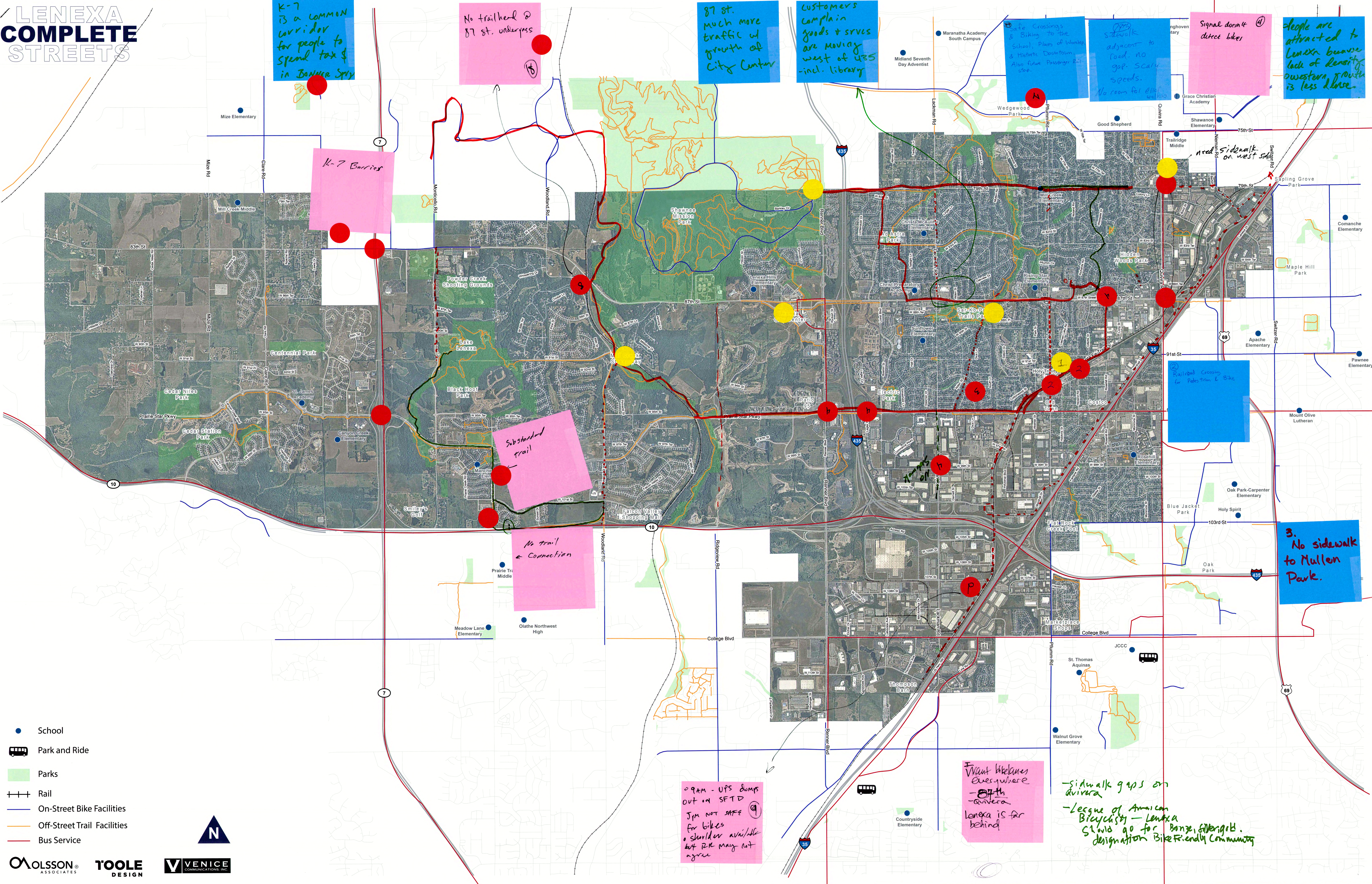


# LENEXA COMPLETE STREETS





# LENEXA COMPLETE STREETS



K-7 is a common corridor for people to spend tax \$ in Bonner Spry

No trailhead @ 87 st. underpass

87 st. Much more traffic w/ growth of City Center

Customers complain goods + svcs are moving west of 485 incl. library

Safe Crossings & Biking to the Schools, Places of Worship & Historic Downtown Also Active Passenger Rail stop.

Sidewalks adjacent to road. No gap. Scarce speeds. No room for eyes

Signal doesn't direct bikes

people are attracted to Lenexa because lack of density. Western growth is less dense.

K-7 Barrier

Substandard Trail

No trail connection

Railroad Crossing for Pedestrian & Bike

3. No sidewalk to Mullen Park.

9 AM - UPS dumps out on SFTD 7 PM NOT SAFE for bikes shoulder available but RTR may not agree

I want bikelines everywhere - 87th - Quivera Lenexa is far behind

-sidewalk gaps on Quivera -League of American Bicyclists - Lenexa should go for designation Bike Friendly Community

- School
- Park and Ride
- Parks
- Rail
- On-Street Bike Facilities
- Off-Street Trail Facilities
- Bus Service





# Attendance Form

**Meeting Description:** Lenexa Complete Streets Final Public Workshop - STAKEHOLDERS

**Date:** 03/21/19

**Time:** 3:00PM

**Place:** Thompson Barn

Name & Title	Email	Phone
1. Andy Tylicki President	atylicki@sjc Keeping Faith.org	(913) 238-1294
2. JIM BUFFINGTON	jhbuffingame.com	913 568-5718
3. Justin Thompson	jthompson@blockllc.com	830-708-6900
4. BRUCE RIEKE	briekew@briekew.com	913-915-7476
5. Chris Gralapp	cgralappwds@olatheschools.org	913 780 7011
6.		
7.		
8.		
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12.		
13.		
14.		
15.		
16.		





# Attendance Form

**Meeting Description:** Lenexa Complete Streets Final Public Workshop - STAKEHOLDERS

**Date:** 03/21/19

**Time:** 3:00PM

**Place:** Thompson Barn

Name & Title	Email	Phone
1. Linda Khan	LINDA.LUXSANTIGUES@yoho.com	
2.		
3.		
4.		
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# Attendance Form

**Meeting Description:** Lenexa Complete Streets Final Public Workshop - STAKEHOLDERS

**Date:** 03/21/19

**Time:** 3:00PM

**Place:** Thompson Barn

	Name & Title	Email	Phone
1.	COORD. - SUSTAINABILITY JOAN LEAVENS	joanleavens@smsd.org	913.993.8722
2.	Josh Kindler	jkindler@usd232.org	913.667.3512
3.	Megan Mervyn	megan.mervyn@jocogov.org	913 989-2203
4.	Dan Short	daniel.short@kiewit.com	913-909-4026
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16.			



# Attendance Form

Meeting Description: Lenexa Complete Streets Final Public Workshop

Date: 03/21/19

Time: 5:00PM

Place: Thompson Barn

Name & Title	Email	Phone
1. Kerry White	kerry@connectedsignals.com	913-322-8847
2. Paul Greeley	pkgreeley@yahoo.com	
3. BILL COENEW	WMCOENEW@SBCGLOBAL.NET	
4. CATHERINE KIRKLAND	ckirkland0711@gmail.com	
5. Hamilton Kirkland	hkirkland1950@gmail.com	
6. Evelyn & George Samicksee	ewsamick@aol.com	
7. Paul Armitage	PARMITAGE@GMAIL.COM	
8. Matt Garrett	matt.c.garrett@gmail.com	
9. Gregg Ball	MISC@GreggBall.com	
10. Alison Wiley	Alison.Wiley@jocogov.org	
11. Craig Fisch	cfischbiz@gmail.com	
12. Todd Beckman	tbeckman@lenexa.com	
13. John Tunakian	JTUNAKIAN@Beckman.com	
14. Troy Tuttle	troyttuttle@gmail.com	
15. Judy Tuckness	jtuckness@yahoo.com	
16.		



# Attendance Form

**Meeting Description:** Lenexa Complete Streets Final Public Workshop

**Date:** 03/21/19

**Time:** 5:00PM

**Place:** Thompson Barn

Name & Title	Email	Phone
1. Doug Polson	Doug.polson@gmail.com	
2. Jim & Deborah Curran		
3. Gary & Allison Ewing	gewing59@gmail	
4. Mike Bland	michaelabland@gmail.com	913-231-0774
5. Lynn Maliv	Lynnmaliv@gmail.com	913-220-4072
6. GREG JOHNSON	GMJ1950@HOTMAIL.COM	915 2483
7. Sue Murphy-Andrus	srmurp7908@gmail.com	
8. TRACY HOLLAND	tracy1911@gmail.com	
9. Mike Boehm		
10.		
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# Attendance Form

Meeting Description: Lenexa Complete Streets Final Public Workshop

Date: 03/21/19

Time: 5:00PM

Place: Thompson Barn

913-206-6827

Name & Title	Email	Phone
1. Maryna Moore	marysiamoore@gmail.com	
2. Leah Wankum Shawnee Mission Post	lwankum@shawneemissionpost.com	573-690-5226
3. Janet Podall	janetpodall@gmail.com	
4. Jack Podall	jackpodall@ " "	
5. Mark Hines	mark.hines@smc.kan.	913.568.7355
6. Aleta Schnitzer	aleta@schnitz.net	913.638.9265
7.		
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# Complete Streets Feedback Form

## Open House - March 21, 2019

If you'd like to provide additional input, please do so in the box below. For more information, access the Complete Streets webpage at ([https://www.lenexa.com/residents/getting\\_around/complete\\_streets\\_study](https://www.lenexa.com/residents/getting_around/complete_streets_study)).

Name:

Email:

Address:

Comments -



# Complete Streets Feedback Form

## Open House - March 21, 2019

If you'd like to provide additional input, please do so in the box below. For more information, access the Complete Streets webpage at ([https://www.lenexa.com/residents/getting\\_around/complete\\_streets\\_study](https://www.lenexa.com/residents/getting_around/complete_streets_study)).

Name:

Email:

Address:

Comments -



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Open House - March 21, 2019

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Name: TRACY HOOKER/HULL

Email: tracy1911@gmail.com

Address: 8317 CENIS 66227

Comments - I'D LIKE TO SEE MORE BUFFERED BIKE LANES THAN JUST THE ONE. IF I COULD SAFELY BIKE 83RD/87TH, IT WOULD BE A GOOD THING. BEING ABLE TO BIKE TO/FROM STORES (PRICE CHOPPER + ALDI) + THE LIBRARY IS A MUST IF I'M TO REDUCE DEPENDENCE ON A VEHICLE.

Lenexa  
K A N S A S

## Complete Streets Feedback Form

Open House - March 21, 2019

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Name: Dan Short

Email: daniel.short@kiewit.com

Address: 9401 Fenner Blvd, Lenexa KS 66219 (Kiewit office)

Comments -

I support the efforts to increase the "complete streets" infrastructure to provide more opportunities for non-car mobility around Lenexa. Further developing options around the new Lenexa City Center development would set the right tone for how Lenexa develops in the future, and drive further development in that area. Thanks for your efforts!

Dan Short

Lenexa  
K A N S A S

## Complete Streets Feedback Form

Open House - March 21, 2019

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Name: JUDY TUCKNESS  
Email: jktuckness@yahoo.com  
Address: 1934 Twilight Lane

Comments

- ① Bikers need education on how to treat pedestrians — courtesy by announcing their presence when passing and knowledge of who has right of way. I have been told to move by bikers. This should be posted signage at trail heads for shared paths.
- ② Safe transportation lanes for those who would like to bike to work or school

Lenexa  
K A N S A S 

## Complete Streets Feedback Form

Open House - March 21, 2019

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Name: Megan Merryman  
Email: megan-merryman@yahoo.com  
Address: 7823 Westgate Dr

Comments -

There should be a policy to enforce clearing <sup>(snow)</sup> of sidewalks. Otherwise peds. are forced to walk in the road.

Lenexa  
K A N S A S 

## Complete Streets Feedback Form

Open House - March 21, 2019

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Name: **EVELYN & George SONNICHSEN**

Email: **ewsonni@aol.com**

Address: **847 Shady Bend Rd.**

Comments -

1. Add easement path to connect cul-de-sac for safe access for kids & community members.
2. Improve pedestrian/bike crossing for Hwy 7 & 83<sup>rd</sup> St.
3. Connect bike trails for ease of access.
4. Plan for easements for biking & walking prior to final approval of development plans
5. Side-walks to connect to schools on Mize Rd.
6. Provide subdivision bike access to bike trails



## Complete Streets Feedback Form

Open House - March 21, 2019

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Name: **Sue Murphy-Andrus**

Email: **srmurp7908@gmail.com**

Address: **7908 Rosehill Rd.**

Comments -

The trails we have are great. Funds should concentrate on helping cyclist get from point A to point B. Grocery stores, restaurants, gyms etc. - commuting to work, etc. Trails that connect to bike lanes would be great too.





# Complete Streets Feedback Form

Open House - March 21, 2019

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Name: Paul Greeley  
Email: pkgraeley@yahoo.com  
Address: 7925 Colony Ln Lenexa

Bicycle comments!

Comments - <sup>Bicycle</sup> Shared use on roadway in areas that have shared use path - to reduce bicycle/pedestrian conflict. Medium priority.  
Look to OP and Olathe on street bicycle systems for good examples and connections.  
Use share-road signage.  
83rd & 79th street on-road bike lanes. Highest Priority!  
Woodland Road bike lanes.  
Connections to Central library on 87th in OP.  
K7 bike crossings need attention.



# Complete Streets Feedback Form

Open House - March 21, 2019

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Name: Matt Garrett  
Email: matt.c.garrett@gmail.com  
Address: 7823 Westgate

Comments - The lack of proposal Bike lanes is very disappointing. Would have really appreciated showing a proposed system at this point in the public process. Commuting cyclists like myself travel at 15mph - 20mph and that speed is not appropriate for shared use trails. Please add N/W/S/E. Bike lanes and Sharrows



Paul Greeley Cont.

Quivira needs attention for bicycling. On-road ~~road~~ should be considered due to connections to Shawnee / Merriam north and east, and OP to south and east.

Matt Barnett Cont.

Would like to see dedicated CIP funding for side walks and Bike infra structure in budget yearly.

- Road Ditts
- lane width reductions
- some protected lanes in industrial areas.

# Complete Streets Feedback Form

Open House - March 21, 2019

If you'd like to provide additional input, please do so in the box below. For more information, access the Complete Streets webpage at ([https://www.lenexa.com/residents/getting\\_around/complete\\_streets\\_study](https://www.lenexa.com/residents/getting_around/complete_streets_study)).


Name: Lynn Malir

Email: [Lynnmalir@gmail.com](mailto:Lynnmalir@gmail.com)

Address: 9026 Redbud Lane

(to cross)  
Lenexa

## Comments -

- ① Please provide east/west, North/South road accessible for cyclists with at a minimum "Share the Road Signs". This legitimizes bikers rights to be on the road.
- ② Provide education via info shared on Lenexa communication forums, newsletters, twitter, facebook page for bike/car safety. Share & demonstrate 3 feet law.
- ③ Bikes need to be able to commute/ride  routes that connect to our surrounding communities →

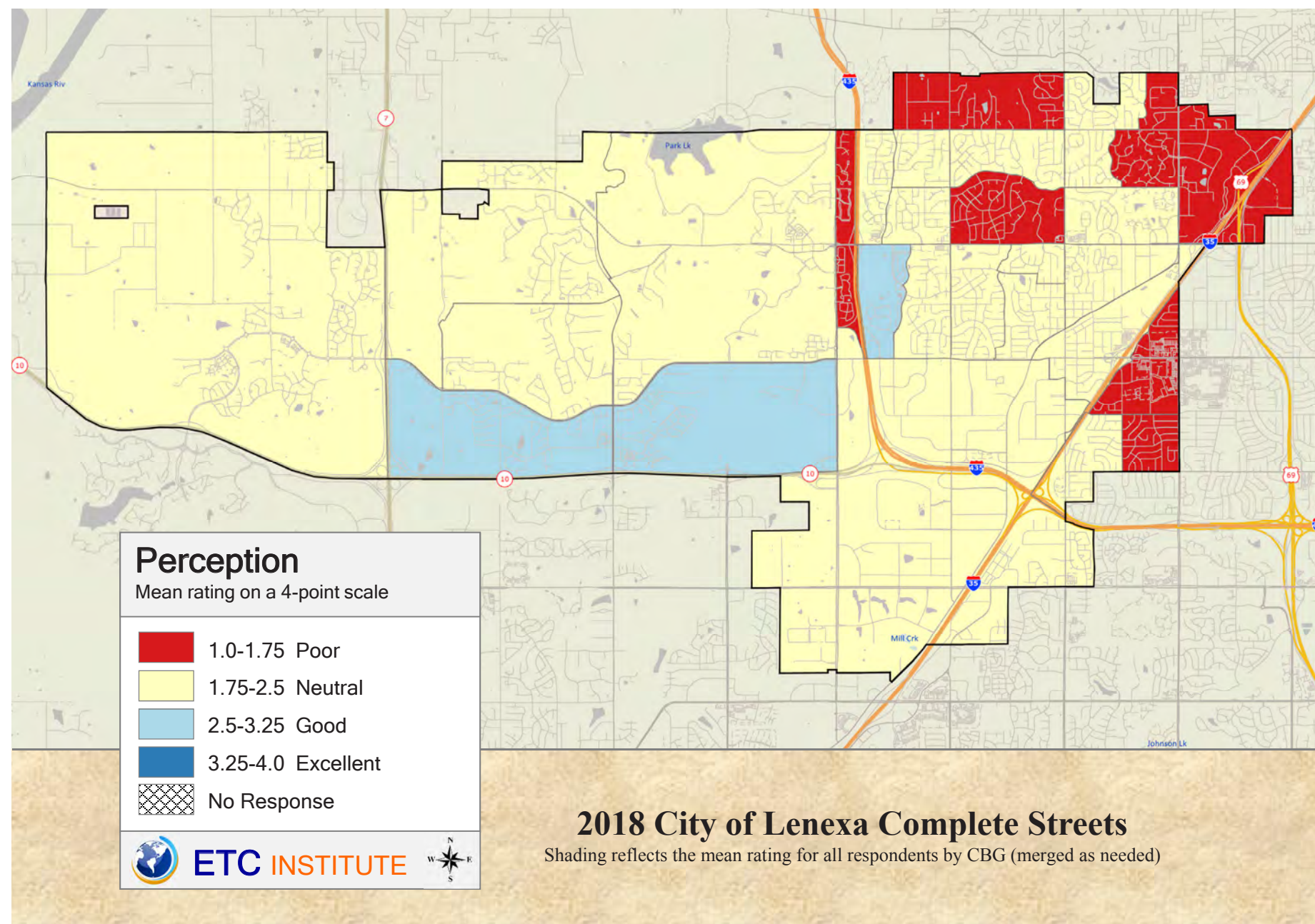
Lynn make cast.

- ③ bike lanes or designated bike routes.
- ④ Bikes can travel at high speeds. Shared paths with pedestrians is dangerous for both. Most walkers do not enjoy a bike flying by them & frankly a biker should not do this. Casual cyclist & kids w/ bikes are fine with shared use but commuters & cyclist who ride for exercise ride to fast for the shared path to work safely.
- ⑤ Lenexa City Center is NOT bike friendly to get to from ~~BT#2~~. It seems odd that the front of City Center is a nightmare on a bike. This is NOT inviting.

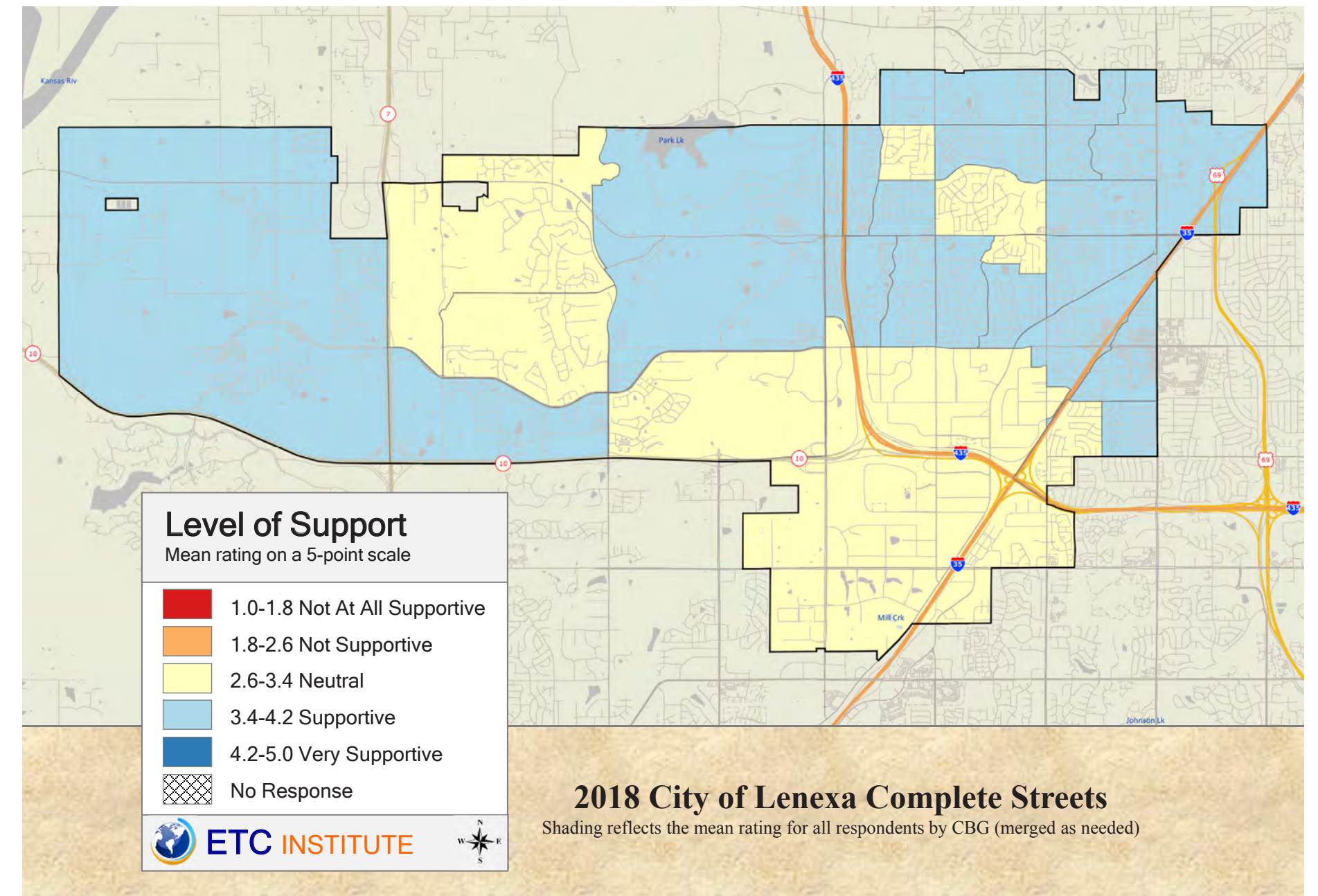


# COMMUNITY SURVEY

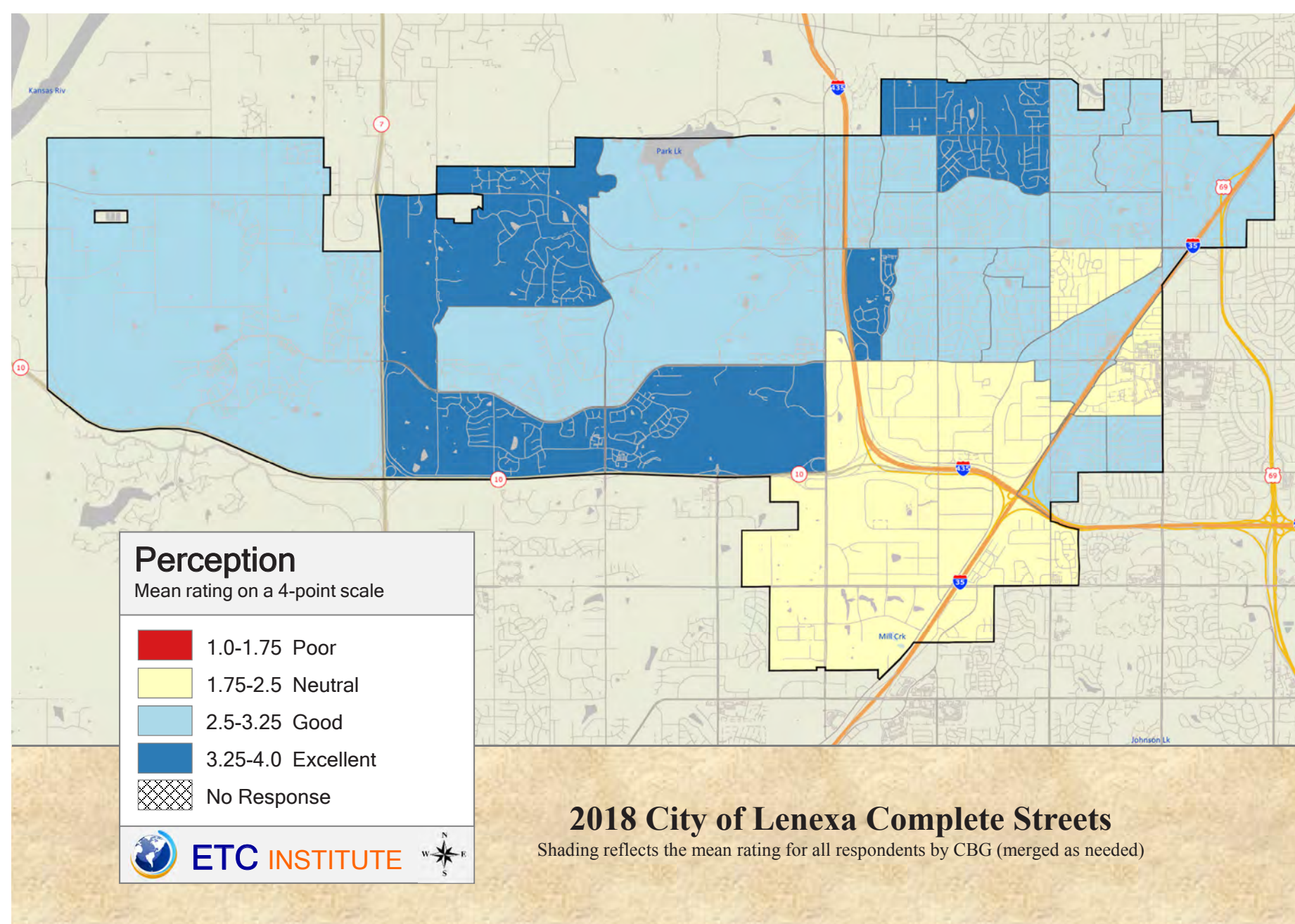
## PERCEPTION OF BIKING ON STREETS



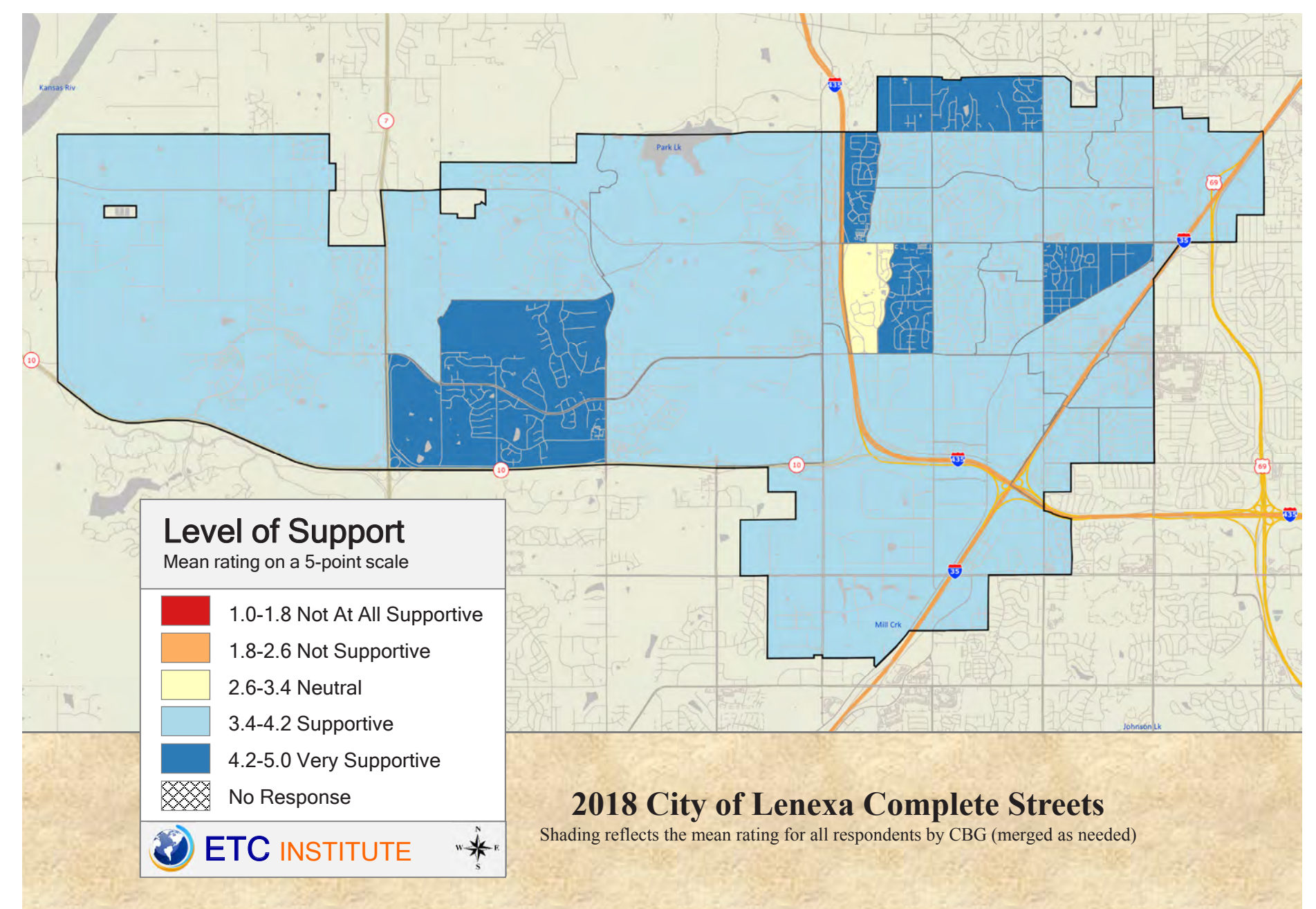
## SUPPORT FOR INVESTING IN ON-STREET FACILITIES



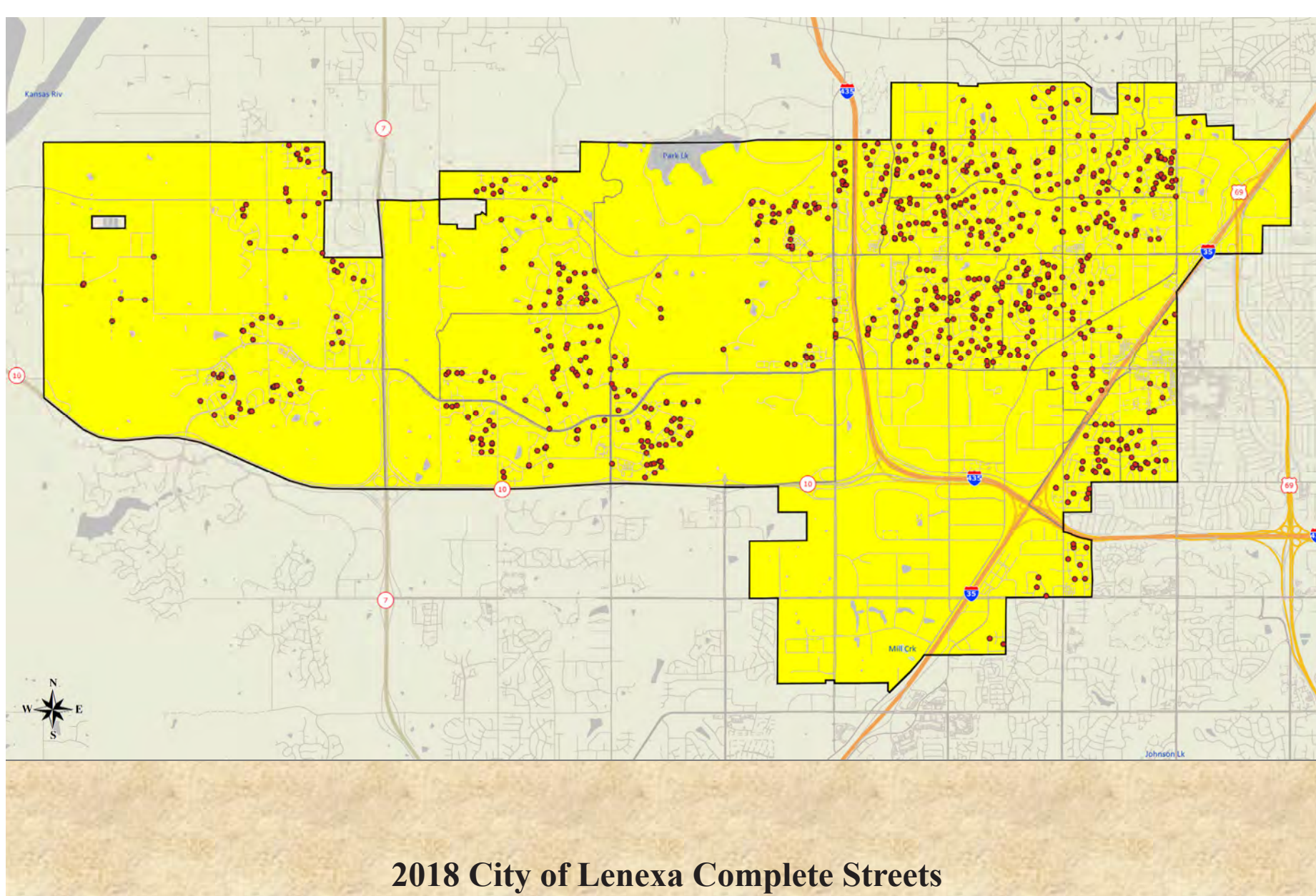
## PERCEPTION OF BIKE TRAILS



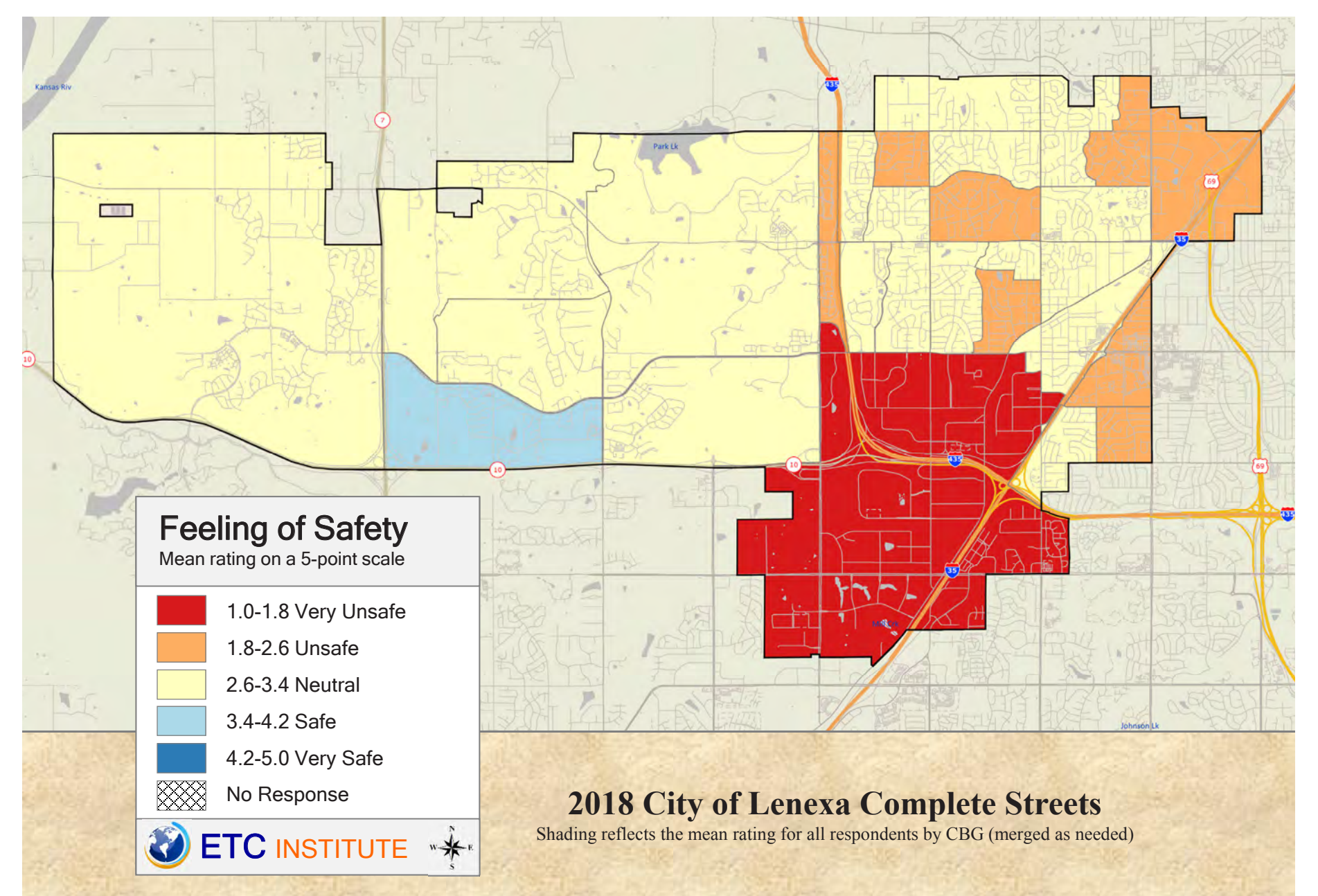
## SUPPORT FOR INVESTING IN TRAILS



## LOCATION OF SURVEY RESPONDENTS



## SAFETY OF BIKING ON STREETS



## KEY TAKEAWAYS

- > 50% of all respondents thought it was important or very important to be able to travel by all transportation modes (auto, walking, bicycling and bus)
- > 50% of all respondents are supportive or very supportive of investing in all transportation modes
- 66% walk on sidewalks at least once-a-week
- 54% walk on trails at least once-a-week
- 12% bike on streets at least once-a-week
- 17% bike on trails at least once-a-week
- 23% would utilize designated on-street bicycle facilities at least once-a-week
- 68% support spending on Complete Streets
- 64% have at least one working bicycle in their household
- 95% confidence level, (+/- 3.5%)



# COMPLETE STREETS BACKGROUND

## WHAT ARE COMPLETE STREETS?

- Streets for everyone
- Safe access for all users regardless of age or ability
- Routine accommodation for all modes
- Looks at the entire right-of-way
- Unique
- Responsive to community context



## WHY DO COMPLETE STREETS MATTER?

- Safety for most vulnerable users
- Public spaces for all
- Health, traffic, and environmental benefits
- Provide access to our business, residences, institutions, schools, centers of entertainment, and recreation
- Support local economy
- Help define the character of our communities and neighborhoods

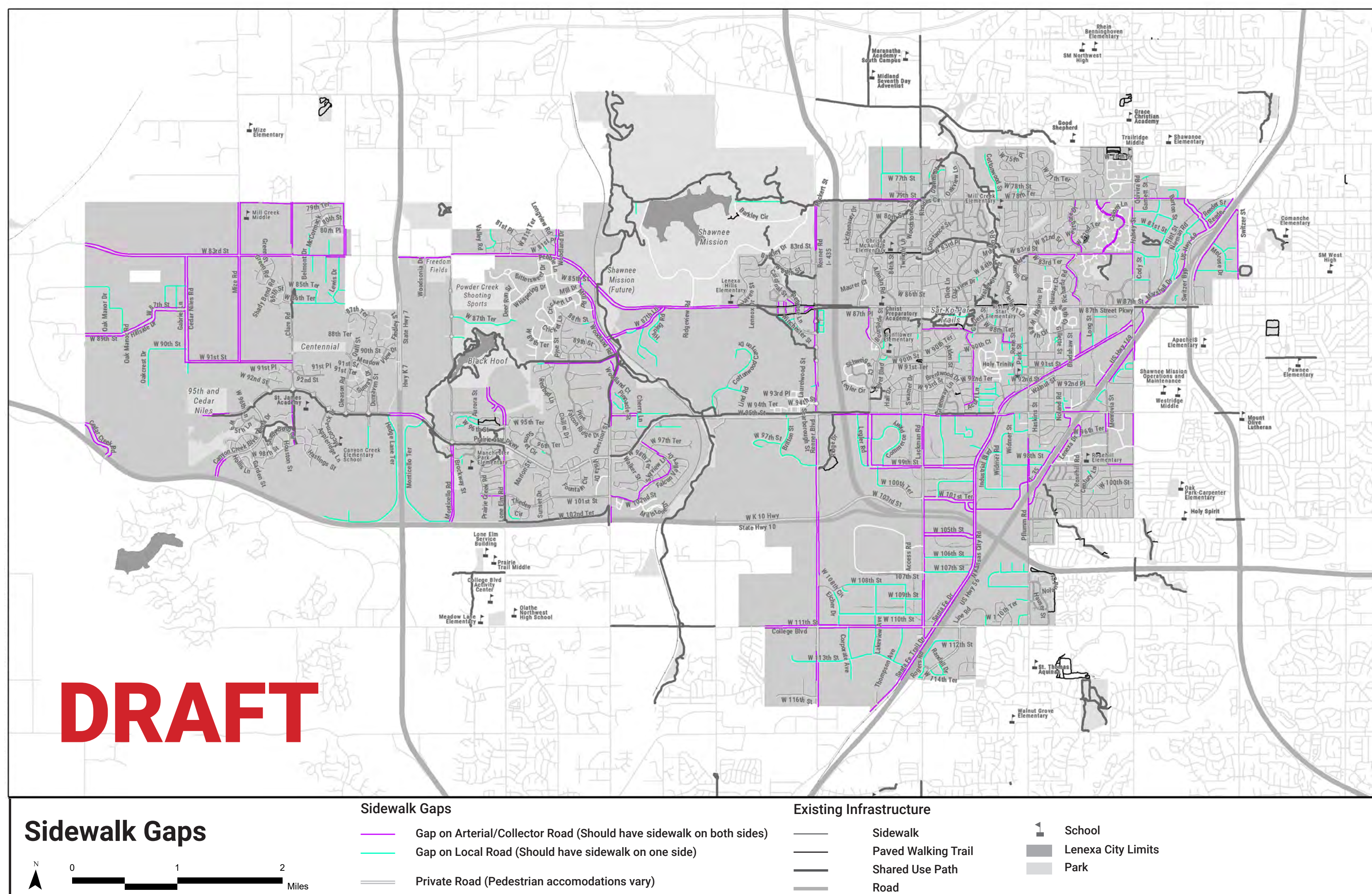
## VISION STATEMENT

“Lenexa’s Complete Streets will prioritize safe, active and sustainable connections in order to improve the livability of current and future residents, workers and visitors of all ages, abilities and backgrounds. The City of Lenexa shall plan, design, construct, operate and maintain an integrated system of Complete Streets that supports the accessibility of all users of the roadway system, including pedestrians, bicyclists, transit riders, motorists, freight and service delivery, and emergency responders. Promotion of these principles will be implemented where practical and economically feasible as a catalyst for continued local and regional growth.”

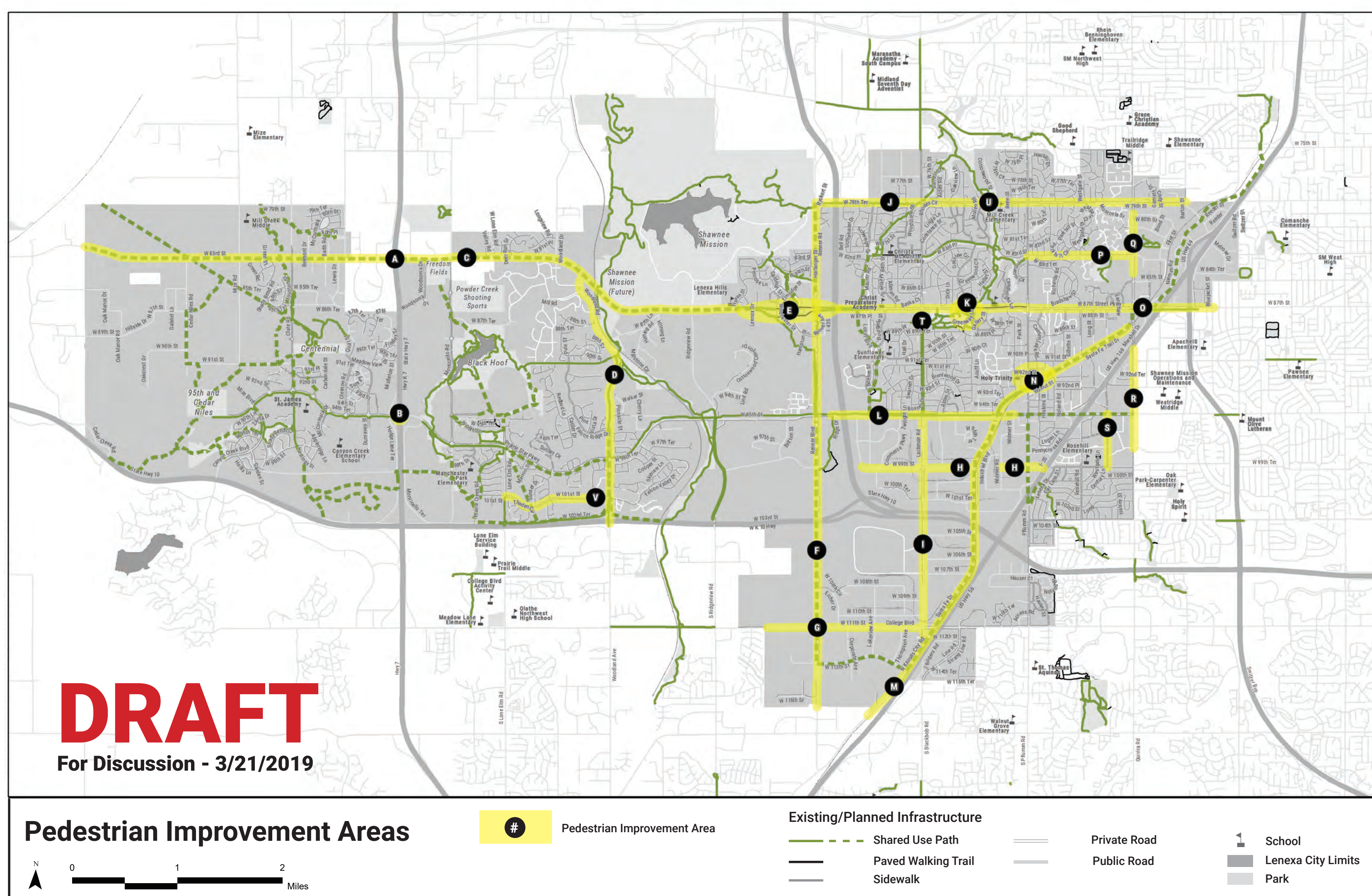


# PEDESTRIAN IMPROVEMENT AREAS

## Sidewalk Gaps



## Pedestrian Improvement Areas



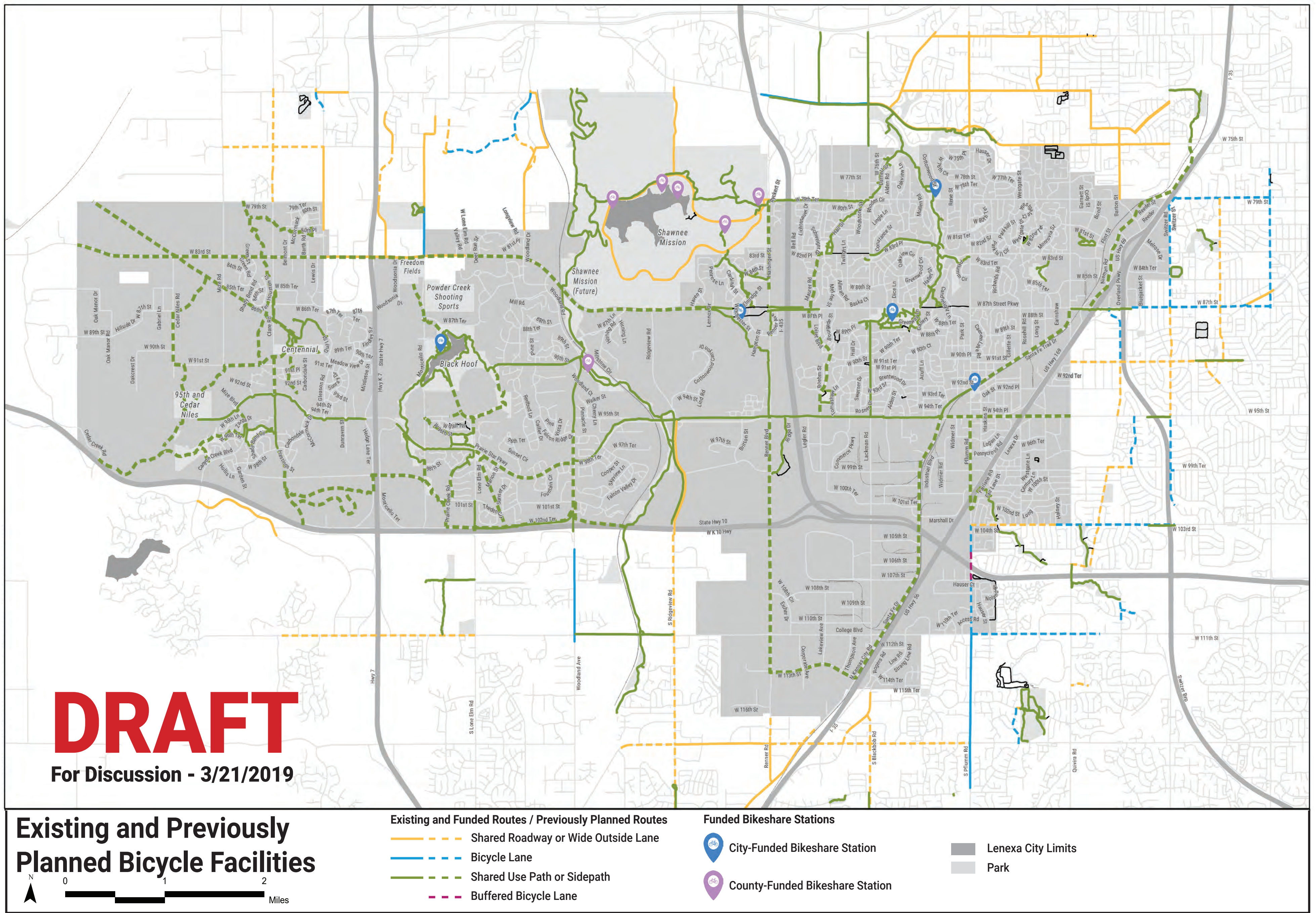
## Pedestrian Improvement Area Details

- (A) Ensure continuity of sidewalks/sidepath across K-7
- (B) Ensure continuity of sidewalks/sidepath across K-7
- (C) Fill in sidewalk gaps along both sides of street
- (D) Fill in sidewalk gaps along both sides of street
- (E) Add signal crossing (construction planned for summer)
- (F) Fill in sidewalk gaps along both sides of street
- (G) Fill in sidewalk gaps along both sides of street
- (H) Fill in sidewalk gaps along both sides of street
- (I) Fill in sidewalk gaps along both sides of street
- (J) Fill in sidewalk gaps along street and marked crossings
- (K) Improve ADA access and widen sidewalks to sidepath
- (L) Fill in sidewalk gaps along both sides of street
- (M) Fill in sidewalk gaps along both sides of street
- (N) Upgrade crossings at Santa Fe Trail Road
- (O) Mark major crossings and examine signal programming
- (P) Install sidepath and crosswalk and marked crosswalk
- (Q) Fill in sidewalk gaps along both sides of street
- (R) Fill in sidewalk gaps along both sides of street
- (S) Fill in sidewalk gaps along both sides of street
- (T) Add marked mid-block crosswalk at Sar-Ko-Par Trails Park
- (U) Add marked mid-block crosswalk at Mill Creek Elementary
- (V) Add marked crosswalks at major intersections

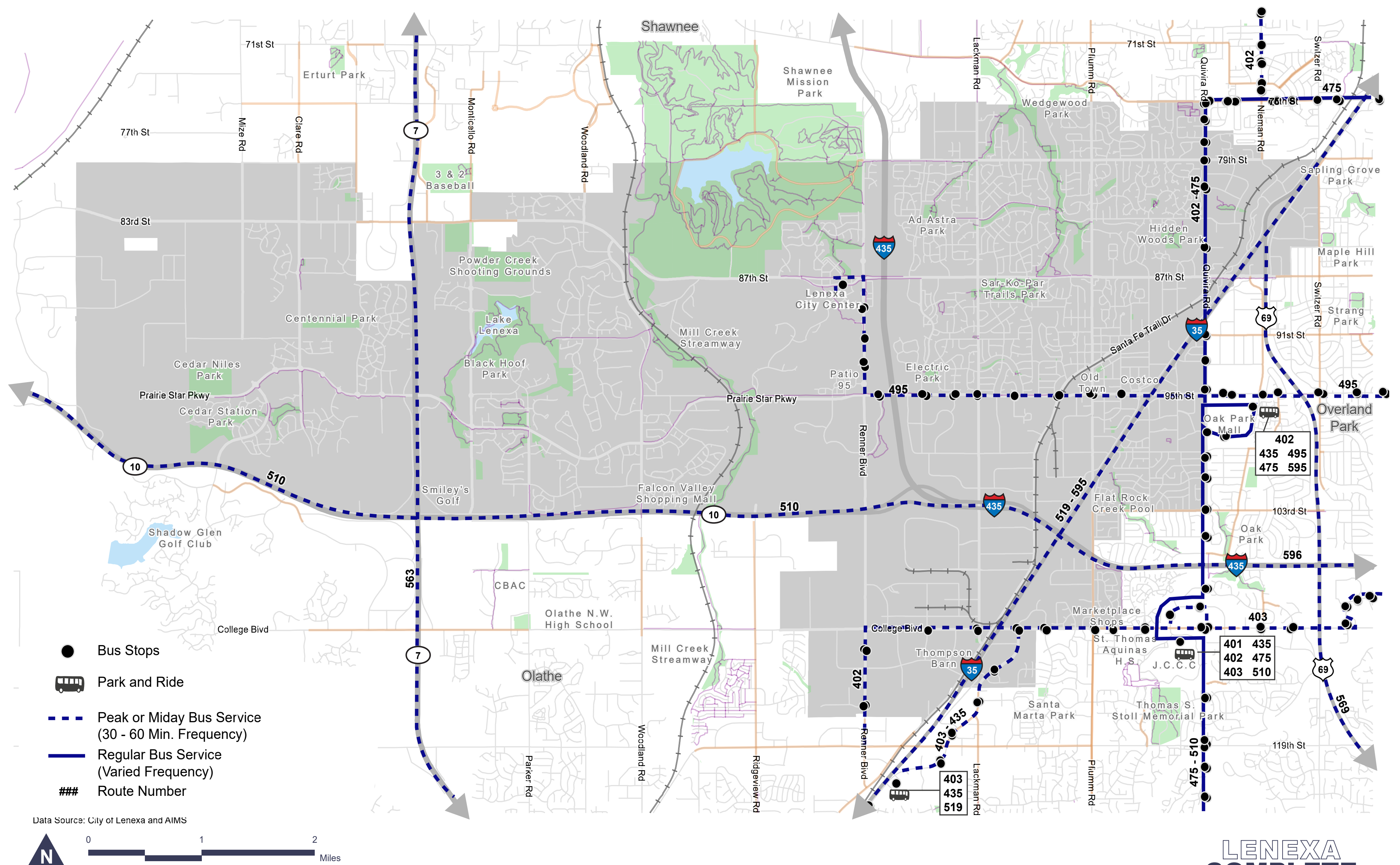


# EXISTING FACILITIES

## Existing & Previously Planned Bicycle Facilities



## Existing Transit



## Existing Transit

**LENEXA COMPLETE STREETS**

**olsson**

**TOOLE DESIGN**

**VENICE COMMUNICATIONS, INC.**



# RANGE OF USERS & FACILITY TYPES

## Planning an All Ages, All Abilities Network



4 - 7% **Highly confident**  
 5 - 9% **Somewhat confident**  
 51 - 56% **Interested but concerned**



lower stress tolerance

higher stress tolerance

source: Dill, J., McNeil, N. (2012). *Four Types of Cyclists? Examining a Typology to Better Understand Bicycling Behavior and Potential.*

Shared Lane Marking



Bike Lane



Buffered Bike Lane



Separated Bike Lane



Sidepath

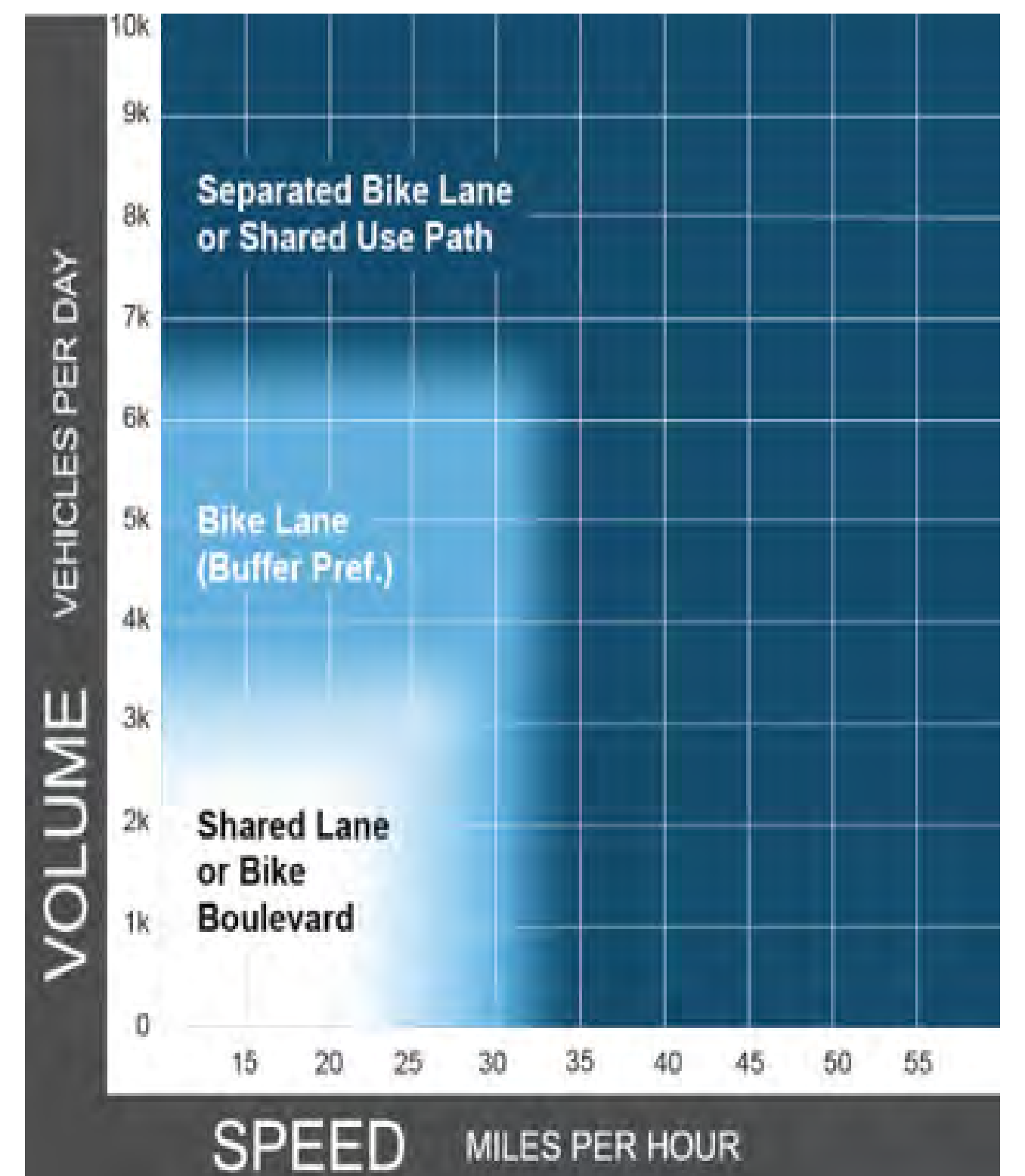


Shared Use Path



MOST SEPARATED

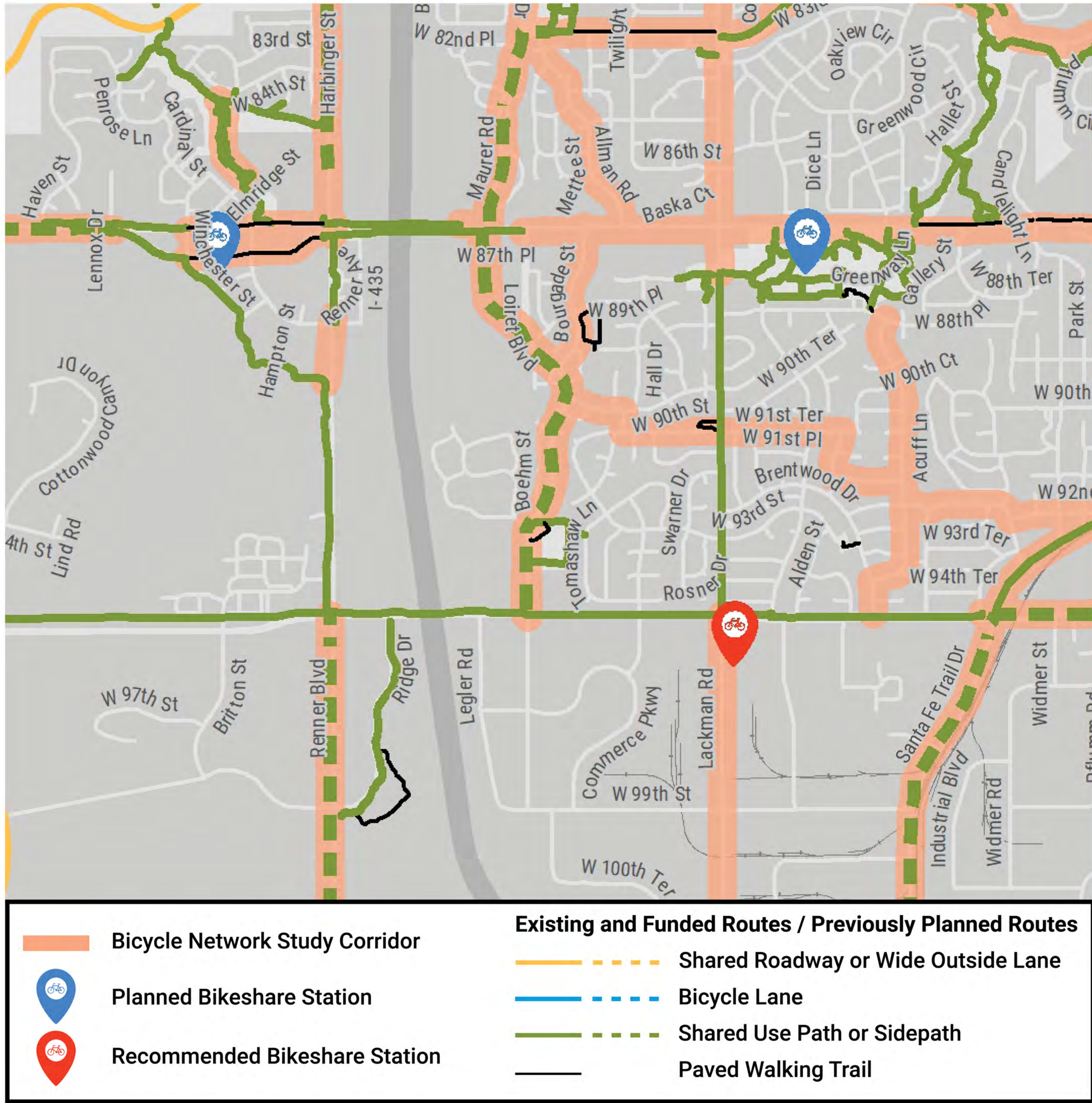
LEAST SEPARATED



Draft image from forthcoming 2019 AASHTO Guide for the Development of Bicycle Facilities



# SHORT-TERM ON-ROAD ROUTES



## Low-Stress On-Street Routes

- Route will connect to existing shared-use paths and connect to Old Town, City Center, Shawnee Mission Park, and Sar-Ko-Par Trails Park
- (North/South) Loiret/Maurer from 95th to 83rd Street
- (East/West) 93rd, 91st, 90th Street from Pflumm to Loiret
- (East/West) 83rd Street Quivira to Maurer

## Opportunities for Low-Stress On-Street Routes

- Low-volume, low-speed streets
- Key north-south and east-west connections
- Combination of facility types such as sharrows, limited bike lanes, and wayfinding

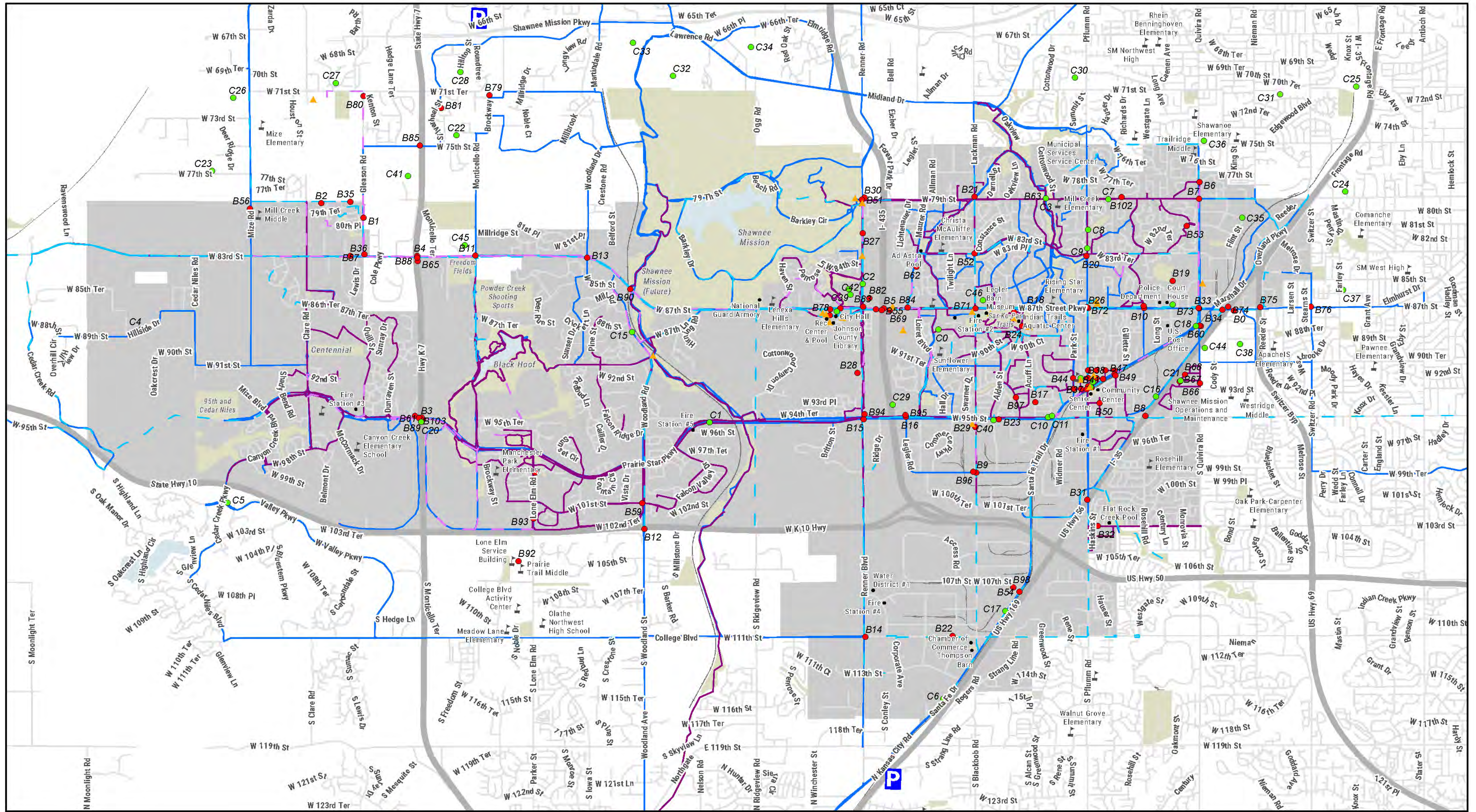
## Challenges to Developing On-Road Routes

- High-volume, high-speed streets
- Street width, number of lanes
- Truck routes





# PUBLIC WORKSHOP & ONLINE FEEDBACK

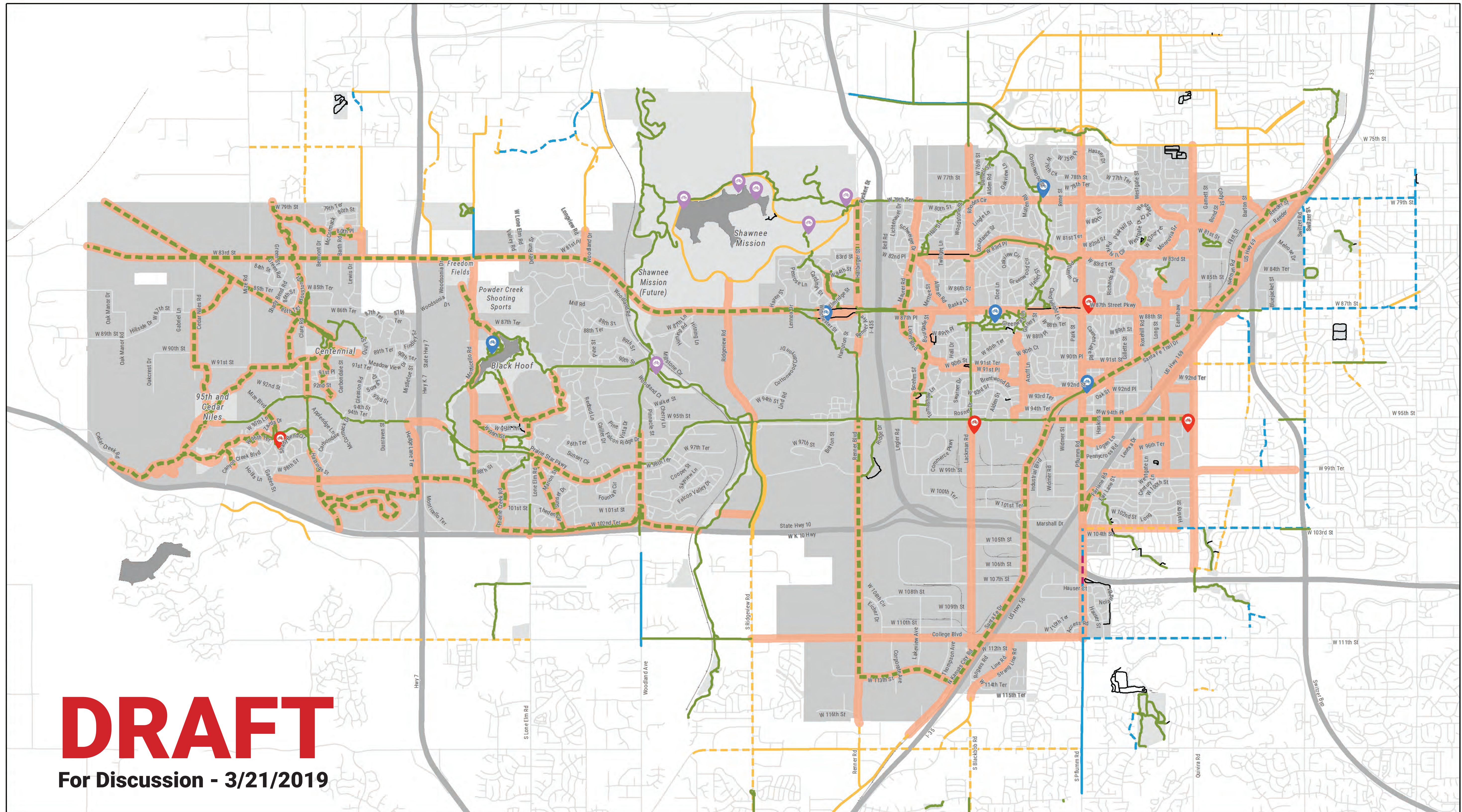


Wikimap

- Comment
- Barrier
- ▲ Bikeshare Station
- Route I Walk/Want to Walk
- Route I Bike/Want to Bike
- Public Building
- School
- Park and Ride



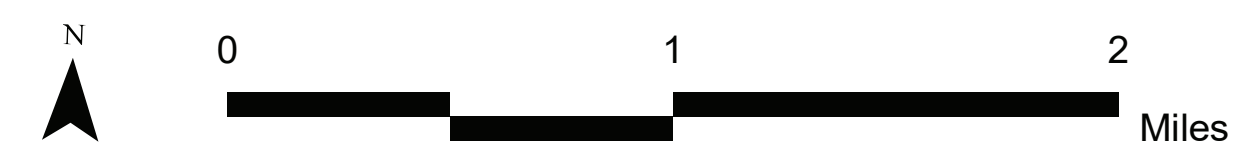
# BICYCLE STUDY NETWORK



# DRAFT

For Discussion - 3/21/2019

## Bicycle Study Network



### Bicycle Network Recommendations

- Bicycle Network Study Corridor
- Recommended Bikeshare Station

### Existing and Funded Routes / Previously Planned Routes

- - - Shared Roadway or Wide Outside Lane
- - - Bicycle Lane
- - - Shared Use Path or Sidepath
- - - Buffered Bicycle Lane

### Funded Bikeshare Stations

- City-Funded Bikeshare Station
- County-Funded Bikeshare Station



- Lenexa City Limits
- Park







**DRAFT**  
For Discussion - 3/21/2019

**Bicycle Study Network**



**Bicycle Network Recommendations**

-  Bicycle Network Study Corridor
-  Recommended Bikeshare Station

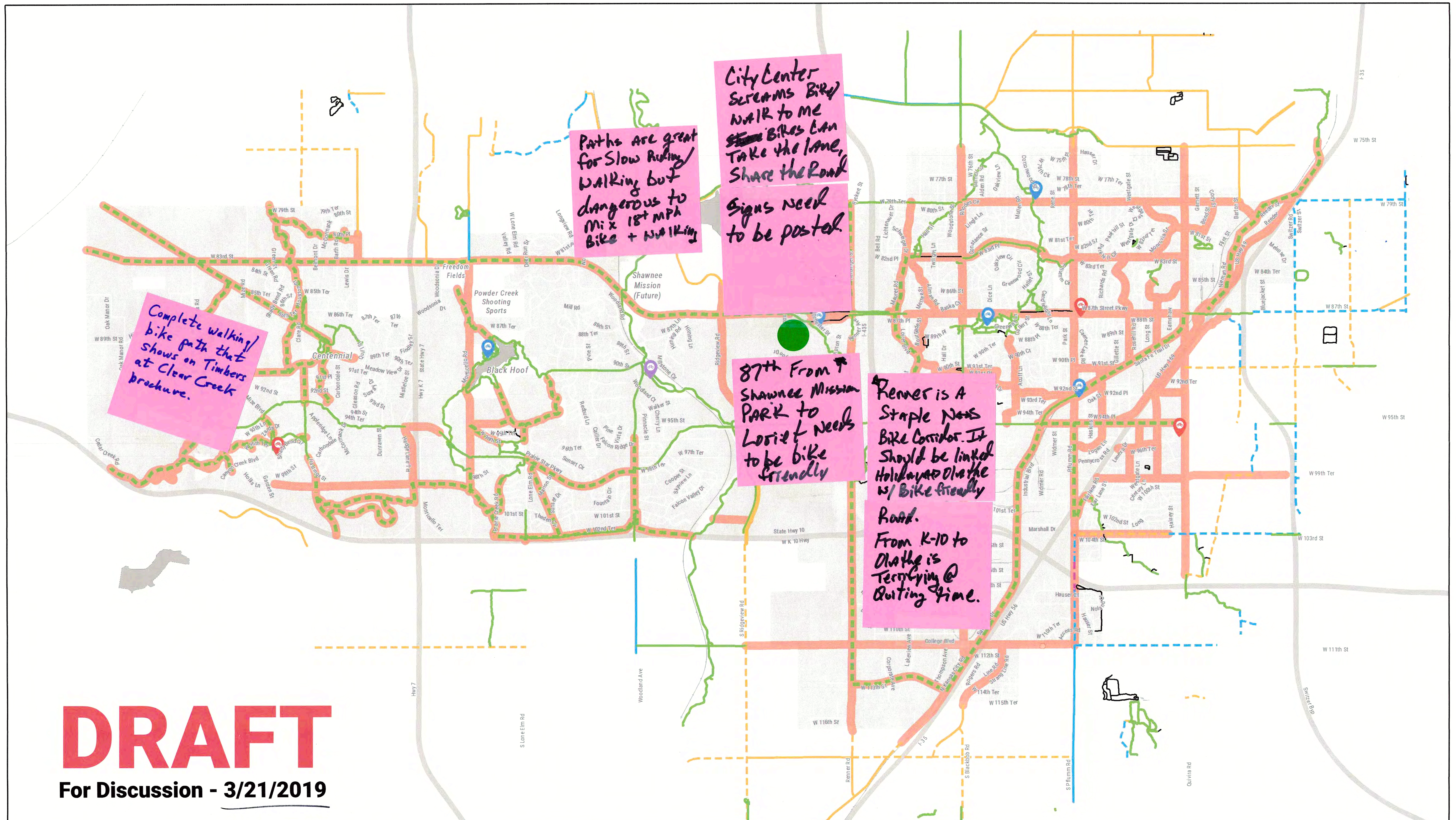
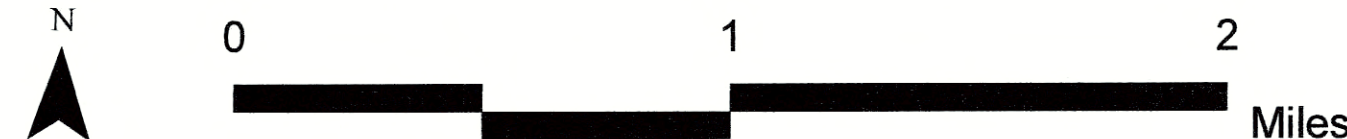
**Existing and Funded Routes / Previously Planned Routes**

-  Shared Roadway or Wide Outside Lane
-  Bicycle Lane
-  Shared Use Path or Sidepath
-  Buffered Bicycle Lane

**Funded Bikeshare Stations**

-  City-Funded Bikeshare Station
-  County-Funded Bikeshare Station

-  Lenexa City Limits
-  Park



Paths are great for slow riding/walking but dangerous to mix 18+ MPH bike + walking

City Center screams bike walk to me ~~slow~~ bikes can take the lane, share the road signs need to be posted.

Complete walking/bike path that shows on Timbers at Clear Creek brochure.

87th from Shawnee Mission Park to Loriet needs to be bike friendly

Renner is a staple news bike corridor. It should be linked holidays or the w/ bike friendly road. From K-10 to Dlatky is terrifying @ quitting time.



Improvement in Gleason Glen area would allow ~110 families to get off this "island":

79th + Gleason Rural roads need improved access

Narrow on 83rd. Bike lane or runner.

Due to Terrain few bikes will ever go from Refium to Lackman Due to Terrain

79th would be a great route to get to SM Park.

THE 87th/435 CORRIDOR IS A CHALLENGE FOR CYCLISTS + PEDESTRIANS AND IS CONCERNED IT MIGHT CREATE A BARRIER FOR RUES ON BOTH SIDES

98th from Canyon Creek Parkway to Hedge good location for on-street route.

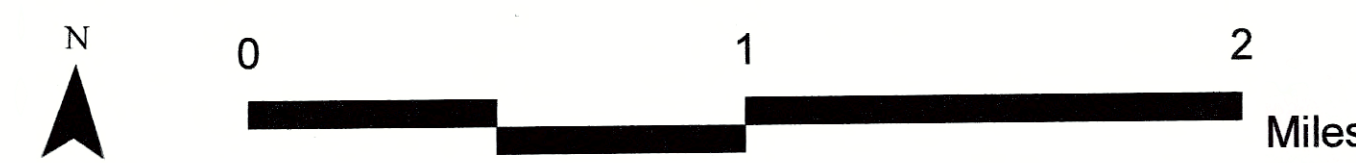
Bike/Pedestrian bridge at Lone Elm could allow students to walk/bike to PRT + ONW

THERE IS A LOT OF LARGE TRUCK TRAFFIC ON BETWEEN LACKMAN 87 + 95th + WILL IT BE SAFE FOR BICYCLISTS?

Seems like City Bikeshares are at attractions and ~~not~~ after folks have to drive to spot

**DRAFT**  
For Discussion - 3/21/2019

**Bicycle Study Network**



<p><b>Bicy</b></p> <ul style="list-style-type: none"> <li> Bicycle Network Study Corridor</li> <li> Recommended Bikeshare Station</li> </ul>	<p><b>Existing and Funded Routes / Previously Planned Routes</b></p> <ul style="list-style-type: none"> <li> Shared Roadway or Wide Outside Lane</li> <li> Bicycle Lane</li> <li> Shared Use Path or Sidepath</li> <li> Buffered Bicycle Lane</li> </ul>	<p><b>Funded Bikeshare Stations</b></p> <ul style="list-style-type: none"> <li> City-Funded Bikeshare Station</li> <li> County-Funded Bikeshare Station</li> </ul>	<ul style="list-style-type: none"> <li> Lenexa City Limits</li> <li> Park</li> </ul>
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BIKE

BIKE

# COMMENTS

3/21/19

prefer side path  
ON 83  
to get to  
Library

connect  
cul-de-sac  
w/ bike  
connections  
(easements)

Monrovia  
79th to 83rd  
Strong bike lane  
& speed bump  
interest.  
Reason - younger  
population biking -  
Aid the speed of  
travel on Monrovia

Prefer  
79 st  
over  
87 st

Rd. diet needed  
on P.S. Hwy &  
87th (w. of Ridgeway) to  
include bike lanes.

prefer  
circuitous  
route

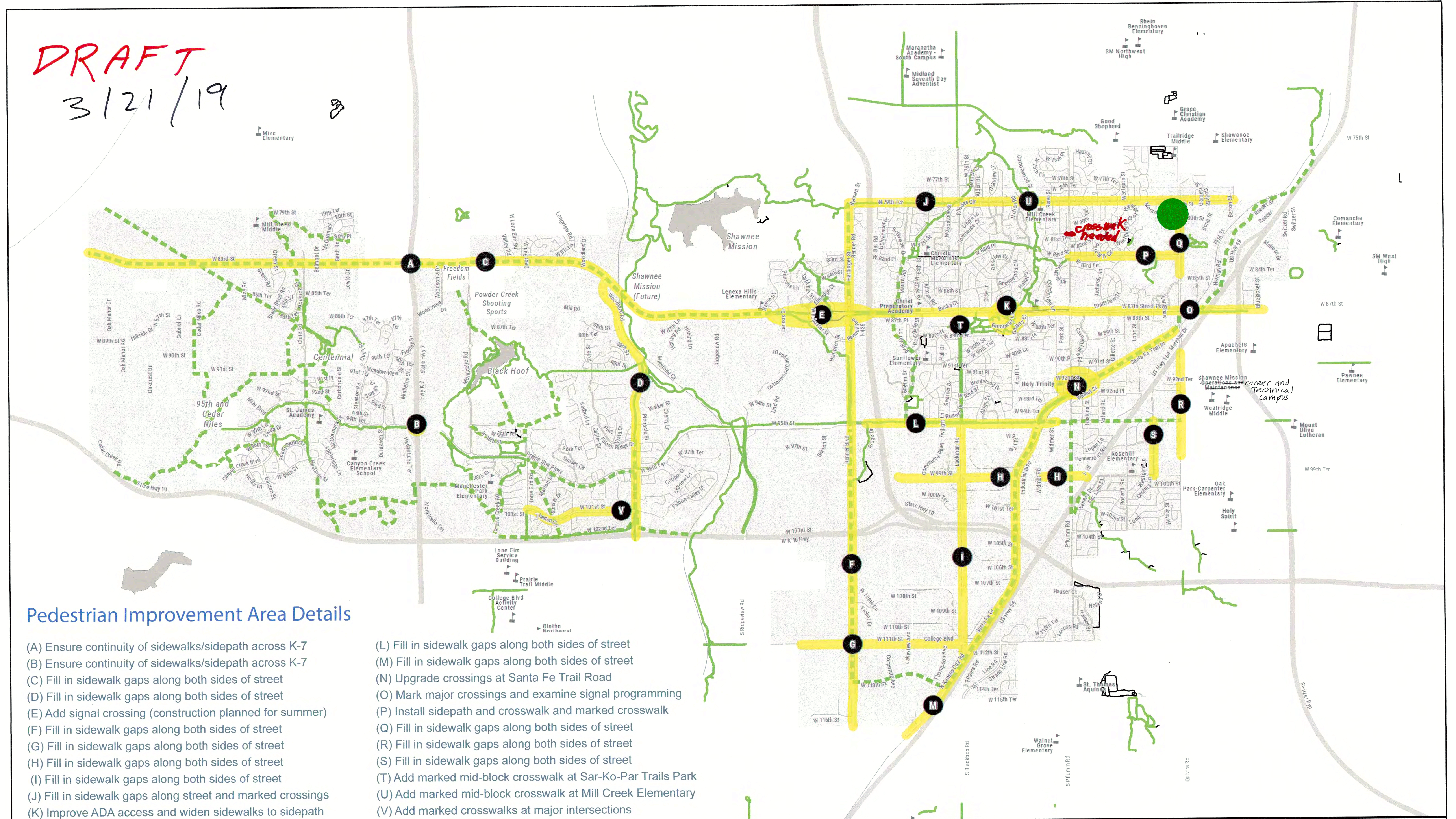
consider  
tunnel  
or  
bridge  
to cross K-7

Use signs  
to legitimize  
bicycle's  
space

83rd  
good opp  
for on-street



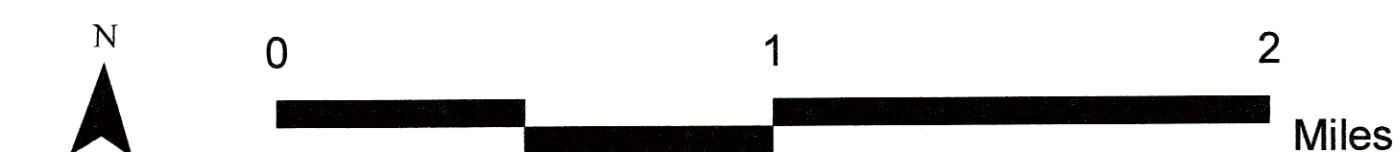
**DRAFT**  
3/21/19



### Pedestrian Improvement Area Details

- (A) Ensure continuity of sidewalks/sidepath across K-7
- (B) Ensure continuity of sidewalks/sidepath across K-7
- (C) Fill in sidewalk gaps along both sides of street
- (D) Fill in sidewalk gaps along both sides of street
- (E) Add signal crossing (construction planned for summer)
- (F) Fill in sidewalk gaps along both sides of street
- (G) Fill in sidewalk gaps along both sides of street
- (H) Fill in sidewalk gaps along both sides of street
- (I) Fill in sidewalk gaps along both sides of street
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- (U) Add marked mid-block crosswalk at Mill Creek Elementary
- (V) Add marked crosswalks at major intersections

## Pedestrian Improvement Areas



**#** Pedestrian Improvement Area

### Existing/Planned Infrastructure

- Shared Use Path
- Paved Walking Trail
- Sidewalk
- Private Road
- Public Road
- School
- Lenexa City Limits
- Park



PEd

# COMMENTS

3/21/19

PEd

I would like to see a sidewalk/crosswalk @ 83rd and Mize Blvd  
Also sidewalk to

I WOULD LIKE TO SEE A SIDEWALK FROM MONTICELLO RD TO THE REC CENTER OR AT LEAST TO THE STREAMWAY.

Mill Creek Middle School  
For kids to walk to school.  
Josh Knolly, Princ.

Crosswalk across Pflumm from Post Oak Trail (between 81st & 82nd St)

would love to see sidewalk/bike lane along College from Strangline west to connect to South Lake Trails

Keep up on BIKE/WALK PATHS

SHARE THE ROAD - BIKES - CARS People

Build shared use path when Glass built instead of already const. Clare Rd

No sidewalk on Lackman in front of Gear for Sports

Tunnel under 87th Street to Sar-Ko-Par Park, to remove stairs

Shared Bike/walk Paths should have signs limiting speed when ped. present

Mullen Park has no sidewalk

- closing s at City Center - speeds high  
- landscaping roundabouts too high  
- cul de sac access for bikes & peds

PEd



A blue-tinted photograph of a city street scene. In the foreground, a person is riding a bicycle on a paved path. To the left, a car is parked. In the background, there are trees and buildings. The overall scene is bright and clear.

# LENEXA COMPLETE STREETS APPENDICES

## **APPENDIX - B**

### **Latent Demand Memo**



# APPENDIX B: LATENT DEMAND ANALYSIS

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To better understand current walking and bicycling conditions and the potential future network for these modes, the consulting team conducted a high-level sketch analysis of potential demand for walking and bicycling. This appendix provides an overview of the demand analysis method used for the City of Lenexa Complete Streets Study including a description of the techniques, demand factors and weights used for creating the generalized demand heat map shown in Figure 1. The factors and weights provided below are based on conducting similar analyses in communities across the country and adjustments made for local conditions.

## BICYCLE AND PEDESTRIAN DEMAND ANALYSIS

For the demand analysis, the consulting team conducted a simplified analysis of walking and bicycling demand that is largely focused on the location of population and activity centers, key destinations such as schools, parks, retail and business centers, and important connections to adjacent jurisdictions. We assigned appropriate weights to locational data based on the amount of activity that each location would likely generate. The entire City was then divided into hexagons approximately  $\frac{1}{4}$  mile wide (~36.6 acres in size). Each hexagon was assigned a score based on the weighted demand analysis factors, with a maximum possible score of 100 for each hexagon. The resulting scores are sorted into five tiers showing relative demand for walking and bicycling.

### ABOUT DEMAND ANALYSIS

The resulting demand analysis provides the consulting team, City staff, and the public a generalized way to understand various demand factors intersect and thus indicating areas with the greatest walking or bicycling potential in Lenexa. It is important to note that this is not an analysis of where bicycle and pedestrian infrastructure already exists rather the model accounts for where pedestrians and bicyclists would likely use new infrastructure. While several of the factors included below have scientifically demonstrated effects on walking and bicycling demands, others are assumed to affect demand based on community character and priorities. The demand scores can be overlaid on maps of existing infrastructure to identify infrastructure gaps, needs and priority investments. The results may also be used to select areas for further field inventory.

This is a simplified analysis and does not include all factors that may affect demand. It is also only one element to be considered in identifying priority areas for targeting improvements. It was supplemented in this plan by the community input gathered through the public meetings and online wikimap, the Bicycle Network Analysis, and spot location fieldwork.

### SELECTING AND WEIGHTING FACTORS

While all factors selected are assumed to contribute to increased pedestrian and/or bicycle trips, each has a different level of influence. Factors have been weighted relative to their influence. We have used the following factors and weights in the demand model.



## Demand Analysis Factors

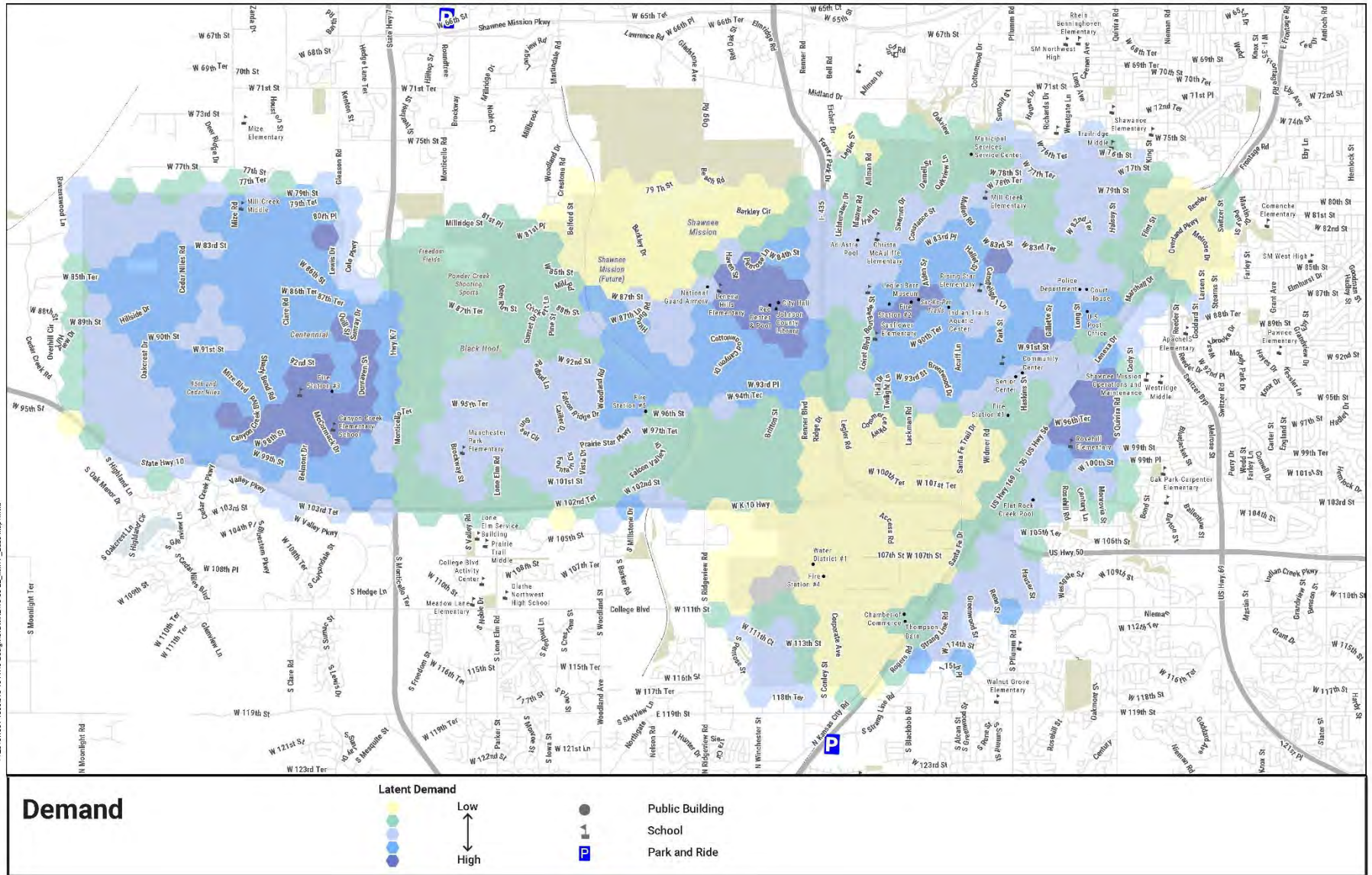
Factor	Weight (Total = 100)	Description	Method	Unit of Analysis
<b>Intersection Density</b>	16	A denser street network equates to more direct routes, easier crossings, and better pedestrian journeys. This is generally the best indicator of pedestrian demand.	Street intersections within ½ mile	Street centerlines
<b>Population</b>	25	Population generally equates to proximate origins and destinations.	Pop. within ½ mile, diminishing influence as distance >	Census block group (ACS 2016)
<b>Zero-car Households</b>	10	These households have greater demand for active transportation.	Pop. within ½ mile, diminishing influence as distance >	Census block group (ACS 2016)
<b>Schools</b>	17	Schools are large generators for walking and cycling trips.	Schools within ½ mile	Schools
<b>Parks</b>	17	Parks typically draw many recreational walkers, runners, and cyclists to enjoy open spaces and fresh air.	Parks within ½ mile	Parks
<b>Transit Stops</b>	5	Transit stops draw walking and cycling trips to connect to transit.	Transit stops within ½ mile	Transit stops
<b>Commercial Centers</b>	5	Commercial centers draw some walking and cycling trips, but influence is small due to difficulty completing trip (such as grocery store). Number of jobs serves as a substitute for size of commercial locations.	Commercial jobs within ½ mile, diminishing influence	Census blocks (LEHD 2015)
<b>Employment</b>	5	Employment centers draw some commuters who walk or bicycle.	Jobs within ½ mile, diminishing influence	Census blocks (LEHD 2015)

### Additional notes on data selected:

This analysis used data from the City of Lenexa, the Mid-American Regional Council, and the United States Census to assess the location and characteristics of activity centers associated with bicycle and pedestrian demand. Census data was drawn from the 2016 American Community Survey and analyzed at the block group level. Although 2010 Decennial Census data would provide a finer-grained analysis at the census block level, we chose to use the more recent data to capture Lenexa's growth since 2010. Attractions outside the City's jurisdictional boundaries were also included, as Lenexa residents may walk or bicycle to nearby locations just outside the City's boundaries.



Figure 1: Latent Demand Analysis Map



F:\2018\1001-1500\015-1244\0-Case\GIS\WCD\15-05-22\_MRP\_Slides\_Map1.mxd





# LENEXA COMPLETE STREETS APPENDICES

## **APPENDIX - C**

### **Bicycle Parking Minimums**



# DRAFT Lenexa Bike Parking Minimums by Land Use

## 5/20/2019

USE or USE GROUP	Metric	Minimum (Maximum)	% Long Term Bike Parking
<b>RESIDENTIAL</b>			
Multi-Unit Living	Dwelling Unit (20+ Units Only)	0.50 (100 max)	95%
<b>CIVIC AND INSTITUTIONAL</b>			
Charitable, Philanthropic Institution	5,000 SF of GFA	1.00 (5 max)	85%
Cultural Institution	10,000 SF of GFA	1.00 (10 max)	15%
Group Day Care, Day Care Center	5,000 SF of GFA	1.00 (5 max)	85%
Educational Institution (Private)	5,000 SF of GFA	1.00 (50 max)	15%
Hospital	25,000 SF of GFA	1.00 (50 max)	85%
Private Club, Service Organization	10,000 SF of GFA	1.00 (10 max)	15%
Swimming Pool (Community)	5,000 SF of GFA	0.50 (25 max)	15%
<b>COMMERCIAL</b>			
Restaurant	10,000 SF of GFA	1.00 (10 max)	15%
Hotel, Motel	10 Guest Rooms	1.00 (25 max)	100%
Clinic Medical, Dental Laboratory	5,000 SF of GFA	1.00 (25 max)	85%
Office	5,000 SF of GFA	1.00 (100 max)	85%
Conference Center, Health Clubs and Facilities, Recreation and Entertainment Facility	10,000 SF of GFA	1.00 (50 max)	15%
Retail/Service Establishment	10,000 SF of GFA	1.00 (50 max)	15%
<b>INDUSTRIAL</b>			
Light Manufacturing and Production, Medical/Scientific, Manufacturing and Production	10,000 SF of GFA	1.00 (25 max)	100%

For additional resources regarding the design and placement of short and long term bike parking facilities, see the following links:

<https://montgomeryplanning.org/resources/bicycle-parking-guidelines/bicycle-parking-guidelines-final-2/>

[https://www.apbp.org/resource/resmgr/Bicycle\\_Parking/EssentialsofBikeParking\\_FINA.pdf](https://www.apbp.org/resource/resmgr/Bicycle_Parking/EssentialsofBikeParking_FINA.pdf)



A blue-tinted photograph of a city street scene. In the foreground, a person is riding a bicycle on a paved path. To the left, a car is parked. In the background, there are trees, a fence, and buildings. The overall scene is bright and clear.

# LENEXA COMPLETE STREETS APPENDICES

## **APPENDIX - D**

### **Wikimap Results Memo**



# DRAFT MEMORANDUM

To: Steve Schooley, PE, PTOE and Members of the Steering Committee

From: Tammy Sufi, AICP and Sally Sharrow, Toole Design

Date: November 14, 2018

Project: City of Lenexa Complete Streets Study

Subject: Wikimap Public Input Results

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## WIKIMAP PUBLIC INPUT RESULTS

Members of the public were invited to provide location-based input on current conditions for walking and biking in Lenexa through the online, interactive Wikimap. Participants had the opportunity to add lines and points indicating routes they currently walk or bike, routes they would like to walk or bike, specific barriers to walking and biking, potential bikeshare locations, and general comments. They could also answer survey questions explaining their reasoning for each point or route.

The Wikimap platform was open for public input from September 27 through November 5, 2018 at <http://wikimapping.com/wikimap/Lenexa-Complete-Streets.html>. In addition, comments made on the map by participants at the public meeting were added to the Wikimap platform. Figure 1 shows the complete results of the map after the survey was closed to the public. In total, approximately 325 people visited the Wikimap page, and around 100 unique users entered input into the map. In addition, comments were collected from X people at the public meeting in November. A total of over 450 unique comments were entered into the Wikimap. This memo includes a summary of the results of the input collected.



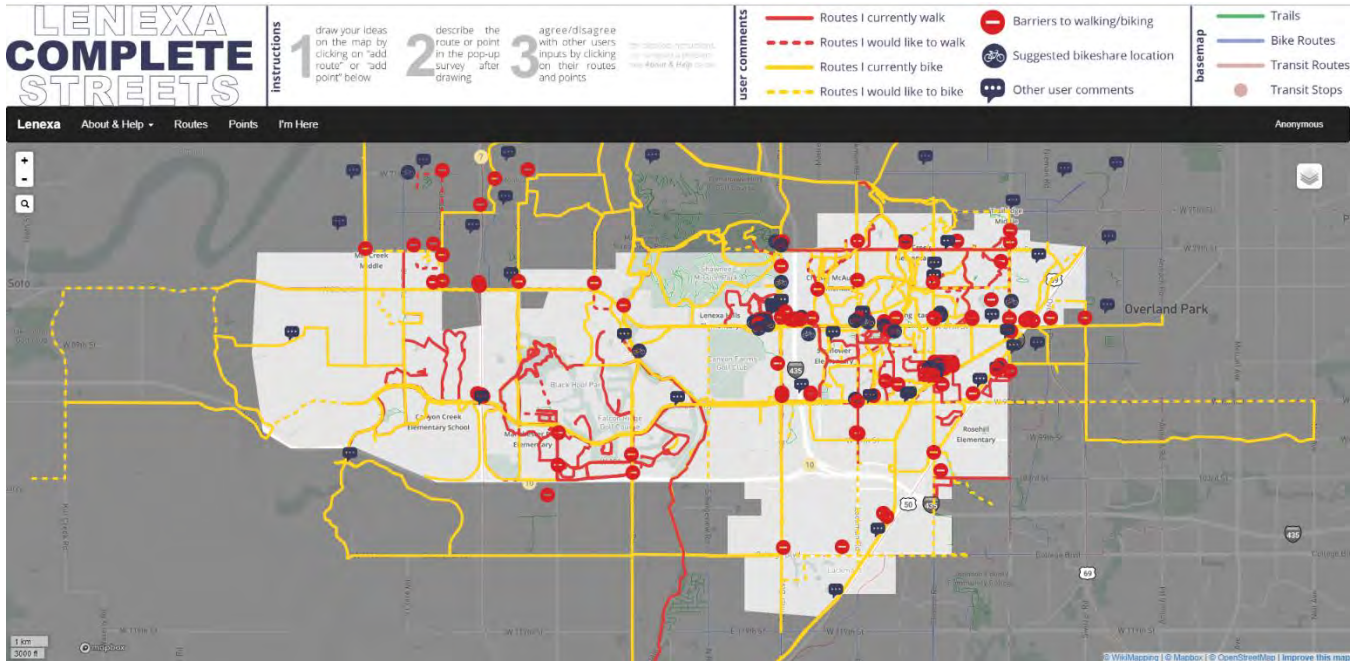


Figure 1: Public input to the Wikimap

## ROUTES I CURRENTLY WALK / BIKE

Participants could draw lines on the map indicating the routes they currently enjoy walking (red) or biking (yellow) along in and around Lenexa. Many of the walking routes indicated follow off-street trails and paths in Shawnee Mission Park and Black Hoof Park. Others followed routes on residential streets within neighborhoods. Biking routes often crossed the entire city from one end to the other, and also extended into neighboring jurisdictions on all sides. They also snake all throughout the neighborhood streets in the eastern part of town, and through and across the city's parks.

### *I walk this route for...(76 routes)*

The overwhelming majority, or 82 percent, of the 76 walking routes drawn on the map are used for recreation. Twelve percent did not specify a reason. Walking to school/education and running were the next most popular reasons, at 5 percent. Walking for employment/commuting, transit, or dog walking were each cited for one percent of routes.

Table 1: Current Walking Routes Results

Reason	Count	Percent*
Recreation	62	82%
Unspecified	9	12%
School/Education	4	5%
Running	4	5%
Employment/Commute	1	1%
Transit	1	1%
Dog Walking	1	1%

\*Percentages do not add up to 100, as some routes indicated more than one reason.



### *I bike this route for...(79 routes)*

Recreation was also the top reason cited for the 79 biking routes drawn, at 61 percent. Twenty-two percent were commuting routes, and 18 percent were biked for other, unspecified reasons. Eleven percent were routes for shopping/errands, 4 percent to get to school/education, and one percent to access transit.

**Table 2: Current Bicycle Routes Results**

Reason	Count	Percent*
Recreation	48	61%
Employment/Commute	17	22%
Unspecified	14	18%
Shopping/Errands	9	11%
School/Education	3	4%
Transit	1	1%

\*Percentages do not add up to 100, as some routes indicated more than one reason.

## **ROUTES I WOULD LIKE TO WALK / BIKE**

Members of the public could also draw lines on routes they would like to walk (dotted red) or bike (dotted yellow) along, but where some current condition prevents them from doing so. Cross-town bicycle routes in all directions were a clear preference.

### *I would walk here if...(30 routes)*

For 73 percent of the 30 routes people indicated they would like to walk, adding new sidewalks would help them walk there (an additional seven percent asked for new trails instead of sidewalks). For 27 percent of routes, pedestrians wished to be better separated from bicycles and cars. Seventeen percent of routes would be improved through better connectivity to other routes or destinations. Improvements to current sidewalks (7 percent), completion of road construction (3 percent), safer crossings (3 percent), and other unspecified reasons (3%) were also listed as desired improvements.

**Table 3: Desired Walking Routes Results**

Reason	Count	Percent**
A new sidewalk was installed	22	73%
Pedestrians were separated from bicycles and cars	8	27%
It was better connected to other routes/destinations	5	17%
The current sidewalk was improved	2	7%
If there was a trail (not sidewalk) installed	2	7%
Road construction was finished	1	3%
There were safer crossings	1	3%
Unspecified	1	3%

\*Percentages do not add up to 100, as some routes indicated more than one reason.

### *I would bike here if...(49 routes)*

Painted bike lanes were the top improvement desired for 57 percent of the 49 bicycle routes indicated. This was followed by physically separated bike lanes (37 percent) and painted sharrows (18 percent). Many people indicated they would be happy with any of these improvements on their indicated routes. Twenty-seven percent desired some other, unspecified improvement. Better connections to other routes/destinations were desired for 16 percent of routes. Installation of trails (4 percent), safer conditions for children biking (4 percent), better road conditions (2 percent), and the presence of bicycle parking (2 percent) were also given as reasons for other routes.



**Table 4: Desired Bicycle Routes Results**

Reason	Count	Percent*
A painted bike lane was installed	28	57%
A physically separated bike lane was installed	18	37%
Unspecified	13	27%
Painted sharrows were installed	9	18%
It was better connected to other routes/destinations	8	16%
A trail was installed	2	4%
It were safer/easier for children to bike	2	4%
Road conditions were better	1	2%
Bicycle racks/parking were available at destination	1	2%

\*Percentages do not add up to 100, as some routes indicated more than one reason.

## BARRIERS

Participants indicated specific point locations that they felt to have some condition that created a barrier to walking and/or bicycling. Barriers were most common along major roads, with hotspots of comments centered around the intersections of W 87<sup>th</sup> Street and Renner Boulevard, and Santa Fe trail Drive an Pflumm Road.

### *What kind of barrier is this? (139 points)*

The top barrier cited was high vehicle speeds, at 47 percent of the 139 points indicated. This was followed by heavy traffic (42 percent) and safety concerns at intersections (41 percent). Nineteen percent of points were to indicate a missing bike route or sidewalk or gap in the walking or biking network. Wide streets made up fourteen percent of barriers, disconnects between streets and trails were fourteen percent, narrow streets another fourteen percent, and long waits at intersections were 12 percent. Additional barriers included highway/stream/railroad tracks (9 percent), signal issues (9 percent – for example no bicycle detection or pedestrian signal buttons), ADA or sidewalk condition issues (8 percent), other barriers (5 percent) short signal times (4 percent), conflicts with other people walking or biking (3 percent) and general safety concerns (1 percent).

**Table 5: Barriers Results**

Type	Count	Percent*
High vehicle speed location	66	47%
Heavy traffic	58	42%
Safety concern at intersection	57	41%
Sidewalk or bike route gap	26	19%
Wide street	23	17%
Streets and trail do not connect	20	14%
Narrow street	20	14%
Long wait at intersection	16	12%
Highway/stream/railroad tracks barrier	12	9%
Pedestrian or bicycle signal issue	12	9%
ADA or Sidewalk Condition	11	8%
Other	5	4%
Pedestrian signal time too short	5	4%
Conflicts with other people walking or biking	4	3%
General safety concern	2	1%

\*Percentages do not add up to 100, as some points indicated more than one reason.



## BIKESHARE STATIONS

Participants indicated locations where they would like to see stations located for a potential docked bikeshare system. These points were mostly located in the northeast quadrant of the city.

### *Why do you like this location? (29 points)*

Forty-one percent of desired bikeshare locations were near recreational facilities, and another 41 percent near shopping or retail areas. Twenty-four percent of locations were near residential areas. Twenty-one percent did not indicate a reason. Locations near employment areas and school/childcare each made up 14 percent of locations. Seven percent cited other reasons, such as being located near a church or near potential future transit stops.

**Table 6: Bikeshare Stations Results**

Reason	Count	Percent*
Near recreational facilities	12	41%
Near shopping/retail area	12	41%
Near residential area	7	24%
Unspecified	6	21%
Near employment area	4	14%
Near school/childcare	4	14%
Other	2	7%

\*Percentages do not add up to 100, as some points indicated more than one reason.

## OTHER COMMENTS

General comments about the plan or about biking and walking could also be left on the map. A summary of the overall themes of those comments is included here.

### *Comments (53)*

The largest number of comments (26 percent) related to bicycle infrastructure in the city. This included general requests to add more bike routes and projected facilities and bicycle parking. Nineteen percent asked for better connectivity between routes and destinations, and to centers of activity in neighboring cities. Seventeen percent spoke about the lack or quality of sidewalks and pedestrian infrastructure. Other recurring themes of the comments included road crossings (8 percent), mention of specific destinations (8 percent), the quality of the landscape (6 percent), behaviors of motor vehicle drivers (4 percent), safe routes to schools and for children (4 percent), and types of buildings or development (4 percent). Road diets, needed amenities, data collection, lighting, education, and roundabouts were all also mentioned in the comments.

**Table 7: Other Comments Results**

Theme	Count	Percent*
Bike Infrastructure	14	26%
Connections	10	19%
Pedestrian infrastructure	9	17%
Crossings	4	8%
Destinations	4	8%
Landscape	3	6%
Motor vehicles	2	4%
SRTS	2	4%
Buildings/Development	2	4%



<b>Other</b>	8	15%
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\*Percentages do not add up to 100, as some comments covered more than one theme.





# LENEXA COMPLETE STREETS APPENDICES

## **APPENDIX - E**

### **Crosswalk Policy**



# SELECTING COUNTERMEASURES FOR ENHANCED CROSSWALKS

## Countermeasure Selection Table

The Federal Highway Safety Administration’s [Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#) includes a table for selecting possible appropriate countermeasures according to the posted speed limit, AADT, and roadway configuration at a given location. This table is adapted in Table 2 below; however, ***this table should be used as a resource for an engineering study to identify the appropriate treatments and is not meant as an independent selection tool.*** Multiple potential treatments are identified for any given location; engineering judgement will still be needed to select the appropriate treatments in Lenexa given local conditions and priorities and the identified safety issue(s) to be addressed. Countermeasures not specified in Table 2 for any given location may still be selected. Crossing treatments like bulb outs or median crossing refuge islands should be considered to improve the crossing condition before RRFBs, beacons, or traffic signals are considered. Further factors such as cost, pedestrian volumes and other factors should be considered in making final selections. See Table 3 for further details on each candidate treatment and further guidance on selecting countermeasures.

Table 2: Countermeasure Selection Table (Adapted from FHWA)

Roadway Configuration (Two-way roads)	Speed Limit								
	≤30 mph			35 mph			≥ 40 mph		
	Vehicle AADT 4,000-9,000			Vehicle AADT 9,000-15,000			Vehicle AADT >15,000		
2 lanes	1 4 5 6	1 5 6 7	1 5 6 7 9	1 4 5 6	1 5 6 7	1 5 6 7 9	1 4 5 6	1 5 6 7	1 5 6 9
3 lanes with raised median	1 3 4 5	1 3 5 7	1 3 5 7 9	1 3 4 5 7	1 3 5 7 9	1 3 5 7 9	1 3 4 5 7	1 3 5 7 9	1 3 5 9
3 lanes w/o raised median	1 3 4 5 6 7 9	1 3 5 6 7	1 3 5 6 9 7	1 3 4 5 6 7	1 3 5 6 7 9	1 3 5 6 9 7	1 3 4 5 6 7 9	1 3 5 6 9	1 3 5 6 9
4+ lanes with raised median	1 3 5 7 8	1 3 5 7 8	1 3 5 8 9	1 3 5 7 8	1 3 5 7 8 9	1 3 5 8 9	1 3 5 7 8 9	1 3 5 8 9	1 3 5 8 9
4+ lanes w/o raised median	1 3 5 6 7 8 9	1 3 5 6 7 8 9	1 3 5 6 8 9	1 3 5 6 7 8 9	1 3 5 6 7 8 9	1 3 5 6 8 9	1 3 5 6 7 8 9	1 3 5 6 8 9	1 3 5 6 8 9
<p>1 - Countermeasure should always be considered based on engineering judgment</p> <p>1 - Countermeasure should always occur in conjunction with other identified countermeasures</p> <p>Additional countermeasures may also be selected at any given location based upon engineering judgement.</p>									

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>1. High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels, and crossing warning</li> <li>2. Raised crosswalk</li> <li>3. Advance Yield Here to Pedestrians sign and yield line</li> <li>4. In-Street Pedestrian Crossing sign with raised medium only</li> </ol> | <ol style="list-style-type: none"> <li>5. Curb extension</li> <li>6. Pedestrian refuge island</li> <li>7. Rectangular Rapid-Flashing Beacon (RRFB)</li> <li>8. Road Diet</li> <li>9. Pedestrian Hybrid Beacon (PHB) or Traffic Signals</li> </ol> |
|--|---|



**Table 3: Crosswalk Countermeasures**

Countermeasure	Description	Safety Concerns Addressed	Additional Resources
1. Crosswalk visibility enhancements (High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs)	<p>The following enhancement elements should be considered at all uncontrolled crossings:</p> <ul style="list-style-type: none"> <li>• Ladder, continental, or bar pair crosswalk striping in retroreflective paint.</li> <li>• Pedestrian crossing warning signs (sign W11-2 in the MUTCD) on each approach to the crosswalk; and School Crossing signs (sign S1-1) when appropriate.</li> <li>• Parking restrictions on all crosswalk approaches to provide adequate sight distance (Minimum setback of 20 feet where speeds are 25 mph or less, and 30 feet between 26 mph and 35 mph).</li> <li>• Appropriate level of lighting (10 to 15 feet in advance on both sides).</li> </ul> <p>Not sufficient <i>alone</i> for multilane, high volume, or high-speed roads; should be enhanced with additional countermeasures.</p>	<ul style="list-style-type: none"> <li>• Conflicts at crossing locations</li> <li>• Excessive vehicle speed</li> <li>• Inadequate conspicuity/visibility</li> <li>• Drivers not yielding to pedestrians in crosswalks</li> <li>• Insufficient separation from traffic</li> </ul>	<p><a href="https://safety.fhwa.dot.gov/ped_bike/sep/docs/techSheet_VizEnhancem2018.pdf">https://safety.fhwa.dot.gov/ped_bike/sep/docs/techSheet_VizEnhancem2018.pdf</a></p> <p>MUTCD Section 2C.50— Non-Vehicular Warning Signs and Section 3B.18—Crosswalk Markings</p>
2. Raised crosswalk	<ul style="list-style-type: none"> <li>• Function as an extension of the sidewalk and allow a pedestrian to cross the street at a constant grade.</li> <li>• Candidate treatment on 2-lane or 3-lane roads with speed limits of 30 mph or less and AADTs below 9,000.</li> <li>• Avoid on truck routes, emergency routes, and arterial streets.</li> <li>• Drainage needs to be accommodated.</li> </ul>	<ul style="list-style-type: none"> <li>• Conflicts at crossing locations</li> <li>• Excessive vehicle speed</li> <li>• Inadequate conspicuity/visibility</li> <li>• Drivers not yielding to pedestrians in crosswalks</li> </ul>	<p><a href="https://safety.fhwa.dot.gov/ped_bike/sep/docs/techSheet_RaisedCW2018.pdf">https://safety.fhwa.dot.gov/ped_bike/sep/docs/techSheet_RaisedCW2018.pdf</a></p> <p>MUTCD Section 3B.25—Speed Hump Markings</p>
3. Advance Yield Here to Pedestrians sign and yield line	<ul style="list-style-type: none"> <li>• Signs placed 30 to 50 feet in advance of the marked crosswalk</li> <li>• Accompanied by “shark’s teeth” yield line.</li> <li>• Candidate treatment for any uncontrolled pedestrian crossing, and should be strongly considered for any established</li> </ul>	<ul style="list-style-type: none"> <li>• Conflicts at crossing locations</li> <li>• Inadequate conspicuity/visibility</li> <li>• Drivers not yielding to pedestrians in crosswalks</li> <li>• Insufficient separation from traffic</li> </ul>	<p><a href="https://safety.fhwa.dot.gov/ped_bike/sep/docs/techSheet_VizEnhancem2018.pdf">https://safety.fhwa.dot.gov/ped_bike/sep/docs/techSheet_VizEnhancem2018.pdf</a></p> <p>MUTCD Section 2B.11—Yield Here to Pedestrians Signs and Stop Here for</p>



	pedestrian crossing on roads with four or more lanes and/or roads with speed limits of 35 mph or greater.		Pedestrians Signs and Section 3B.16—Stop and Yield Lines
4. In-Street Pedestrian Crossing sign	<ul style="list-style-type: none"> <li>Placed in the middle of the road at a crossing and often used in conjunction with refuge islands.</li> <li>May be appropriate on 2-lane or 3-lane roads with speed limits of 30 mph or less.</li> </ul>	<ul style="list-style-type: none"> <li>Conflicts at crossing locations</li> <li>Excessive vehicle speed</li> <li>Inadequate conspicuity/visibility</li> <li>Drivers not yielding to pedestrians in crosswalks</li> </ul>	MUTCD Section 2B.12—In-Street and Overhead Pedestrian Crossing Signs
5. Curb extension	<ul style="list-style-type: none"> <li>Extends the sidewalk or curb line into the street or parking lane, reducing the street width and improving sight distance between the driver and pedestrian.</li> <li>Candidate treatment for any uncontrolled pedestrian crossing, particularly where parking lanes exist.</li> <li>Should not extend into paths of travel for bicyclists.</li> </ul>	<ul style="list-style-type: none"> <li>Conflicts at crossing locations</li> <li>Excessive vehicle speed</li> <li>Inadequate conspicuity/visibility</li> <li>Insufficient separation from traffic</li> </ul>	<a href="https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemt2018.pdf">https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemt2018.pdf</a>
6. Pedestrian refuge island	<ul style="list-style-type: none"> <li>Typically constructed in the middle of a 2-way street and provides a place for pedestrians to stand and wait for motorists to stop or yield, creating a two-stage crossing.</li> <li>Highly desirable for midblock pedestrian crossings on roads with four or more lanes.</li> <li>Should be considered for undivided crossings of four or more lanes with speed limits of 35 mph or greater and/or AADTs of 9,000 or greater.</li> <li>May also be a candidate treatment for uncontrolled pedestrian crossings on 3-lane or 2-lane roads, especially where the street is wide and/or where vehicle speed or volumes are moderate to high.</li> <li>Minimum pedestrian refuge island width is approximately 6 feet.</li> </ul>	<ul style="list-style-type: none"> <li>Conflicts at crossing locations</li> <li>Excessive vehicle speed</li> <li>Inadequate conspicuity/visibility</li> <li>Insufficient separation from traffic</li> </ul>	<a href="https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_PedRefugeIsland2018.pdf">https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_PedRefugeIsland2018.pdf</a> MUTCD Section 3B.10— Approach Markings for Obstructions, Section 3B.18—Crosswalk Markings, and Section 3B.23—Curb Markings



<p>7. Rectangular Rapid-Flashing Beacon (RRFB)</p>	<ul style="list-style-type: none"> <li>• Pedestrian-actuated conspicuity enhancement used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks.</li> <li>• Includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.</li> <li>• Placed on both ends of a crosswalk, or on the right side and on the median or refuge island if present.</li> <li>• Unlit when not activated and can be activated manually by pedestrians using a push button or passively by a pedestrian detection system.</li> <li>• FHWA has issued Interim Approval 21 (IA-21) for the use of the RRFB. State and local agencies must request and receive permission to use this interim approval before they can use the RRFB.</li> <li>• Particularly effective at multilane crossings with speed limits less than 40 mph.</li> <li>• Consider the PHB instead of RRFBs for roadways with higher speeds (over 40 mph).</li> </ul>	<ul style="list-style-type: none"> <li>• Conflicts at crossing locations</li> <li>• Inadequate conspicuity/visibility</li> <li>• Drivers not yielding to pedestrians in crosswalks</li> <li>• Insufficient separation from traffic</li> </ul>	<p><a href="https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RRFB_2018.pdf">https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RRFB_2018.pdf</a> FHWA Interim Approval 21 (IA-21)</p>
<p>8. Road Diet</p>	<ul style="list-style-type: none"> <li>• Reconfigures the roadway by narrowing or eliminating lane(s).</li> <li>• Candidate treatment for any undivided road with wide travel lanes or multiple lanes that can be narrowed or repurposed.</li> <li>• Consider on roads with four or more lanes and traffic volumes of approximately 20,000 or less, after conducting a traffic study.</li> <li>• Often effectively accomplished during pavement resurfacing.</li> </ul>	<ul style="list-style-type: none"> <li>• Conflicts at crossing locations</li> <li>• Excessive vehicle speed</li> <li>• Inadequate conspicuity/visibility</li> <li>• Insufficient separation from traffic</li> </ul>	<p><a href="https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RoadDiet2018.pdf">https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RoadDiet2018.pdf</a></p>



9. Pedestrian Hybrid Beacons (PHBs) and Traffic Signals

As roadway lanes, volumes and speeds increase, the likelihood that pedestrians will be able to find a gap in traffic that is long enough for them to safely cross the street diminishes. At the same time, the risk of death for a pedestrian hit by an automobile increases drastically with vehicle speed. In such cases, additional gaps need to be created through the use of pedestrian hybrid beacons or traffic signals, unless those factors can be reduced through traffic calming, road diets or other measures described above. There are likely few locations in Lenexa at this time where such a treatment is needed, but as the City's development continues increased traffic volumes may warrant their consideration in locations where pedestrians must cross more than 2 lanes of high-speed and high-volume traffic at a time. For those locations marked with a number 9 in Table 2, an appropriate engineering study may be conducted to determine if a pedestrian hybrid beacon or traffic signal is warranted based on the guidelines in section 4F.01 or section 4C of the MUTCD.

## REFERENCES

These guidelines were developed with reference to the following resources:

City of Boulder, 2011. *Pedestrian Crossing Treatment Installation Guidelines*. <https://www-static.bouldercolorado.gov/docs/pedestrian-crossing-treatment-installation-guidelines-1-201307011719.pdf>

Federal Highway Safety Administration, 2018. *Guide for Improving Pedestrian Safety and Uncontrolled Crossing Locations*. [https://safety.fhwa.dot.gov/ped\\_bike/step/docs/STEP\\_Guide\\_for\\_Improving\\_Ped\\_Safety\\_at\\_Unsig\\_Loc\\_3-2018\\_07\\_17-508compliant.pdf](https://safety.fhwa.dot.gov/ped_bike/step/docs/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf)

Federal Highway Safety Administration, 2019. *Safe Transportation for Every Pedestrian (STEP) – Resources*. [https://safety.fhwa.dot.gov/ped\\_bike/step/resources/](https://safety.fhwa.dot.gov/ped_bike/step/resources/)





# LENEXA COMPLETE STREETS APPENDICES

## **APPENDIX - F**

### **Transit Inventory**





# MEMO

<b>NAME OF PROJECT:</b> City of Lenexa Complete Streets Study
<b>RE:</b> Transit Inventory
<b>PROJECT #:</b> 018-2062
<b>FROM:</b> AJ Farris
<b>TO:</b> Jeff McKerrow, PE, PTOE
<b>SUBMITTED DATE:</b> October 25, 2018

The following memo provides a summary of the fixed route transit options available within the city of Lenexa. As of 2018, RideKC provides limited frequent service to residents and employees within Lenexa. While there are routes along K-10 (Route 510) and K-7 (Route 563), the only routes providing service directly to the city are the following:

- Route 402,
- Route 403,
- Route 435,
- Route 475,
- Route 495, and
- Route 510

All the above routes, with the exception of Route 495 terminating at City Center, provides transit services generally along the eastern and southern areas of the city.

There are approximately 60 transit stops available within Lenexa. Stops are characterized as basic stops with low ridership and few amenities, some with no amenities at all. Amenities, as defined by Kansas City Area Transportation Authority's Bus Stop Guidelines, include the waiting areas and platforms, lighting, trash cans, benches, shelters, signs, bike racks and public art.

**Table 1** provides a list of transit stops and their associated amenities.



**Table 1: Transit Stop Inventory**

STOP ID	Stop Name	Sign	Pole Type	Sidewalk	Shelter	Bench	Trash Can	Lighting	Schedule	Bike Racks	Public Art	ADA
95162	ON 95TH AT LACKMAN EASTBOUND	1	Sign	1	0	0	0	0	0	0	0	0
95163	ON 95TH AT LACKMAN WESTBOUND	1	Sign	1	0	0	0	0	0	0	0	0
95169	ON RENNER AT 94TH SOUTHBOUND	1	Sign	0	0	0	0	0	0	0	0	0
495171	ON SCARBOROUGH AT 87TH ST SOUTHBOUND	1	Light	1	0	0	0	0	0	0	0	0
951610	ON 95TH AT RIDGE EASTBOUND	1	Utility	1	0	0	0	0	0	0	0	0
951611	ON 95TH AT LOLIRET BLVD EASTBOUND	1	Sign	0	0	0	0	0	0	0	0	0
951612	ON 95TH AT TWILIGHT LANE	1	Sign	0	0	0	0	0	0	0	0	0
951613	ON 95TH AT DICE LANE EB	1	Light	0	0	0	0	1	0	0	0	0
951615	ON 95TH SANTA FE TRAIL DR EASTBOUND	1	Light	0	0	0	0	1	0	0	0	0
951617	ON 95TH AT PFLUMM RD EASTBOUND	1	Utility	1	0	0	0	0	0	0	0	0
951618	ON 95TH AT NOLAND EASTBOUND	1	Light	1	0	0	0	1	0	0	0	0
951655	ON 95TH AT NOLAND WESTBOUND	1	Utility	1	0	0	0	0	0	0	0	1
951656	ON 95TH AT PFLUMM WESTBOUND	1	Sign	1	0	0	0	1	0	0	0	0
951657	ON 95TH AT SANTA FE TRAIL DR WESTBOUND	1	Sign	1	0	0	0	1	0	0	0	0
951658	ON 95TH AT DICE LANE WESTBOUND	1	Light	1	0	1	1	1	0	0	0	0
951659	ON 95TH AT TWILIGHT WESTBOUND	1	Utility	1	0	0	0	0	0	0	0	0
951660	ON 95TH AT LOIRET BLVD WESTBOUND	1	Utility	1	0	0	0	0	0	0	0	0
951661	ON 95TH AT RIDGE DR WESTBOUND	1	Light	1	0	0	0	1	0	0	0	0
951662	ON RENNER BLVD AT 94TH NORTHBOUND	1	Sign	1	0	0	0	0	0	0	0	0
5461500	ON RENNER BLVD AT 112TH SOUTHBOUND / EPA	1	Sign	1	0	0	0	0	0	0	0	0

Source: City of Lenexa, 2018

Note: 1 = Yes, 0 = No



City of Lenexa Complete Streets Study | Transit Inventory

STOP ID	Stop Name	Sign	Pole Type	Sidewalk	Shelter	Bench	Trash Can	Lighting	Schedule	Bike Racks	Public Art	ADA
5461501	ON RENNER BLVD AT 116TH ST NB	1	Sign	0	0	0	0	0	0	0	0	0
5461502	ON COLLEGE BLVD AT LACKMAN ROAD WESTBOUND FS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5461503	ON RENNER BLVD AT 112TH ST NB	1	Sign	1	0	0	0	1	0	0	0	0
5461504	ON COLLEGE BLVD AT STRANGLINE ROAD EB	1	Utility	1	0	0	0	1	0	0	0	0
5461505	ON COLLEGE BLVD AT LAKEVIEW AVE WB	1	Sign	0	0	0	0	1	0	0	0	0
5461506	ON COLLEGE BLVD AT S GREENWOOD ST EB	1	Utility	1	0	0	0	1	0	0	0	0
5461507	ON COLLEGE BLVD AT LACKMAN EB	1	Sign	0	0	0	0	1	0	0	0	0
5461508	ON COLLEGE BLVD AT PFLUMM ROAD EB	1	Sign	1	0	0	0	1	0	0	0	0
5461509	ON COLLEGE BLVD AT STRANG LINE ROAD WB	1	Sign	1	0	0	0	1	0	0	0	0
5461510	ON COLLEGE BLVD AT HAUSER ST EB	1	Sign	1	0	0	0	1	0	0	0	0
5461511	ON COLLEGE BLVD AT S GLENWOOD ST WB	1	Sign	1	0	0	0	1	0	0	0	0
5461513	ON COLLEGE BLVD AT PFLUMM RD WB	1	Sign	1	0	0	0	1	0	0	0	0
5461514	ON W 75TH STREET AT QUIVIRA ROAD WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5461515	ON COLLEGE BLVD AT HAUSER ST WB	1	Sign	1	0	0	0	1	0	0	0	0
5461570	ON RENNER ROAD AT 116TH SOUTHBOUND	1	Sign	1	0	0	0	1	0	0	0	0
5751517	ON QUIVIRA AT 103RD ST NB FS	1	Sign	1	0	0	0	1	0	0	0	0
5751519	ON QUIVIRA AT 101ST ST NB	1	Sign	1	0	0	0	1	0	0	0	0
5751521	ON QUIVIRA AT 99TH TER NB	1	Sign	1	0	0	0	0	0	0	0	0
5751523	ON QUIVIRA AT 97TH ST NB	1	Sign	1	0	0	0	0	0	0	0	0
5751526	ON QUIVIRA AT 103RD ST SB	1	Utility	1	0	0	0	1	0	0	0	0
5751528	ON QUIVIRA AT 101ST SB	1	Utility	1	0	0	0	1	0	0	0	0
5751530	ON QUIVIRA AT 99TH TER SB	1	Sign	1	0	0	0	1	0	0	0	0

Source: City of Lenexa, 2018

Note: 1 = Yes, 0 = No



City of Lenexa Complete Streets Study | Transit Inventory

STOP ID	Stop Name	Sign	Pole Type	Sidewalk	Shelter	Bench	Trash Can	Lighting	Schedule	Bike Racks	Public Art	ADA
5751531	ON QUIVIRA AT 95TH ST NB	1	Utility	1	0	0	0	0	0	0	0	0
5751533	ON QUIVIRA AT 93RD ST NB	1	Sign	1	0	0	0	0	0	0	0	0
5751535	ON QUIVIRA AT 91ST NB	1	Utility	1	0	0	0	0	0	0	0	0
5751536	ON QUIVIRA AT 95TH SB	1	Utility	0	0	0	0	0	0	0	0	0
5751537	ON QUIVIRA AT 85TH ST NB	1	Sign	1	0	0	0	0	0	0	0	0
5751538	COURTESY ON QUIVIRA AT 93RD SB	1	Light	1	0	0	0	1	0	0	0	1
5751539	ON QUIVIRA AT 81ST ST NB	1	Utility	1	0	0	0	1	0	0	0	0
5751540	ON QUIVIRA AT 91ST SB	1	Light	1	0	0	0	0	0	0	0	0
5751541	ON QUIVIRA AT 79TH ST NB	1	Utility	1	0	0	0	0	0	0	0	0
5751542	ON QUIVIRA AT 85TH ST SB	1	Light	1	0	0	0	1	0	0	0	0
5751544	ON QUIVIRA AT 81ST SB	1	Sign	0	0	0	0	0	0	0	0	0
5751545	ON QUIVIRA AT 76TH ST NB	1	Utility	0	0	0	0	1	0	0	0	0
5751546	ON QUIVIRA AT 79TH ST SB	1	Sign	1	0	0	0	1	0	0	0	0
5751548	ON QUIVIRA AT 77TH TER SB FS	1	Light	1	0	0	0	1	0	0	0	0
5751550	ON QUIVIRA AT 76TH ST SB	1	Light	0	0	0	0	1	0	0	0	0
57515105	ON QUIVIRA AT 75TH ST SOUTHBOUND	1	Light	1	0	0	0	1	0	0	0	1
57515106	ON QUIVIRA ROAD AT W 75TH NORTHBOUND	1	Utility	1	0	0	0	1	0	0	0	0
N/A	COURTESY ON QUIVIRA AT 93RD NB	1	Sign	1	0	0	0	1	0	0	0	0

Source: City of Lenexa, 2018

Note: 1 = Yes, 0 = No





# LENEXA COMPLETE STREETS APPENDICES

## **APPENDIX - G**

### **ETC Results**



# City of Lenexa Complete Streets

## Findings Report

*...helping organizations make better decisions since 1982*

# 2019

**Submitted to the City of Lenexa**

**By:**  
ETC Institute  
725 W. Frontier Lane,  
Olathe, Kansas  
66061

**February 2019**







# Contents

<b>Executive Summary</b> .....	i
<b>Section 1: Charts and Graphs</b> .....	1
<b>Section 3: Tabular Data</b> .....	11
<b>Section 4: Survey Instrument</b> .....	53



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# 2018 City of Lenexa Complete Streets Executive Summary

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## Purpose and Methodology

ETC Institute administered a survey to residents of the City of Lenexa during the winter of 2018. The purpose of the survey was to help the City of Lenexa improve the transportation system.

The three-page survey, cover letter and postage paid return envelope were mailed to a random sample of households in the City of Lenexa. The cover letter explained the purpose of the survey and encouraged residents to either return their survey by mail or complete the survey online. At the end of the online survey, residents were asked to enter their home address, this was done to ensure that only responses from residents who were part of the random sample were included in the final survey database.

Ten days after the surveys were mailed, ETC Institute sent emails and placed phone calls to the households that received the survey to encourage participation. The emails contained a link to the on-line version of the survey to make it easy for residents to complete the survey. To prevent people who were not residents of Lenexa from participating, everyone who completed the survey on-line was required to enter their home address prior to submitting the survey. ETC Institute then matched the addresses that were entered on-line with the addresses that were originally selected for the random sample. If the address from a survey completed on-line did not match one of the addresses selected for the sample, the on-line survey was not counted.

The goal was to obtain completed surveys from at least 600 residents. The goal was exceeded with a total of 768 residents completing the survey. The overall results for the sample of 768 households have a precision of at least +/-3.5% at the 95% level of confidence.

This report contains:

- An executive summary of the methodology for administering the survey and major findings,
- charts showing the overall results for most questions on the survey,
- tables that show the results of the random sample for each question on the survey,
- a copy of the survey instrument.



## Perceptions of the Overall Transportation System

Overall, most respondents have a positive perceptions of the City's major transportation systems. Ninety-two percent (92%) of the residents surveyed, *who had an opinion*, indicated that travel by automobiles on City streets is either "excellent" or "good." Ninety percent (90%) of those surveyed, *who had an opinion*, indicated that travel by automobile on freeways is either "excellent" or "good" and 88% of respondents indicated travel by foot-walking on trails is either "excellent" or "good." Travel by bus (18%) received the lowest overall positive ratings, and also the highest number of "neutral" responses.

## Feeling of Safety

Travel by automobile on City streets (91%), travel by automobile on freeways (84%), and travel by foot-walking on trails (80%) all received the highest positive safety ratings based on the sum of "very safe" and "safe" ratings. Respondents indicated they feel least safe travelling by bicycle on streets.

## Importance of the Transportation System

Based on the sum of "very important" and "important" responses, most respondents believe travel by automobile on City streets (99%) and travel by automobile on the freeway (97%) are two of the most important transportation systems in Lenexa. Travel by bus received the lowest level of "very important" and "important" responses of the eight transportation systems that were rated.

## Support for Investments

Sixty-eight percent (68%) of respondents indicated it is either "very important" or "important" for the City to allocate funds to invest in complete streets and take into consideration other modes of transportation such as walking, bicycling, and public transportation. Only 12% of respondents gave either not important ratings, and 21% were "neutral."

Respondents were given a list of seven potential investment areas and were asked to indicate how supportive they are of the City investing in each of the items. Regardless of how respondents rated the importance of the City allocating funds to invest in complete streets, most respondents indicated they are supportive of the City investing in new roadway capacity and technology to improve traffic flow. However, respondents who indicated it was "very important" for the City to allocate funds to invest in complete streets were significantly more likely to show support for on-street bicycle lanes, bicycle route signage, bus or other transit service, and trail system improvements for walking and biking.

Respondents who indicated that the City allocating funds to invest in complete streets was less important were significantly more likely to indicate they were not in support of the City investing in on-street bicycle lanes, bicycle route signage, bus or other transit service, and trail system improvements for walking and biking.



The table below shows the gaps in the mean ratings of respondents who believe it is very important (rating of “very important,” on a five-point scale) for the City to allocate funds to invest in complete streets, and those who believe it is not important (ratings “not important” or “not at all important” on a five-point scale) for the City to allocate funds to invest in complete streets, and how supportive they are of potential investments into the transportation system. Both groups are supportive of the City investing in the items with the smallest gaps: new roadway capacity and technology to improve traffic flow. The items with the largest gaps received the most support from respondents who believe it is very important for the City to allocate funds to invest in complete streets.

<b>Q5. Importance of Investments. (without "don't know")</b>			
Respondents were asked to rate items on a scale of 5-1, where 5 means "Very Supportive" and 1 means "Not at all Supportive"			
<b>How supportive are you of Lenexa investing in...</b>	<b>Very Important (1)</b>	<b>Not Important / Not at all Important (4/5)</b>	<b>Gap</b>
Q5-6. On-street bicycle lanes	4.38	1.9	2.48
Q5-7. Bicycle route signage	4.36	2.18	2.18
Q5-4. Bus or other transit service	4.07	2.6	1.47
Q5-3. Trail system improvements for walking & biking	4.52	3.24	1.28
Q5-5. Sidewalk connectivity & improvement	4.51	3.55	0.96
Q5-2. Technology to improve traffic flow	4.54	4.18	0.36
Q5-1. New roadway capacity	4.16	4.04	0.12

Respondents were also asked to indicate which investments they would be most willing to spend their tax dollars to fund. Based on the sum of respondents’ top two choices technology to improve traffic flow (60%) and new roadway capacity (42%) were the investments respondents would be most willing to spend their tax dollars to fund.

Over half (52%) of all respondents indicated they would never use on-road bike lanes throughout the City if the City invested in them, 26% indicated they would seldomly use them, 14% would use them about once a week, 6% would use them about once a day, and 3% would use them several times per day. The overwhelming support for automobile transportation investments is further supported when factoring in the types of transportation systems most often used by respondents. Eighty-three percent (83%) of respondents travel by automobile several times a day and another 14% travel by automobile about once a day. Travel by foot-walking along streets was the second most frequently used transportation system and only saw 6% of respondents indicate they use the system several times a day and 31% about once a day. Travel by bus, travel by bicycle on trails, and travel by bicycle on streets were the least frequently used transportation systems. These three systems were also the transportation investment areas that saw the largest gaps in support and the lowest level of support from respondents who indicated it was either “not important” or “not at all important” to allocate funds to invest in complete streets.



# Section 1

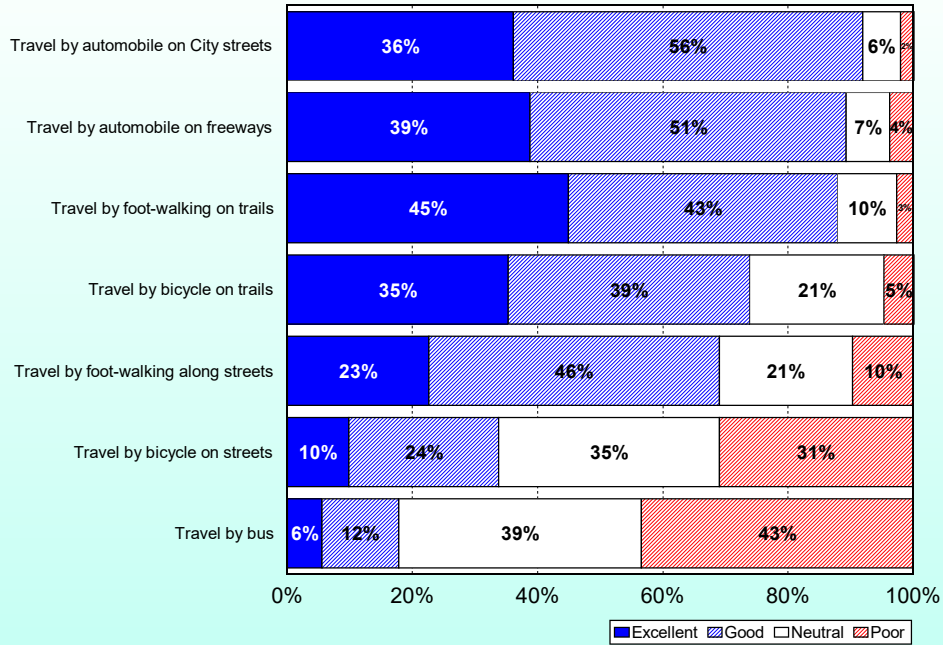
## *Charts and Graphs*

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## Q1. Perceptions of the Overall Transportation System

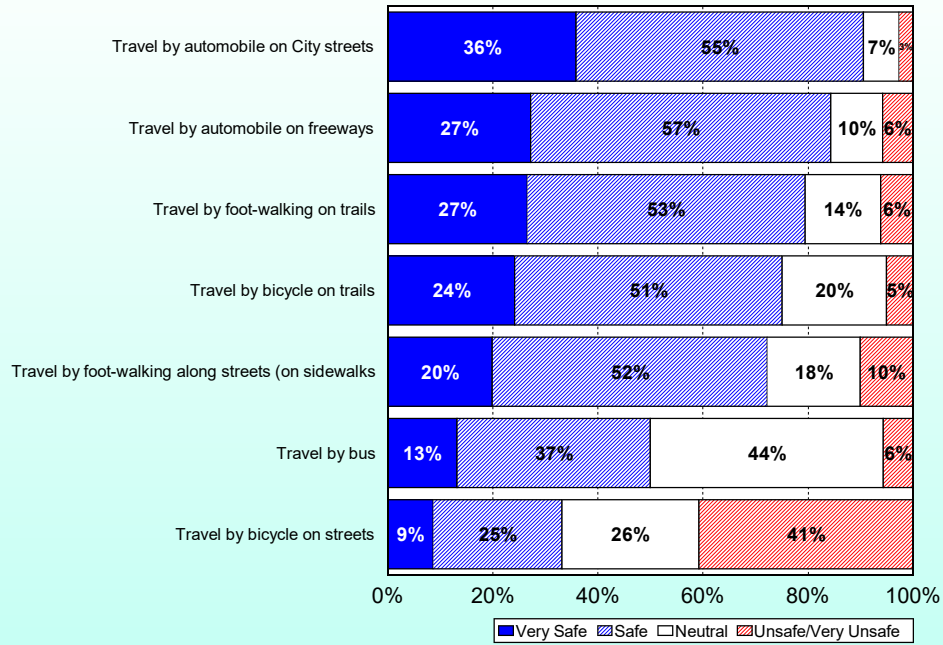
by percentage of households (Excluding "Don't Know")



Source: ETC Institute (2019)

## Q2. Feeling of Safety

by percentage of households (Excluding "Don't Know")

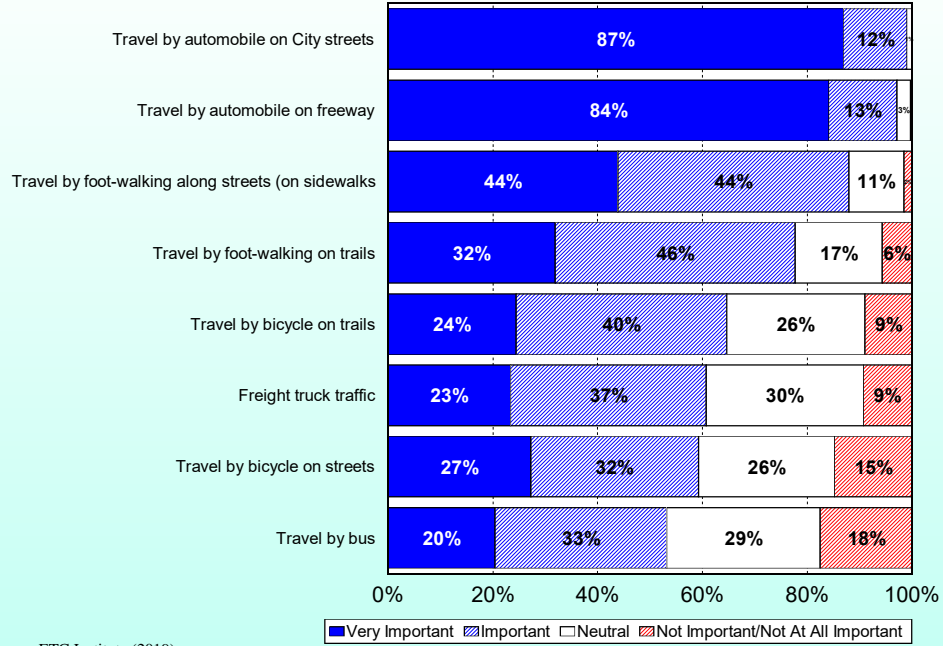


Source: ETC Institute (2019)



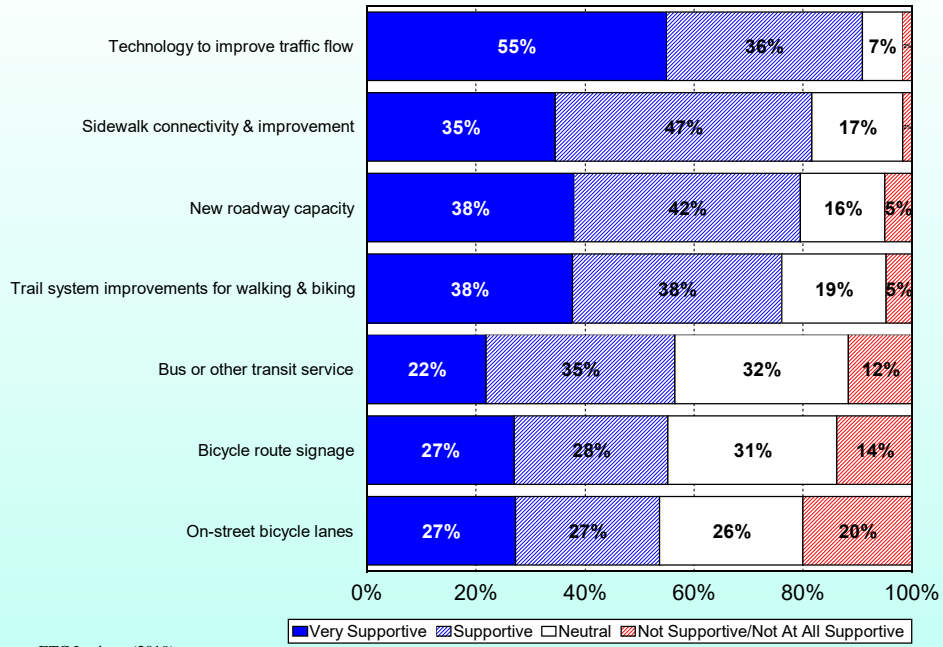
### Q4. Importance of the Transportation System

by percentage of households (Excluding "Don't Know")



### Q4. Support For Investments

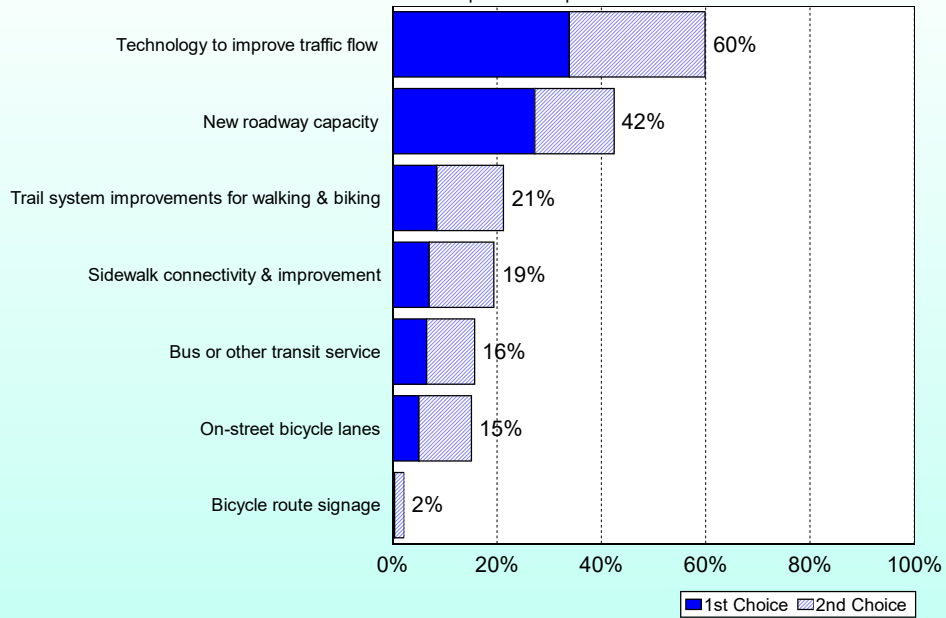
by percentage of households (Excluding "Don't Know")





### Q5. Investments Respondents Would be Most Willing to Fund With Their Tax Dollars

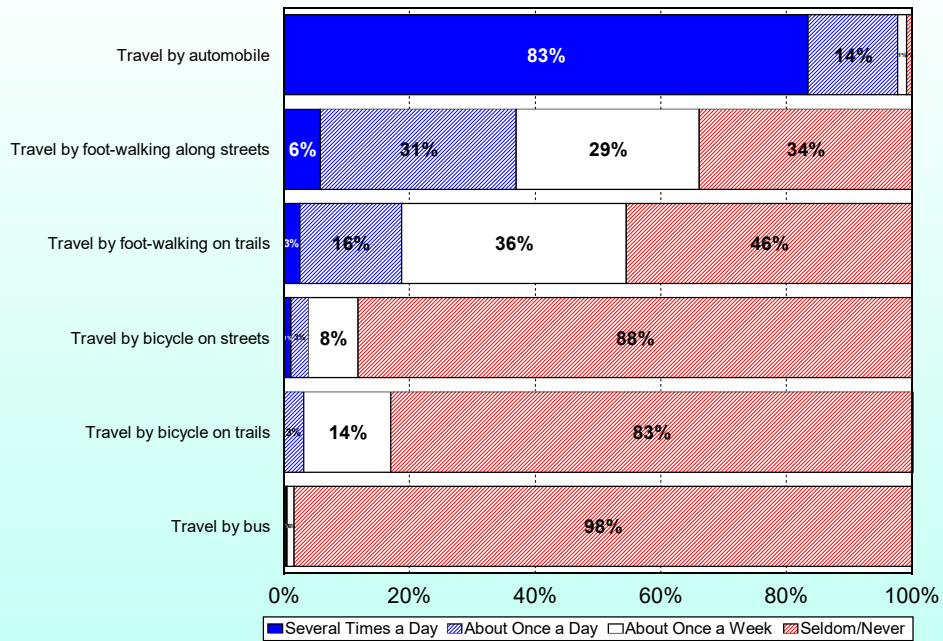
based on the sum of respondents' top two choices



Source: ETC Institute (2019)

### Q7. Frequency of Use

by percentage of households (Excluding "not provided")

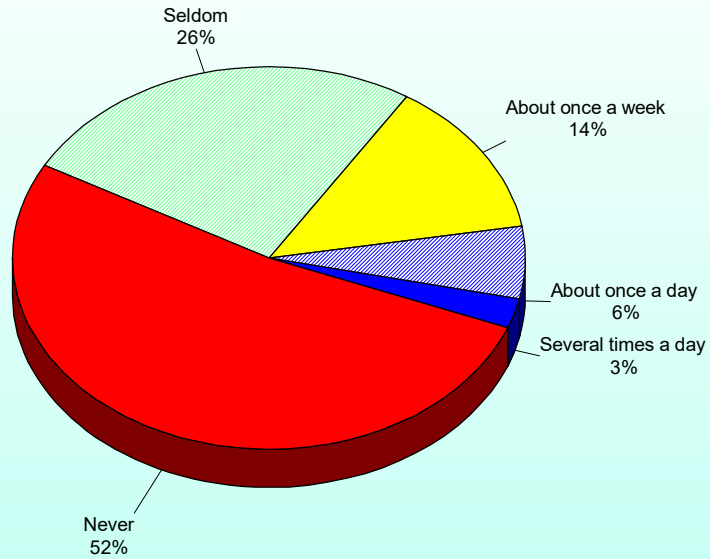


Source: ETC Institute (2019)



Q8. If the City of Lenexa invested in on-road bike lanes throughout the City how often would you use them?

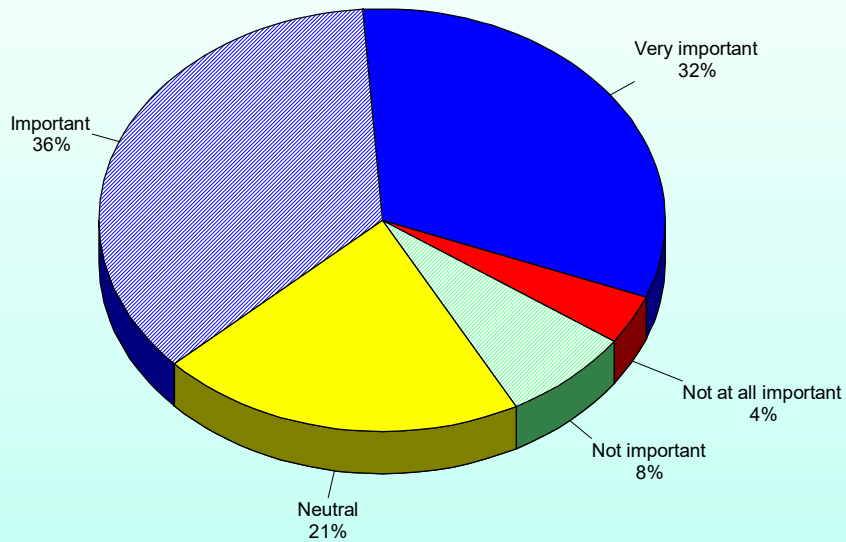
by percentage of respondents



Source: ETC Institute (2019)

Q9. How important is it that the City allocate funds to invest in complete streets and take into consideration other modes of transportation such as walking, bicycling, and public transportation?

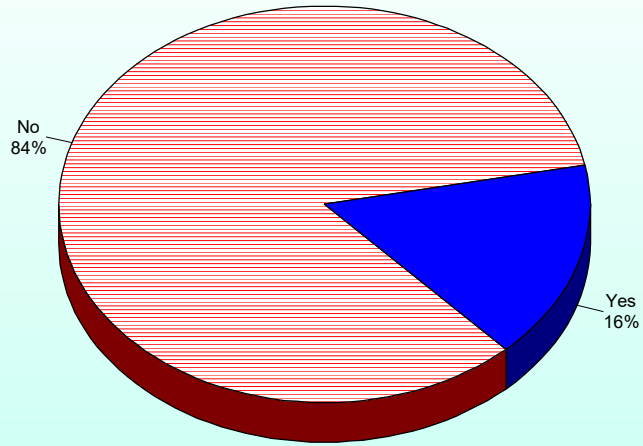
by percentage of respondents



Source: ETC Institute (2019)



Q10. Before this survey have you heard the term “Complete Streets”?  
by percentage of respondents



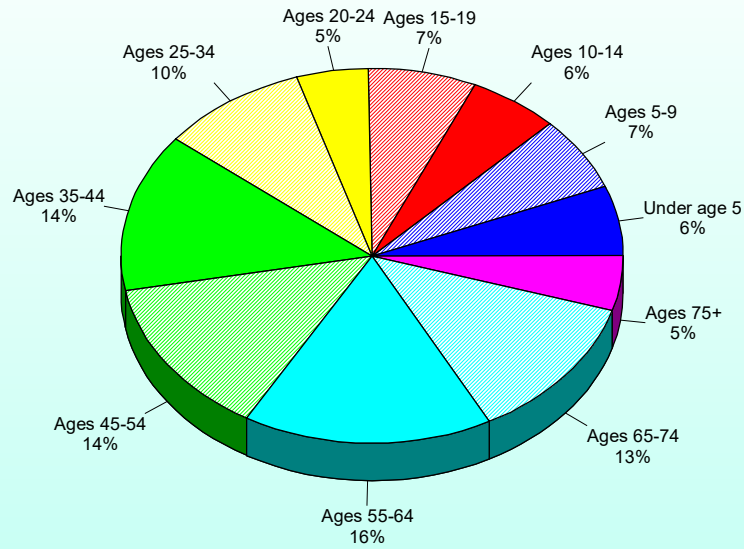
Source: ETC Institute (2019)

## Demographics

Source: ETC Institute (2019)

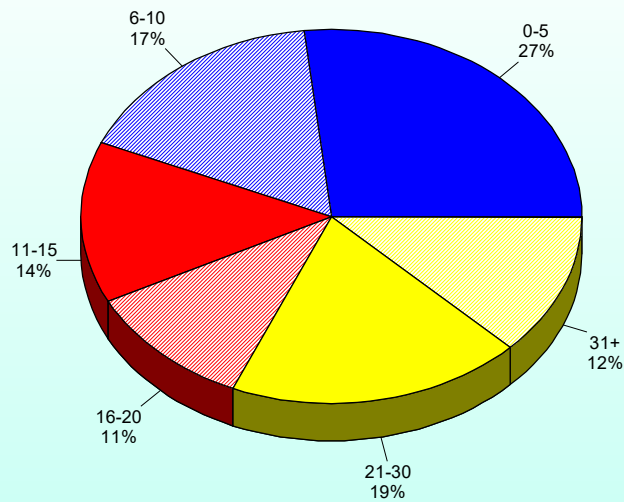


**Q12. Demographics: Counting yourself, how many people in your household are the following ages?**  
by percentage of respondents



Source: ETC Institute (2019)

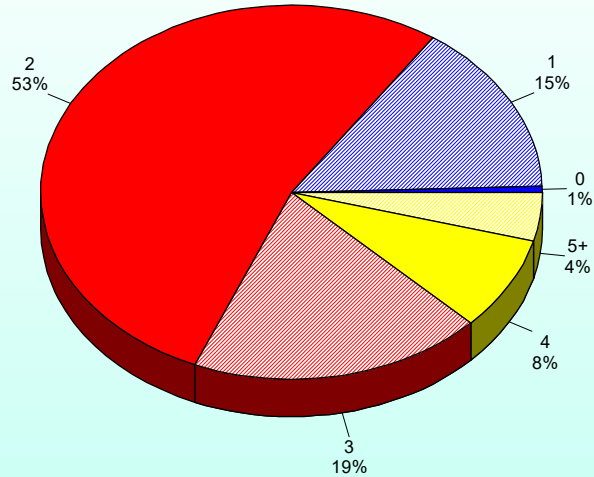
**Q13. Demographics: Approximately how many years have you lived in Lenexa?**  
by percentage of respondents



Source: ETC Institute (2019)

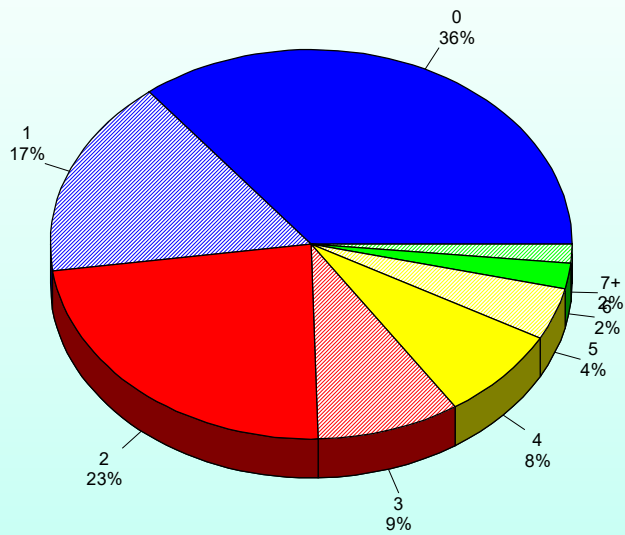


**Q14. Demographics: How many operational vehicles are available to you and members of your household?**  
by percentage of respondents



Source: ETC Institute (2019)

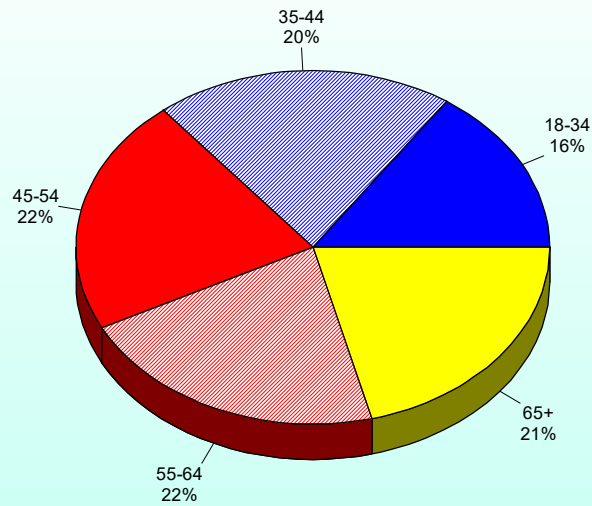
**Q15. Demographics: How many working bicycles are available to you and members of your household?**  
by percentage of respondents



Source: ETC Institute (2019)

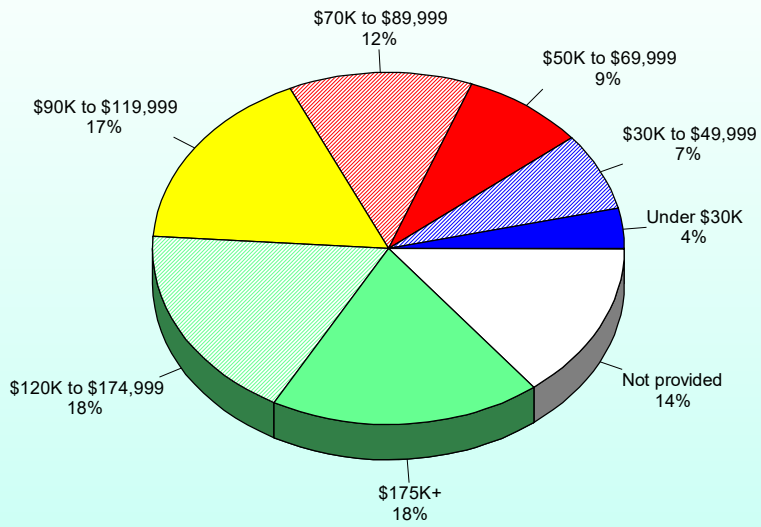


### Q16. Demographics: What is your age? by percentage of respondents (Excluding "Not Provided")



Source: ETC Institute (2019)

### Q17. Demographics: What is your household income? by percentage of respondents

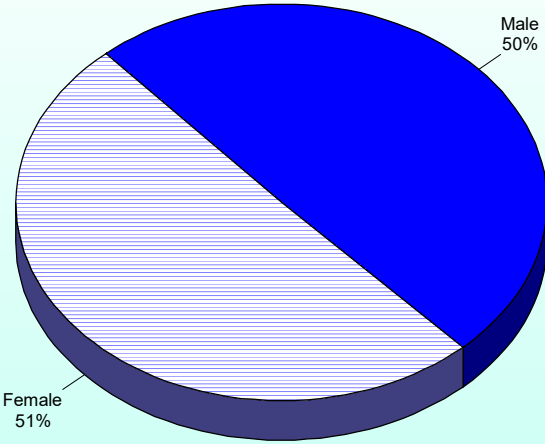


Source: ETC Institute (2019)



Q18. Demographics: Gender

by percentage of respondents



Source: ETC Institute (2019)



## **Section 2**

# ***Tabular Data***

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**Q1. Perceptions of the Overall Transportation System. For each of the following, please indicate what your perception of the current quality of these various transportation systems is in Lenexa.**

(N=768)

	Excellent	Good	Neutral	Poor	Don't know
Q1-1. Travel by automobile on freeways	38.2%	49.7%	6.8%	3.8%	1.6%
Q1-2. Travel by automobile on City streets	35.7%	55.2%	6.0%	2.1%	1.0%
Q1-3. Travel by foot-walking on trails	37.0%	35.4%	7.8%	2.1%	17.7%
Q1-4. Travel by foot-walking along streets (on sidewalks)	20.4%	41.9%	19.3%	8.7%	9.6%
Q1-5. Travel by bicycle on trails	21.1%	23.0%	12.8%	2.9%	40.2%
Q1-6. Travel by bicycle on streets	5.6%	13.7%	20.1%	17.6%	43.1%
Q1-7. Travel by bus	1.6%	3.5%	11.1%	12.4%	71.5%



**WITHOUT "DON'T KNOW"**

**Q1. Perceptions of the Overall Transportation System. For each of the following, please indicate what your perception of the current quality of these various transportation systems is in Lenexa. (without "don't know")**

(N=768)

	Excellent	Good	Neutral	Poor
Q1-1. Travel by automobile on freeways	38.8%	50.5%	6.9%	3.8%
Q1-2. Travel by automobile on City streets	36.1%	55.8%	6.1%	2.1%
Q1-3. Travel by foot-walking on trails	44.9%	43.0%	9.5%	2.5%
Q1-4. Travel by foot-walking along streets (on sidewalks)	22.6%	46.4%	21.3%	9.7%
Q1-5. Travel by bicycle on trails	35.3%	38.6%	21.4%	4.8%
Q1-6. Travel by bicycle on streets	9.8%	24.0%	35.2%	30.9%
Q1-7. Travel by bus	5.5%	12.3%	38.8%	43.4%



**Q2. Feeling of Safety. For each of the following, please rate your perception of safety.**

(N=768)

	Very safe	Safe	Neutral	Unsafe	Very unsafe	Don't know
Q2-1. Travel by automobile on freeways	26.8%	56.3%	9.8%	4.0%	1.6%	1.6%
Q2-2. Travel by automobile on City streets	35.5%	54.3%	6.8%	2.0%	0.8%	0.7%
Q2-3. Travel by foot-walking on trails	21.9%	43.6%	11.8%	4.8%	0.3%	17.6%
Q2-4. Travel by foot-walking along streets (on sidewalks)	17.7%	46.6%	15.8%	7.2%	1.8%	10.9%
Q2-5. Travel by bicycle on trails	14.1%	29.8%	11.6%	2.9%	0.1%	41.5%
Q2-6. Travel by bicycle on streets	4.9%	14.2%	15.1%	15.8%	7.8%	42.2%
Q2-7. Travel by bus	3.0%	8.5%	10.2%	0.8%	0.5%	77.1%



**WITHOUT "DON'T KNOW"****Q2. Feeling of Safety. For each of the following, please rate your perception of safety. (without "don't know")**

(N=768)

	Very safe	Safe	Neutral	Unsafe	Very unsafe
Q2-1. Travel by automobile on freeways	27.2%	57.1%	9.9%	4.1%	1.6%
Q2-2. Travel by automobile on City streets	35.8%	54.7%	6.8%	2.0%	0.8%
Q2-3. Travel by foot-walking on trails	26.5%	52.9%	14.4%	5.8%	0.3%
Q2-4. Travel by foot-walking along streets (on sidewalks)	19.9%	52.3%	17.7%	8.0%	2.0%
Q2-5. Travel by bicycle on trails	24.1%	51.0%	19.8%	4.9%	0.2%
Q2-6. Travel by bicycle on streets	8.6%	24.5%	26.1%	27.3%	13.5%
Q2-7. Travel by bus	13.1%	36.9%	44.3%	3.4%	2.3%



**Q3. For any transportation system you indicated feeling “Unsafe” or “Very Unsafe” using, please describe why.**

- Q1.1. Debris in highway shoulders.
- Q1.6. Sharing space with motorized vehicles.
- 435 especially is full of pot holes and exit to K-10.
- 87th by Town Center, lanes too narrow, cars door opening on major street to 435 not safe!
- Aggressive Drivers
- Although I don't ride my bike on main thoroughfares due to safety there are few marked bike lanes on main streets.
- Anytime I walk on a public trail I am a little nervous because of what happened at brush creek
- Are people paying attention to see me/us - too many distracted drivers.
- AT CERTAIN TIMES I FEEL TRAILS AND SIDEWALKS ARE UNSAFE FOR ME, ALSO BECAUSE WE LIVE WEST OF K-7 BTWN PRAIRIE STAR AND 83RD THERE IS NO SAFE WAY FOR US TO GET TO MOST TRAIL SYSTEMS
- BECAUSE OF POSSIBILITY OF BEING TARGET OF CRIME
- Because there are no bicycle lanes.
- Bicycles and cars sharing lanes is risky.
- bicycles on streets are very dangerous, they impeded traffic and for recreational riding trails, parks, schools tracks are much safer
- BICYCLES SHOULD NOT BE ON STREETS WITH CARS
- Bicycles travel on the side of the street or in the street, not on sidewalks. Bike lanes would improve safety.
- Bicyclists on main streets usually give me the impression that they own the road - expect vehicles to yield for them. I feel they should stay on the sidewalks or the side streets.
- BIKE ACCESS IS QUESTIONABLE
- Bikes should not be allowed on streets. They do not follow rules of the road and cars cannot see them.
- Bikes: no adequate room for bikes and cars, no bike lanes, sharp curves and narrow streets. Sidewalks: far to walk without a thorough path Cut through's
- Cars don't watch for bikes, no bike lanes! 7th St. west of Renner; lanes too narrow, it's a mess.
- CARS GO ABOVE THE SPEED LIMIT
- CARS PASSING WITH LITTLE ROOM TO SPARE
- City streets are clean and well marked with signs and signals.
- CONGESTION OF MANY AUTOS
- Crazy people from Kansas.
- Cycling - no lanes or shadows that I know of. Disconnected safe routes for actually going somewhere (as opposed to a leisure ride).
- Dedicated bike lanes
- Distracted drivers / Phones (4 vs. 5), too many bikes in car traffic lanes. Wish bicycles had alternatives other than city streets. Not a cyclist, but so many are a hazard to themselves and automobile operators. Too many bikes on major city streets.
- Distracted drivers.
- Do not feel safe walking on trails, read all the crim in general not sure how safe the trails are
- Don't feel safe on any trail ever - at least alone (as a woman).



- DON'T LIKE WALKING ALONE ON TRAILS, DRIVERS ARE NOT AWARE OF BICYCLES ON ROADS
- Don't ride the bus
- DRIVERS DO NOT UNDERSTAND HOW TO SHARE THE ROAD WITH CYCLISTS.
- Drivers exceed the speed limit both on freeway and city streets. Many drivers run red lights.
- Drivers exceeding speed limit - cell phones - roundabouts
- DRIVERS NOT ACCUSTOMED TO BICYCLERS, TRAFFIC OR FREEWAY 35 AND 435 REDUCE SAFETY
- Drivers weave in and out of traffic and driver considerably over the speed limit.
- DUE TO INCIDENTS REPORTED WALKING/EXERCISING IN ANY PARK AS A FEMALE IS VERY UNSAFE
- Fast moving traffic and not bike lanes.
- Fear of an attack.
- Few bicycle lanes.
- Fewer sidewalks and very few bike lanes
- FREEWAY HAS TOO MANY POTHOLES AND NOT ENOUGH SIDEWALKS
- Freeways and city streets are kept up and receive treatments for weather!
- FREEWAYS REGULAR BACK UP ON 435N FROM 87TH ST TO I-35 INTERCHANGE, BIKE ON STREETS OFTEN NOT ENOUGH ROOM FOR BIKE AND CAR TRAFFIC
- Freeways: Road Damage and Heavy Traffic-City Streets: Road Planning needs improvements and Heavy Traffic-Travel by Foot: Walks and Paths have broken and damaged pavements, Trees, Bushes, and other obstacles in way of walker. Travel by Bicycle on Streets: Seems dangerous for Bike Riders and Car Drivers. Bikers take dangerous chances in traffic.
- Get hit by cars.
- Get the bikes off the streets.
- Hardy and designated bike lanes.
- High speed traffic and no respect for bikers on all bad residential streets.
- HIGH TRAFFIC, BUMS WALKING THE TRAILS
- I believe that due to the distracted driving, bicyclists aren't as safe as they should be. Bike only lanes should be looked at.
- I DO NOT FEEL SAFE ON A TRAIL WHERE NOT MANY PEOPLE COULD SEE IF SOMETHING HAPPENED
- I do not feel safe walking trails alone.
- I DON'T FEEL SAFE ON RENNER RD FROM 84TH TO 79TH WALKING ON CURB AND WILL NOT RIDE A BIKE ALONG THERE W/MY SON
- I don't walk the trails early morning hours or after dark because there have been times (a few) when law enforcement are looking for suspects in the trails area.
- I never feel safe on the trails as a woman walking alone no matter the time of day. There aren't enough other people walking on them to make me feel safe and prevent so e predator from hiding on the trails.
- I often feel unsafe on the highways between K-10 and 435 because of the change in speed. People go too fast on K-10. There are so many accidents on K-10.
- I ride regularly (50 plus miles per week). Most drivers see me (I wear bright clothing and flashing lights) but few know the rules when overtaking a cyclist.



- I THINK CYCLING ON THE STREETS ARE DANGEROUS THEY SHOULD USE THE TRAILS
- I think in most of Lenexa it is good, but we travel Santa Fe between 87th & 95th to Old Town events and just out and about and it is scary with kids.
- I was a victim of road rage in Lenexa - even went to police and the police elected not to follow up.
- I wish interstate had carpool/HOV lanes. Drivers seem hurried to watch for pedestrians much less cyclists.
- I WOULD FEEL UNCOMFORTABLE I WOULDN'T CONSIDER IT BIKE FRIENDLY
- I WOULD NOT WALK ON TRAILS BY MYSELF FOR SAFETY REASONS, BUT WOULD FEEL SAFE WITH OTHERS.
- I would walk more if I thought it was safe but I am a young woman and would be walking alone.
- I-435 is falling apart.
- Impatient, dangerous drivers on highways.
- In general my opinion of bicycle travel on city streets is unsafe, this is not specific to Lenexa.
- Inadequate bike lanes and uneducated drivers
- Inadequate sidewalks for walking. Inadequate traffic controls for bikes. I would like to see separate bike lanes with protection from opening doors.
- It can get kind of dark and lonely on some of the walking trails. Also, I've run across several loose dogs in my neighborhood.
- It makes no sense for a bicycle to travel in the street. All the cars slow down and pass as soon as they can. It is most dangerous for the bicycle rider because of the risk of being hit by a car. It is also dangerous for the car drivers who risk hitting other cars as they pass a bicyclist. But, it is illegal to ride a bike on the sidewalk.....so what to you do?
- It's difficult to be safe on streets with bicycles and cars sharing the road.
- K10 needs to be widened with the traffic during rush hour. Streets do not have lanes for bicycles, and they shouldn't ride on streets.
- K-10/435 IS UNSAFE. K-10 IN GENERAL ALWAYS.
- Lack of bike lanes and steep hills that limit visibility are both very unsafe for bicyclists
- LIVE IN A RESIDENTIAL AREA THAT IS A LITTLE FURTHER OUT, CARS TRAVEL FAST ON MAIN ROADS, IN GENERAL WALKING ALONE ISN'T SAFE ANYMORE, PREFER ALONG STREETS WHEN RUNNING
- Longer on and off ramps.
- Many cars speed on city streets and not enough room for bikes.
- Many narrow, blind intersections. Very few bike lanes on streets.
- Many neighborhoods are poorly light and at night time it is very difficult to see when driving or walking. Early in the morning when it is still dark, and children are waiting for the bus, it is especially important that our neighborhood streets are equipped with more light posts.
- MANY OF THE ROADS IN WEST LENEXA ARE UNSAFE FOR CYCLISTS.
- Multiple reasons - Kidnapping, drug dealers, etc.
- My perception and feeling of traveling on the streets makes me feel much safer than say Bike Trails because I have a greater chance of being seen. The trails have too many twists and turns walkers with pets and children.
- Narrow traffic lanes, no bike lanes.
- NEED BIKE LANES ON SOME STREETS TO GET AROUND



- Need highway divider cables on k10
- Need more bike lanes
- NEED MORE LANES RAMPS TOO SHORT
- No bicycle lanes
- No bike lanes and only partial sidewalks.
- No bike lanes or sharrows anywhere in the city. Complete rebuild of Renner road took zero notice of cyclists with one of the biggest cycling destinations in the county being on Renner.
- no bike lanes, cars excessively speed
- No bike lanes, no room on street to ride.
- NO BIKE LANES, POOR DRIVERS
- No bike lanes. No share the road signs for bikes. No "sharrows". Most roads are 40-45 miles an hour. Bikes are not considered at all in Lenexa in traffic planning.
- NO BUS
- NO DEDICATED BICYCLE LANES
- No dedicated bicycle lanes on major streets
- No room for pedestrian would be easily hit by a distracted driver
- NO SIDEWALKS ACROSS K7 IN LENEXA AT PS PKWY OR 83RD.
- Not all areas have a clearly designated bike lanes.
- Not enough bicycle lanes. Many careless or aggressive drivers.
- Not enough bike lanes in East Lenexa.
- NOT ENOUGH PROTECTED BIKE LANES
- NOT ONE TRAFFIC LIGHT IS TIMED TO OTHERS ON 87THS 35 TO K7
- Not shoveled.
- On 83rd street between Pflumm and Quivira the side walk has little to no buffer between the side walk and the street. People drive incredibly fast on 83rd especially in the morning and evening at the rush hour times. Makes it less safe to walk your dog.
- on sidewalks around my area where there is a man hole cover the cement surrounding them has raised up 2 to 3 inches making it very unsafe
- ONLYHAVE SIDEWALKS ON 1 SIDE, POOR LIGHTING
- OTHER MOTORISTS DON'T ACCOUNT FOR BICYCLISTS
- People constantly drive 10-15 mph over the speed limit on Falcon Ridge Drive.
- People on bicycles ignore other people, like they own the road.
- POOR ACCOMMODATION FOR BICYCLES.
- ravel by bicycle on streets-NO BIKE LANES
- RECENTLY HAD CLOSE CALLS ON THE INTERSTATE. I HAVE HAD THREE RED LIGHT RUNNERS RECENTLY THAT WERE NEAR MISSES.
- Reports of crime and not many, if any, designated bicycle lanes.
- Riding bikes on the same street area as cars is very unsafe.
- Sidewalks (if there are any?) are right next to roads, people drive too fast. Sidewalks are parked on or not maintained. No bike paths on roads and no bike trails nearby.
- Sidewalks are sometimes too close to the street or do not have any screening or landscape barrier. Sometimes sidewalks do not exist. For cycling, few roads in Lenexa are designed to have bicycles sharing the road without the cyclist being in the driving lane. Drivers aren't attentive/used to having bikes share the road.



- Sidewalks are too narrow and some are too close to the street. Mud on the sidewalks due to sunken walks and poor grade.
- Sidewalks in many places still need replaced.
- Sidewalks need replaced in some places.
- **SIDEWALKS NO LONGER LEVEL. I TRIPPED AND FELL WHILE WALKING RECENTLY.**
- Society as a whole in not safe, not a city issue.
- **SOME SIDEWALKS LIKE LACKMAN ARE RIGHT NEXT TO STREETS**
- Some streets need stripes, some streets around apartments that allow street parking are too narrow.
- **SPECIAL REQUEST BUILD SIDEWALKS ON LACKMAN FROM 95TH TO THE NEW QT**
- Speed of cars and no patience with drivers!!
- speeds are too high on roads/freeways, sidewalks inadequate
- **STOP LIGHT NEEDED ENTERING/LEAVING BRISTOL RIDGE**
- Streets don't accommodate bicycle commuting. In many places they aren't even wide enough for a bike lane. Where there is space, there are numerous hazards on the edge of the road such as debris, large cracks, drainage grates, and unsafe intersections.
- The city is not designed with bicycles in mind.
- The drivers that are under-trained for the law and rules of the road.
- the fast streets (quiviria, 87th. 75th, pflumm, etc.) are not hard to avoid to get to trails and places I want to go
- The lights are so damned bright that I am not able to see where the lines of the streets are with the night time lights on.....especially if it's raining!!!
- The sidewalks on my residential street are uneven and at night, poorly lit. I've stumbled on the sidewalk many times and have decided that it is safer to walk in the street during daylight.
- The streets are way too busy for the average biker.
- The streets near the Lenexa City Center are too narrow and other cars are always using 2 lanes to drive near there.
- There are no bicycle lanes
- **THERE ARE NO BIKE LANES THAT GIVE FOCUS ON SAFETY**
- **THERE ARE NO BIKE LANES, ITS ALSO NOT SAFE TO RIDE ON SIDEWALKS**
- **THERE ARE NOT BIKE LANES, OFTEN CITIZENS DRIVE THEIR VEHICLES THREATENING THE CYCLISTS PURPOSELY**
- **THERE ARE TOO MANY DRIVERS WHO DRIVE 10 PLUS OFER THE SPEED LIMIT AND RUN RED LIGHTS**
- There aren't enough bicycle lanes.
- There is an huge lack of bike lanes and bike riders are forced to ride in the street
- There is no room for bicycles on main roads and I consistently see bicycles on main roads like College Blvd. I am afraid of hitting them when I pass.
- There is not a partitioned area on the streets for bikes to ride on. Cars drive by too close.
- **THERE IS NOT ENOUGH STREETS FOR BICYCLES**
- There is not many areas in Lenexa for bicycle traffic. Bicycles must compete with cars for space on the road.
- There need to be dedicated bike lanes on some streets like Renner, Midland, etc.,
- There seems to be a lot of serious accidents



- THINK NO BIKE LANES THOUGH I AM NOT TRAVELING BY BIKE
- Too isolated, this is not the City's fault though.
- Too many accidents on K-10, K-7 and 435
- TOO MANY DISTRACTED DRIVERS TALKING ON THE PHONE EATING TEXTING PUTTING ON MAKE UP -ETC ROAD RAGE
- too many people on their cell phones
- TOO MANY RAPES TO WALK ALONE TRAILS BECAUSE MOST ARE DEEP IN THE WOODS
- Trails are secluded, tree-covered where anything can occur, especially to women. I've been out on city streets in populated areas here in Lenexa and have had run-ins.
- Traveling by bicycle on streets feels unsafe because the most direct routes are high speed and high traffic. Calm streets are not direct making a bicycle trip prohibitively lengthy.
- TXTING AND DRIVING NOT ENFORCED , NO SIDEWALKS ON MONROVIA FROM 95TH TO 96TH
- Vegetation blocking pathways, settling sidewalks so they don't drain of collected water, dirt, leaves and become slick, uneven pathways esp. older residential areas
- VEHICLE TRAFFIC TOO HIGH AND INCONSIDERATE
- Very limited amount of dedicated bike lanes
- Walking along streets - they could be brighter at night or better lit.
- Walking on side walks presents trip hazards due to up lifting of the cement sections of side walks, have tripped and fallen, now will only walk on the streets. The trails are too narrow at the bridges to safely ride bikes, as well as some of the pathways. Also, there are no shoulders on the bike path so if you veer off the path you are unable to steer back on to the path and run the risk of bike tipping over. In addition there are no consistent bike lanes marked on all streets, biking is not safe.
- Walking on trails - afraid of being attacked. Walking and bicycle on streets - afraid of getting hit by car.
- Way too much crime especially around 95th and Quivira and around apartments just North of 79th and Quivira. Need a lot more police.
- WE ARE THE ONLY CITY WITHOUT COMPLETE STREETS, DRIVERS BECOME HOSTILED
- WE DO NOT HAVE SIDEWALKS IN OUR AREA 87TH LANE OFF 87TH ST
- We don't have many sidewalks in 4 Colonies. I have to walk in the street.
- We don't have sidewalks in my neighborhood, (Gleason Road & W 79th Street, Gleason Glen).
- Well kept and see police frequently enough to feel safe.



**Q4. Importance of the Transportation System. For each of the following, please indicate how important you believe each of the various transportation systems are in Lenexa.**

(N=768)

	Very important	Important	Neutral	Not important	Not at all important	Don't know
Q4-1. Travel by automobile on freeways	83.2%	12.9%	2.6%	0.1%	0.1%	1.0%
Q4-2. Travel by automobile on City streets	86.1%	12.0%	0.9%	0.0%	0.1%	0.9%
Q4-3. Travel by foot-walking on trails	29.9%	43.1%	15.6%	4.4%	0.9%	6.0%
Q4-4. Travel by foot-walking along streets (on sidewalks)	41.9%	42.2%	10.0%	1.0%	0.5%	4.3%
Q4-5. Travel by bicycle on trails	20.8%	34.4%	22.5%	4.6%	3.1%	14.6%
Q4-6. Travel by bicycle on streets	23.0%	27.1%	22.0%	6.9%	5.6%	15.4%
Q4-7. Travel by bus	15.2%	24.5%	21.9%	8.2%	4.9%	25.3%
Q4-8. Freight truck traffic	19.1%	30.5%	24.5%	4.4%	3.1%	18.4%



**WITHOUT "DON'T KNOW"****Q4. Importance of the Transportation System. For each of the following, please indicate how important you believe each of the various transportation systems are in Lenexa. (without "don't know")**

(N=768)

	Very important	Important	Neutral	Not important	Not at all important
Q4-1. Travel by automobile on freeways	84.1%	13.0%	2.6%	0.1%	0.1%
Q4-2. Travel by automobile on City streets	86.9%	12.1%	0.9%	0.0%	0.1%
Q4-3. Travel by foot-walking on trails	31.9%	45.8%	16.6%	4.7%	1.0%
Q4-4. Travel by foot-walking along streets (on sidewalks)	43.8%	44.1%	10.5%	1.1%	0.5%
Q4-5. Travel by bicycle on trails	24.4%	40.2%	26.4%	5.3%	3.7%
Q4-6. Travel by bicycle on streets	27.2%	32.0%	26.0%	8.2%	6.6%
Q4-7. Travel by bus	20.4%	32.8%	29.3%	11.0%	6.6%
Q4-8. Freight truck traffic	23.4%	37.3%	30.0%	5.4%	3.8%



**Q5. Importance of Investments. Please indicate how supportive you are of the City of Lenexa investing in each of the following items.**

(N=768)

	Very supportive	Supportive	Neutral	Not supportive	Not at all supportive	Don't know
Q5-1. New roadway capacity	36.6%	40.0%	15.0%	4.0%	0.8%	3.6%
Q5-2. Technology to improve traffic flow	53.8%	35.3%	7.2%	1.0%	0.7%	2.1%
Q5-3. Trail system improvements for walking & biking	35.9%	36.6%	18.2%	2.7%	1.8%	4.7%
Q5-4. Bus or other transit service	19.4%	30.6%	28.1%	7.0%	3.4%	11.5%
Q5-5. Sidewalk connectivity & improvement	33.1%	45.2%	16.0%	1.2%	0.4%	4.2%
Q5-6. On-street bicycle lanes	25.1%	24.5%	24.3%	8.7%	9.8%	7.6%
Q5-7. Bicycle route signage	24.7%	25.8%	28.4%	6.8%	5.9%	8.5%



**WITHOUT "DON'T KNOW"****Q5. Importance of Investments. Please indicate how supportive you are of the City of Lenexa investing in each of the following items. (without "don't know")**

(N=768)

	Very supportive	Supportive	Neutral	Not supportive	Not at all supportive
Q5-1. New roadway capacity	38.0%	41.5%	15.5%	4.2%	0.8%
Q5-2. Technology to improve traffic flow	54.9%	36.0%	7.3%	1.1%	0.7%
Q5-3. Trail system improvements for walking & biking	37.7%	38.4%	19.1%	2.9%	1.9%
Q5-4. Bus or other transit service	21.9%	34.6%	31.8%	7.9%	3.8%
Q5-5. Sidewalk connectivity & improvement	34.5%	47.1%	16.7%	1.2%	0.4%
Q5-6. On-street bicycle lanes	27.2%	26.5%	26.3%	9.4%	10.6%
Q5-7. Bicycle route signage	27.0%	28.2%	31.0%	7.4%	6.4%



**Q6. Which TWO of the investments listed in Question 5 would you be MOST WILLING to spend your tax dollars to fund?**

Q6. Top choice	Number	Percent
New roadway capacity	210	27.3 %
Technology to improve traffic flow	260	33.9 %
Trail system improvements for walking & biking	65	8.5 %
Bus or other transit service	51	6.6 %
Sidewalk connectivity & improvement	54	7.0 %
On-street bicycle lanes	39	5.1 %
Bicycle route signage	3	0.4 %
None chosen	86	11.2 %
Total	768	100.0 %

**Q6. Which TWO of the investments listed in Question 5 would you be MOST WILLING to spend your tax dollars to fund?**

Q6. 2nd choice	Number	Percent
New roadway capacity	116	15.1 %
Technology to improve traffic flow	200	26.0 %
Trail system improvements for walking & biking	98	12.8 %
Bus or other transit service	70	9.1 %
Sidewalk connectivity & improvement	95	12.4 %
On-street bicycle lanes	77	10.0 %
Bicycle route signage	14	1.8 %
None chosen	98	12.8 %
Total	768	100.0 %

**Q6. Which TWO of the investments listed in Question 5 would you be MOST WILLING to spend your tax dollars to fund? (top 2)**

Q6. Sum of top 2 choices	Number	Percent
New roadway capacity	326	42.4 %
Technology to improve traffic flow	460	59.9 %
Trail system improvements for walking & biking	163	21.2 %
Bus or other transit service	121	15.8 %
Sidewalk connectivity & improvement	149	19.4 %
On-street bicycle lanes	116	15.1 %
Bicycle route signage	17	2.2 %
None chosen	86	11.2 %
Total	1438	



**Q7. Frequency of Use. For each of the following, please indicate how often you use each of the various transportation systems.**

(N=768)

	Several times a day	About once a day	About once a week	Seldom	Never	Not provided
Q7-1. Travel by automobile	82.6%	14.2%	1.4%	0.7%	0.1%	1.0%
Q7-2. Travel by foot-walking on trails	2.5%	16.0%	35.3%	30.5%	14.5%	1.3%
Q7-3. Travel by foot-walking along streets (on sidewalks)	5.7%	30.7%	28.6%	25.3%	8.2%	1.4%
Q7-4. Travel by bicycle on trails	0.4%	2.6%	13.5%	32.4%	48.7%	2.3%
Q7-5. Travel by bicycle on streets	1.0%	2.7%	7.7%	24.6%	61.5%	2.5%
Q7-6. Travel by bus	0.4%	0.1%	1.0%	6.9%	88.8%	2.7%



**WITHOUT "NOT PROVIDED"****Q7. Frequency of Use. For each of the following, please indicate how often you use each of the various transportation systems. (without "not provided")**

(N=768)

	Several times a day	About once a day	About once a week	Seldom	Never
Q7-1. Travel by automobile	83.4%	14.3%	1.4%	0.7%	0.1%
Q7-2. Travel by foot-walking on trails	2.5%	16.2%	35.8%	30.9%	14.6%
Q7-3. Travel by foot-walking along streets (on sidewalks)	5.8%	31.2%	29.1%	25.6%	8.3%
Q7-4. Travel by bicycle on trails	0.4%	2.7%	13.9%	33.2%	49.9%
Q7-5. Travel by bicycle on streets	1.1%	2.8%	7.9%	25.2%	63.0%
Q7-6. Travel by bus	0.4%	0.1%	1.1%	7.1%	91.3%



**Q8. If the City of Lenexa invested in on-road bike lanes throughout the City, how often would you use them?**

Q8. How often would you use on-road bike lanes	Number	Percent
Several times a day	19	2.5 %
About once a day	45	5.9 %
About once a week	103	13.4 %
Seldom	199	25.9 %
Never	398	51.8 %
Not provided	4	0.5 %
Total	768	100.0 %

**WITHOUT "NOT PROVIDED"**

**Q8. If the City of Lenexa invested in on-road bike lanes throughout the City, how often would you use them? (without "not provided")**

Q8. How often would you use on-road bike lanes	Number	Percent
Several times a day	19	2.5 %
About once a day	45	5.9 %
About once a week	103	13.5 %
Seldom	199	26.0 %
Never	398	52.1 %
Total	764	100.0 %



**Q9. How important is it that the City allocate funds to invest in complete streets and take into consideration other modes of transportation such as walking, bicycling, and public transportation?**

Q9. How important is it that City allocate funds to invest in complete streets & take into consideration other modes of transportation

	Number	Percent
Very important	243	31.6 %
Important	273	35.5 %
Neutral	159	20.7 %
Not important	58	7.6 %
Not at all important	29	3.8 %
Not provided	6	0.8 %
Total	768	100.0 %

**WITHOUT "NOT PROVIDED"**

**Q9. How important is it that the City allocate funds to invest in complete streets and take into consideration other modes of transportation such as walking, bicycling, and public transportation? (without "not provided")**

Q9. How important is it that City allocate funds to invest in complete streets & take into consideration other modes of transportation

	Number	Percent
Very important	243	31.9 %
Important	273	35.8 %
Neutral	159	20.9 %
Not important	58	7.6 %
Not at all important	29	3.8 %
Total	762	100.0 %



**Q10. Before this survey, have you heard the term "Complete Streets?"**

Q10. Have you heard the term "Complete Streets" before this survey		
	Number	Percent
Yes	121	15.8 %
No	630	82.0 %
Not provided	17	2.2 %
Total	768	100.0 %

**WITHOUT "NOT PROVIDED"****Q10. Before this survey, have you heard the term "Complete Streets?" (without "not provided")**

Q10. Have you heard the term "Complete Streets" before this survey		
	Number	Percent
Yes	121	16.1 %
No	630	83.9 %
Total	751	100.0 %



**Q11. If you have any additional comments or suggestions, please list them below.**

- I HATE ROUNDABOUTS, PLEASE REMOVE THEM
- I would like to commute by bicycle and bus, but the inconvenience of fighting cars who are ignorant to the desire of people wanting to buy commutes and the safety issue is a deterrent. Lenexa has wonderful parks and trails, but the connectivity for bikes and walkers is not great. As well freeway traffic is not good
- For the safety of school children walking to school or to catch buses, sidewalks are VERY important. (2) Everyone we know in Lenexa dislikes the round-a-bouts and avoid them whenever possible. It slows down emergency vehicles too. (3) Also, we do not like the 95th Street interchange at I-35 because it is confusing, especially to so many visitors. We've seen cars run red lights there possibly because they are confused. (4) Why are street cleaners working after dark when people are home from work and parking in the street after 5:00 pm, blocking their path? This happened three nights in a row in December.
- Get more public bus transportation. Increase routes that these buses serve!
  - Invest in infrastructure - sewage and water, we have diminished water pressure over the last two years. 2. Rush hour traffic horrible on 435 and around Lenexa City Center now.
  - 3. Traffic lanes too narrow around Lenexa City Center. 4. Too much focus on high density living and work areas. It is adding too much air, light and noise pollution.
- 435N FROM 87TH ST BACK TO I-35 INTERCHANGE IS ALWAYS BACKED UP AT RUSH HOUR, I DON'T RIDE A BIKE HOWEVER, I ENJOY OUR ACIVITY COMMUNITY AND DON'T WANT TO WORRY ABOUT WHAT TODO WHEN DRIVING NEAR A BICYCLIST
- A few streets in the older part of Lenexa don't have gutters and proper drainage. Those should be addressed before any more bicycle lanes or trails.
- A LOCAL BUS TO THE CITY CENTER FROM VARIOUS HOMES WOULD BE GREAT BUT I DON'T KNOW HOW OFTEN IT WOULD BE USED.
- All streets need sidewalks, Santa Fe doesn't, as an example.
- allow golf carts . separated bike lanes. city sponsored transport for elderly/non drivers syn all traffic signals. post the speed. wider sidewalks. electric car charging stations
- Alternate transport is good but are there enough funds.
- Better coordination of stoplights, especially at 435 and 95th (3 lights in less than 1 mile).
- bicycle lanes and trails are a nigh priority y for us as residents, we simply have not yet invested in bicycles since moving to Lenexa pending validity of frequent use
- BICYCLES SHOULD BE LMITED TO TRAILS AND SIDWALKS
- BICYCLES SHOULD HAVE TO BE LICENSED IT THEY ARE USING OUR ROADWAYS
- BIKE AND WALKING TRAILS WITHOUT HAVING TO CROSS BUSY STREETS WOULD BE HELPFUL
- BIKE LANES ARE FINE AS LONG AS USERS UNDERSTAND AND OBEY THE RULES OF USE. TOO OFTEN RIDERS INVADE CAR LANES AND CREATE DANGEROUS SITUATIONS
- Bike Lanes help more than bicyclists. There is a spot for them on the road to not impede traffic flow.
- Bike lanes would encourage more bikers to use the streets which really is a bad idea.
- bike traffic is encouraged but not an existing lanes sidewalks is better for bikes
- Bikes are too dangerous on main city streets. Bike trails in parks and residential streets are ok. Bikers should stay on sidewalks!



- BIKES SHOULD HAVE OWN LANES TO INCREASE THEIR SAFETY AND LESS DISRUPTION TO DRIVERS
- Biking and walking generally don't very much in winter, is spring, summer and fall I walk on the neighborhood streets 3-5 days a week. I have a bike but again I don't use much because narrow bike paths and no designated bike lanes. When I ride, I ride only in the neighborhood where traffic is very light and only on streets.
- BUILDING LARGE APARTMENT COMPLEXES IN ALREADY CONGESTED NEIGHBORHOODS MAKES NO SENSE WITHOUT A PLAN TO CONTAIN PARKING AND COMPLETE TRAFFIC STUDIES. 75TH TO 87TH ON QUIVIRA HAS JAMMED TURNING LANES AND NO ROOM TO WIDEN.
- BUS SYSTEM, PUBLIC TRANSPORTATION WILL BE A BEST INVESTMENT
- CARS ENABLE US BUT ARE ALSO KILLING US COORDINATED MASS TRANSIT IS KEY TO A QUALITY FUTURE, TRAFFIC SAFE BICYCLE USE WOULD ALSO HELP CONGETIONS AND HELP PEOPLE BE HEALTHIER, TIGHT NOW MY BIKE IS FOR RECREATION BUT IT COULD ALSO BE A TRANSPORTATION TOOL, HOW ABOUT UTILITY BIKE CORRALS AT SHOPPING CENTERS AND AN INCENTIVE SYSTEM SIMILAR TO BIRD'S COBTERS
- CLEAR THE WALKING TRAILS OF SNOW IN THE WINTER, OTHER CITIES DO IT, WHY CAN'T WE
- COMPLETE STREETS SHOULD BE CONSIDERED BUT NOT AT THE EXPENSE OF EXISTING AUTOMOBILE TRAFFIC, AGAIN IT WOULD BE GREAT IF THERE WAS A PEDESTRIAN CROSSING OVER K-7 SOMEWHERE NEAR 83RD AND PRAIRIE STAR
- Connect the trail system from 101st St. to the spur trail from Lake Lenexa that ends at 98th St. and Monticello.
- CONSIDER A CITY BUS SYSTEM, CITY OPERATED/OWNED CONNECT LIBRARIES/PUBLIC MARKET, JOCO, REC CENTERS/GAK PARK, PROMINENT PARKS ETC, \$1.00 PER RIDE, CAHS IN BOX, 30 RIDES, \$20 PUNCH PASS, LESS FOR DUEL CREDIT STUDENT GOING FROM HS TO JOCO
- Consideration should be given to developing public transportation. Primarily east to west within the city. Reduce speed limits on 87th and 95th Streets.
- CURRENT LENEXA CITY STRETS DO NOT HAVE THE SPACE TO ADD BIKE LANES, STREETS ARE FOR MOTORIZED VEHICLES
- cyclist and pedestrian traffic need more support in Lenexa. the trail network is good but we need to improve connection to public places and avoid traffic areas, there are too many surface streets where car traffic drives too fast, speed limits should be lowered or enforced as needed, roads should be less supportive of high speed driving
- Do not add bike lanes to roads - look at KCMO as an example of what not to do!
- Doing more to support biking in the city improves the quality of life of Lenexa citizens and makes Lenexa a more desirable place to live which in turn drives up home prices and increases the property tax collected.
- DON'T GET CARRIED AWAY SPENDING MONEY.
- Don't have a bike but would appreciate dedicated lanes to keep bicyclists out of roadway.
- Due to physical issues, can't use trails and bicycles.
- During the spring and summer, please mow the sidewalks between Lone Elm & Woodland pn 101st Street more often. Overgrowth of grass and hanging tree limbs can make it difficult to walk on sidewalks.



- ENFORCE THE SPEED LIMITS
- Even though I do not currently own a bicycle, if it were easier to ride a bike on the street (for example dedicated bike space), I would purchase a bicycle and ride in the dedicated bicycle space.
- EVEN WITH BIKE LANES I WOULD NOT RIDE ON STREET DUE TO INATTENTIVE DRIVERS TEXTING ETC, WE ONLY DO TRAIL RIDING AND TRANSPORT BIKES BY BIKE RACKS ON CARS
- Extra wide sidewalks or trails. This can accommodate people walking with pets, strollers and younger children riding a bike that would not be safe on a street bike lane. There are also a couple very dangerous intersections with no stop lights that make crossing very dangerous for pedestrians and vehicles - Prairie Star Parkway & Lone Elm, K7 & College.
- Fewer traffic circles. Connect along Elm to K10 or convince Olathe to.
- Fix dangerous sidewalks.
- Fix the road and parking near City Center. The roads are too narrow. On the street parking is too close to the road. It is a very unsafe area.
- FOR 87TH STREET CITY CENTER 435 TO I 70 ROAD CONDITION NEEDS REPAIR.
- For question #6 above I do think #1 and #2 are important. I could only pick 2 so because my neighborhood sidewalks could use some attention I ranked them as I did.
- From Gleason Road to East 83rd, traffic is dangerous at times - we have a traffic light one block east, but the city closed access to it without asking the 600 vehicle drivers per day if it was wanted. Why weren't we contacted before the street was closed?
- HAVEN'T LIVED IN LENEXA LONG ENOUGH TO FEELS TRONGLY ABOUT CURRENT TRANSPORTATION ENVIRONMENT/NEEDS
- Having variety in transportation is important in supporting our citizens and evolving our city. Lenexa people are active and love the outdoors. Trails and sidewalks are part of everyday life for many of us and our pets. Our public transportation may be our weakest point but being part of a larger metropolitan area means we can become great within our city limits but true success for those who might need public transportation outside of Lenexa depends on coordination with other cities. For our aging citizens a good public transit system within Lenexa will become more and more important. Even for younger Lenexans who want to work their first jobs but don't yet own a car. If we develop more public transportation it would be important to use green energy.
- HEAVY SIDEWALK AND TRAIL USER IN WARM WEATHER. MIGHT USE BUS IF IT WAS GOING TO PLACES I DON'T DRIVE TO. (DOWNTOWN KC, ROYALS GAMES). SERIOUSLY PREFER NEW SIDEWALKS TO BE WIDE ENOUGH TO ACCOMMODATE BIKES AND STROLLERS IN ADDITION TO WALKERS AND RUNNERS.
- husband rides his bike to work, would like more bike lanes I feel that cycling involves some danger, would love for him to be able to use the bus, daughter would like to be able to use a bus and I would too. The stops are much too far from our home to use presently, connectivity is terrible please remedy. improved public transportation would decrease road and freeway traffic and lessen need for money spent there, not to mention increasing emissions
- I 435 POT HOLES ARE DANGEROUS. POURING MIX INTO THEM DOES NOT WORK. TERRIBLE DRIVING ON I 435 FROM 95TH ST TO MIDLAND.
- I almost forgot to mention roundabouts, which do little to help traffic flow because people don't know how to use them. Also, please don't create another road like Renner with constant roundabouts that make people feel sick.



- I am an avid bicyclist, however, riding/sharing the road with inattentive motorists is suicide. Make separate bike paths. Look to the Netherlands for inspirations.
- I am not in favor of bicycles on major roadways. They are a hazard and many of them do not follow basic traffic rules. They do not pay taxes on their bikes like we do for cars and/or motorcycles, so I do not feel we should allocate tax dollars to improve streets on their behalf. Also, if you spend tax dollars towards bicycles, it is not utilized all twelve months of the year, so I don't feel it is effective use of dollars.
- I AM OPPOSED TO NARROWING CURRENT ROADWAY CAPACITY TO SUPPORT BICYCLE LANES. LENEXA AND OTHER CITIES HAVE TRAFFIC RULES THAT SUPPORT THE RIGHTS OF THE ROAD TO CYCLISTS. ADDITIONALLY TAXPAYER MONEY SHOULD NOT BE SPENT ON BICYCLE LANES ON OUR ROADWAYS OR CITY STREETS. CYCLISTS SHOULD USE THE EXISTING PARK TRAILS AND SHOULD SHARE THEM WITH WALKERS, HIKERS AND FAMILIES.
- I AM OVER 60 REALLY PREFER PUBLIC TRANSPORTATION DUE TO ALL THE CRAZY DRIVERS NOW ON THE ROAD.
- I am retired with both hips replaced making bicycling impossible. However, I believe cycling/walking improvements(additions and maintenance) would make Lenexa a much more favorable and attractive residential objective.
- I am very concerned about the flow of traffic and the capacity of the streets to handle all the cars with the increase of apartments.
- I am very supportive of this initiative. I am also interested to know if there is cost share program for e-bikes. Would love to purchase one that I can use in my daily travels through Lenexa- but they are so expensive;).
- I appreciate the great signage for upcoming streets. If sidewalks were better lit and maintained I would walk more between 79th and 87th on Quivira.
- "I bicycle on Lenexa sidewalks about once a day, to interconnect with various trails.
- I bike ride everyday weather permitting. (>40 degrees!)"
- I do not like the street layout in the new city center. The lanes are too narrow and it is difficult to drive when all of the lanes are full. The streets are also too close to the buildings and sidewalks and I think it's dangerous. I drive through that area at least 4 times a day and it's ridiculously tight. Whoever designed it was in error. Also, 87th street is a thoroughfare for Lenexa. The speed limit being lowered to 30 is a huge pain but I realize that is because you built the buildings too close to the street. I truly dislike having to drive through that entire area. I've taken to driving on 95th street just to avoid all of it.
- I hate roundabouts. Many people do not know how to properly use them. The roundabout also seems like it would be costly to construct. Roundabouts have ruined Renner Road which was a great North/South thoroughfare before the roundabouts.
- I hate the new City Center - congested, smoky, scary parking for the fitness area. Crowded.
- I hate the streets which have had bicycle lanes installed in MO, e.g. on Armour Blvd between Broadway and Main. They have impeded traffic flow and I have yet to see a bicycle in those lanes. They are a bad idea!
- I HAVE NOT USED BUSES BUT WILL PROBABLY NEED TO USE THEM AS I GET OLDER
- I have noticed a dedicated bike lane in other metro cities. However, I have never encountered a bicyclist using these dedicated lanes. Never.



- I have seen school age children walking down Mullen to the bus stop in the street - in the dark for the bus to pick them up at 6:50 am. I feel this should be your top priority - for the safety of all.
- I like that Lenexa keeps sidewalks level. This reduces or eliminates trip hazards.
- I live on a very busy street (Rosehill Road) near Rosehill school for over 20 years and it can be a very fast street and even trying to turn into my driveway has sometimes turned into an accident from being rear ended. I would love to see a nice curb ramps instead of the tall curbs we have at this time.
- I LOVE RIDING MY BIKE AND WOULD SUPPORT BIKE LANES HOWEVER, TAXES SHOULD BE SPENT ON GREATER GOOD, AREN'T THERE MORE CARS, I WOULD USE BIKE LANES REGULARLY
- I PERSONALLY THINK BIKE RIDERS ARE CONSTANTLY IN THE WAY ON STREETS AND REALLY AT RISK OF BEING HIT
- I strongly believe that the city should invest in this and similar initiatives
- I SUPPORT STREET IMPROVEMENT IN OLD TOWN YO HAVE NEGLECTED THIS AREA.
- I think an investment in a new outdoor aquatic center like the Shawnee stoetart aquatic center or a conversion of a current outdoor one would be very good for the city and attract lots of families to the area.
- I THINK GREATER WALKABILITY AND BUS ROUTES WOULD BE GREAT FOR LENEXA AND THE PLANET!
- I think Lenexa is doing a wonderful job with streets and walking trails. I've seen too many cyclists misuse the rules of the road and cause accidents. They should not be allowed on the roads.
- I think that 87th st should be 6 lanes between i-435 and i-35
- I THINK THE AREAS WITHIN WALKING AND BIKING DISTANCE TO THE NEW CITY CENTER WILL BECOME INCREASINGLY IMPORTANT FOR THE COMPLETE STREET CONCEPT.
- I UNDERSTAND THAT WHILE MULTIPLE METHODS OF TRANSPORTATION ARE SOMETHING USEFUL I BELIEVE OUR CITY IS TILL VERY MUCH AN AUTOMOBILE BASED CITY , BICYCLES ARE MAINLY FOR FUN AND EXERCISE NOT NECESSARILY TRANSPORTATION OUTSIDE OF PERHAPS THE CITY CENTER AREA. THANKS
- I used to ride my bicycle 8-9 miles a day on Lenexa streets until I had a bicycle accident at 80th & Quivira. I am no longer able to ride a bicycle any distance. I am aggravated by bicyclists whom run red lights and do not stop at stop signs. This is actually common. I believe better bus service in Lenexa is needed. I have also reported illegal truck traffic to the police numerous times, either on Pflumm or Lackman Road. I believe the police just ignore those reports, even when I provide the license plate information.
- I used to walk trails (Mill Creek and Lake Lenexa) alone but don't feel as comfortable doing that anymore. Are cameras and/or emergency poles possible? I know there are some emergency poles at the lake.
- I WISH BICYCLES DIDN'T RIDE ON THE MAIN ROAD, ITS TOO DANGEROUS BUT IF THEY DO THERE NEEDS TO BE DESIGNATED BIKE LANES
- I WOULD LIKE TO SEE MORE PUBLIC TRANSPORTATION
- I would like to see technology used to ticket drivers that run red lights! If there wasn't a delay on the green light, there would be a lot more accidents at intersections.



- I would love if our neighborhood of Gleason Glen could somehow connect to the Mill Creek Streamway Trail. We used to love utilizing that but it's too difficult/dangerous to get to it from the west side of K-7. There is no safe place to walk/run/bike anywhere close other than just staying on the sidewalks or streets exclusively inside our neighborhood boundaries of 79th and Gleason.
- I would not use bike lanes on the streets but would benefit from them when I am driving my vehicle.
- I would rather more money be put into fixing the roads and taking care of them for winter than putting in bicycle lanes or anything else. Timing the stop lights better would be nice too.
- I WOULD REALLY LIKE LENEXA TO HAVE BIKE LANES.
- I would support bike lanes if I felt that the people riding bikes on the street were considerate to the drivers of vehicles. Most bikes I encounter on the road do not follow the common courtesy of the rules of the road for all drivers. Bike riders generally give me the impression that they are the only ones on the roadway.
- I'd also like to see sidewalk improvements. The sidewalks in my neighborhood are very uneven and are a trip hazard. I live near 99th between Quivira and Rosehill. Thanks.
- "If the city was to invest the time and the funds to say creating designated bike lanes on the streets would the city be willing to enforce the designation of such a lane and route? I.e. in Europe cars are not allowed to vary or swerve into a designated bike lane or trail, or to use a Bike lane or Trail for anything other than it's intended use. Also in the State of Kansas and in almost every State motorists are required to give at least 3 Feet when passing. Most do not and is almost never enforced and the fine if the infraction is cited is so minuscule that some have said that they will just pay the fine.
- If you ask where to start, a designated bike lane along Pflumm and 95th and Praire Star pkwy are great places because of the sheer number of organized rides, especially 95th. There are many more. I travel all of them at least 4 times a week."
- If you add bicycle lanes cyclist will stop using that route. Switzer Rd. From 119th to 127th is a good example of lanes added then usage stopped. I do not know why this would occur but it seems cyclist do not want to use streets with those lanes.
- IF YOU ADD BIKE LANES TO CITY STREETS I WILL PROBABLY MOVE OUT OF LENEXA. I HATE BIKE LANES AND I HATE SHARING THE ROADS WITH BIKES.
- I'm an active 82 year old and walk daily, weather permitting. Sidewalks are important and determine where I can walk.
- I'm retired and luckily live very close to grocery, gas, pharmacy, hardware, restaurant and other civic amenities. If I didn't have these so close, the mayhem of the Interstate "borders", I-35 to the East, 435 to the West and South, have become such complicated intersections, so congested and dangerous, that rush hour is a "take your life in your hands" proposition would very possibly drive me away from Lenexa.
- IMPROVE SAFETY FOR ALL FORMS OF TRANSPORTATION SHOULD BE THE PRIMARY MOTIVATOR, I MIGHT NOT BIKE MUCH BUT IT SHO ULDBE SAFE FOR THOSE THAT DO, SPEED ENFORCEMENT ON K10 AND K7 IS NON EXISTENT, PLEANTY OF DRIVERS GOING 15 PLUS OVER THE SPEED LIMIT
- Improve the sidewalks in Lenexa. They are in bad condition.
- Improve width of lanes through the new area west of 87th and Renner. Driving a full size vehicle, or pulling a boat is very hazardous through there.



- Improving ways citizens can use bikes, sidewalks and buses safely would improve the overall health of the community because the community would have a way to move about the city safely and keep themselves physically fit.
- In the past, Lenexa drivers have been courteous with cyclists. As the city has grown over the past 5 years this has become less so. Lenexa does nothing to encourage cycling. Many garages contain bikes, few are used. I believe people are afraid to ride bicycles in Lenexa.
- **INFORM PATRONS ABOUT COMPLETED STREETS**
- **INVEST IN OLD TOWN LENEXA LIVED HER 30 YRS AND OLD TOWN HAS DIED AND THE CITY HASN'T HELP IN KEEPING IT A VIBRANT HISTORIC PART OF LENEXA CULTURE**
- I've never lived anywhere that costs so much for school transportation. Most cities it is free. So very not happy we moved to Kansas.
- K-10 could use more lanes for rush hour traffic.
- Keep bikes off streets.
- **KEEP THE POT HOLES REPAIRED**
- Lenexa could be an important piece to the transportation of Western Johnson County. Lenexa needs to invest in walkability and bicycle options for travel. This needs to be intentional and not an afterthought when planning.
- "Lenexa has a reputation of either being slow to develop infrastructure that considers transportation modes other than cars or simply not caring.
- I'm hopeful that Lenexa will take bike infrastructure seriously. I lead a bike ride on Saturdays from Lifetime Lenexa and routinely the bike ride has 50-100 cyclists show up. They all notice that Lenexa has no bike infrastructure. We have great parks...but no bike infrastructure. Cyclists are excellent economic partners to have. I would love a city that values us. "
- Lenexa has always been forward thinking on streets and transportation systems. Continuing what they have is good. Would not recommend much additional funding for this issue.
- Lenexa has been investing out west which is great, but there is a lack of investment and attention out East. No access to trails/parks (limited), sidewalks up against the streets, if any at all. Sidewalks lack maintenance and are broken, uneven or full of debris. Speed is watched, cars drive too fast and there is a lack of safe road space to ride a bike or even feel safe jogging. My husband and I are considering leaving Lenexa, for these very reasons.
- **LENEXA HAS DONE A GREAT JOB WITH ITS PARKS AND TRAILS. IT'S WHY WE LIVE HERE.**
- Lenexa has great walking trails. I would not want to live in a community that didn't.
- Lenexa has the best traffic flow in all of Johnson County. The timing of the lights at 87th and Quivira during the day time could be improved and also more time to cross 87th by car at Pflumm. Sidewalks in Lenexa are not very good.
- Lenexa is a higher income area of KC. I see few people in buses. Why not set up a voluntary system to take to the doctor, etc. Stop more spending - cut taxes.
- Lenexa is highly auto-oriented. It is not easy to walk, bike, or bus for routine transportation. It is key to distinguish between whether it is "feasible" to make a trip by an alternative mode of transportation and whether it is "convenient" and "safe."
- **LENEXA SEEMS TO HAVE MANY CYCLISTS WHO UTILIZE MAIN ROADS. I WOULD BE SUPPORTIVE OF EFFORTS TO MAKE CYCLING SAFER FOR THEM.**
- **LENEXA TAXES ARE TOO HIGH, WE DON'T NEED AN OTHER PIE IN THE SKY LETS PU LENEXA ON THE MAP INITIATIVE**



- Lenexa's tax rate is quite high already. Added taxes would be burdensome.
- lets fix our current neighborhood streets lots of rough areas and pot holes and make sure neighborhood sidewalks are in good condition, I prefer bikes not to travel along car lanes, it is far too dangerous I would support more bike trails not adjacent to moving traffic
- Link jogging paths.
- live in Gleason glen subdivision, it is very dangerous to walk/run/bike outside of our neighborhood as the roads are narrow and there are no sidewalks or trails, we would love to see improvement in this area. thank you for considering my feedback.
- Lived with this for a while before moving here. It is unnerving to catch sight of an occasional biker on your right. The flow is not like traffic as we know it. Bikers are hit and are hurt.
- Lone elm needs to go through to Olathe
- Look to other countries like Denmark and Finland for bicycle ideas. I would very much be interested in using the bus if more like Uber - goes where I want to go with minimal wait and transport time i.e. express bus to downtown with pickup/drop off at an existing, safe parking lot in Lenexa. Public Market would be such a place.
- LOVE LENEXA
- LOVE LENEXA STREETS AND CITY EFFORTS.
- love Lenexa, think they do a great job in everything
- Love the flashing yellow lights. Love the bridge over 87th street!
- MAKE BICYCLIST ADHERE TO THE SAME TRAFFIC LAWS AS AUTOMOBILIES
- MORE PAY FO CITY WORKERS, DO NOT WORK FOR THE CITY
- More quality restaurants in Lenexa. Ninety-eight percent of my money is spent outside of Lenexa.
- moved to kc metro area understanding as we age out of the ability to drive, we would have public transportation options
- My friends and I run twice a week and know where all of the "big" lips/crevices/cracks are on our route's sidewalks. We've tripped and fell a few times but now are aware of the areas prone to tripping. We wish there were more street lights on 83rd Street between Mullen and Lackman. We enjoy the wide sidewalk there but it is not well-lit at dark (we run at 5:45 am).
- My husband and I live in west Lenexa where I wish the trail system came as far out as our area. The closest place (west most) I can catch the bike trail is east of K7 on Prairie Star Pkwy about Falcon Ridge subdivision.
- My poor and unsafe ratings were based on living on 89th between Lackman & Widmer. The speeding and tailgating is horrendous. I know because I walk my dog three times a day on this stretch. There used to be several stop signs on this stretch and the City removed them. With the stop signs removed and 87th Street being a parking lot, drivers use 89th Street to cut between Lackman & Pflumm.
- My responses reflect that up to now I do not use bus/public transportation. However, as our population ages we will need more investment in these modes.
- My two kids are now driving, but we bicycled a lot when they were younger, three to five times a week.
- Need bus service on 87th Street further West. Better transportation for handicapped.
- Need definition of complete streets - sounds dangerously expensive.
- Need more single family homes instead of apartments. This has caused too much traffic.
- need more smart lights, need more police writing tickets to those running stop lights



- Need public transportation (bus, mini-bus, etc.) to City Center and to JCCC and to local businesses. Coordinate stop lights, especially across major thoroughfares. Stop breaking up major thoroughfares as was done along 87th Street slow (around City Center). We need major (45 mph) thoroughfares for north-south and east-west traffic.
- NEED SAFETY SIDEWALKS, NEW INTERSECTION AT 87TH AND RENEW IUS NOT A GREAT PLACE TO DRIVE OR WALK I WISH I DIDN'T HVE TO DRIVE ACROSS THE STREET TO THIS PARK BECAUSE I HAVE TO SINCE THERE IS NO SAFE PLACES
- NEW CITY CENTER IS GOING TO BE A HUGE CONGESTION PROBLEM WHEN ALL CONSTRUCTION IS CONNECTED.
- New transit is important! Also need to widen K7 and K10.
- No comments. appreciate the opportunity to participate. Thanks!
- no more roundabouts
- Not interested in biking trails. While useful to some, greater need is for some type of transit - serves more people.
- Overall, thoroughly enjoy traveling on Lenexa streets. Wish we salted less, seems like some weather events don't merit the expense and damage to roads and vehicles. 81st Place (West) and Woodland is a very dangerous intersection due to a hill that blocks the view of oncoming traffic and the increased traffic on Woodland due to housing development. There will be a major accident here if not addressed.
- OVERALL, TRANSPORTATION SYSTEM IS ADEQUATE.
- Paving trails with concrete is NOT AN IMPROVEMENT!
- PEOPLE CANNOT AFFORD CARS OR REPAIRS, BUT STILL NEED TO WORK. TEENAGERS NEED PUBLIC TRANSIT. KEEP BIKES OFF ROADS, MAKE BIKE AND WALKING PATHS. TOO MANY DISTRACTED DRIVERS FOR BIKES ON ROADS.
- People on bikes should be mindful of the rules.
- "Please
- Really need to clean the streets
- At least once a month please "
- PLEASE CLEAN UP CITY ENTRANCE ALONG PFLMM AND COLLEGE THE SIGN IS A DISGRACE AND THE TOWNHOMES LOOK BERY UNKEPT AND TRASHY
- Please connect Shawnee trail to Old Town Lenexa to Overland Park trails.
- Please consider same side on ramps for the 87th & 435 interchange. I live in the area and have seen several accidents and near misses due to the back up caused from making the left turn.
- Please consider the significant improvement to the efficiency of the transportation system and health of the community that bike lanes would provide.
- PLEASE INVEST IN BICYCLE FRIENDLY STREETS TO IMPROVE THE VALUE OF THE CITY
- PLEASE REPAIR/RESURFACE FALCON VALLEY DR GOING EAST FROM PRAIRIE STAR PKWY CONNECTING TO 101ST ST WEST TO WOODLAND
- Please, no more roundabouts. Other countries are getting rid of them. They cause accidents when lots of traffic. We lived overseas for 2 years and saw it first hand.
- Population is aging so need to consider what an aging population needs.
- PUBLIC TRANSPORTATION IS VERY LACKING IN LENEXA
- Put fireworks back on July 4th or summertime. We can't make it in the fall season.
- REPLACE ALL STREET LIGHTS OUT FROM CITY HALL EAST TO PERKINS THEN SOUTH ON QUIVIRA TO MALL WHEN TO REACH 40 OUT YOU WILL SEE MY POINT



WHY ARE LIGHTS FROM 69 TO K7 ON 87TH NOT SYNC'D 4 PM M-F IT TAKES 20 MIN TO GET THROUGH CITY

- ROAD MAINTENANCE FOR SNOW REMOVAL IS ATROCIOUS NO RESPONSE AND NO CONSIDERATION FOR HOME OWNERS PROPERTY
- Roadway maintenance and improvements should be the highest priority for funding, followed by sidewalks/trails.
- Safety on streets is very important - too much speeding, light running and careless driving.
- Seniors and low income people are increasing. Bus transportation is very important.
- SIDEWALKS ON BOTH SIDES OF ALL STREETS TO ALLOW SAFETY WALKING IN NEIGHBORHOODS
- So what is the definition of the term "Complete Streets"?
- Stop building new and bigger roads, invest in buses, bike infrastructure, for roads, lower speed limits, crash rates and roadway fatalities are too high, cars kill us
- SOUTH PFLUMM INTERSECTION AT 37TH ST THE LEFT TURN LANE LENGTH AND LIGHT TIMING NEEDS TO BE ADJUSTED THE WAIT TIME THROUGH THE LEFT LANE IS NOT UNCOMMON TO BE TWO LIGHT CYCLES, THE SAME CONCERN FOR SOUTHBOUND LEFT TURN QUIVIRIA TO 87TH STREET EAST
- STOP LIGHT IS NEEDED COMING IN/OUT OF BRISTOL RIDGE ONTO 83RD ST THIS WOULD HELP DECREASE THE HIGH SPEEDS AND PROVIDE ADDITIONAL SAFETY ESPECIALLY WITH NEW CONSTRUCTION
- Stoplights are desperately needed around City Center. I've lived here 8 years and have seen this area turn into a cluster-mess. Also, on 87th, when pulling out of Penrose, Winchester, etc. you can't see cars approaching as the roads were built poorly, where parked cars are sticking out too far to see around.
- Street bicycle lanes are too dangerous and too many times impede traffic, bikers too many times ride in traffic lanes and drivers either can't get around them or are afraid to go around them in fear of causing an accident. They should stay on the sidewalks
- Street capacity does not appear to be considered when other building projects are being done. The Town Center project is a good example. Large numbers of people are being brought thru that area, and the city decided to put a split in a straight road and drop a huge building right in the middle of it. Not a bright idea. Also, adding that's huge apartment complexes (hate those things) and no infrastructure is also a poor design/idea.
- STREET CAR, LOOP 87TH TO 95TH ON PFLYMM, 87TH TO LENEXA CITY CENTER
- Take care when spending our tax dollars!
- TAKE ROUNDABOUTS OUT
- TELL ME HOW I CAN HELP, VOLUNTEER OPPORTUNITIES OR OTHER MEANS, I SUPPORT MULTI MODAL TRANSPORTATION AND ALTERNATIVE TRANSPORTATION. SCOTT.RAY.PERKINS@GMAIL.COM
- Thank you for the survey
- Thanks for doing this. I'm a new homeowner (26m) in Lenexa and think the city does a great job with infrastructure.
- Thanks for making this a priority. I think you'll see that newer, younger residents will find this to be a very important issue in deciding where to make their home.
- Thanks for sending out the survey.
- THAT THE CITY INVESTED IN CITY CENTER, BIKES WITHIN CITY EXCEPT ON ROADS, AND FAILED TO PAINT BIKE LANES/SIGNAGE IS A SIGN OF 20TH CENTURY



THINKING, CITY CENTER BEGS FOR NON CAR TRANSPORTATION OPTIONS  
 DRIVE THROUGH OVERLAND ARK, OLATHE, LEAWOOD ETC TO SEE  
 PROGRESWSIVE PLANNING

- THE AMOUNT OF PEOPLE BIKING TO A DESTINATION NOT RECREATIONAL  
 WAOTH THE INVESTMENT? WILL THIS INCLUDE IMMINEENT DOMAINE TO EXPAND  
 ROADS INTO PEOPLE'S YARDS IN ORDER TO WIDEN ROADS. LENEXA ALREADY  
 HAS TOO MANY CYCLISTS CLOGGING UP NARROW ROADS, WON'T ADDING BIKE  
 LANES JUST INCREASES THAT? THOSE LANES ARE NOT INCLUDED FOR 20 BIKES  
 AND THAT'S HOW THEY WILL BE USED I WANT OUR CYCLISTS TO BE SAFE BUT  
 DRIVING AROUNDS CYCLISTS IS NOT FUN
- The bike trails and walking trails are huge assets to the city of Lenexa.
- the cost of bike lanes and other transportation vs the use of them is not an appropriate use of tax  
 dollars funds, it is more important to spend on expansion and upkeep of current road systems
- the more bicycles you put on the streets the more accidents, injuries and lawsuits you will have  
 abolish bicycles on streets, we have plenty of places to ride bicycles other than city streets
- the signage on the trails could use improvement, after the current one wears out, I suggest a  
 system that is easier for kids and persons in distress to remember a color, an animal, a letter, a  
 number for example the kid could know that the trail between my ho use and m y school is blue,  
 dog and the part in front of my house is blue, dog or something like that
- The streets are not wide enough to allow bikers to ride on the streets and not be seen at night  
 time. This is very serious going from 95th street towards Pflumm. There have been multiple  
 times I have failed to recognize a biker riding on the street before dawn without lights on! This  
 is endangerment to all who have to drive that direction!
- The vast majority of residents are using cars for transportation, it very clearly deserves the most  
 focus and investment - both from a traffic and safety perspective. Next important, in my opinion,  
 are the walking trails. We use these ourselves for exercise, to walk our dogs, and bike, and we see  
 many families using them as well. They are beautiful AND safe, and a big reason why I love the  
 area.
- THERE ARE NO TRAILS NEAR MY HOME, TRAILS DO NOT CONNECT TO OP TRAILS,  
 NO SIEWALKS ON MONROVIA FROM 95TH TO 96TH ST
- THERE IS A NICE CONCRETE TRAIL ALONG 95TH ST (LACKMAN AND SANTA FE  
 TRAIL) HOWEVER THE SIDEWALK TURNING INTO SANTA FE TRAIL FROM 95TH  
 ENDS BY LENEXA KARATE ACADEMY BAKERS PARK COMPLEX THE NEXT  
 SIDEWALK IS BY WIDMER, HOLY TRINITY SCHOOL IS OVER NEXT TWO BLOCKS  
 AND KIDS DON'T HAVE A SIDEWALK TO WALK ON IN BETWEEN I'VE SEEN THEM  
 WALKING BY THE GRASS AREA OR EVEN BY THE SIDE OF THE STREETS DURING  
 SNOW WHICH IT DANGERLOUS SINCE IT'S ONLY 1 LANE EACH WAY, I REALLY  
 THINK CITY SHOULD CONSIDER BUILDING SIDEWLAS SOON
- THESE IMPROVEMENTS SHOULD BE BUILD INTO NEW CONSTRUCTION NOT  
 NECESSARILY TEARING UYP AND RE DOING WHAT IS STILL FUNCTIONAL
- THINK THE CITY IS CURRENTLY DOING AN EXCELLENT JOB OF KEEPING UP OUR  
 STREETS AND TRANSPORTATIOAN SYSTEM
- THIS IGHIT BE NIT PICKING BUT COULD YOU PLEASE KEEP LACKMAN AT 435  
 MOWED DURING THE SUMMER, THE WEEDS ARE SO TALL IT'S ACTUALLY  
 DANGEROUS TRYING TO TURN RIGHT ON RED FROM 435, IT ALSO LOOKS SO BAD I



AM EMBARRASSED TOT AKE FAMILY AND FRIENDS FROMOUT OF TOWN THROUGH TERE, OVERALL LOVE LENEXA

- Too much emphasis on minority bike riders.
- TRAFFIC IN LENEXA AT CERTAIN TIES IS VERY CONGESTED AND NEEDS ADDITIONAL CAPACITY AND IMPROVED TRAFFIC FLOW
- Traffic light at Woodland and Prairie Star needs a flashing yellow left turn light. Traffic is too light not to have one. Longer ramps needed at K-10 and Woodland, also 95th and 435.
- traffic light needed at 83rd and lackman roundabouts on 83rd between lackman and pflumm
- traffic light on main runs aren't synched i.e., quivira rd, need to respond to actual traffic not to a fixed program/timing, bus pick up to downtown and midtown is not conducive to use, i.e., oak park mall pick up , parking, no walking trails in old town not even sidewalks on santa fe trail, not conducive to exercise/running/walking in old town
- Traffic patterns appear that once the City Center is complete, it will be very congested, even after construction is complete. I am over there five days per week now at the rec center.
- Traffic signal coordination in Lenexa is worse than any other Johnson County community.
- Traveling north on I-35, should be able to get off on 75th Street. Worst traffic design Ever!
- TREATMENT FOR SNOW REMOVAL IN LENEXA IS POOR COMPARED TO LENEXA AND SHAWNEE.
- TRY JOIN THE TRAILS MORE CONVEIENT TO NEIGHBORHOODS, PLEASE DON'T JUNK UP THE STREETS WITH BIKE LANES, PEOPLE SELDOM USE THEM, MILLIONS WASTED IN KCMO, JUST GO OBSERVE, THEY ARE SELDOM IF EVER USED A WASTE OF VALUABLE STREET SPACE
- Us drivers don't pay attention to anything; adding bike lanes will still be dangerous to bicycles; us drivers will not even stop for walkers in a crosswalk.
- use the trail system to walk and drive daily to Lawrence for work, the additional housing at 435 and Maurer and 83rd & Quiviria has had a huge impact with traffic congestion, there needs to be additional turn lanes and traffic flow improvement on Quiviria and improvements including turn lanes at 87ths & 435 both on and off highway and especially on 87th st
- We are older so car and walking is primary for us. To draw younger generation I think public transportation and bike/walk is more important for future growth.
- we are re tired and not able to bike, would use on street bike lanes if we were young
- WE ARE WEST OF THE NEW CITY CENTER BUT HAVE NO WALKING ACCESS ON MANY SIDEWALKS IN GENERAL TO WALK, THE TRAILS ARE IT FOR US, CONNECTING YP THE SIDEWALKS WEST DOWN 87TH (83RD ST) WOULD BE A HUGE POSITIVE FOR ALL OF US
- We don't ride bikes due to our health issues. We see a lot of people on bikes, but the road is very narrow and dangerous.
- We have lots of sidewalks and trails, but they are in need of repair. Bus system is almost nonexistent. What we have, does not have good frequent times for commuting downtown.
- We like Lenexa and appreciate this, however, our area of the city seems difficult at times. I want to promote an active lifestyle for my family and mindful of waste, etc. I want my kids to bike to friend's homes, library, pool, etc. and give them that freedom, but our area lacks sidewalks and safe bike routes. 92nd & Mullen is a major area of concern as well as Santa Fe. I'm excited about the new library, but is hurts, makes me sad that everything is moving west. But, I have the concept of the Public Market so I see the good, but I guess it would be nice to see nice things in the older areas of Lenexa.



- We live on the outskirts of Lenexa. If we lived in town I would put more value on foot and bicycle traffic.
- We need a presence on Falcon Ridge Drive frequently to reduce the number of people speeding. People living in Woodland Reserve and Whispering Hills speed through Falcon Ridge all the time. Just look at the condition of the traffic circles.
- We need a transit system in KS and MO to reduce the use of automobiles in order to reduce single driver cars. There is a lot of road damage and gas used by single drivers! Thanks.
- We need bus service. We have none in Prairie Star Parkway. Can't get ANYWHERE without a car. Can't use a bicycle to get to grocery store or church - all highway and no bus service.
- We need cameras to stop roll throughs - not stopping at all.
- We really need to improve our public transportation. It is not used because we don't have a good, complete, comprehensive system.
- We would love to see a sidewalk and bike lanes connecting 79th St. and 87th St. on Renner Rd. on the park side (if possible - West). We would use our bikes and walk more if that and other sidewalk and bike lane improvements are made.
- WE WOULD REALLY LIKE TO HAVE TE SIDEWALKS SYSTEM EXPANDED WEST OF 3 & 2, THE 87TH ST SHAWNEE MISSION PARK ENTRANCE
- WEIGHT LIMIT FOR TRUCKS ON CITY STREETS LACKMAN NO TRUCKS RULE ENFORCED. TRUCK DRIVERS IGNORE THE RULES.
- WHAT BOTHERS ME THE MOST IS THE GARBAGE ON OUR STREETS AN K-10-435 IT IS DISGRACEFUL COMPARED TO OTHER STATES, CO, WY, MONT, NEBR OUR STREETS ARE FILTHY, TRASH BAGS ON THE ROADS FOR MONTHS. WHY?
- when building new streets do complete streets but don't nip up old ones to do this
- Where they split lanes on 87th street and narrowed, unsafe! Parking and opening doors on major street to I-435 is gonna cause accidents! Why slow traffic to freeway?
- While making the transportation system work for cars is important for 2019, planning to incorporate multiple modes of transportation is important for the future. Currently, I rarely ride a bike because on road riding is dangerous. To use a bike, I have to load it in my car and drive to a trail. If sidewalks and streets felt more accommodating to walking and biking, I would be much more likely to walk or bike to run small errands or as a primary mode of transportation (rather than driving). Younger people have less of a desire to drive - to have young people want to live (or move back) to Lenexa, the city needs to anticipate their future needs and desires.
- WHILE WE PROBABLY WON'T USE BICYCLES LANES OURSELVES WE RECOGNIZE THE IMPORTANCE AND NEED IF THEY REALLY PROVIDED IMPROVED RIDER SAFETY
- While, I, myself, wouldn't use cycling as a primary mode to commute, the health benefits of having the ability for our community to use either cycling or walking more often far outweighs my personal usage. I would be willing to invest in a community and improved walkways/trails even if I don't personally utilize them.
- Wish we had bicycle signs on roads.
- WORK ON INTERSECTION AT 87TH AND MAURER ON MAURER SIDE, REDICULOUS SPLIT THAT INTERSECTION TO 3 SEPARATE LANES (LEFT, STRIGHT, TIGHT) WHHERE THE MAJORITY OF TRAFFIC FLOW ONTO 87TH FROM MAURER, LOOK INTO ADDING EXIT LANE FROM SHOPPING CENTER ONTO 897TH AND MINIMIZE THE TRAFFIC AT LIGHT BETWEEN TACO BELL/MCDONALDS AND HAVE THAT LANE BE EXIT LAND TO 435 N



- would like if our city would partner with other cities in the metro to develop better mass transit
- WOULD LIKE LENEXA/KC RIDE TO SET UP A BUS PICK UP STATION AT CITY CENTER FOR 595 TO DOWNTOWN NOT AS FAR AWAY AS OAK PARK MALL
- WOULD LIKE TO SEE IMPROVING ON STREETS, MORE SIDEWALK CONNECTIVITY
- Would like to see students in middle school and high school take a self defense class that teaches students how to defend themselves without using a gun. Another class on how to defend themselves emotionally against bullies. Telling them to talk to an adult is not enough.
- Would love to have sidewalks connecting Woodland Rd to 83rd to Lenexa City Ctr. Also biking lanes on 83rd.



**Q12. Including yourself, how many people in your household are...**

	<u>Mean</u>	<u>Sum</u>
Under age 5	0.2	114
Ages 5-9	0.2	125
Ages 10-14	0.2	114
Ages 15-19	0.2	131
Ages 20-24	0.1	87
Ages 25-34	0.2	184
Ages 35-44	0.3	260
Ages 45-54	0.4	266
Ages 55-64	0.4	305
Ages 65-74	0.3	245
Ages 75+	0.1	89



**Q13. Approximately how many years have you lived in Lenexa?**

<u>Q13. How many years have you lived in Lenexa</u>	<u>Number</u>	<u>Percent</u>
0-5	200	26.0 %
6-10	127	16.5 %
11-15	103	13.4 %
16-20	85	11.1 %
21-30	142	18.5 %
31+	92	12.0 %
Not provided	19	2.5 %
Total	768	100.0 %

**WITHOUT "NOT PROVIDED"****Q13. Approximately how many years have you lived in Lenexa? (without "not provided")**

<u>Q13. How many years have you lived in Lenexa</u>	<u>Number</u>	<u>Percent</u>
0-5	200	26.7 %
6-10	127	17.0 %
11-15	103	13.8 %
16-20	85	11.3 %
21-30	142	19.0 %
31+	92	12.3 %
Total	749	100.0 %



**Q14. How many operational vehicles are available to you and members of your household?**

Q14. How many operational vehicles are available to you & members of your household	Number	Percent
0	4	0.5 %
1	112	14.6 %
2	399	52.0 %
3	141	18.4 %
4	61	7.9 %
5+	31	4.0 %
Not provided	20	2.6 %
Total	768	100.0 %

**WITHOUT "NOT PROVIDED"****Q14. How many operational vehicles are available to you and members of your household? (without "not provided")**

Q14. How many operational vehicles are available to you & members of your household	Number	Percent
0	4	0.5 %
1	112	15.0 %
2	399	53.3 %
3	141	18.9 %
4	61	8.2 %
5+	31	4.1 %
Total	748	100.0 %



**Q15. How many working bicycles are available to you and members of your household?**

Q15. How many working bicycles are available to you & members of your household	Number	Percent
0	266	34.6 %
1	123	16.0 %
2	174	22.7 %
3	66	8.6 %
4	59	7.7 %
5	32	4.2 %
6	16	2.1 %
7+	11	1.4 %
Not provided	21	2.7 %
Total	768	100.0 %

**WITHOUT "NOT PROVIDED"****Q15. How many working bicycles are available to you and members of your household? (without "not provided")**

Q15. How many working bicycles are available to you & members of your household	Number	Percent
0	266	35.6 %
1	123	16.5 %
2	174	23.3 %
3	66	8.8 %
4	59	7.9 %
5	32	4.3 %
6	16	2.1 %
7+	11	1.5 %
Total	747	100.0 %



**Q16. What is your age?**

<u>Q16. Your age</u>	<u>Number</u>	<u>Percent</u>
18-34	116	15.1 %
35-44	152	19.8 %
45-54	161	21.0 %
55-64	161	21.0 %
65+	158	20.6 %
Not provided	20	2.6 %
Total	768	100.0 %

**WITHOUT "NOT PROVIDED"****Q16. What is your age? (without "not provided")**

<u>Q16. Your age</u>	<u>Number</u>	<u>Percent</u>
18-34	116	15.5 %
35-44	152	20.3 %
45-54	161	21.5 %
55-64	161	21.5 %
65+	158	21.1 %
Total	748	100.0 %



**Q17. Would you say your total annual household income is...**

<u>Q17. What is your total annual household income</u>	<u>Number</u>	<u>Percent</u>
Under \$30K	28	3.6 %
\$30K to \$49,999	55	7.2 %
\$50K to \$69,999	66	8.6 %
\$70K to \$89,999	95	12.4 %
\$90K to \$119,999	132	17.2 %
\$120K to \$174,999	139	18.1 %
\$175K+	142	18.5 %
Not provided	111	14.5 %
Total	768	100.0 %

**WITHOUT "NOT PROVIDED"****Q17. Would you say your total annual household income is... (without "not provided")**

<u>Q17. What is your total annual household income</u>	<u>Number</u>	<u>Percent</u>
Under \$30K	28	4.3 %
\$30K to \$49,999	55	8.4 %
\$50K to \$69,999	66	10.0 %
\$70K to \$89,999	95	14.5 %
\$90K to \$119,999	132	20.1 %
\$120K to \$174,999	139	21.2 %
\$175K+	142	21.6 %
Total	657	100.0 %



**Q18. Your gender:**

<u>Q18. Your gender</u>	<u>Number</u>	<u>Percent</u>
Male	377	49.1 %
Female	385	50.1 %
Not provided	6	0.8 %
Total	768	100.0 %

**WITHOUT "NOT PROVIDED"****Q18. Your gender: (without "not provided")**

<u>Q18. Your gender</u>	<u>Number</u>	<u>Percent</u>
Male	377	49.5 %
Female	385	50.5 %
Total	762	100.0 %



## **Section 3**

# ***Survey Instrument***

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Dear Lenexa Resident,

The City of Lenexa is looking at ways to improve the transportation system and would like your input on how to best formulate the future transportation system in Lenexa. Like all communities, there are limited resources to invest in our transportation system and we would like to develop the best system that meets the most needs of the people that we serve.

Please take a few minutes to complete and return this survey in the next few days. A postage-paid return envelope, addressed to ETC Institute, has been provided for your convenience. We have selected ETC Institute as our partner for this project because of its outstanding record of performance in working with communities nationwide. ETC will compile the results and present a report to the city in the weeks ahead. The report will be a valuable resource as we work to provide you with the most responsive government possible.

If you have any questions about this survey please contact me at (913) 477-7662 or [sschooley@lenexa.com](mailto:sschooley@lenexa.com). Thank you for your participation in this important process.

Sincerely,

CITY OF LENEXA

A handwritten signature in black ink, appearing to read "Steve Schooley". The signature is fluid and cursive.

Steve Schooley  
Transportation Manager



# 2018 City of Lenexa Complete Streets



The City of Lenexa is looking at ways to improve the transportation system and would like your input on how to best formulate the future transportation system in Lenexa. Like all communities, there are limited resources to invest in our transportation system and we would like to develop the best system that meets the most needs of the people that we serve. Please take a few minutes to complete this survey and return it in the post-paid, return envelope.

**1. Perceptions of the Overall Transportation System. For each of the following, please indicate what your perception of the current quality of these various transportation systems is in Lenexa.**

Transportation Systems	Excellent	Good	Neutral	Poor	Don't Know
1. Travel by automobile on freeways	4	3	2	1	9
2. Travel by automobile on city streets	4	3	2	1	9
3. Travel by foot-walking on trails	4	3	2	1	9
4. Travel by foot-walking along streets (on sidewalks)	4	3	2	1	9
5. Travel by bicycle on trails	4	3	2	1	9
6. Travel by bicycle on streets	4	3	2	1	9
7. Travel by bus	4	3	2	1	9

**2. Feeling of Safety. For each of the following, please rate your perception of safety.**

How safe do you feel when you...	Very Safe	Safe	Neutral	Unsafe	Very Unsafe	Don't Know
1. Travel by automobile on freeways	5	4	3	2	1	9
2. Travel by automobile on city streets	5	4	3	2	1	9
3. Travel by foot-walking on trails	5	4	3	2	1	9
4. Travel by foot-walking along streets (on sidewalks)	5	4	3	2	1	9
5. Travel by bicycle on trails	5	4	3	2	1	9
6. Travel by bicycle on streets	5	4	3	2	1	9
7. Travel by bus	5	4	3	2	1	9

**3. For any transportation system you indicated feeling "Unsafe" or "Very Unsafe" using, please describe why.**

**4. Importance of the Transportation System. For each of the following, please indicate how important you believe each of the various transportation systems are in Lenexa.**

How important is...	Very Important	Important	Neutral	Not Important	Not at all Important	Don't Know
1. Travel by automobile on freeways	5	4	3	2	1	9
2. Travel by automobile on city streets	5	4	3	2	1	9
3. Travel by foot-walking on trails	5	4	3	2	1	9
4. Travel by foot-walking along streets (on sidewalks)	5	4	3	2	1	9
5. Travel by bicycle on trails	5	4	3	2	1	9
6. Travel by bicycle on streets	5	4	3	2	1	9
7. Travel by bus	5	4	3	2	1	9
8. Freight truck traffic	5	4	3	2	1	9



**5. Importance of Investments.** Please indicate how supportive you are of the City of Lenexa investing in each of the following items.

How supportive are you of Lenexa investing in...	Very Supportive	Supportive	Neutral	Not Supportive	Not at All Supportive	Don't Know
1. New roadway capacity	5	4	3	2	1	9
2. Technology to improve traffic flow	5	4	3	2	1	9
3. Trail system improvements for walking and biking	5	4	3	2	1	9
4. Bus or other transit service	5	4	3	2	1	9
5. Sidewalk connectivity and improvement	5	4	3	2	1	9
6. On-street bicycle lanes	5	4	3	2	1	9
7. Bicycle route signage	5	4	3	2	1	9

**6. Which TWO of the investments above would you be MOST WILLING to spend your tax dollars to fund? [Write in your answers below using the numbers from the list in Question 5.]**

1st: \_\_\_\_ 2nd: \_\_\_\_

**7. Frequency of Use.** For each of the following, please indicate how often you use each of the various transportation systems.

How often do you use...	Several Times a Day	About Once a Day	About Once a Week	Seldom	Never
1. Travel by Automobile	5	4	3	2	1
2. Travel by foot-walking on trails	5	4	3	2	1
3. Travel by foot-walking along streets (on sidewalks)	5	4	3	2	1
4. Travel by Bicycle on trails	5	4	3	2	1
5. Travel by Bicycle on streets	5	4	3	2	1
6. Travel by bus	5	4	3	2	1

**8. If the City of Lenexa invested in on-road bike lanes throughout the City how often would you use them?**

\_\_\_\_(1) Several times a day      \_\_\_\_ (3) About once a week      \_\_\_\_ (5) Never  
 \_\_\_\_ (2) About once a day      \_\_\_\_ (4) Seldom

**9. How important is it that the City allocate funds to invest in complete streets and take into consideration other modes of transportation such as walking, bicycling, and public transportation?**

\_\_\_\_ (1) Very important      \_\_\_\_ (3) Neutral      \_\_\_\_ (5) Not at all important  
 \_\_\_\_ (2) Important      \_\_\_\_ (4) Not important

**10. Before this survey have you heard the term "Complete Streets"?**      \_\_\_\_ (1) Yes      \_\_\_\_ (2) No

**11. If you have any additional comments or suggestions, please list them below.**

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<b>Demographics</b>
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**12. Including yourself, how many people in your household are...**

Under age 5: \_\_\_\_      Ages 15-19: \_\_\_\_      Ages 35-44: \_\_\_\_      Ages 65-74: \_\_\_\_  
 Ages 5-9: \_\_\_\_      Ages 20-24: \_\_\_\_      Ages 45-54: \_\_\_\_      Ages 75+: \_\_\_\_  
 Ages 10-14: \_\_\_\_      Ages 25-34: \_\_\_\_      Ages 55-64: \_\_\_\_

**13. Approximately how many years have you lived in Lenexa? \_\_\_\_ years****14. How many operational vehicles are available to you and members of your household?**

\_\_\_\_ vehicles

**15. How many working bicycles are available to you and members of your household?**

\_\_\_\_ bicycles

**16. What is your age? \_\_\_\_ years****17. Would you say your total annual household income is...**

\_\_\_\_(1) Under \$30,000      \_\_\_\_ (4) \$70,000 to \$89,999      \_\_\_\_ (7) \$175,000 or more  
 \_\_\_\_ (2) \$30,000 to \$49,999      \_\_\_\_ (5) \$90,000 to \$119,999  
 \_\_\_\_ (3) \$50,000 to \$69,999      \_\_\_\_ (6) \$120,000 to \$174,999

**18. Your gender: \_\_\_\_ (1) Male      \_\_\_\_ (2) Female**

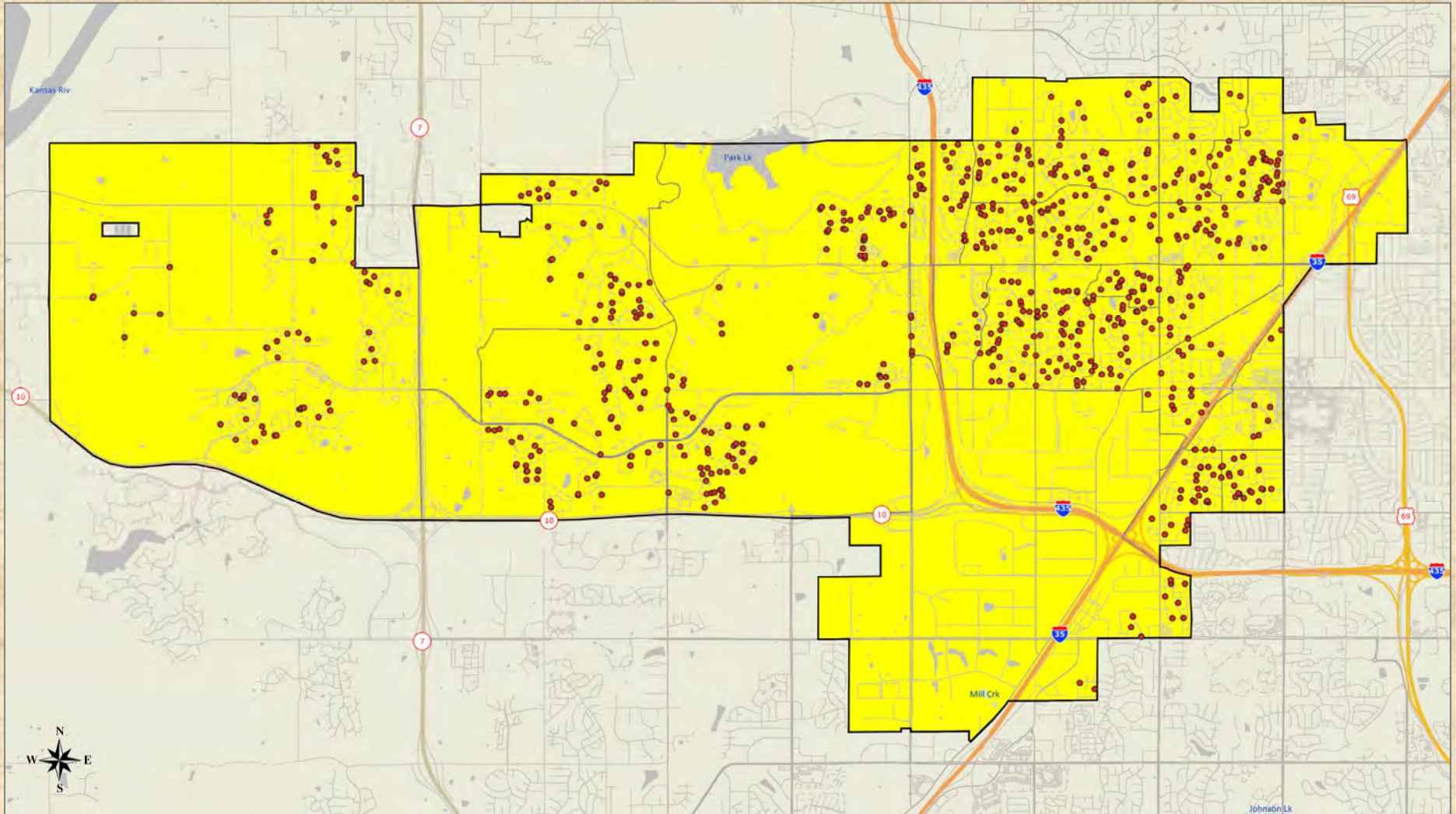
**This concludes the survey. Thank you for your time!**

Please return your completed survey in the enclosed postage-paid envelope addressed to:  
 ETC Institute, 725 W. Frontier Circle, Olathe, KS 66061

Your responses will remain completely confidential. The address information to the right will ONLY be used to help identify areas with special interests. Thank you.



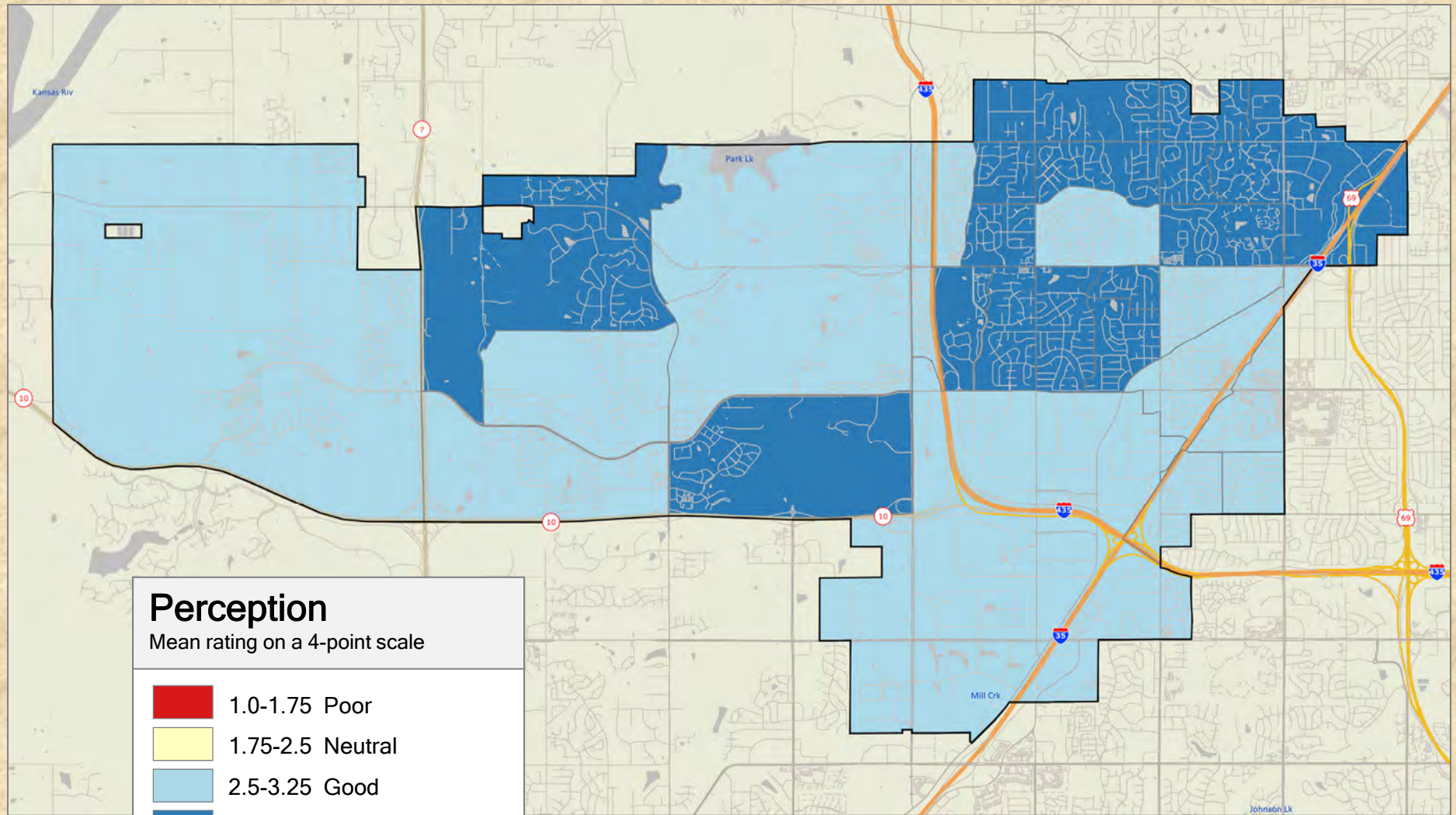
# Location of Survey Respondents



## 2018 City of Lenexa Complete Streets



# Q1-01 Ratings of Lenexa Travel: By automobile on freeways



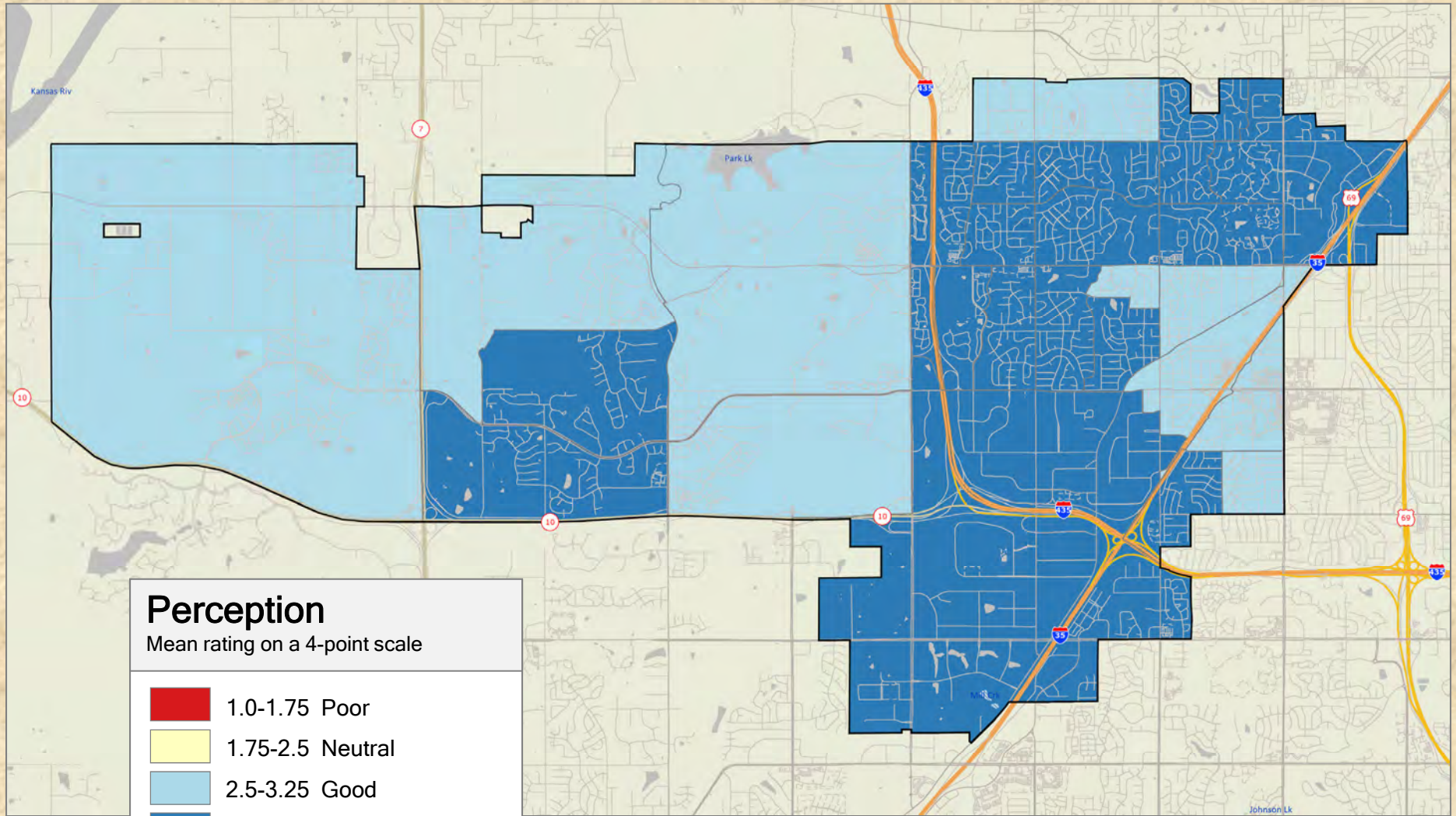
## 2018 City of Lenexa Complete Streets

Shading reflects the mean rating for all respondents by CBG (merged as needed)





# Q1-02 Ratings of Lenexa Travel: By automobile on city streets



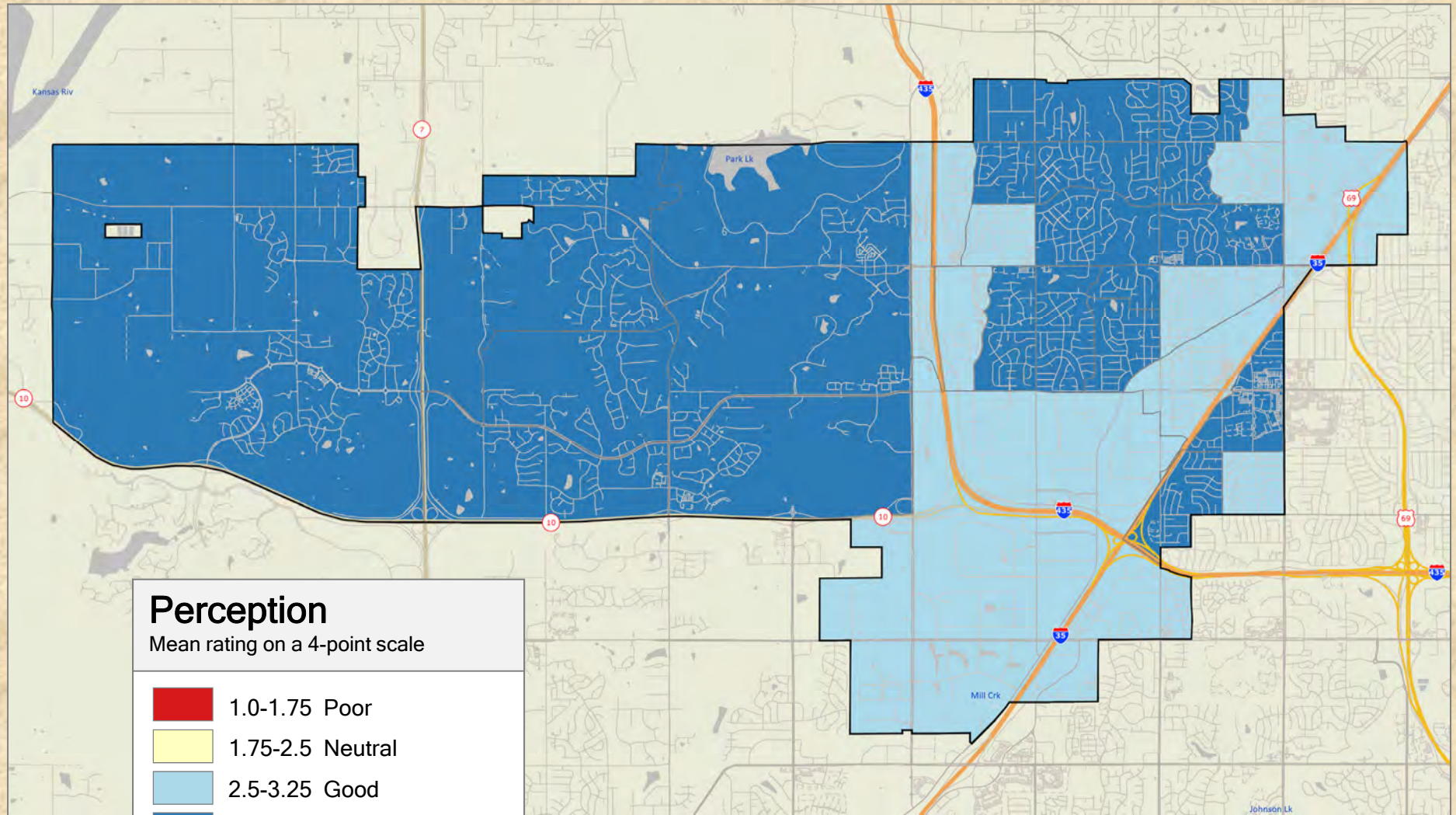
**Perception**  
Mean rating on a 4-point scale

- 1.0-1.75 Poor
- 1.75-2.5 Neutral
- 2.5-3.25 Good
- 3.25-4.0 Excellent
- No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q1-03 Ratings of Lenexa Travel: By foot-walking on trails



**Perception**  
Mean rating on a 4-point scale

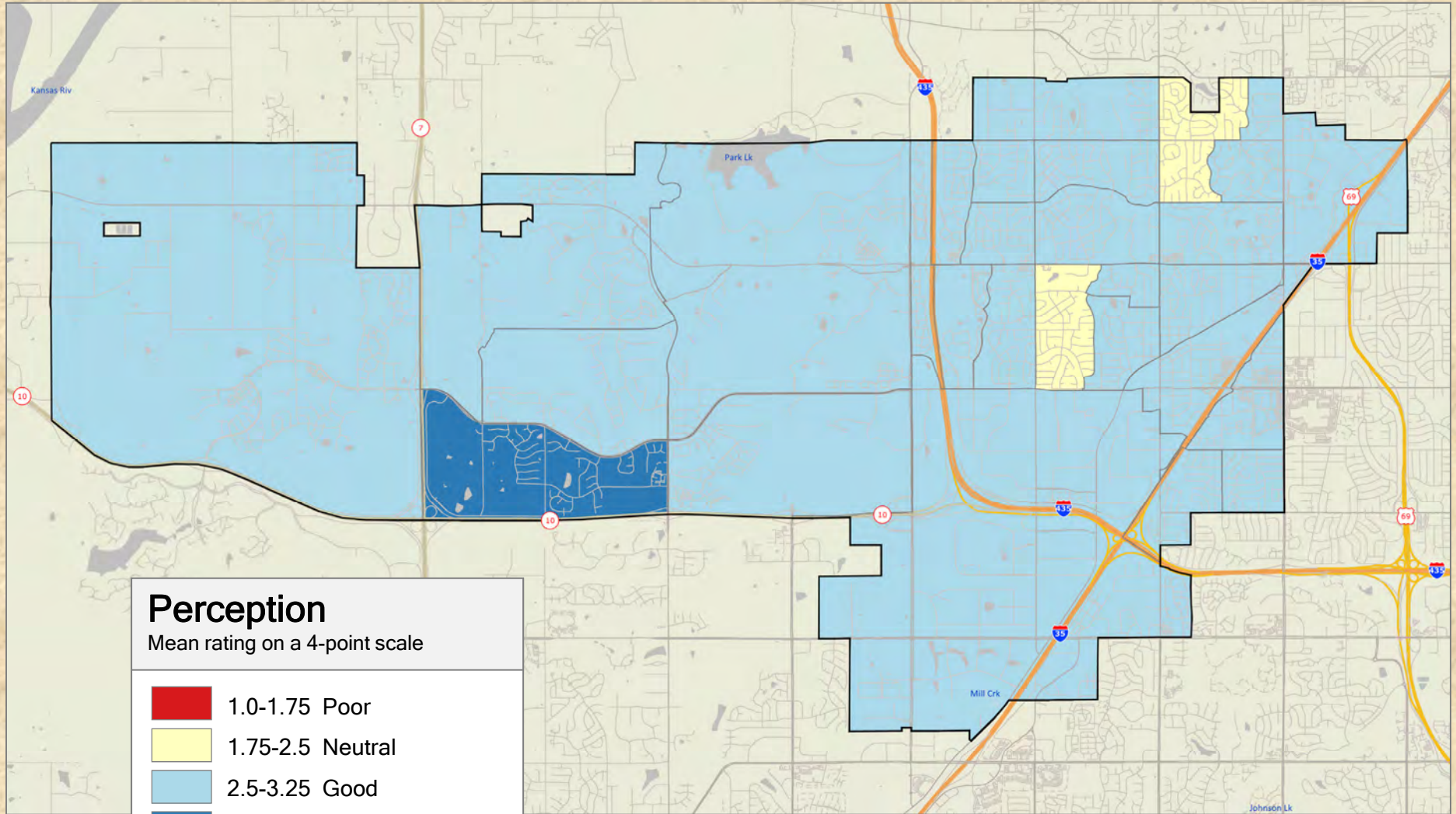
Red	1.0-1.75	Poor
Yellow	1.75-2.5	Neutral
Light Blue	2.5-3.25	Good
Dark Blue	3.25-4.0	Excellent
White with black grid	-	No Response

ETC INSTITUTE

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q1-04 Ratings of Lenexa Travel: By foot-walking along streets (on sidewalks)



**Perception**  
Mean rating on a 4-point scale

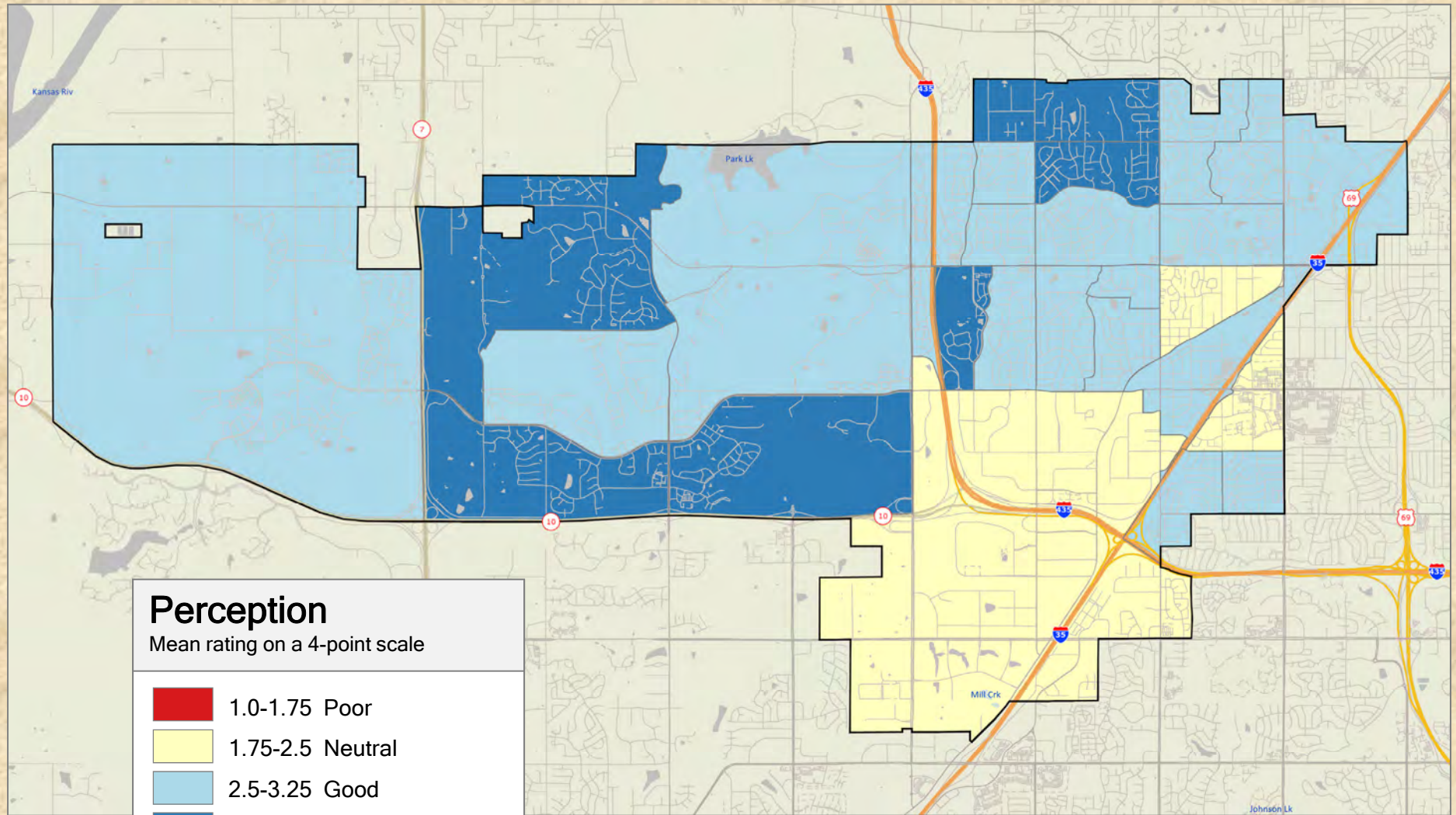
- 1.0-1.75 Poor
- 1.75-2.5 Neutral
- 2.5-3.25 Good
- 3.25-4.0 Excellent
- No Response

ETC INSTITUTE

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q1-05 Ratings of Lenexa Travel: By bicycle on trails



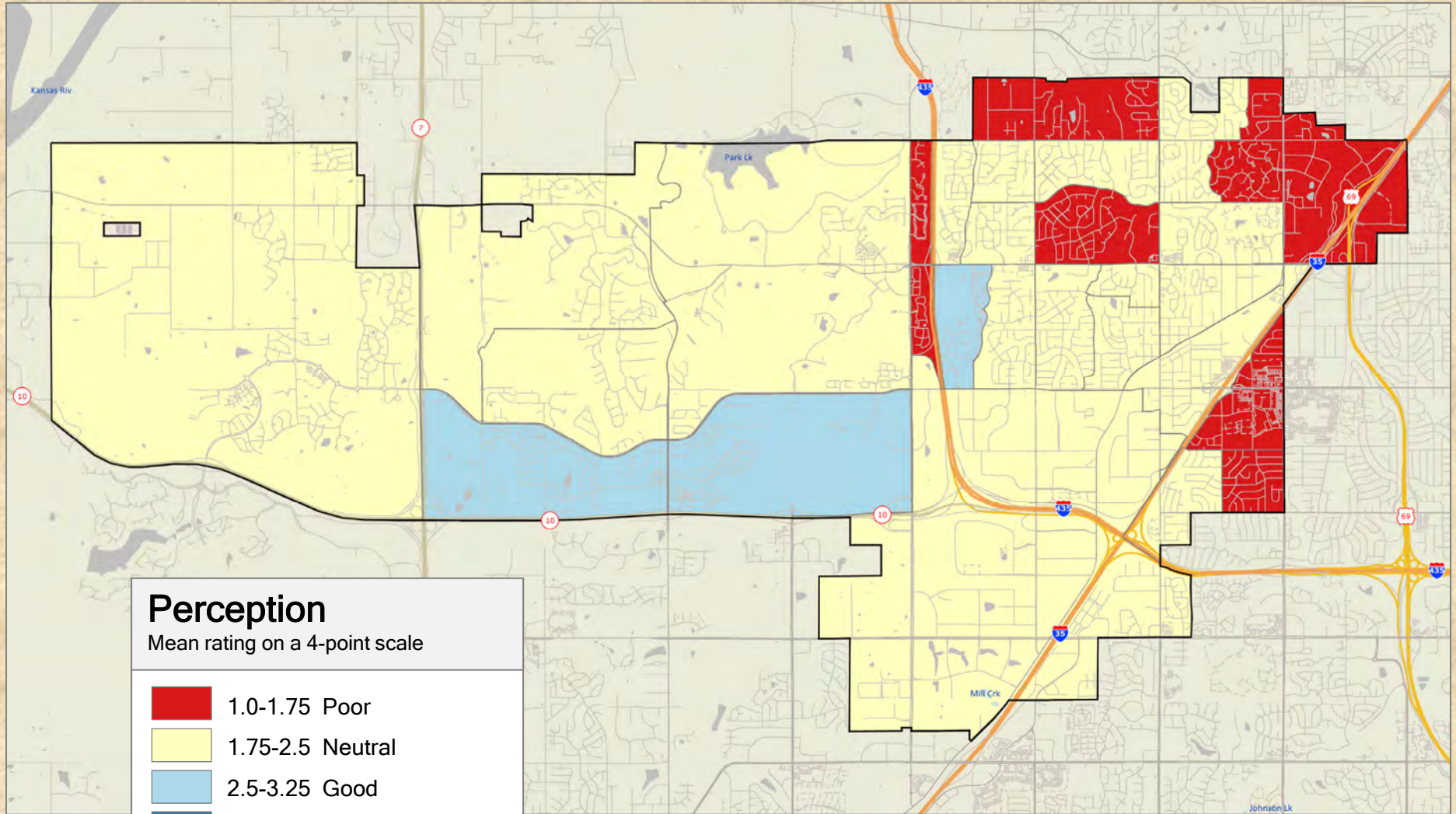
**Perception**  
Mean rating on a 4-point scale

	1.0-1.75 Poor
	1.75-2.5 Neutral
	2.5-3.25 Good
	3.25-4.0 Excellent
	No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)





# Q1-06 Ratings of Lenexa Travel: By bicycle on streets



**Perception**  
Mean rating on a 4-point scale

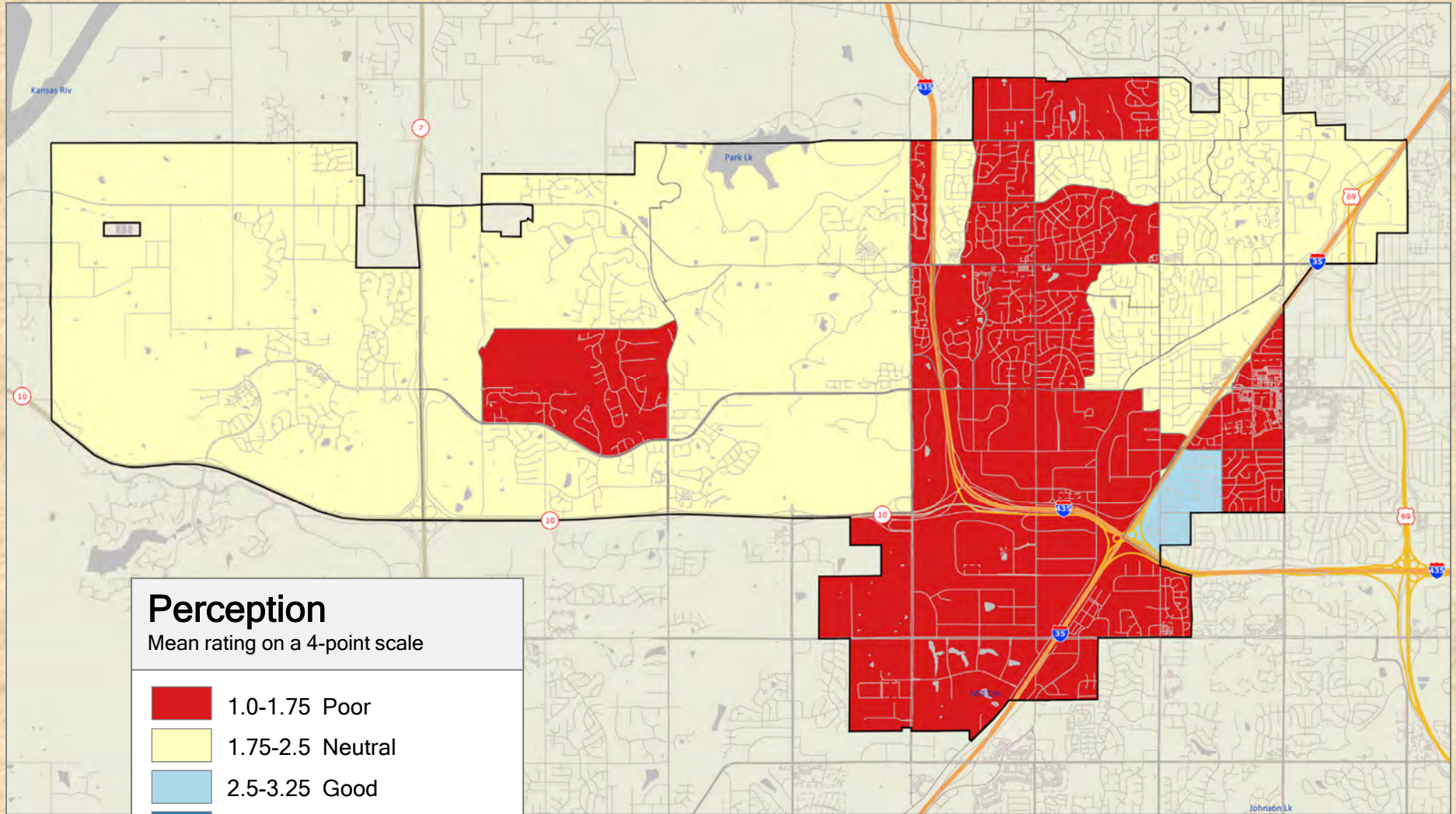
- 1.0-1.75 Poor
- 1.75-2.5 Neutral
- 2.5-3.25 Good
- 3.25-4.0 Excellent
- No Response

 **ETC INSTITUTE** 






**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)





# Q1-07 Ratings of Lenexa Travel: By bus



**Perception**  
Mean rating on a 4-point scale

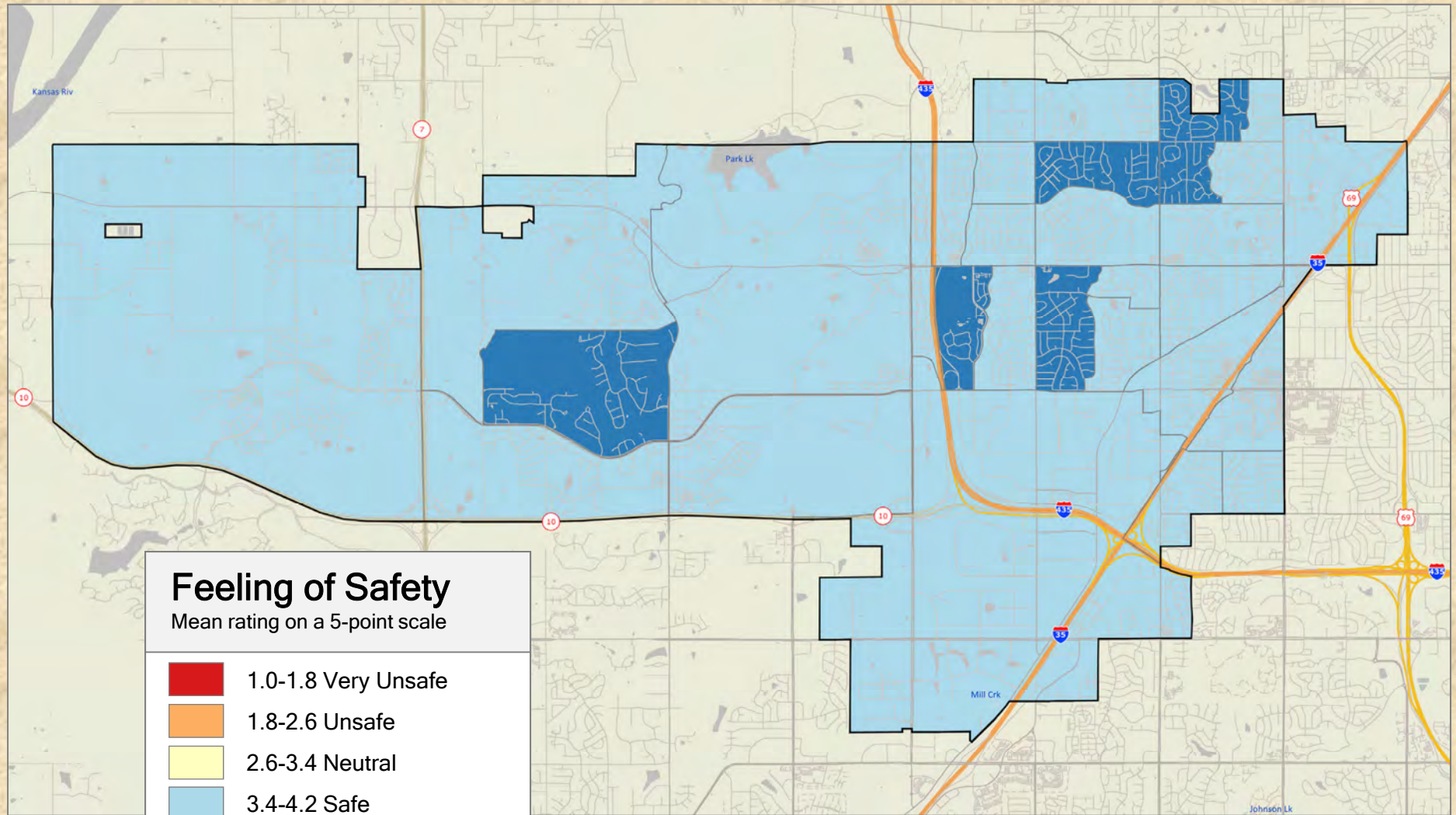
	1.0-1.75 Poor
	1.75-2.5 Neutral
	2.5-3.25 Good
	3.25-4.0 Excellent
	No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q2-01 Level of Safety: Traveling by automobile on freeways



**Feeling of Safety**  
Mean rating on a 5-point scale

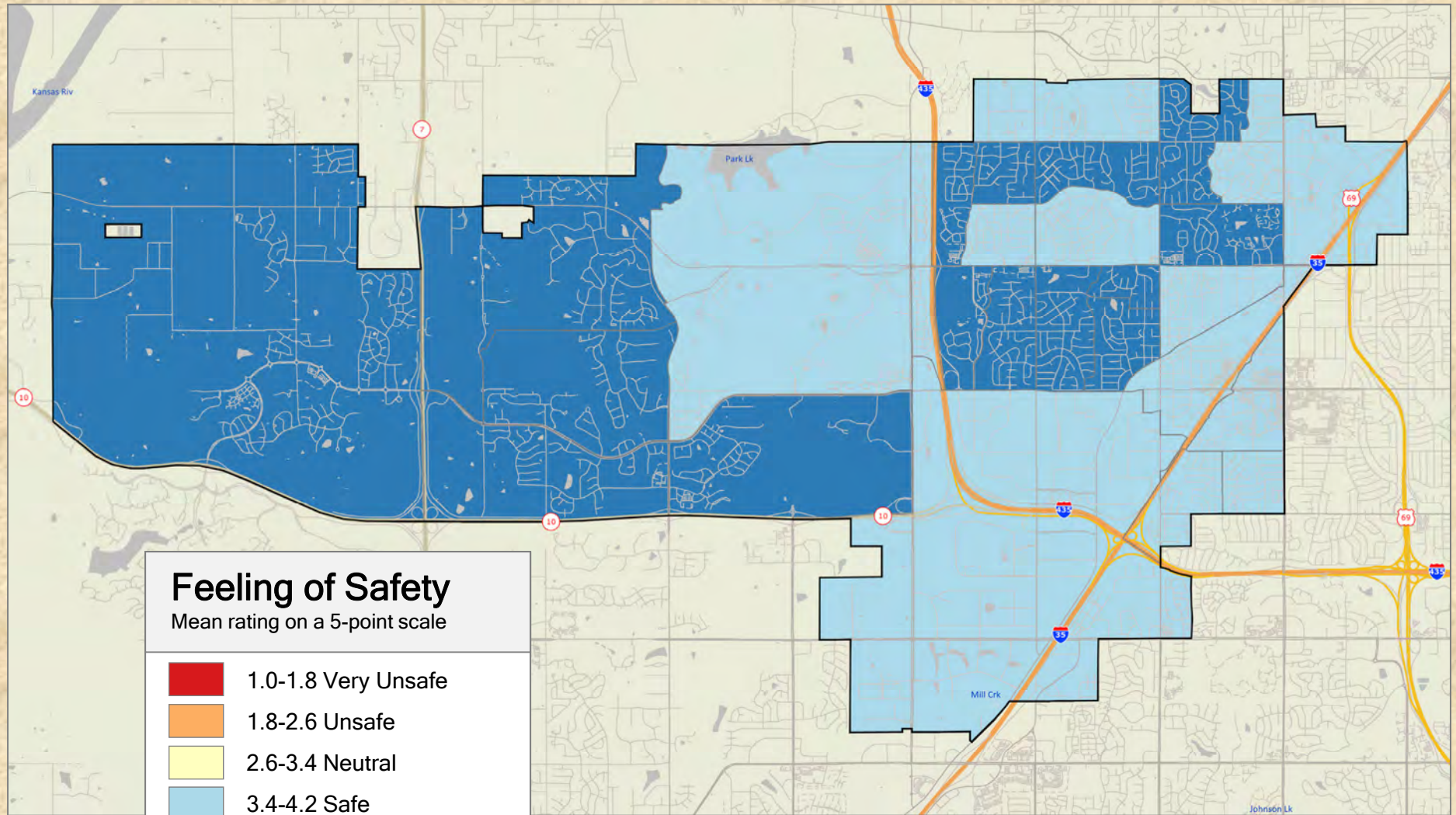
- 1.0-1.8 Very Unsafe
- 1.8-2.6 Unsafe
- 2.6-3.4 Neutral
- 3.4-4.2 Safe
- 4.2-5.0 Very Safe
- No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q2-02 Level of Safety: Traveling by automobile on city streets



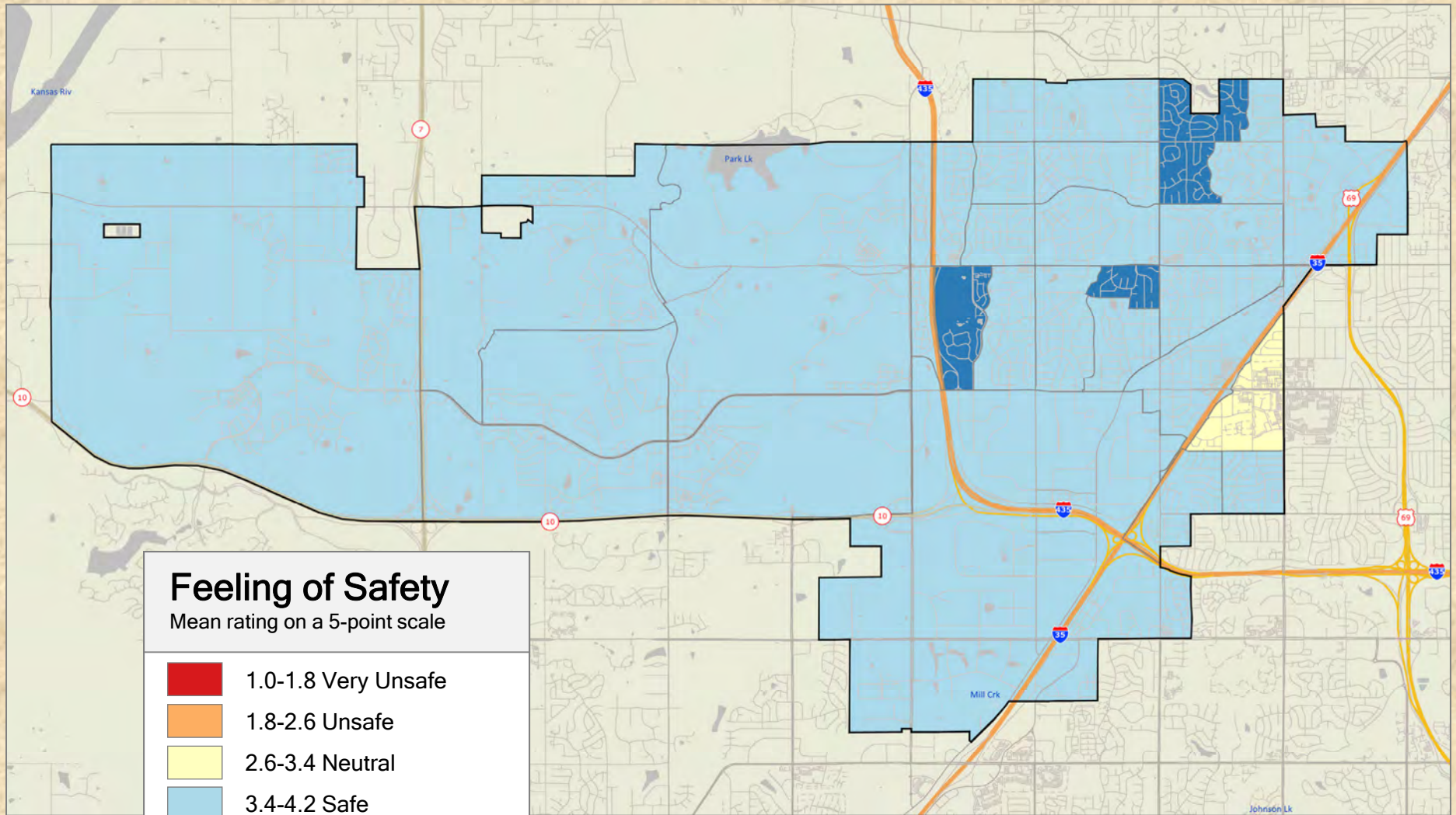
**Feeling of Safety**  
Mean rating on a 5-point scale

	1.0-1.8 Very Unsafe
	1.8-2.6 Unsafe
	2.6-3.4 Neutral
	3.4-4.2 Safe
	4.2-5.0 Very Safe
	No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q2-03 Level of Safety: Traveling by foot-walking on trails



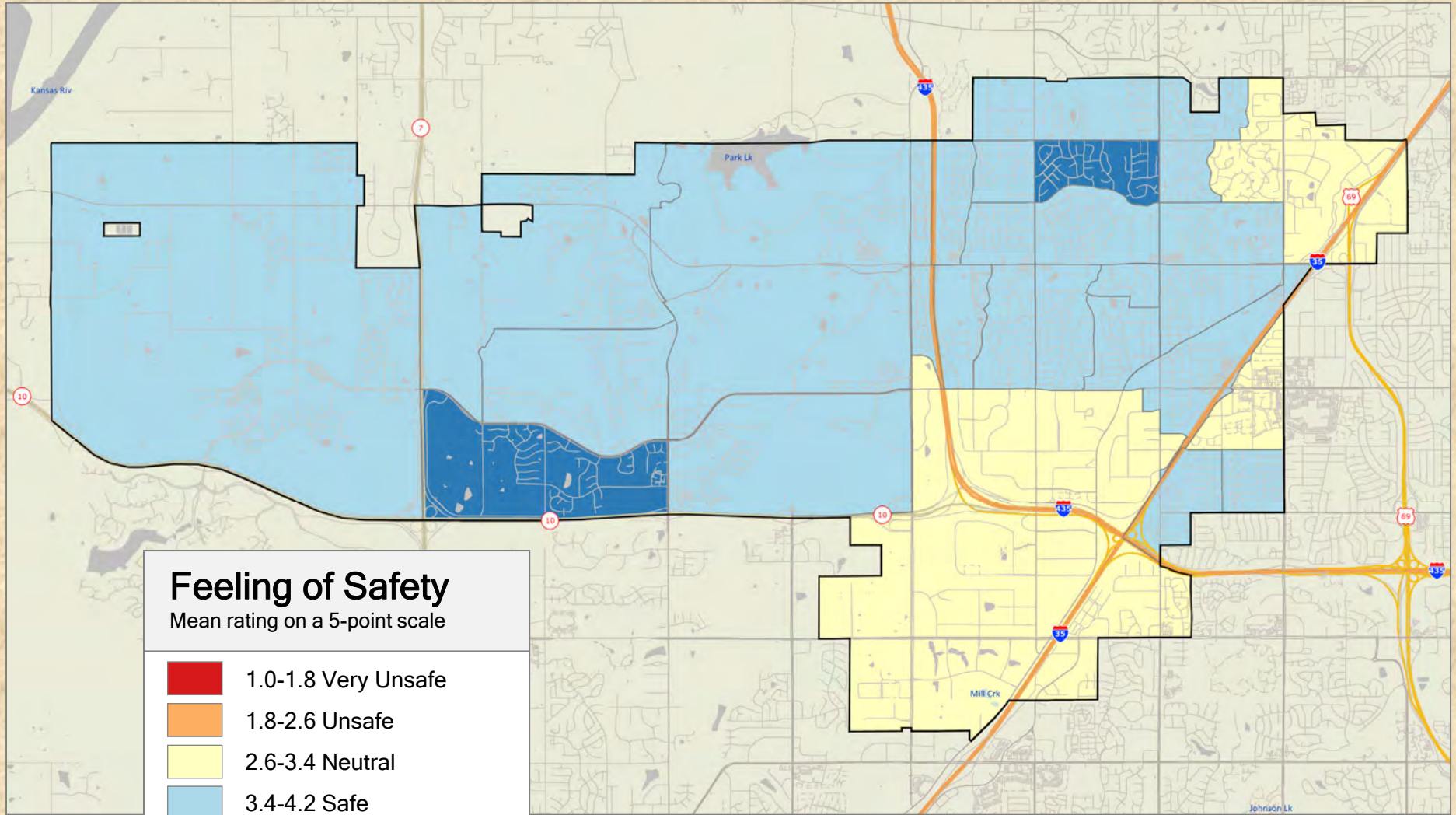
**Feeling of Safety**  
Mean rating on a 5-point scale

	1.0-1.8 Very Unsafe
	1.8-2.6 Unsafe
	2.6-3.4 Neutral
	3.4-4.2 Safe
	4.2-5.0 Very Safe
	No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q2-04 Level of Safety: Traveling by foot-walking along streets (on sidewalks)



**Feeling of Safety**  
Mean rating on a 5-point scale

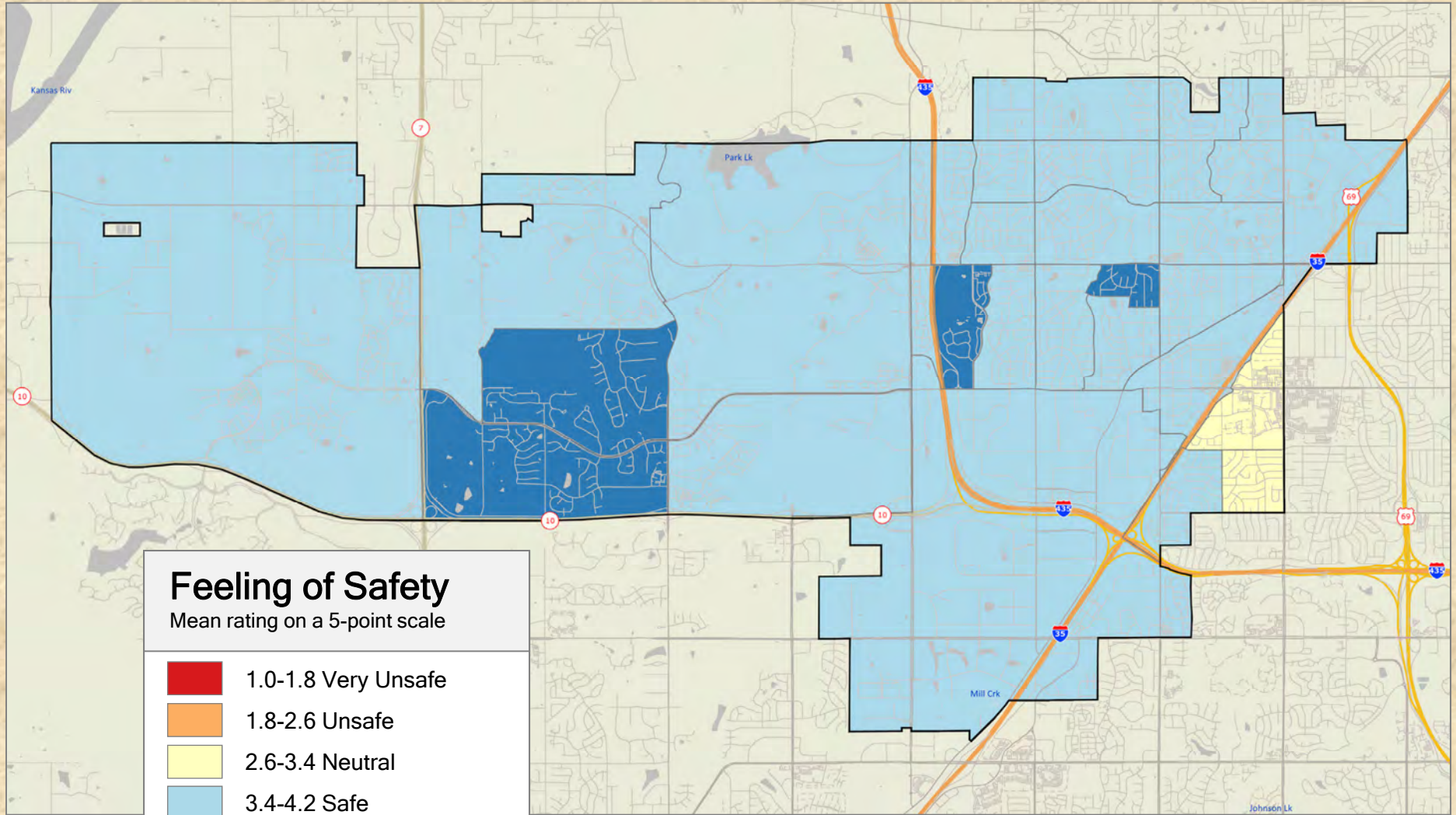
- 1.0-1.8 Very Unsafe
- 1.8-2.6 Unsafe
- 2.6-3.4 Neutral
- 3.4-4.2 Safe
- 4.2-5.0 Very Safe
- No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q2-05 Level of Safety: Traveling by bicycle on trails



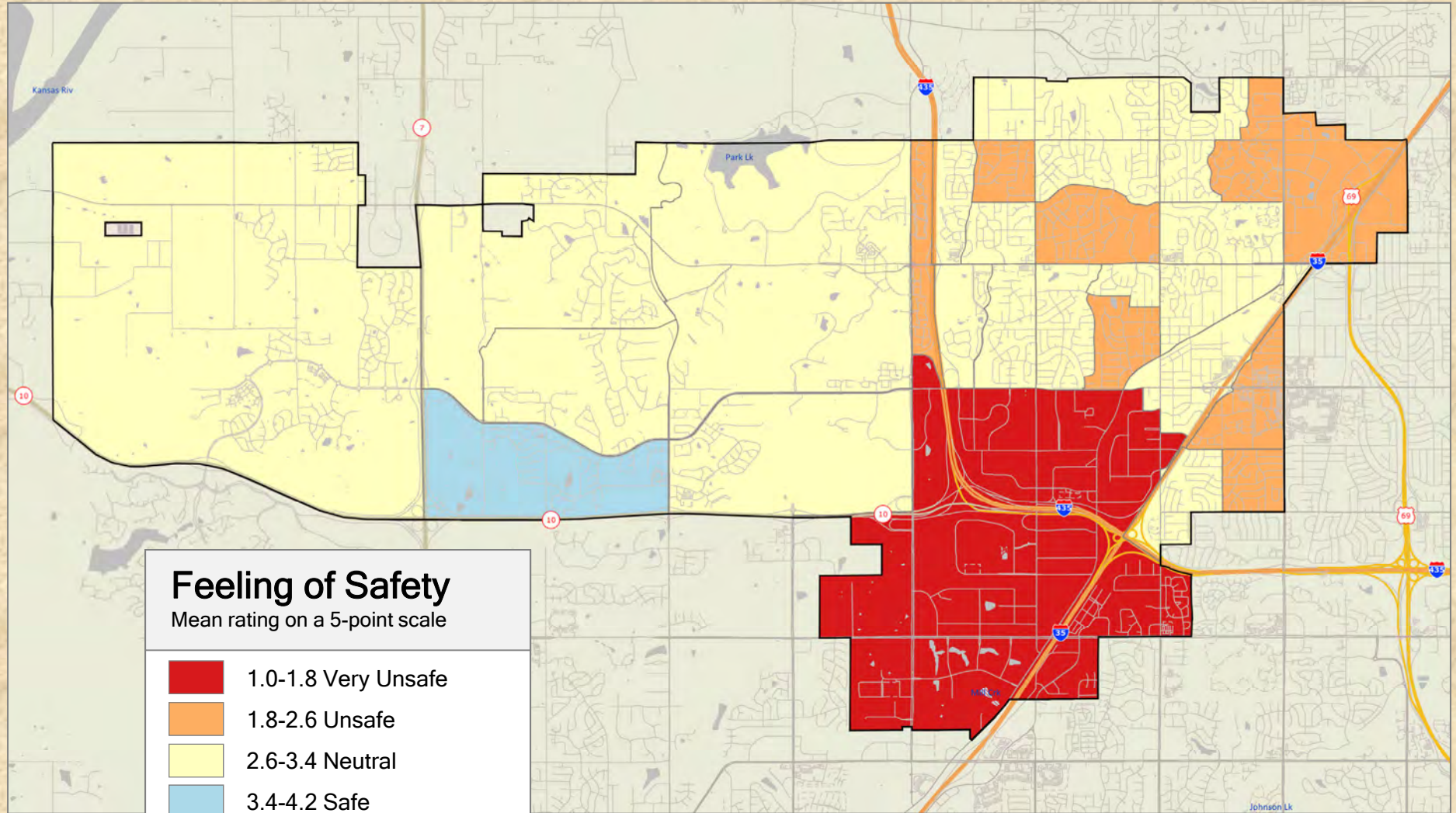
**Feeling of Safety**  
Mean rating on a 5-point scale

	1.0-1.8 Very Unsafe
	1.8-2.6 Unsafe
	2.6-3.4 Neutral
	3.4-4.2 Safe
	4.2-5.0 Very Safe
	No Response



**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)




# Q2-06 Level of Safety: Traveling by bicycle on streets



**Feeling of Safety**  
Mean rating on a 5-point scale

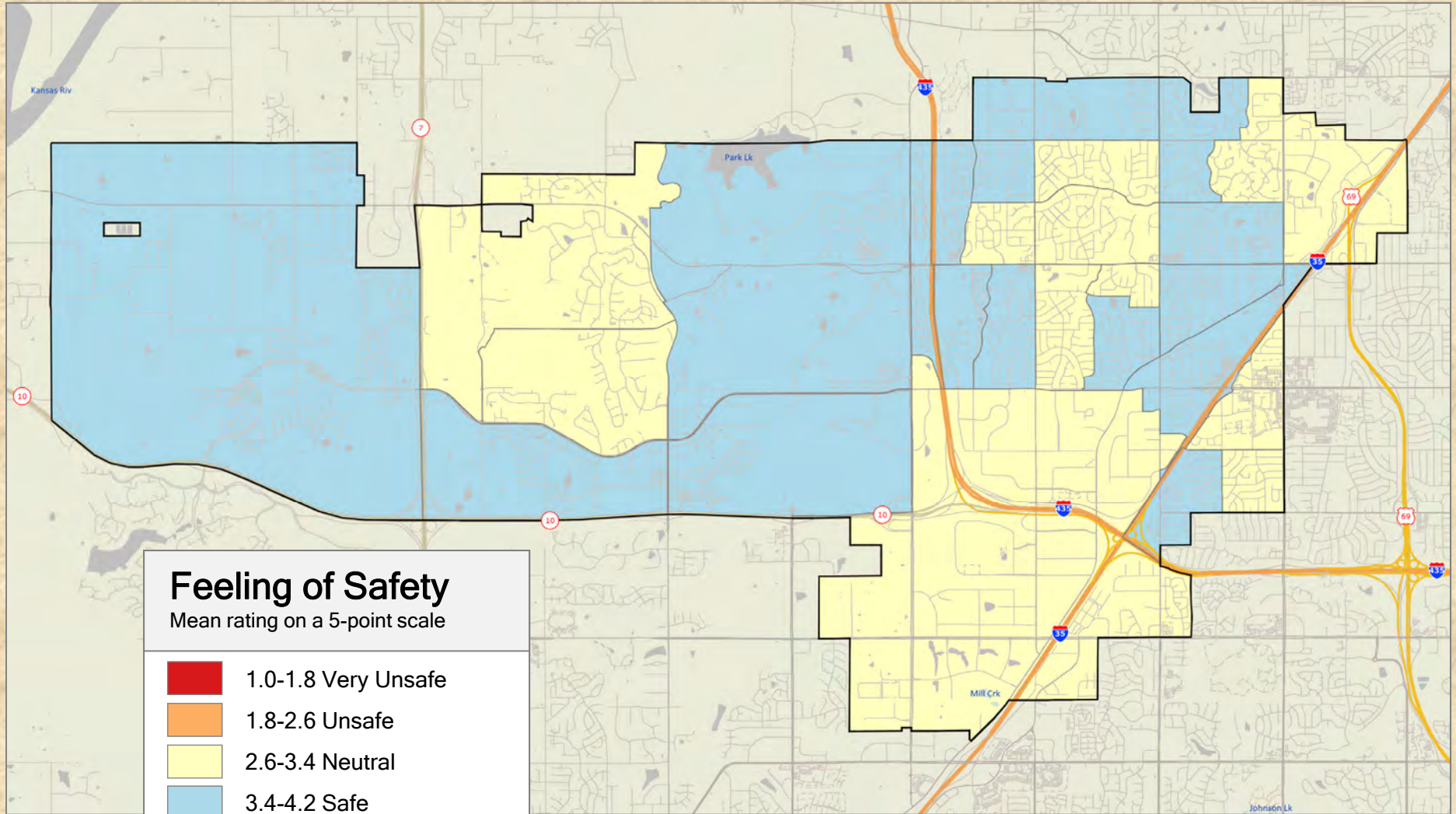
	1.0-1.8 Very Unsafe
	1.8-2.6 Unsafe
	2.6-3.4 Neutral
	3.4-4.2 Safe
	4.2-5.0 Very Safe
	No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q2-07 Level of Safety: Traveling by bus



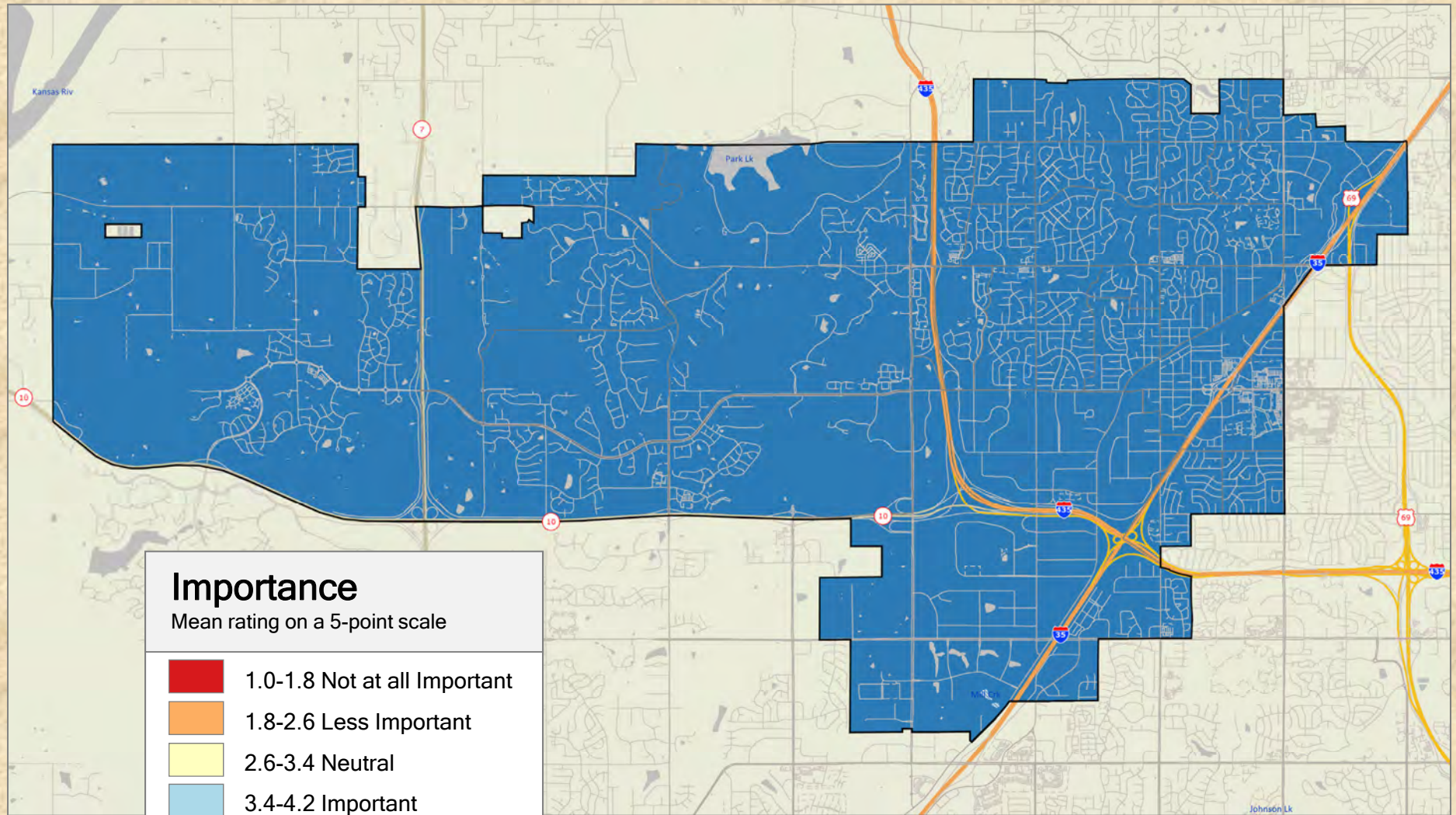
**Feeling of Safety**  
Mean rating on a 5-point scale

	1.0-1.8 Very Unsafe
	1.8-2.6 Unsafe
	2.6-3.4 Neutral
	3.4-4.2 Safe
	4.2-5.0 Very Safe
	No Response







**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)





# Q4-01 Level of Importance: Travel by automobile on freeways



**Importance**  
Mean rating on a 5-point scale

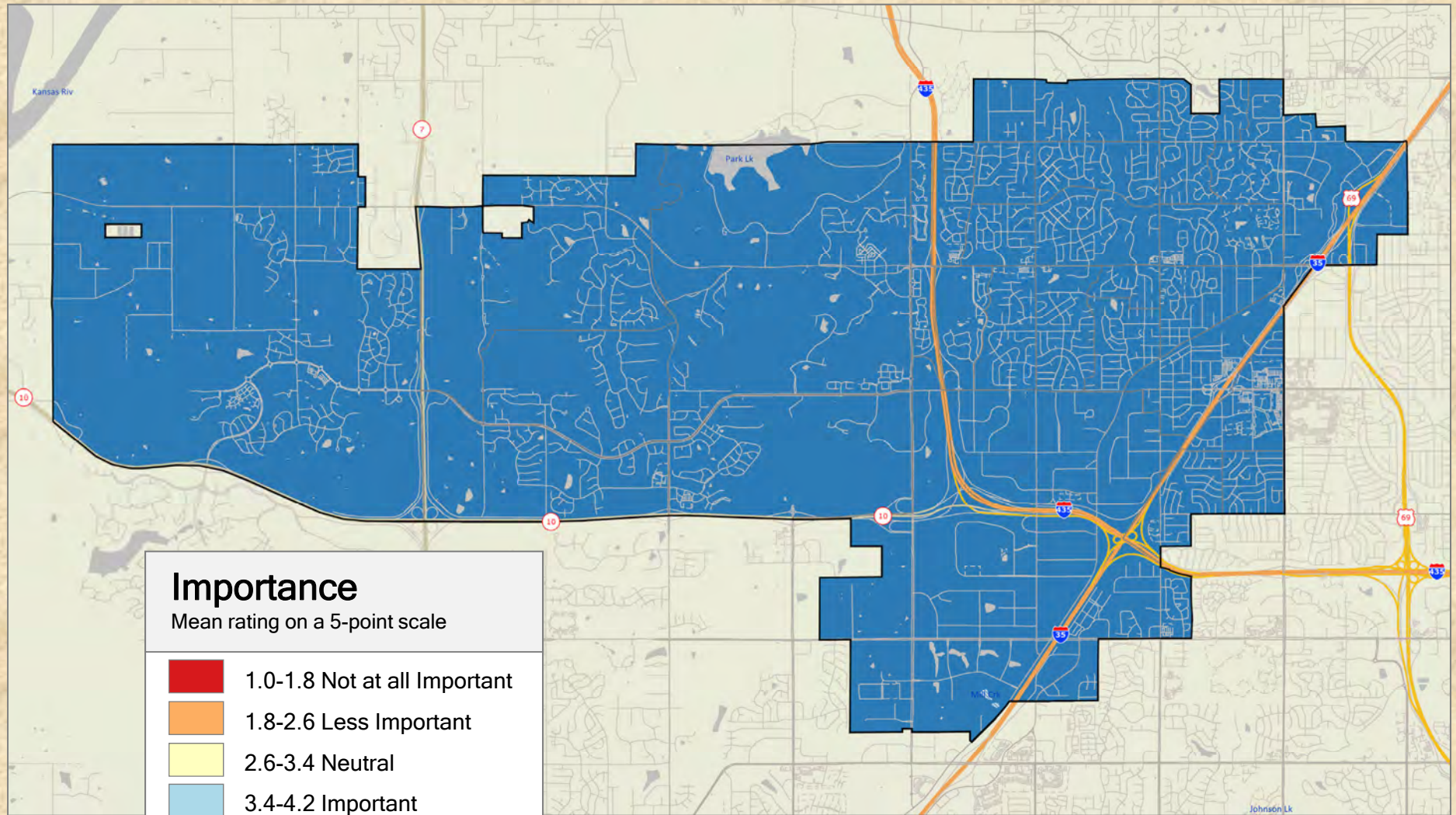
	1.0-1.8 Not at all Important
	1.8-2.6 Less Important
	2.6-3.4 Neutral
	3.4-4.2 Important
	4.2-5.0 Extremely Important
	No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q4-02 Level of Importance: Travel by automobile on city streets



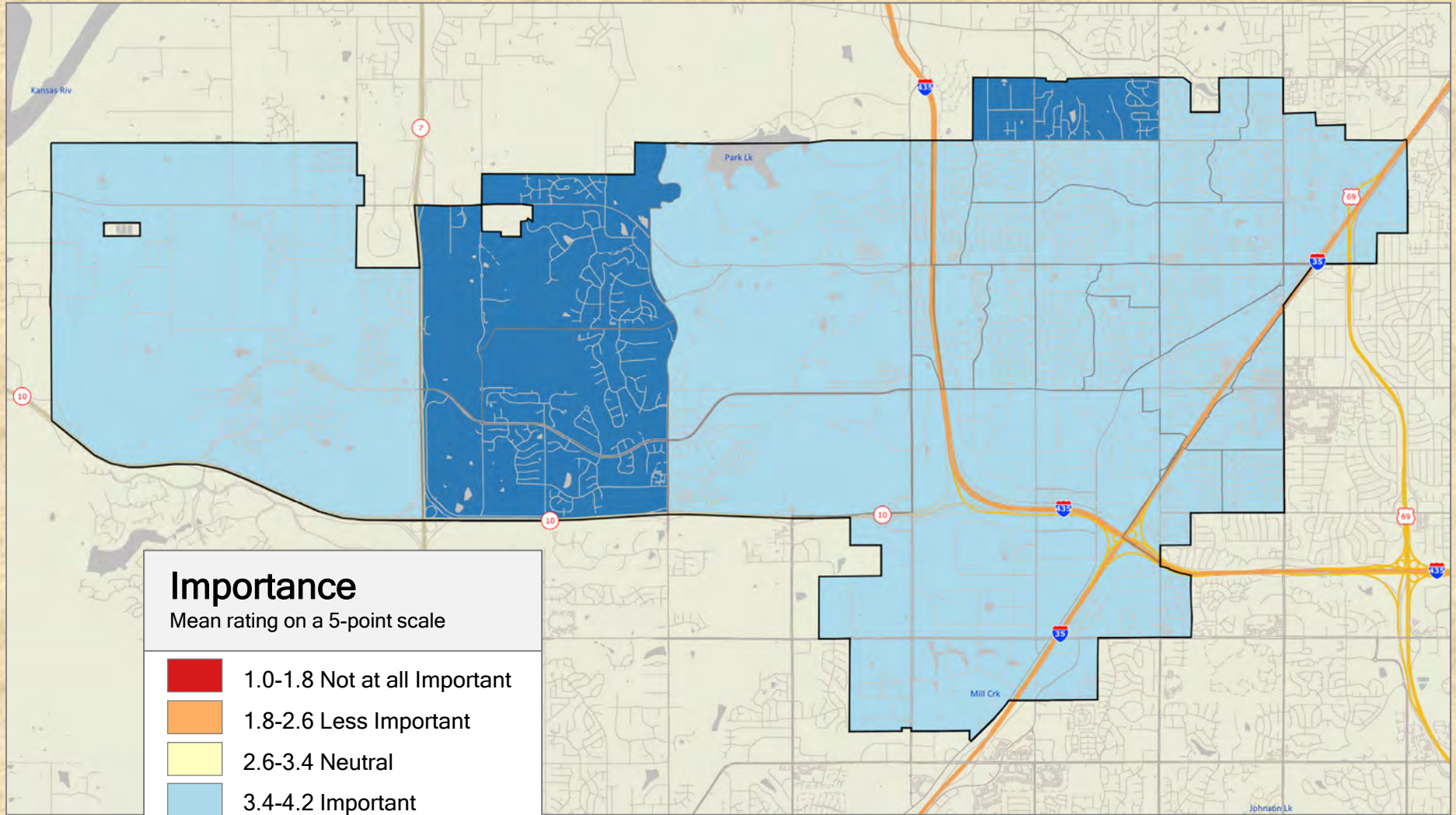
## 2018 City of Lenexa Complete Streets

Shading reflects the mean rating for all respondents by CBG (merged as needed)







# Q4-03 Level of Importance: Travel by foot-walking on trails



**Importance**  
Mean rating on a 5-point scale

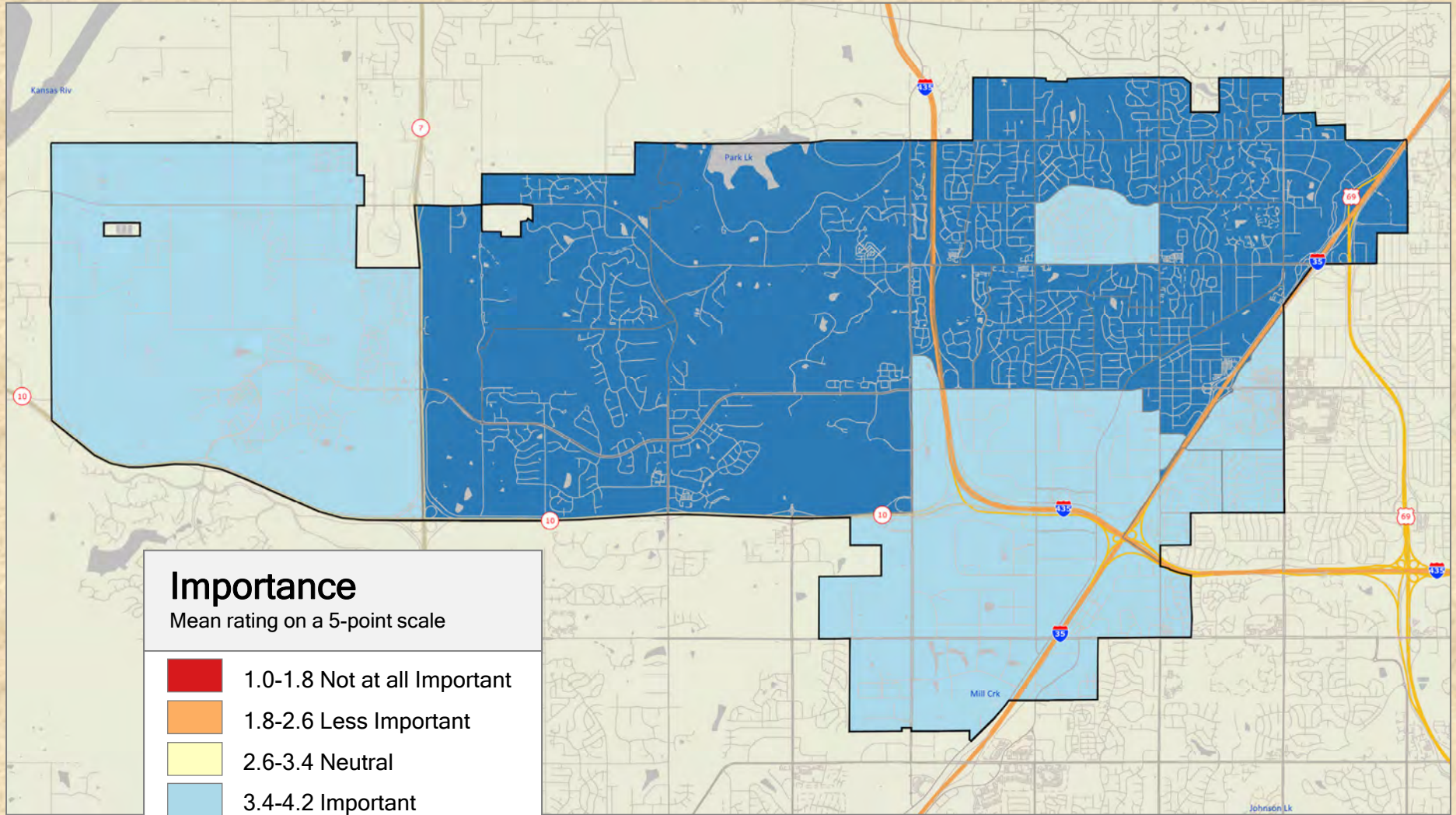
- 1.0-1.8 Not at all Important
- 1.8-2.6 Less Important
- 2.6-3.4 Neutral
- 3.4-4.2 Important
- 4.2-5.0 Extremely Important
- No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)





# Q4-04 Level of Importance: Travel by foot-walking along streets (on sidewalks)



**Importance**  
Mean rating on a 5-point scale

- 1.0-1.8 Not at all Important
- 1.8-2.6 Less Important
- 2.6-3.4 Neutral
- 3.4-4.2 Important
- 4.2-5.0 Extremely Important
- No Response

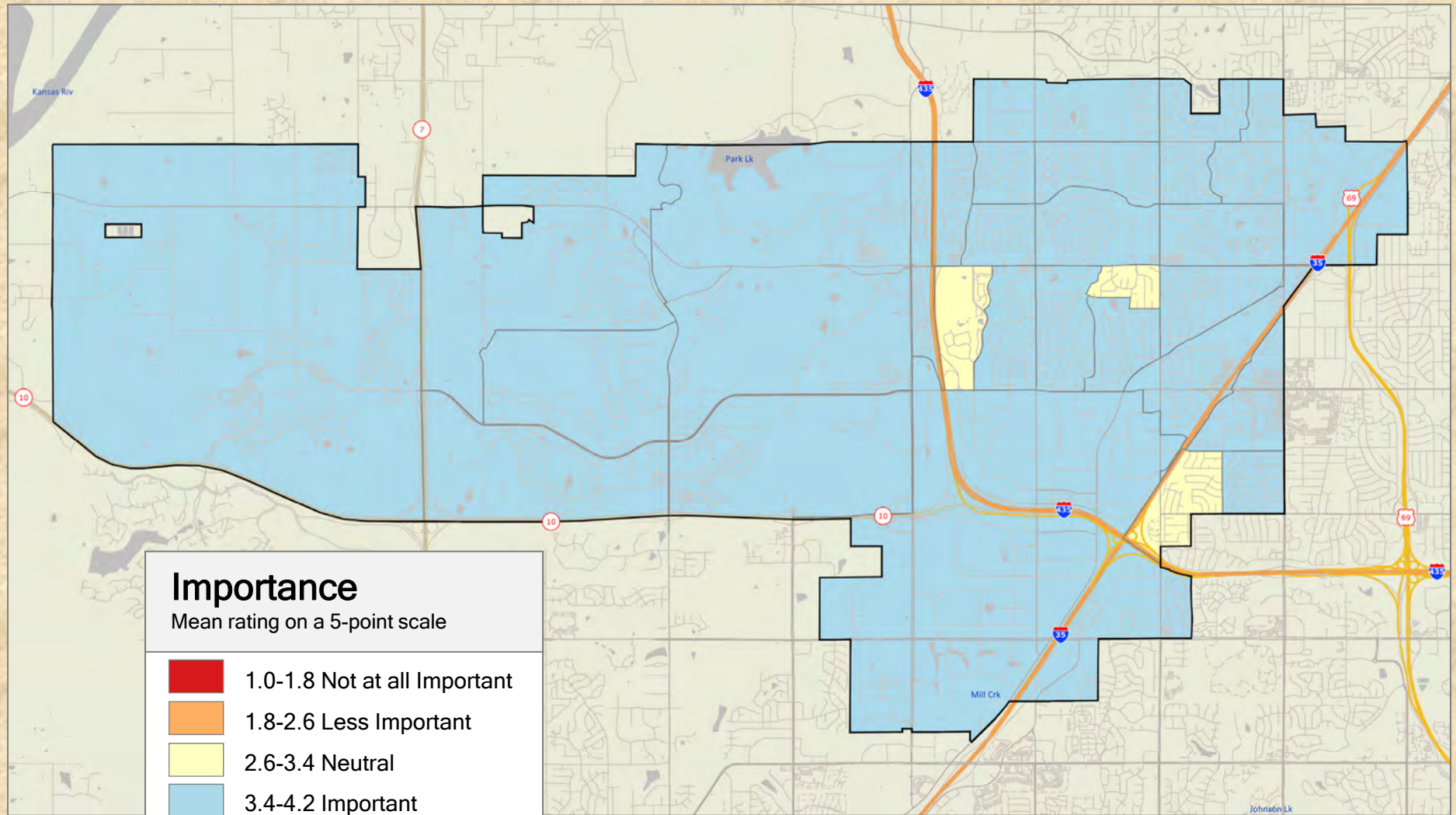
 

## 2018 City of Lenexa Complete Streets

Shading reflects the mean rating for all respondents by CBG (merged as needed)





# Q4-05 Level of Importance: Travel by bicycle on trails



**Importance**  
Mean rating on a 5-point scale

- 1.0-1.8 Not at all Important
- 1.8-2.6 Less Important
- 2.6-3.4 Neutral
- 3.4-4.2 Important
- 4.2-5.0 Extremely Important
- No Response

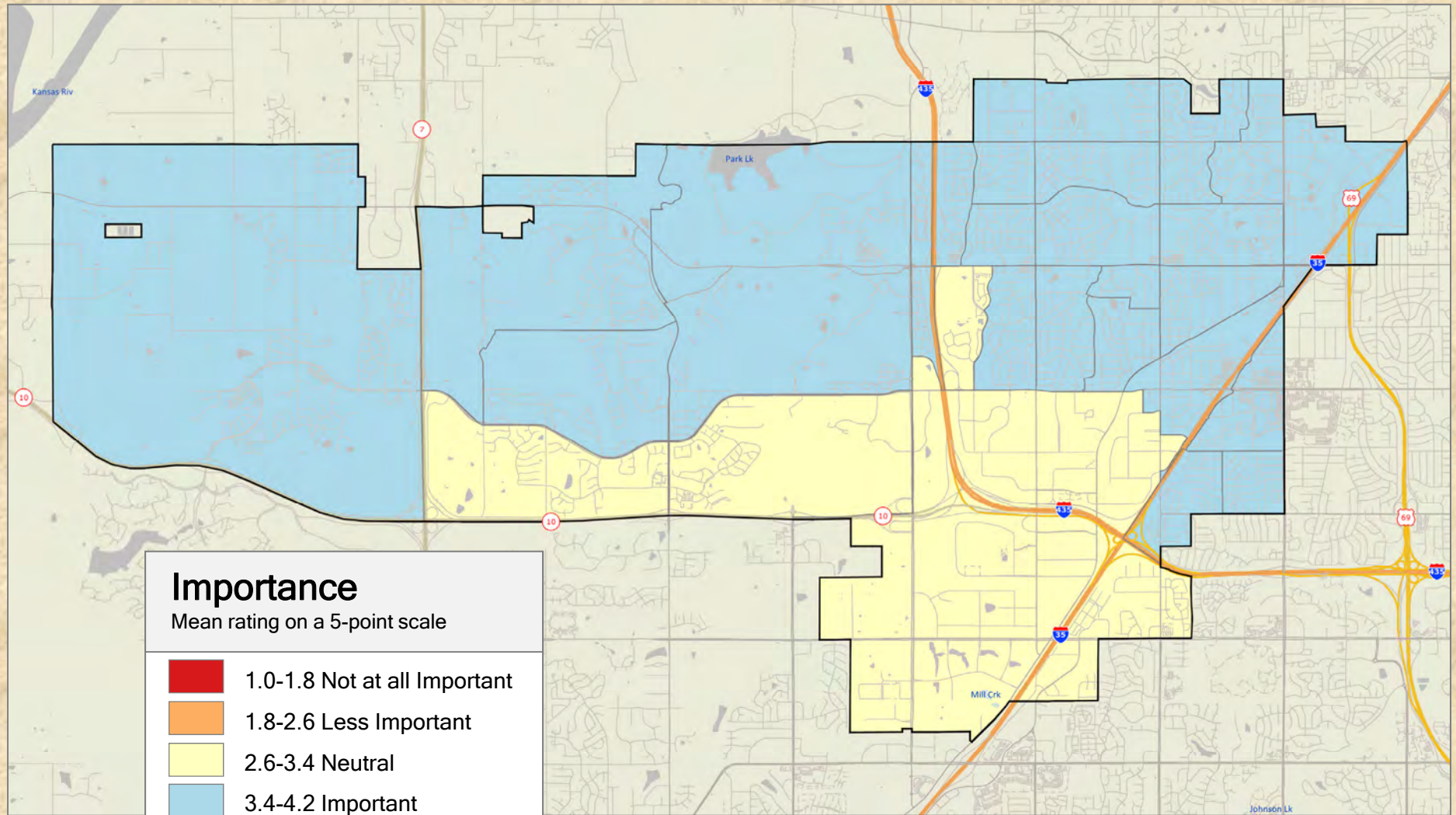
 

## 2018 City of Lenexa Complete Streets

Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q4-06 Level of Importance: Travel by bicycle on streets



**Importance**  
Mean rating on a 5-point scale

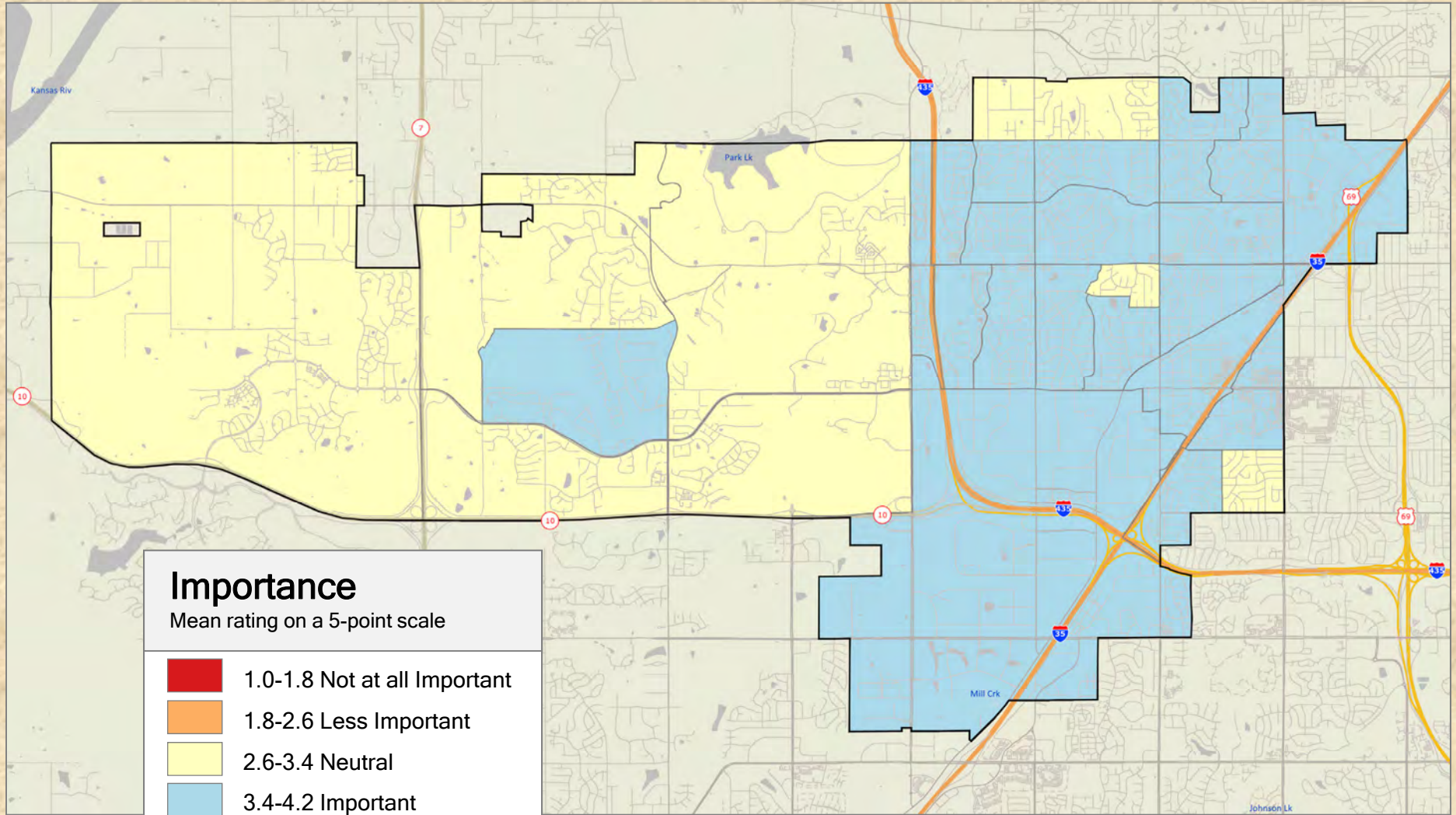
	1.0-1.8 Not at all Important
	1.8-2.6 Less Important
	2.6-3.4 Neutral
	3.4-4.2 Important
	4.2-5.0 Extremely Important
	No Response

## 2018 City of Lenexa Complete Streets

Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q4-07 Level of Importance: Travel by bus



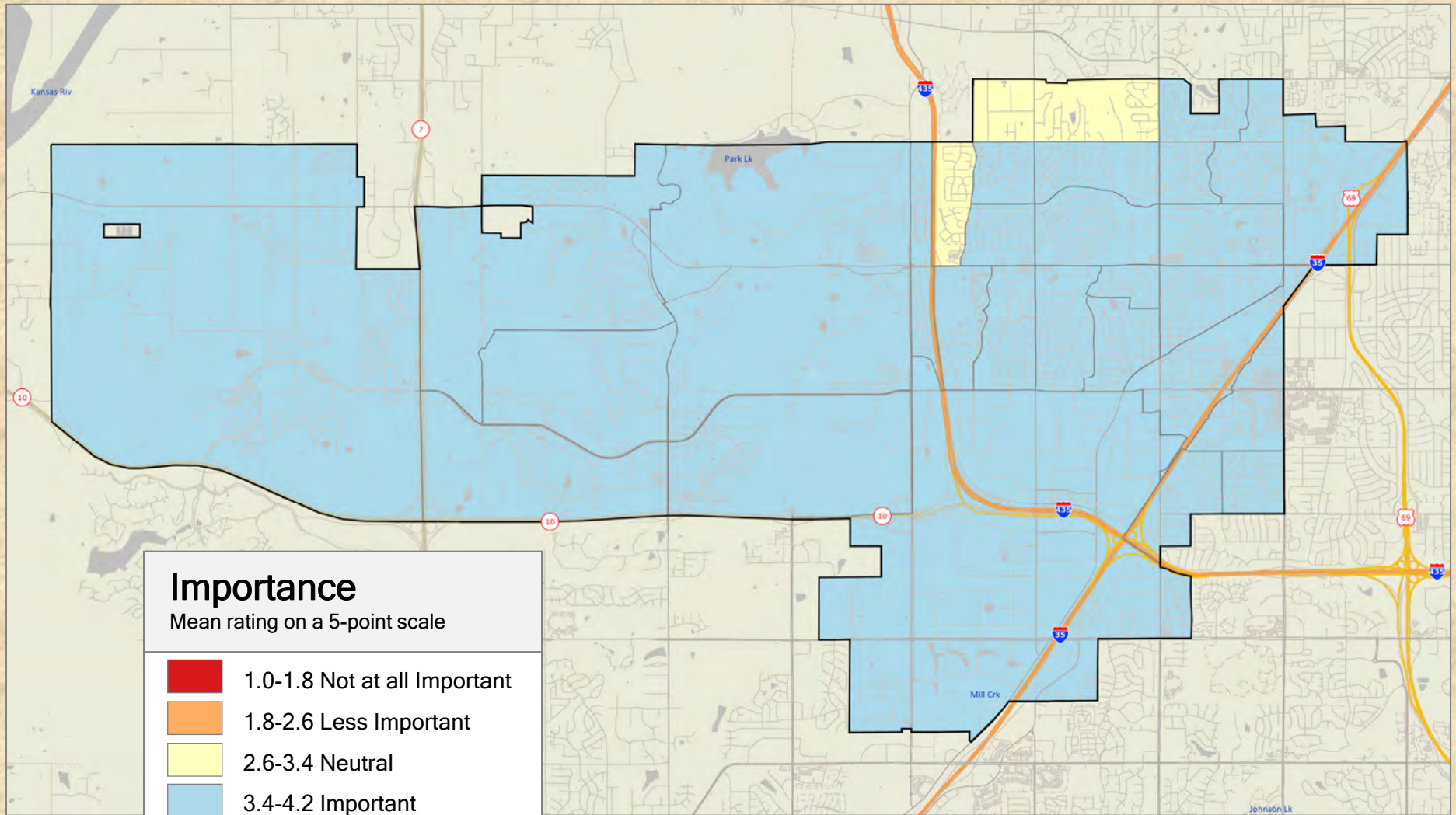
## 2018 City of Lenexa Complete Streets

Shading reflects the mean rating for all respondents by CBG (merged as needed)













# Q4-08 Level of Importance: Freight truck traffic



**Importance**  
Mean rating on a 5-point scale

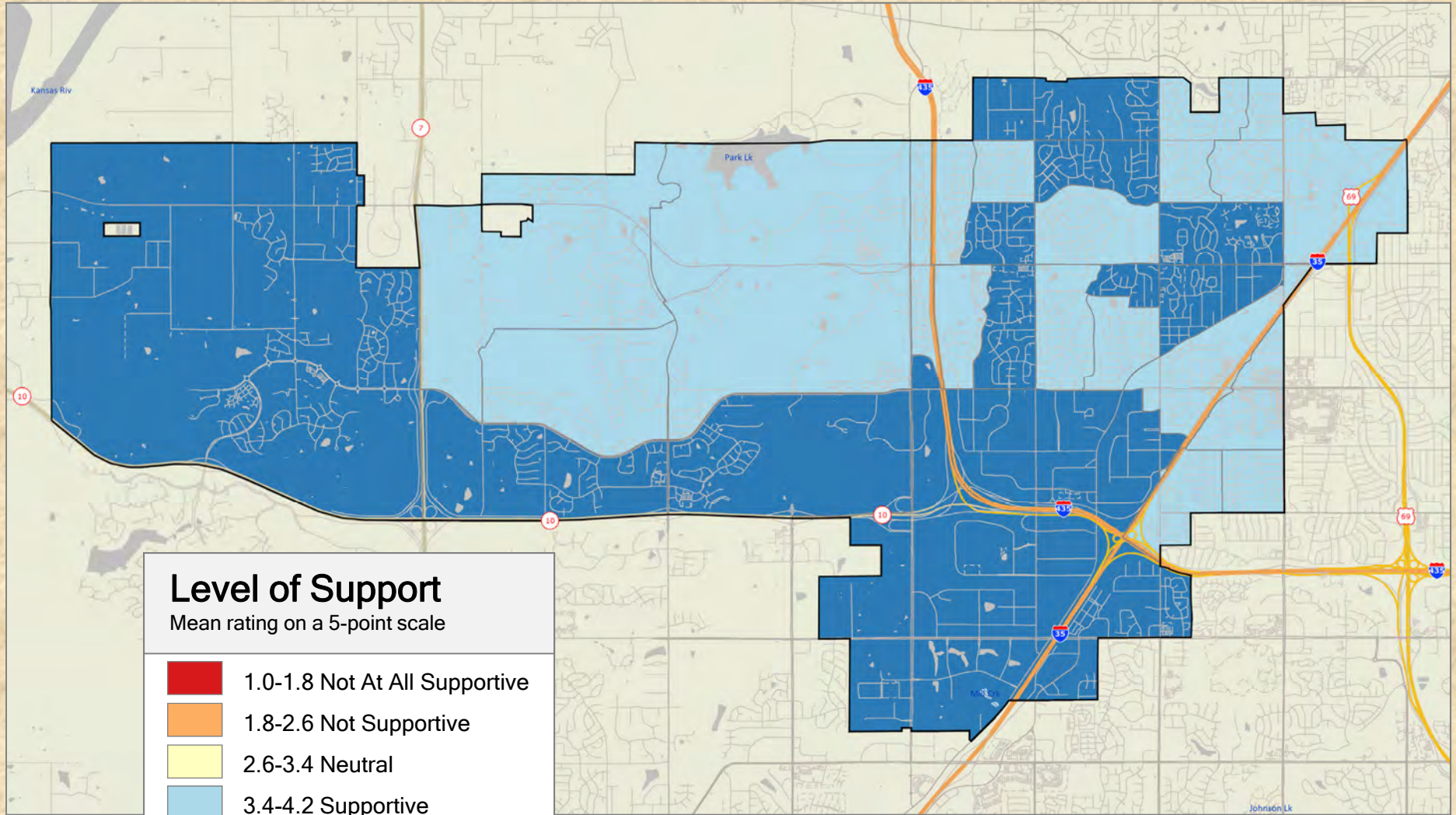
	1.0-1.8 Not at all Important
	1.8-2.6 Less Important
	2.6-3.4 Neutral
	3.4-4.2 Important
	4.2-5.0 Extremely Important
	No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q5-01 Level of Support Investing in: New roadway capacity



**Level of Support**  
Mean rating on a 5-point scale

Red	1.0-1.8 Not At All Supportive
Orange	1.8-2.6 Not Supportive
Yellow	2.6-3.4 Neutral
Light Blue	3.4-4.2 Supportive
Dark Blue	4.2-5.0 Very Supportive
Grid Pattern	No Response

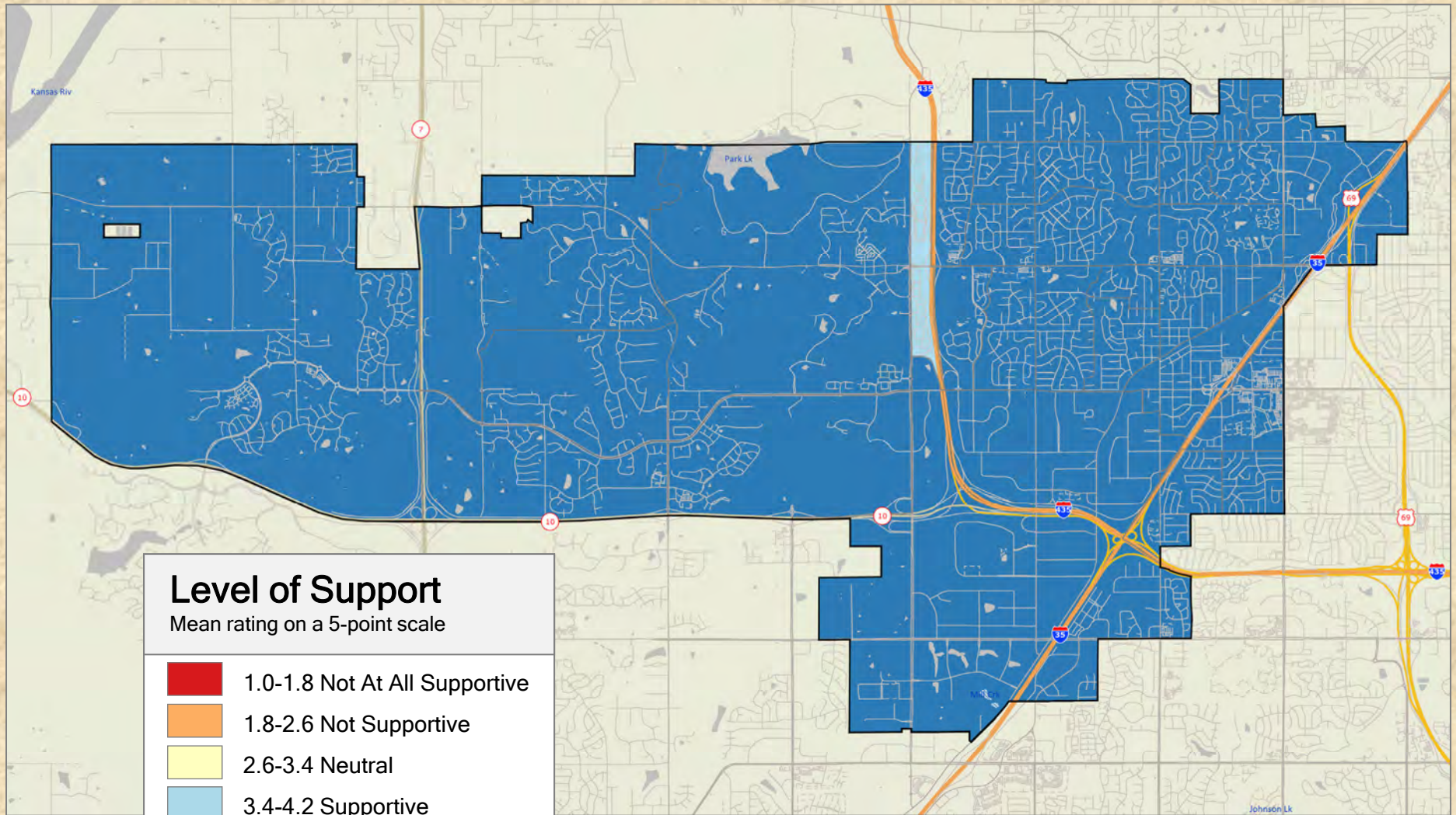
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W N E S

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q5-02 Level of Support Investing in: Technology to improve traffic flow



**Level of Support**  
Mean rating on a 5-point scale

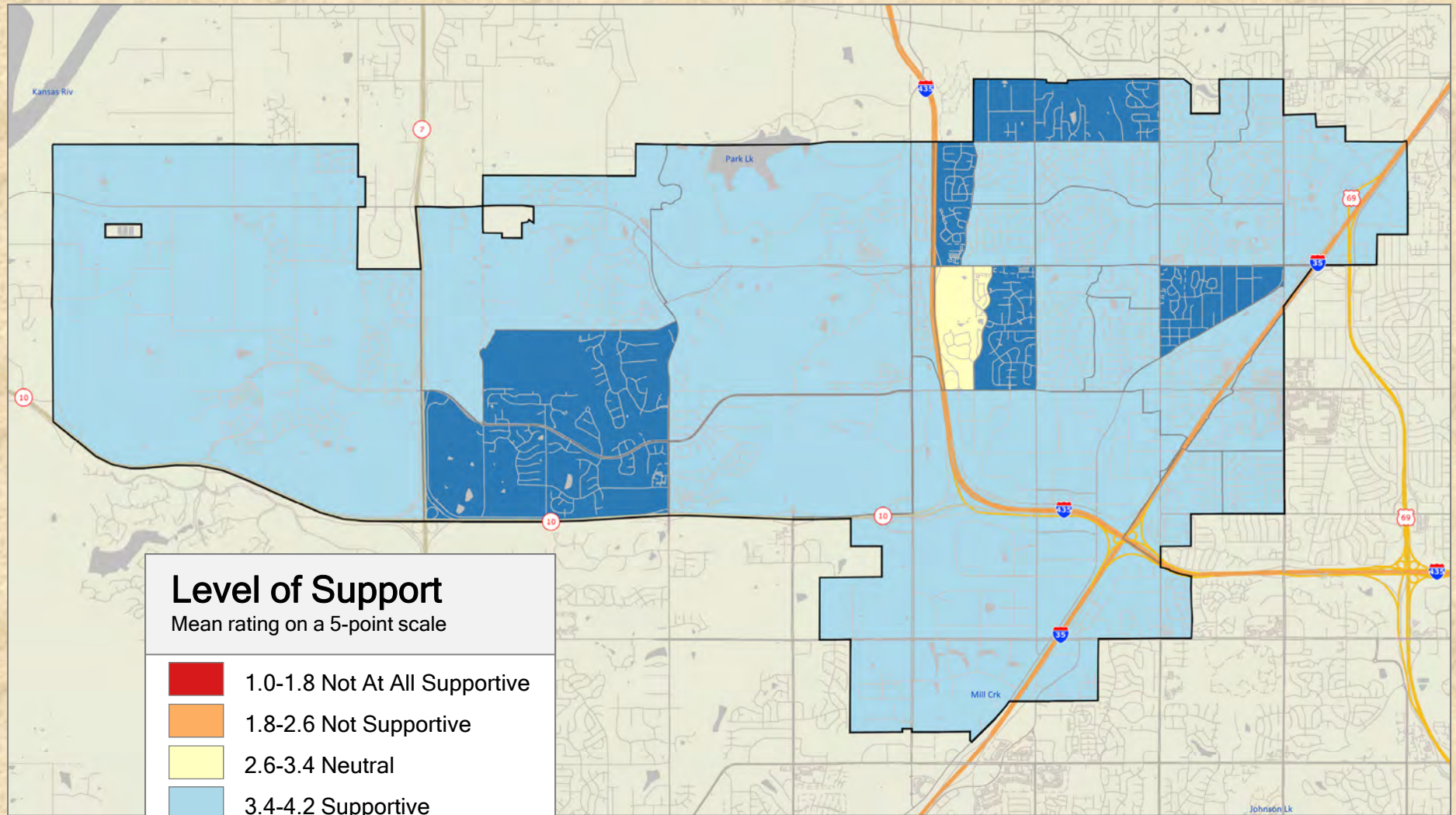
- 1.0-1.8 Not At All Supportive
- 1.8-2.6 Not Supportive
- 2.6-3.4 Neutral
- 3.4-4.2 Supportive
- 4.2-5.0 Very Supportive
- No Response

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**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q5-03 Level of Support Investing in: Trail system improvements for walking/biking



**Level of Support**  
Mean rating on a 5-point scale

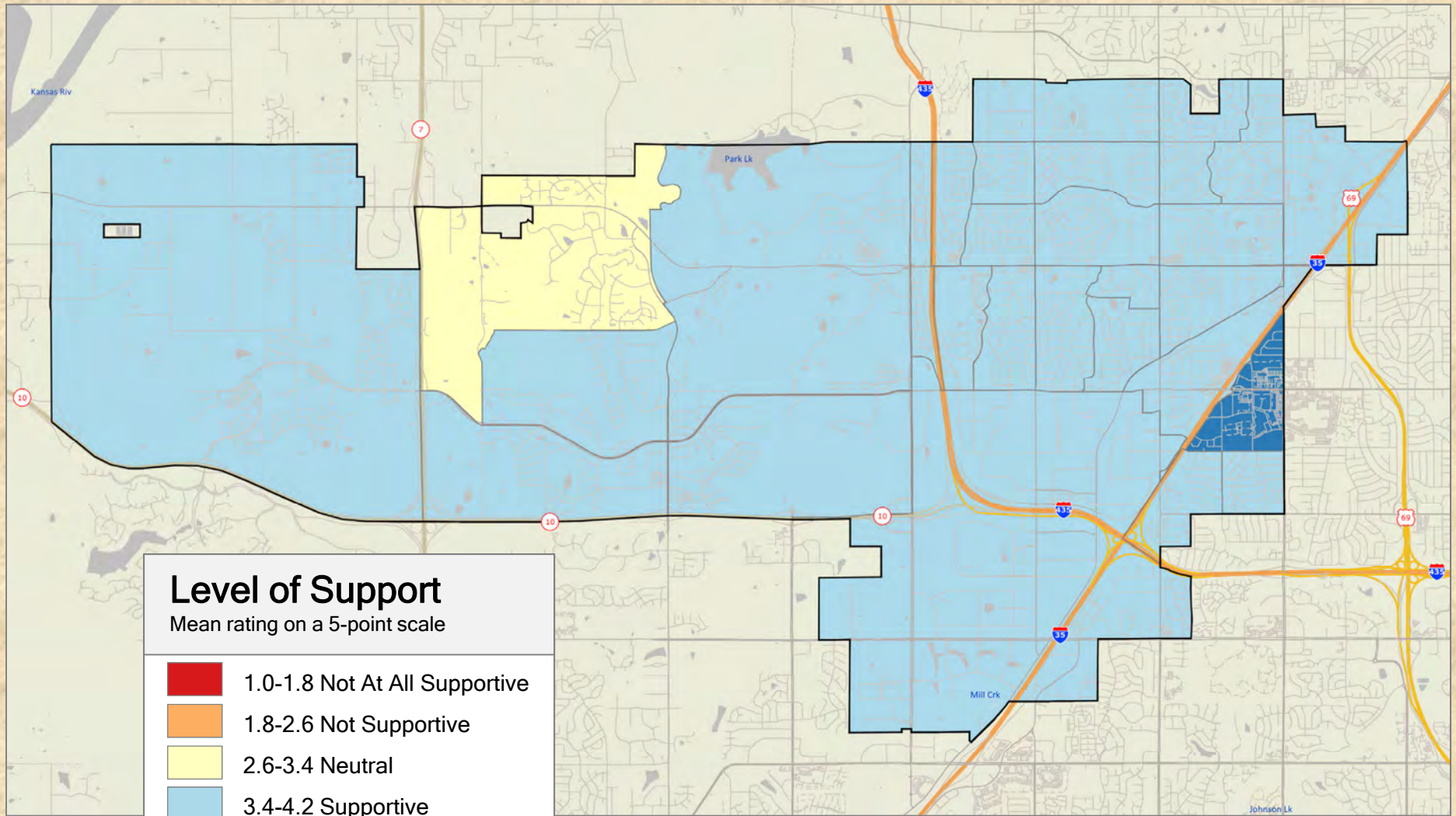
- 1.0-1.8 Not At All Supportive
- 1.8-2.6 Not Supportive
- 2.6-3.4 Neutral
- 3.4-4.2 Supportive
- 4.2-5.0 Very Supportive
- No Response

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**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q5-04 Level of Support Investing in: Bus or other transit service



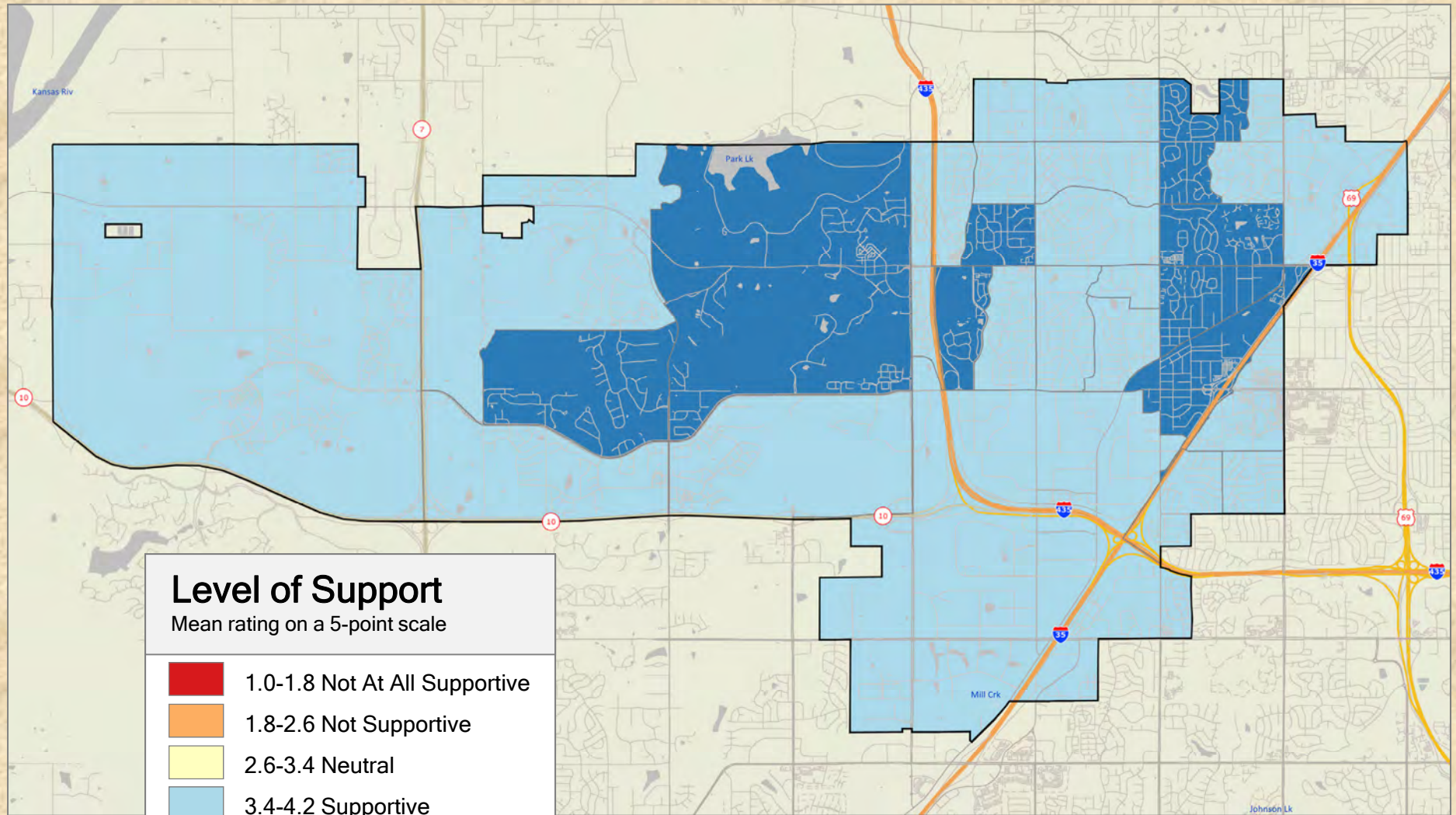
**Level of Support**  
Mean rating on a 5-point scale

	1.0-1.8 Not At All Supportive
	1.8-2.6 Not Supportive
	2.6-3.4 Neutral
	3.4-4.2 Supportive
	4.2-5.0 Very Supportive
	No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)





# Q5-05 Level of Support Investing in: Sidewalk connectivity and improvement



**Level of Support**  
Mean rating on a 5-point scale

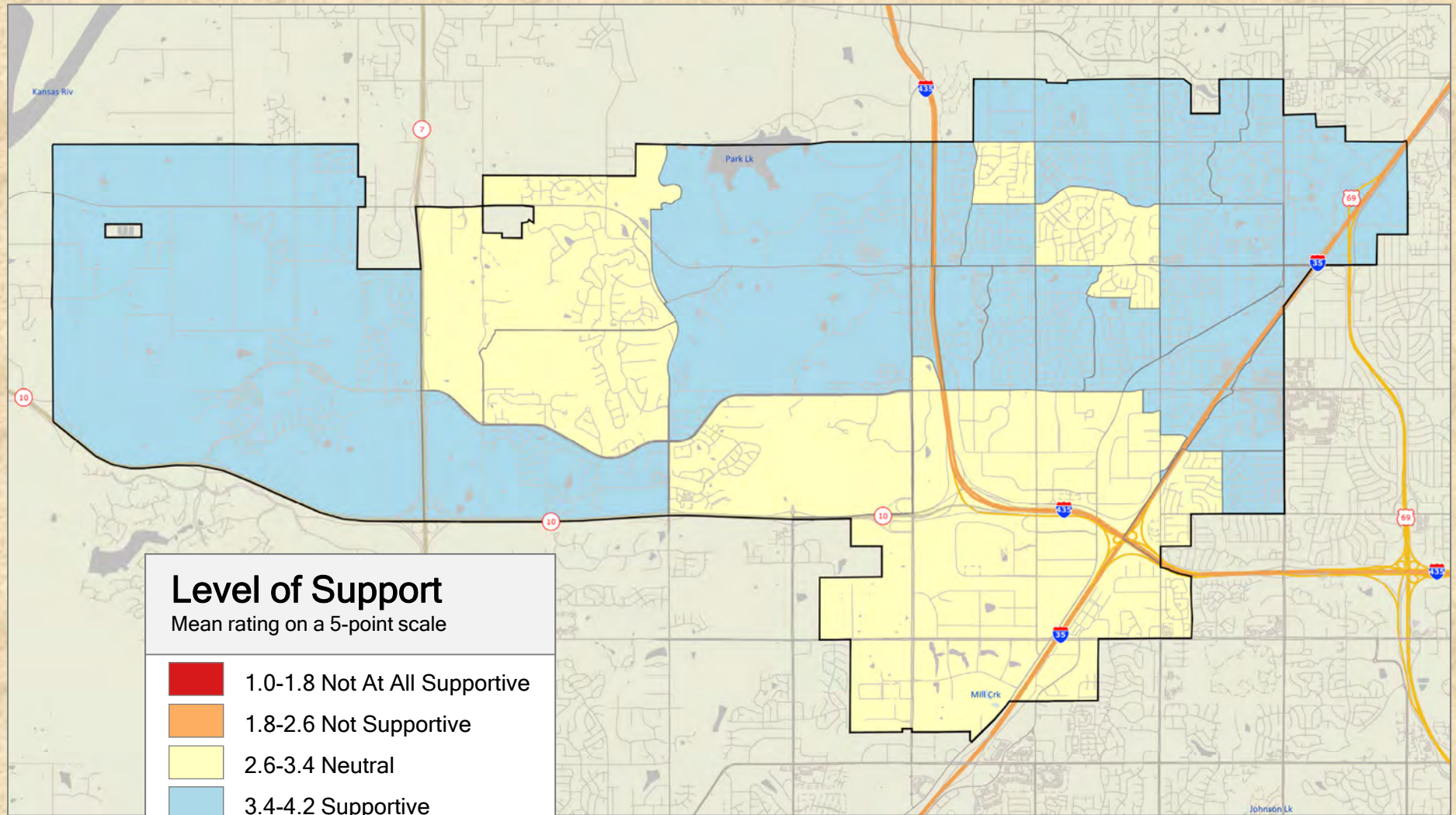
- 1.0-1.8 Not At All Supportive
- 1.8-2.6 Not Supportive
- 2.6-3.4 Neutral
- 3.4-4.2 Supportive
- 4.2-5.0 Very Supportive
- No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)





# Q5-06 Level of Support Investing in: On-street bicycle lanes



**Level of Support**  
Mean rating on a 5-point scale

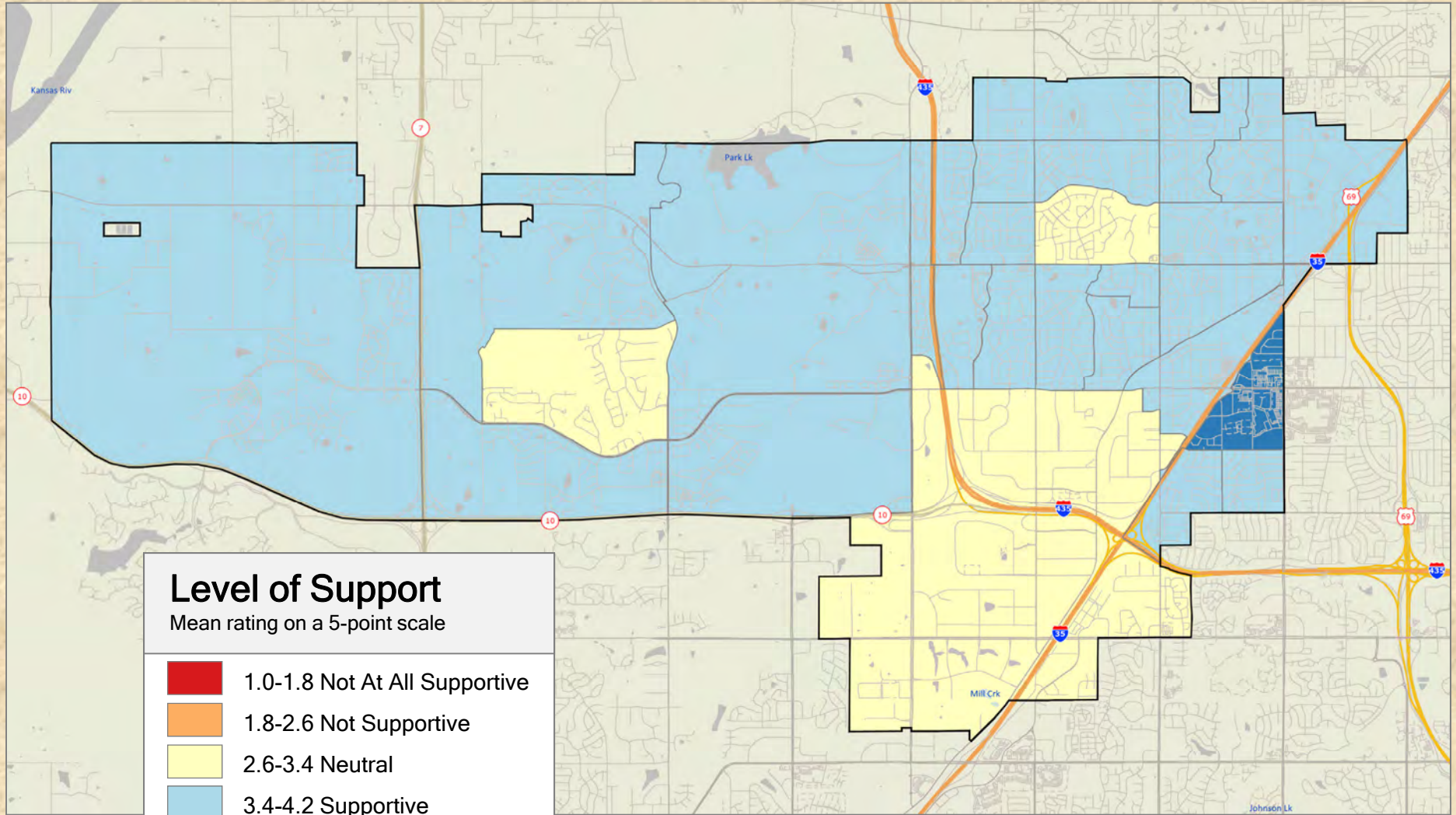
- 1.0-1.8 Not At All Supportive
- 1.8-2.6 Not Supportive
- 2.6-3.4 Neutral
- 3.4-4.2 Supportive
- 4.2-5.0 Very Supportive
- No Response

**2018 City of Lenexa Complete Streets**  
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# Q5-07 Level of Support Investing in: Bicycle route signage



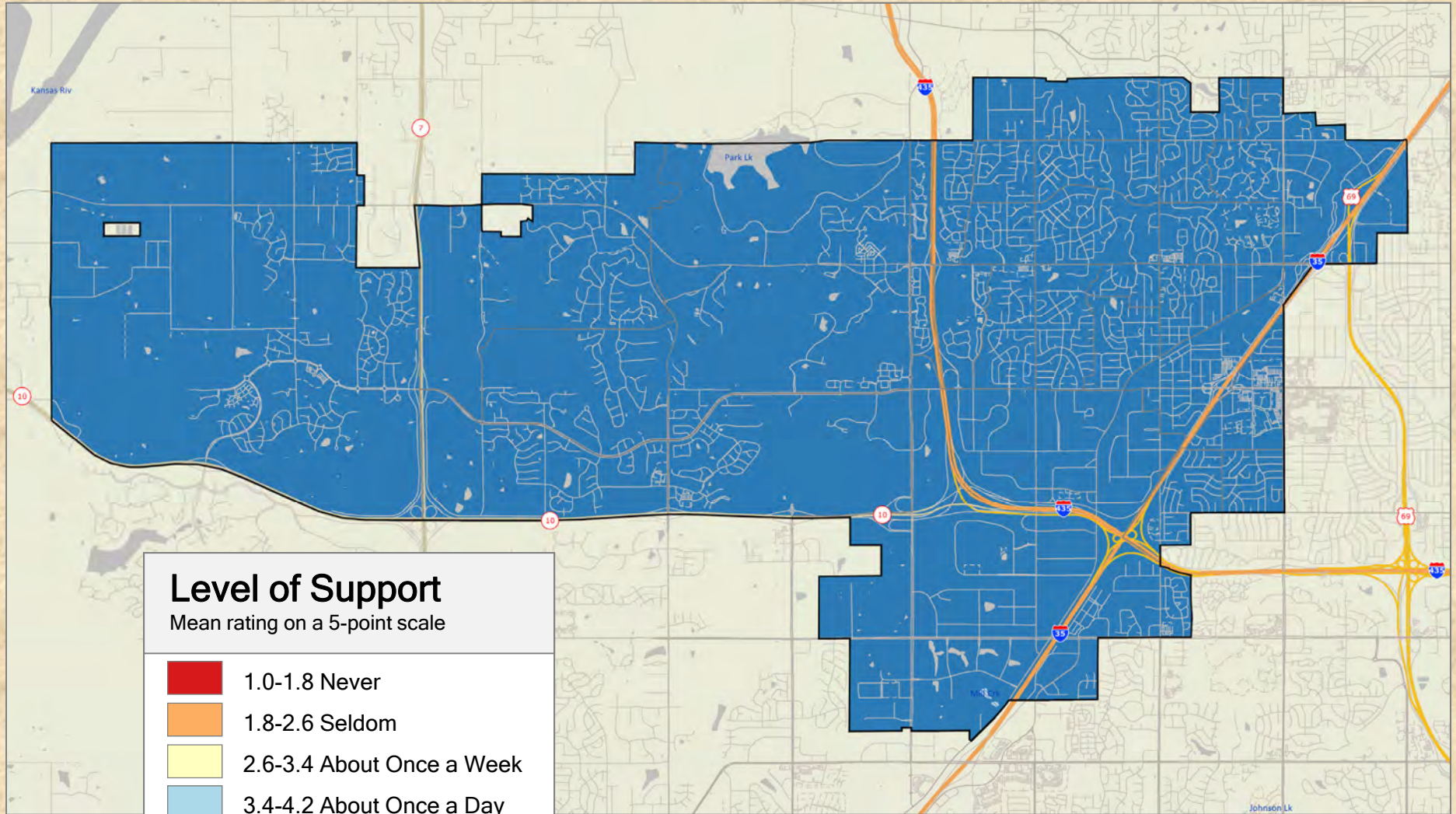
**Level of Support**  
Mean rating on a 5-point scale

	1.0-1.8 Not At All Supportive
	1.8-2.6 Not Supportive
	2.6-3.4 Neutral
	3.4-4.2 Supportive
	4.2-5.0 Very Supportive
	No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q7-01 Frequency of: Travel by automobile



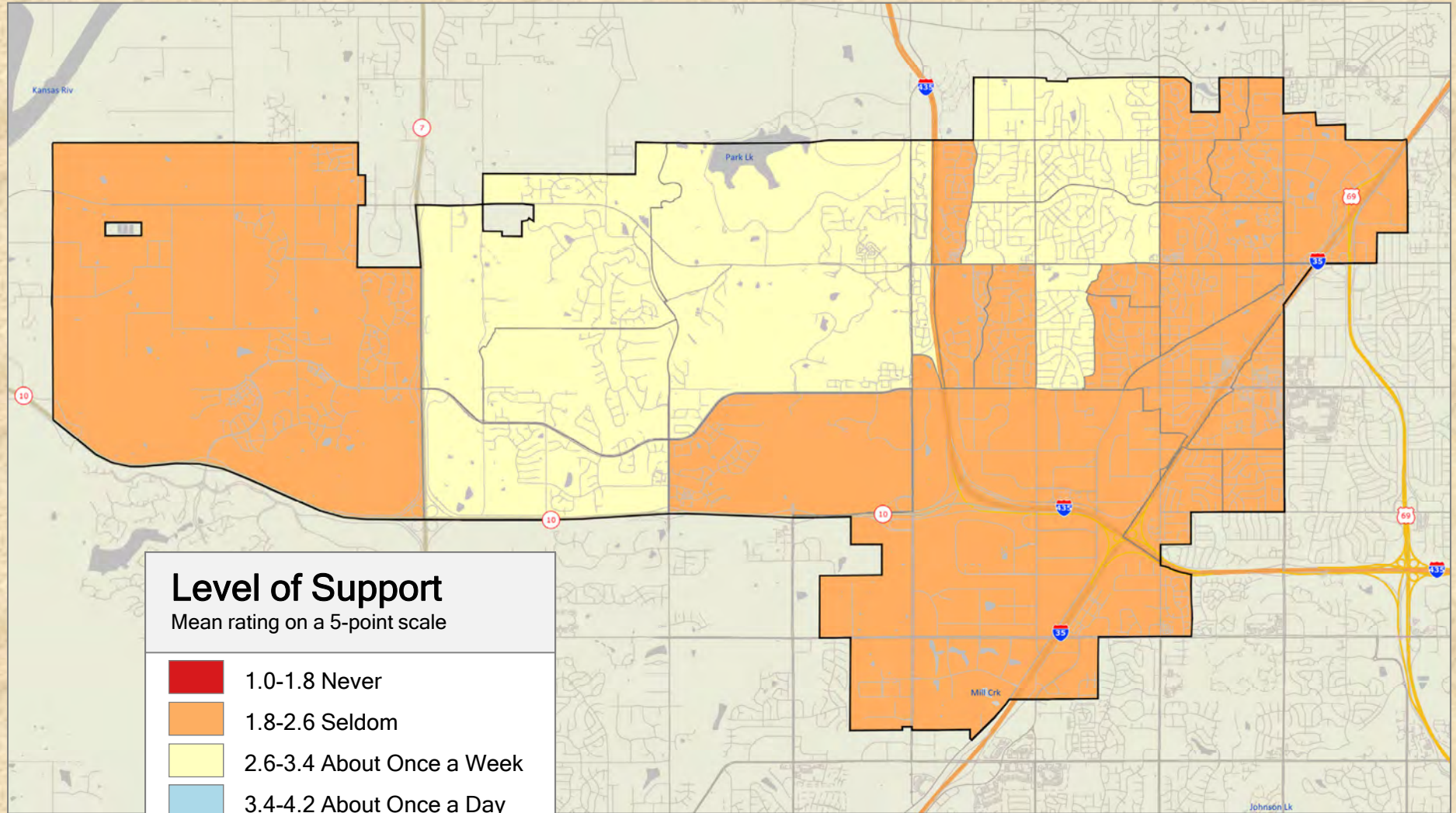
**Level of Support**  
Mean rating on a 5-point scale

	1.0-1.8 Never
	1.8-2.6 Seldom
	2.6-3.4 About Once a Week
	3.4-4.2 About Once a Day
	4.2-5.0 Several Times a Day
	No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)





# Q7-02 Frequency of: Travel by foot-walking on trails



**Level of Support**  
Mean rating on a 5-point scale

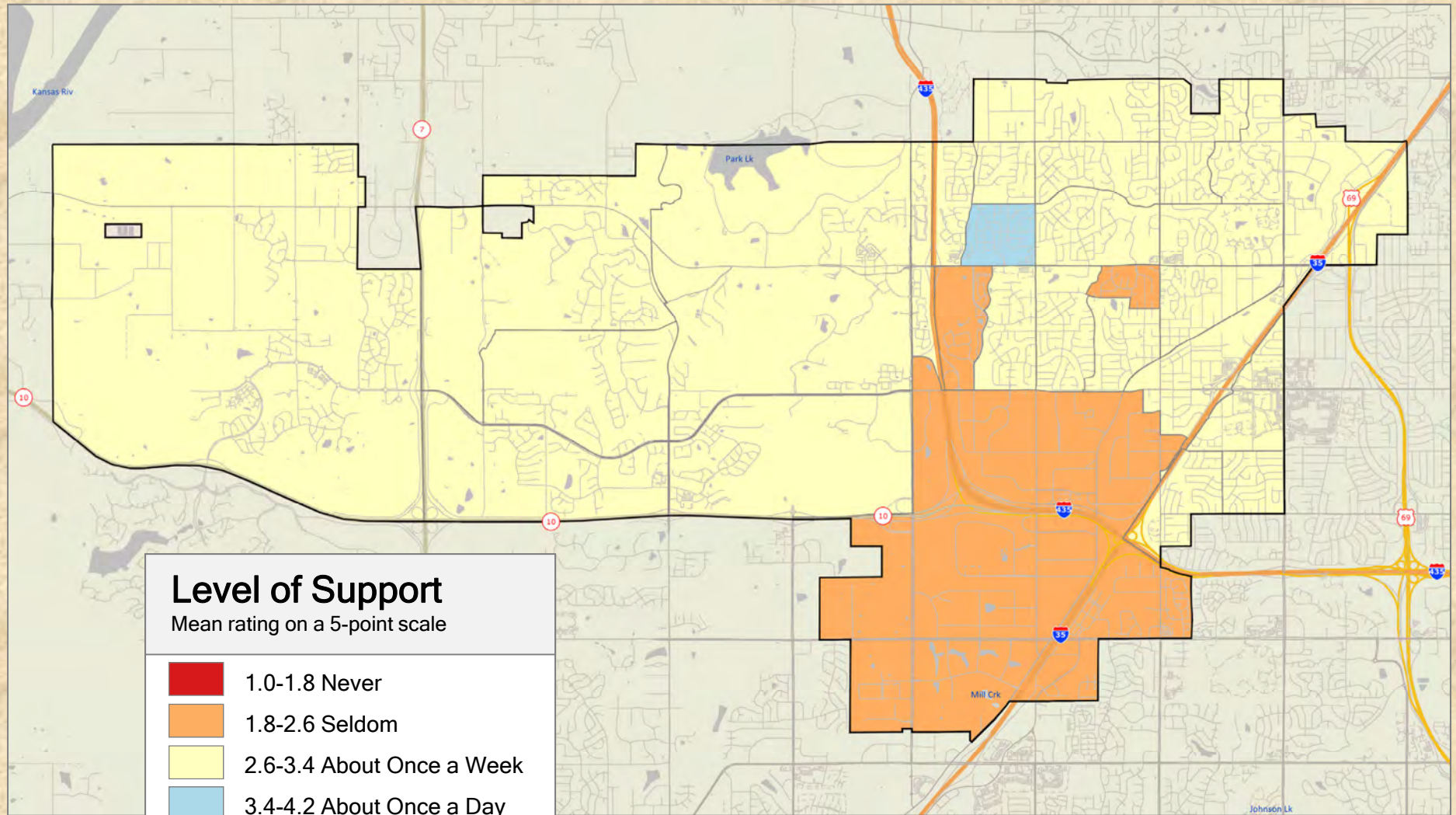
- 1.0-1.8 Never
- 1.8-2.6 Seldom
- 2.6-3.4 About Once a Week
- 3.4-4.2 About Once a Day
- 4.2-5.0 Several Times a Day
- No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q7-03 Frequency of: Travel by foot-walking along streets (on sidewalks)



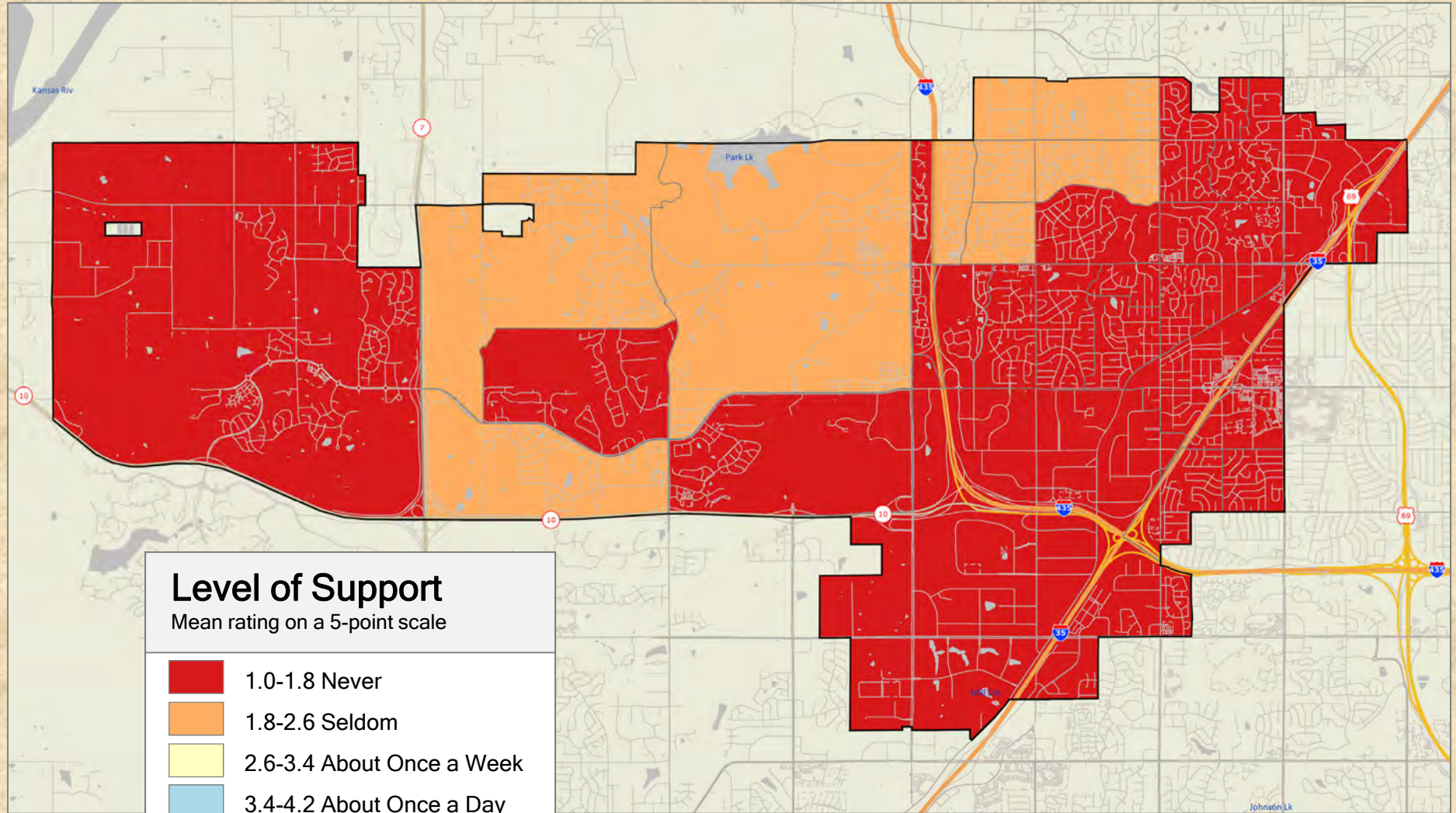
**Level of Support**  
Mean rating on a 5-point scale

	1.0-1.8 Never
	1.8-2.6 Seldom
	2.6-3.4 About Once a Week
	3.4-4.2 About Once a Day
	4.2-5.0 Several Times a Day
	No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q7-04 Frequency of: Travel by bicycle on trails



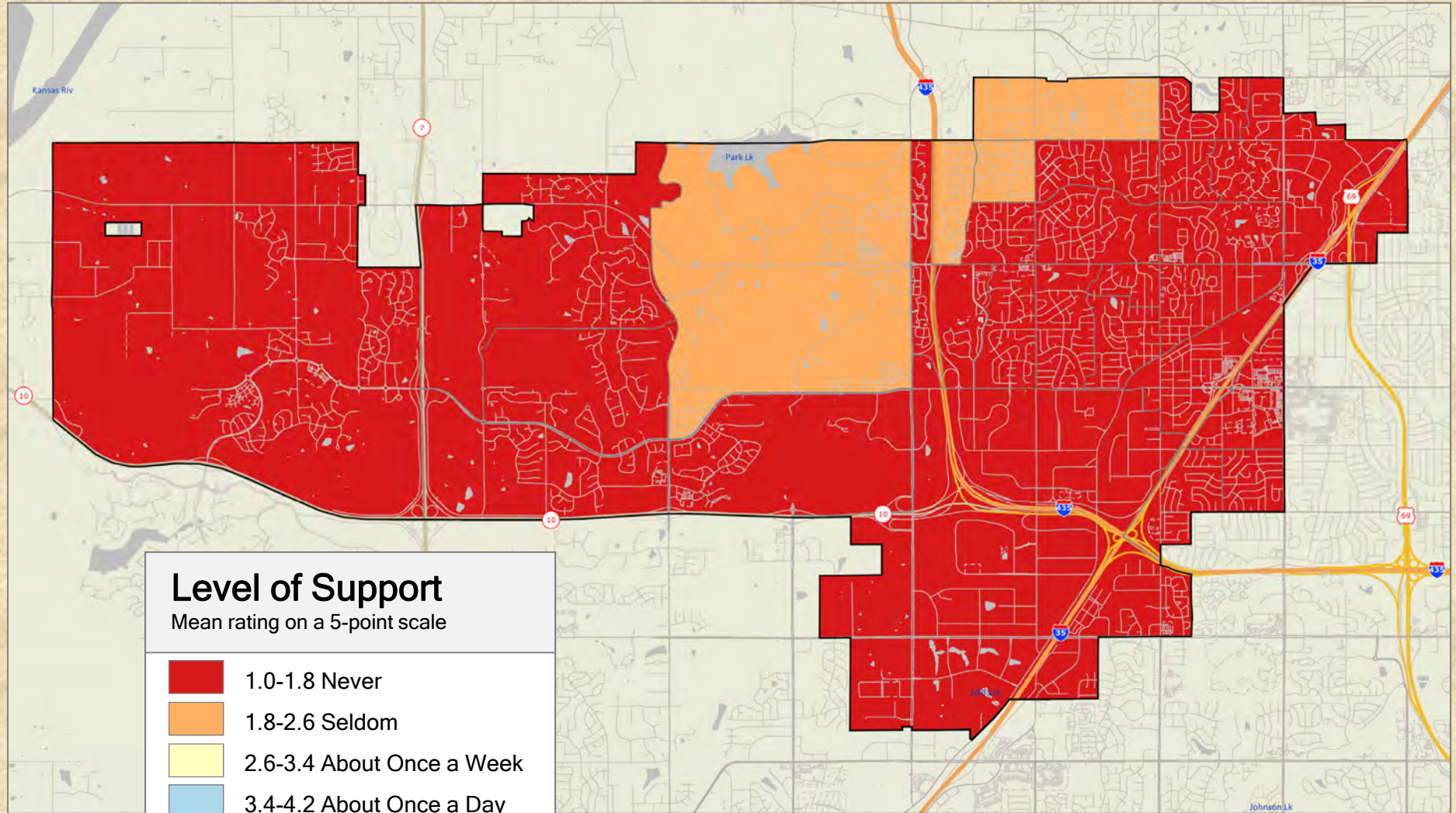
**Level of Support**  
Mean rating on a 5-point scale

	1.0-1.8 Never
	1.8-2.6 Seldom
	2.6-3.4 About Once a Week
	3.4-4.2 About Once a Day
	4.2-5.0 Several Times a Day
	No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)



# Q7-05 Frequency of: Travel by bicycle on streets



**Level of Support**  
Mean rating on a 5-point scale

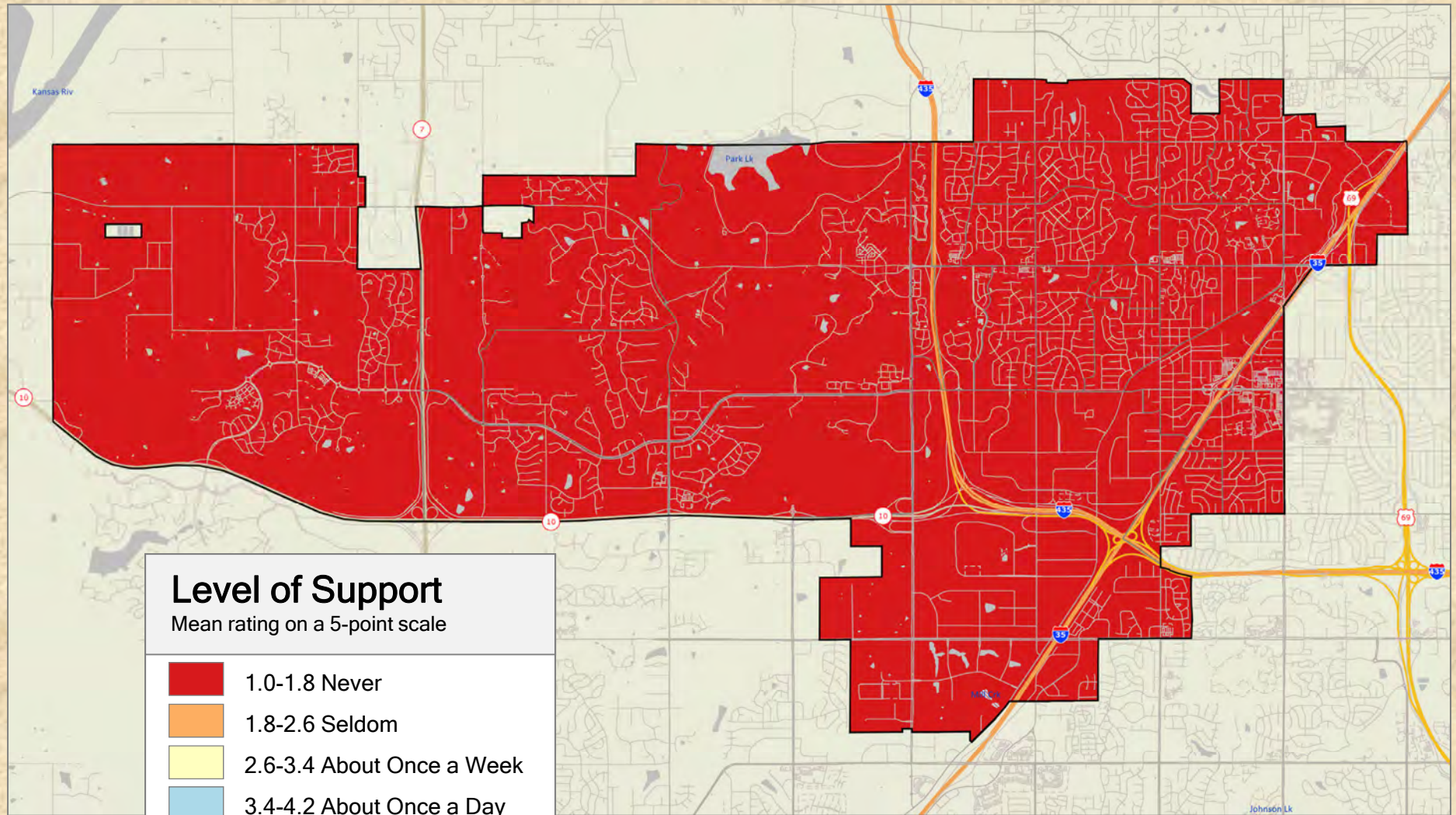
- 1.0-1.8 Never
- 1.8-2.6 Seldom
- 2.6-3.4 About Once a Week
- 3.4-4.2 About Once a Day
- 4.2-5.0 Several Times a Day
- No Response

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**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)





# Q7-06 Frequency of: Travel by bus



**Level of Support**  
Mean rating on a 5-point scale

	1.0-1.8 Never
	1.8-2.6 Seldom
	2.6-3.4 About Once a Week
	3.4-4.2 About Once a Day
	4.2-5.0 Several Times a Day
	No Response

**2018 City of Lenexa Complete Streets**  
Shading reflects the mean rating for all respondents by CBG (merged as needed)





# LENEXA COMPLETE STREETS APPENDICES

## **APPENDIX - H**

### **On-road Bicycle Facility Recommendations**



## DRAFT Lenexa On-Road Bike Facility Recommendations 7/31/2019

Corridor/Route	Street Name	From	To	Posted Speed	Destinations/Highlights	Short Term Facility	Long Term (Preferred) Facility	Miles	Comments/Action	Priority (TBD with staff input)	Ease of implementation (for long term facility)
A1	W. 83rd Street	City line (west)	Woodland Road	45 MPH	Major E/W connector, Freedom Fields, 3 & 2 Baseball Facilities, Shawnee Mission Park, City Center, residential neighborhoods, popular route for confident bicyclists	Paved Shoulder	Buffered bike lane or separated bike lane	4.8	Study feasibility to widen and pave shoulder (Shared Use Path also recommended for this corridor, drainage ditch close to road). Install buffered or separated bike lane when road is reconstructed. Bridge crossings TBD. Coordinate with Shawnee.		Medium
A2	W. 87th Street	Woodland Road	Ridgeview Road	45 MPH	Major E/W connector, Freedom Fields, 3 & 2 Baseball Facilities, Shawnee Mission Park, City Center, residential neighborhoods, popular route confident bicyclists	Paved Shoulder	Buffered bike lane or separated bike lane	1.16	Study feasibility to widen and pave shoulder (Shared Use Path also recommended for this corridor, drainage ditch close to road). Install buffered or separated bike lane when road is reconstructed. Bridge crossings TBD.		Medium
A3	W. 87th Street	Ridgeview Rd	Renner Boulevard	30 MPH	Part of broader 87th Street Corridor E/W Connector, City Center, School	Shared Roadway	Shared Roadway or Bike Lane	0.76	Add sharrow pavement markings, "Bicycle May Use Full Lane" signage, and wayfinding. Provide clear signage and transition points for area where bicyclists are encouraged to take the lane. Evaluate traffic volumes and operations as area is completed to assess if all vehicle travel lanes are needed.		Easy
B1	Pickering St	W. 96th Terrace (Shared Use Path)	Canyon Creek Boulevard	25 MPH	Connects gap between bikeway on planned roadway and neighborhood/trail system	Bike Boulevard	Bike Boulevard	0.24	Paint with Sharrow or Bike Boulevard symbol. Provide wayfinding to trail.		Easy
B2	99th Street	Canyon Creek Boulevard	W 99th/W 101st St (New Roadway)	35 MPH	Connects gap between bikeway on planned roadway and neighborhood/trail system	Bike Boulevard	Bike Lane	0.16	Paint with Sharrow or Bike Boulevard symbol. Restripe to tie into bike lanes when 101st St extension is completed. Determine exact alignment and facility in coordination with new roadway design.		Easy
C	99th Street / 101st Street Extension (Planned Roadway)	Pickering St	Prairie Creek Road	35 MPH?	(Planned Roadway) E/W Connector across K-7	Bike Lane	Buffered bike lane or separated bike lane	2.14	Design new 99th St/101st St planned roadway to include buffered bike lanes. Bridge crossings TBD.		Easy
D1	Ridgeview Road (Under Construction)	K70	Prairie Star Parkway	40 MPH	(Under Construction) Major N/S connection between Olathe Soccer Complex, commercial area/hotel and Lenexa City Center/Shawnee Mission Park	None (Shared Use Path planned)	Bike Lane	1.09	Currently under construction to have wide outside lanes with parallel sidepath, but heavy truck traffic anticipated. Evaluate traffic volumes as construction is completed to analyze if bike lane is needed.		Medium
D2	Ridgeview Road (Planned Roadway)	Prairie Star Parkway	87th Street	35 MPH	(Planned Roadway) Major N/S connection between Olathe Soccer Complex, commercial area/hotel and Lenexa City Center/Shawnee Mission Park	Bike Lane	Buffered bike lane or separated bike lane	1.1	Incorporate buffered bike lane or separated bike lane into design of future roadway. Keep speeds to 35 MPH if possible.		Easy
D3	Ridgeview Road	87th Street	Barkley Drive	25 MPH?	Connects City Center to Shawnee Mission Park	Shared Roadway	Shared Roadway	0.28	Add sharrow pavement markings, "Bicycle May Use Full Lane" signage, and wayfinding. in coordination with Johnson County (road in county jurisdiction).		Easy
E1	Maurer Rd	79th St	83rd St	30 MPH	N/S Connector to shared use paths, commercial areas, Electric Park, Sunflower Elementary, Ad Astra Park, McCauliffe Elementary	Bike Lane	Bike Lane	0.51	Add standard bike lane markings		Easy
E2	Maurer Rd	83rd St	87th St	30 MPH	N/S Connector to shared use paths, commercial areas, Electric Park, Sunflower Elementary, Ad Astra Park, McCauliffe Elementary	Shared Roadway	Bike Lane	0.52	Add sharrow pavement markings, "Bicycle May Use Full Lane" signage, and wayfinding. For long term study feasibility of 4- to 3-lane conversion to add bike lane.		Medium
E3	Maurer Ct/Loiret Blvd	87th St	95th St	30 MPH	N/S Connector to shared use paths, commercial areas, Electric Park, Sunflower Elementary, Ad Astra Park, McCauliffe Elementary	Shared Roadway	Bike Lane	1.15	Add sharrow pavement markings, "Bicycle May Use Full Lane" signage, and wayfinding.		Easy
F	East Lenexa Bike Loop (Multiple Streets)	varies	varies	25 MPH	Provides a low-stress connection on mostly neighborhood streets from Old Town to shared use path system that connects to City Center and Parks	Bike Boulevard	Bike Boulevard	11.76	Paint with Sharrow or Bike Boulevard symbol, consider traffic calming or traffic diversion, add wayfinding. Where network crosses 87th St or other major roads, add/widen sidepath simultaneously to ensure safe connections and crossing across.		Easy
G1	Lackman Rd	North city limit	87th St	35 MPH-45 MPH	N/S connector and commercial corridor	Bike Lane	Buffered bike lane or separated bike lane	1.5	Interim: Add bicycle lanes by restriping to 3-10' lanes plus 2-4' bicycle lanes. Install buffered or separated bike lane when road is reconstructed. Bridge crossings TBD.		Difficult



G2	Lackman Rd	87th St	95th St	35 MPH-45 MPH	N/S connector and commercial corridor	Shared Roadway	Buffered bike lane or separated bike lane	3.14	Interim: Add sharrow pavement markings, "Bicycle May Use Full Lane" signage, and wayfinding. Install buffered or separated bike lane when road is reconstructed. Bridge crossings TBD.		Difficult
H1	Santa Fe Trail Drive	Quivira Rd	95th St	30 MPH-45 MPH	NE/SW connector to Old Town, industrial parks, commercial areas, diagonal route provides more direct connections.	Bike Lane	Buffered bike lane or separated bike lane	1.98	Interim: add standard bike lanes. Add curbs where absent. Install buffered or separated bike lane when road is reconstructed.		Difficult
H2	Santa Fe Trail Drive	95th St	South City Limit	30 MPH-45 MPH	NE/SW connector to Old Town, industrial parks, commercial areas, diagonal route provides more direct connections.	None	Buffered bike lane or separated bike lane	3.22	Install buffered or separated bike lane when road is reconstructed.		
I1	99th Street	Rosehill Rd	Quivira	25 MPH	Connects to Oak Park Mall and Overland Park	Shared Roadway	Bike Lane	1.42	Interim: Add sharrow pavement markings, "Bicycle May Use Full Lane" signage, and wayfinding. Widen road to install bicycle lane when road is reconstructed.		Difficult
I2	W 96th Terrace	Lenexa Rd	Monrovia Rd	35 MPH	Provides east/west connection between other proposed routes	None	Bicycle lane	0.36	Widen road to install bicycle lane when road is reconstructed.		
J	103rd Street	Pflumm	Quivira	30 MPH	Connects neighborhoods, Flat Rock Creek Park.	Shared Roadway	Buffered bike lane or separated bike lane	0.25	Interim: Add sharrow pavement markings, "Bicycle May Use Full Lane" signage, and wayfinding. Install buffered or separated bike lane when road is reconstructed, in coordination with Overland Park.		Difficult
K1	Monrovia	Santa Fe Trail Dr	85th St	30 MPH	On-street N/S connection alternative to Quivira Rd. Commercial and residential.	Shared Roadway	Bike Lane	0.72	Interim: Add sharrow pavement markings, "Bicycle May Use Full Lane" signage, and wayfinding. Add bike lane upon reconstruction.		Medium
K2	Monrovia	99th	Lenexa Drive	35 MPH	N/S connection east of Hwy 56. Commercial areas around Oak Park Mall and residential.	Shared Roadway	Bike Lane	0.73	Interim: Add sharrow pavement markings, "Bicycle May Use Full Lane" signage, and wayfinding, in combination with new sidewalks. Add Bike Lane upon reconstruction.		Medium
K3	Rosehill Rd	87th St Pkwy	Santa Fe Trail Drive	35 MPH	N/S connection to Santa Fe Trail Dr.	None	Bike Lane	0.44	Include Bicycle Lane when road is reconstructed.		
L	Lenexa Drive	87th St Pkwy	94th Terrace	35 MPH	On-street connection east of I-35. Commercial and residential. Connect to planned Overland Park routes.	Shared Roadway	Buffered bike lane or separated bike lane	1.05	Interim: Add sharrow pavement markings, "Bicycle May Use Full Lane" signage, and wayfinding. Include Buffered Bike Lane or Separated Bike Lane when road is reconstructed, in coordination with Overland Park.		Medium
M	Marshall Drive	79th Terrace	Santa Fe Trail Drive	30 MPH - 35 MPH	On-street alternative to Santa Fe Trail Drive. Commercial corridor.	Shared Roadway	Buffered bike lane or separated bike lane	4.24	Interim: Add sharrow pavement markings, "Bicycle May Use Full Lane" signage, and wayfinding. Include Buffered Bike Lane or Separated Bike Lane when road is reconstructed.		Medium
N	Multiple Streets	varies	varies	Varies	Routes used by highly confident bicyclists	Signed Route	Signed Route	14.54	Install "Bicycles May Use Full Lane" signage (NOTE: This is not considered an on-street bikeway; signage is provided on commonly used on-street routes where unsafe passing is of special concern.)		Easy
O1	79th Street	Renner Road	Lackman Road	35	East-west connection, alternative to 83rd St. Connects to parks and schools.	Bike Lane	Bike Lane	1	Add bicycle lanes by restriping to 2-11' lanes plus 2-5' bicycle lanes		Easy
O2	79th Street	Lackman Road	Pflumm Street	35	East-west connection, alternative to 83rd St. Connects to parks and schools.	Bike Lane	Bike Lane	1.01	Add bicycle lanes by restriping to 2-10' lanes plus 2-4' bicycle lanes with 2' curb and gutter		Easy
O3	79th Street	Pflumm Street	Quivira Road	35	East-west connection, alternative to 83rd St. Connects to parks and schools.	Shared Roadway	Bike Lane	1	Interim: Add sharrow pavement markings, "Bicycle May Use Full Lane" signage, and wayfinding. Include Buffered Bike Lane or Separated Bike Lane when road is reconstructed.		Medium
O4	79th Street	Quivira Road	Nieman Road	35	East-west connection, alternative to 83rd St. Connects to parks and schools.	Bike Lane	Bike Lane	0.5	Add bicycle lanes by restriping to 2-11' lanes plus 2-5' bicycle lanes.		Easy
P	Prairie Star Parkway	Renner Road	Western terminus	45	East-west connection, Residential and schools/	Shared Roadway	Shared Roadway	6.9	Interim: Add sharrow pavement markings, "Bicycle May Use Full Lane" signage, and wayfinding.		Easy