



Topic Name: Transportation

Idea Title: Extend streetcar to UMKC

Idea Detail: Extend the approved downtown streetcar to UMKC main campus, serving Midtown and Plaza via Main Street.

Idea Author: David J

Number of Seconds 37

Number of Comments 7

Comment 1: If BKS Blvd is used, PLEASE do an extensive spillover traffic study. | By Marny B

Comment 2: Once the streetcar passes Brush Creek, it's unlikely it would use the street since the Trolley Trail right-of-way is still owned by KCATA and has plenty of space for the trail and tracks. | By David J

Comment 3: Small world was just talking about this at lunch! | By Dirck H

Comment 4: I'd gladly tax myself to put a streetcar TDD down Main to the Plaza! | By Eric B

Comment 5: Go even further to Waldo. | By Laurie C

Comment 6: Main to Bookside Blvd? | By Matt N

Comment 7: Yeah, at least 51st Street where there is right-of-way that isn't in the middle of the street. Could stop right alongside the Trolley Trail. | By David J

Idea Title: protected bike lanes

Idea Detail: anywhere that's wide enough, add a protected bike lane to the street.

either with a parking row barrier or with some sort of physical barrier. even a foot tall concrete wall would help

Idea Author: Kevin C

Number of Seconds 23



Number of Comments 6

Comment 1: I run errands by bike on Main st after work at night.... protected bike lanes sound fantastic. Even with reflective gear it is hard for drivers to see bikers. Not having to constantly look over your shoulder would be nice. Great idea | By Graham R

Comment 2: Bike lanes are vital to support a growing bike commuter community, but safe and protected places to park and store private bike gear is a very important part of the formula as well. | By Kent C

Comment 3: the city code covers this for all new development. bike parking is now mandatory. | By Kevin C

Comment 4: Here is a very practical way to create cycletracks or protected bike lanes by working with existing curbside parking: <http://www.streetfilms.org/floating-parking-bike-buffer-zones-in-separated-cycletracks/> | By Eric R

Comment 5: Protected bike lanes are way overdue! There is plenty of room on many streets. Even if the lane is just "protected" by road turtles (little humps on the road) it is better than just striping. | By Claus W

Comment 6: Road turtles would make it easier to do street cleaning. | By Matt N

Idea Title: Bike share stations in Midtown/Plaza

Idea Detail: Kansas City B-cycle launched KC's nonprofit bike share system in Downtown in July of 2012. Now we are looking for great locations in new neighborhoods. Where would you like to see B-stations in Midtown/Plaza?

Idea Author: Eric R

Number of Seconds 22

Number of Comments 6

Comment 1: LOVE THEM! | By John Kenny R

Comment 2: More than in the existing B-Cycle area, Midtown would really need bike lanes to make B-Cycle safe and popular. Take 39th and Main: I totally agree that there should be a station near there -- but should actually anybody ride on Main or 39th? Without lanes or some



sort of infrastructure rework there, that's a nightmare scenario at most times of day. Same goes for Westport Rd., Broadway. | By Benjamin B

Comment 3: There is almost no point in having this service expand to Midtown if they don't put a station at 39th and Main. It could go a block W of Main on 39th. Or maybe the Katz parking lot -- that megachurch might be persuaded. Or maybe in that weird little park at 40th and Main. They also need stations at 39th and State Line/KUMC, a couple on the Plaza, the Nelson/KCAI, Westport/Sunfresh, and Penn Valley CC/Park. As a western connector to Midtown, I'd also like Southwest Boulevard and Summit or 17th and Summit to be considered. | By Heather W

Comment 4: It sounds like Midtown is a go. So assuming 10-12 stations for Midtown/Plaza, here is my wish list for station locations...

*Plaza MAX Stop (or Mill Creek Park fountain)

Plaza near Cinemark movies

43rd MAX stop

Near Art Institute

*39th MAX stop (CVS lot?)

Westport/Broadway (Frontier Park, and it needs benches)

Westport Sunfresh

*39th/Broadway (Walgreens)

Armour MAX stop

Armour Broadway or near Penn Valley CC

Future (or swap some of above)...

UMKC center

UMKC MAX stop

UMKC Troost stop

Plaza library MAX stop

w39th/Volker/Roanoke area

31st/Broadway/Penn Valley area

31st MAX stop

Martini Corner

*Most needed | By Xeno P

Comment 5: Mill Creek Park near the fountain. Probably the single busiest place in Kansas City on a regular basis | By Kevin C

Comment 6: YES | By Matt N



Idea Title: End Car Parking Minimum Requirements

Idea Detail: Allow the market to determine the number of parking spaces a developer shall build in new development or use change. However, continue and strengthen requirement for bike parking in new development and use change.

If at all possible, change property tax assessment to assess value of land and not value of improvement. In other words, assess taxes on empty parking lots at the same rate as filled-in properties.

Want more infill? End parking minimums and tax surface lots!

Idea Author: Eric B

Number of Seconds 15

Number of Comments 5

Comment 1: tesetetsfasdfasdfasdfasdfasdfasdfasdf | By Don B

Comment 2: Parking maximum instead? | By Matt N

Comment 3: That might be a little too advanced for KC right now. Restricting the number of spaces could potentially prevent new infill development in a city that's still very auto-dominated. Just a hunch. | By Eric B

Comment 4: not parking maximums, parking density encouragement. the streetcar is being funded off paid surface lots being not dense. somewhere, maybe here, I saw the idea of assessing taxes not just on improvements, but assigning land value too. the more density around, the more the land is taxed. make it less profitable to do nothing with a piece of land. | By Kevin C

Comment 5: I think parking maximums are an excellent idea. We don't need more parking, and we don't need more money spent on parking structures! We need driving to be more inconvenient in Kansas City, and Midtown is a great place to start (really, the only conceivable place to start), because we're so close to walking, biking, and public transit being truly viable alternatives for people that live there. There's a parking maximum over the Brookside Business District, and businesses there appear to be doing very well. Anyway, people could always apply for a variance if there were a hardship. I'd much rather see people apply for a variance to have additional parking rather than to have less parking. | By Josh B



Idea Title: Traffic circle - 43rd & Southwest Trafficway & Westport Road

Idea Detail: 43rd & Southwest Trafficway & Westport Road is probably one of the worst intersections in the area. It could greatly benefit from being converted into a traffic circle instead of the various intersection that are in place now. There are too many angles and intersections that in some places it is very difficult and dangerous to cross by car. The situation is not much better for pedestrians and bikes.

This would help pedestrian and bike traffic as well since the traffic flow would be easier to understand and more predictable.

Idea Author: Claus W

Number of Seconds 15

Number of Comments 7

Comment 1: it may be a little tight to do right but without engineering it that's hard to say | By Kevin C

Comment 2: The only problem I see there are the large trees that are in the center area. They are probably too big to be moved. I do not want to see those come down for a traffic circle, but maybe they can work around that. | By Claus W

Comment 3: If it's not possible to add a traffic circle, then it makes sense to stop Westbound 43rd at SW Trafficway. There are frequent accidents when drivers attempt to merge with Westbound traffic coming from Westport road and SW Trafficway. It's crazy the way it is now. | By Victoria W

Comment 4: There was a study on this done for the city by HDR last year. There were 6 or 7 ideas on how to remake the intersection, but the end they gave up because they couldn't come to a consensus on how to proceed. One of the problems that they ran into with the traffic circle is that there isn't enough space to put one in. One of the strip malls (the Blockbuster or the ACE) would have to give up part of it's parking lot. | By Matt N

Comment 5: You can blame Cooper Weeks, owner of Westport Landing (where ACE is), for stalling this project out. He was unwilling to give up a few of his hundred or so parking spots. This project is so overdue it isn't even funny. | By Eric B



Comment 6: I saw a model of something like that in the Architecture and Urban Planning department at UMKC. | By Josh B

Comment 7: <http://www.volkerkcmo.org/sites/default/files/1998-umkc-trafficway-plan.pdf> | By John Kenny R

Idea Title: Improve visual connectivity between Westport & Plaza

Idea Detail: For decades, you'd think the city and large property owners were actively trying to prevent people from *walking* between Westport and Plaza -- two of Kansas City's most attractive places to walk, which happen to be surrounded by walkable residential neighborhoods. Need to improve visual (and actual) connections between the two, either through improved sidewalks and/or wayfinding. Undo the one-way streets, which reinforce the lack of pedestrian connectivity since most people can't imagine a way to walk between the two without using one of three traffic-clogged arterials (SW Trafficway, Broadway, Main).

Idea Author: David J

Number of Seconds 13

Number of Comments 3

Comment 1: St. Lukes is creating a "walled garden" that separates the Plaza and Westport. Include them in discussions in a creative way. | By Pele C

Comment 2: Use the Country Club Right of Way to connect Westport to the Plaza via Mill Creek Park, extending the Trolley Track Trail all the way to Westport. Reconstruct a bike/ped bridge over 43rd Street, suspended in some amazing Calatravian fashion so that it's not a hazard to automobile traffic, like the previous bridge. It's expensive, but trail infrastructure can be justified with the economic development that it can spur if done correctly! | By Josh B

Comment 3: +1 | By Matt N

Idea Title: East-West transportation routes/Bikes

Idea Detail: We need to promote bike-friendly routes to destinations across midtown. Armour, Westport Road/43rd, and Roanoke between 43rd and the Plaza are good connector streets that could work. Perhaps some of the future Main St. improvements could be done with bicycling in mind.

Idea Author: Matt N



Number of Seconds 12

Number of Comments 2

Comment 1: 39th street could be a good candidate for bike lanes--although the hill going west from Hyde Park would be rough on bikers! | By Allison G

Comment 2: So true, it's easy to ride a bike north and south but not so easy east and west. I have a very convoluted way to ride west from Campbell to Roeland Park but it works because it's mostly residential streets. I ride east often too but it is more puzzling as the roads seem not as hospitable to biking. The Westport/ SW trwy, 43 St. intersection is awful for everyone. | By Laurie C

Idea Title: Diverse transportation in Midtown/Plaza

Idea Detail: Ok, let's get bike facilities everywhere—the ones appropriate for various street types and parking too. Wayfinding signs would be a big help too, see photo. For the signs tell how far something is and direction, show that it's a bike route, perhaps how long it would take to get to the destination. For walking a time estimate/distance would be good too. People think it takes a long time to walk a mile—it's 15 to 20 minutes. To encourage walking you need a pleasant, safe, clean environment with stuff to look at and places to go. It's been proven in studies. Just copy some of what makes Europe the place where people with money go to walk. More buses too, slower traffic, narrower streets, sidewalks. The bottom line is prioritize the bicyclists, walkers and transit. We have too long prioritized the car.

Idea Author: Laurie C

Number of Seconds 8

Number of Comments 3

Comment 1: digital sign boards.

you can put transit, local hot spots and sell advertising | By Kevin C

Comment 2: Force people to major through streets instead of using parallel streets like Wyandotte, Oak and such as a long-distance through street across midtown.

Do this by removing stoplights at all but the major intersections, block left turns on some the other side streets and on others physically block direct access to the major street.



This would help allow everyone to flow better through the area. Cars, busses, future streetcars, etc.

Then on Main and Broadway, to control speed implement full time on street parking OR give up a lane and dedicate it to transit only. Bus/Streetcar
SW Trafficway is the route people should be using to cross midtown. It's designed for more traffic. | By Kevin C

Comment 3: Love the ideas. I would love to see hyperlocal signage that treats Westport like it's own town. The walking time signs could be something similar to what Walk Raleigh did. So you'd have signs like "5 minute walk to Westport & Broadway", etc. | By Matt N

Idea Title: Main Street MAX lane/Bike Lane

Idea Detail: Main Street northbound and southbound from 47th Street to Pershing has a 3rd lane designated as "bus only" from 6AM-9AM and 4PM-6PM. This is the lane that the Main Street MAX bus drives in. A really low cost, quickly implemented bike lane could be created by designating that lane as a bus/bike lane 24 hours/day. Some paint and signs is all it would take to establish a cycling corridor from the Plaza to the Crossroads. Parking could still be allowed in the hours not covered by the "bus only" time, but cars would be prohibited from driving in it at all times, leaving it to cyclists and the buses (which could go around the cyclists - they've always been good about it when I've ridden in this lane).

Idea Author: Doug W

Number of Seconds 8

Number of Comments 1

Comment 1: Bike lanes on busy streets may be a problem. Broadway has less/slower traffic compared to Main. I avoid both biking through Midtown/Downtown, tend to use streets between the two. | By Xenon P

Idea Title: Safe and Friendly

Idea Detail: Right now in the midtown area a majority of streets are not walk-able and are not mixed transportation friendly. Additionally, because our environment favors the automobile, it limits the likelihood of alternative travel methods. Improvements could include:

- Sidewalks/walkways that are lit on the ground. Street lights favor the automobile and not the pedestrian



- Pedestrian and bicycle friendly streetscapes. e.g. "Bumpouts" to slow down traffic, designated bicycle lanes on ALL major streets.

- Attractive landscaping and pedestrian tools such as DoggiPot Bags, trash cans, drinking fountains, benches, etc.

Idea Author: Johnathon B

Number of Seconds 7

Number of Comments 0

Idea Title: Convert #39 to MAX

Idea Detail: The #39 bus could easily support conversion to MAX BRT. Improve/consolidate stations and add real-time arrival kiosks.

Idea Author: David J

Number of Seconds 6

Number of Comments 2

Comment 1: Would rather see more N/S routes in city core (Broadway, Gilham, maybe State Line) but of all crosstown lines, 39th makes most sense. | By Xeno P

Comment 2: this makes sense. it's currently the primary cross-midtown connection that connects half a dozen bus lines together. | By Kevin C

Idea Title: Safer, Usable Sidewalks

Idea Detail: Many of the sidewalks in the area could be made safer. Portions of sidewalks along SW Trafficway are sandwiched between the curb and retaining walls (think of SW Trafficway and Mill St.).

Also, so many of our sidewalks have utility poles in them - on both sides of the street. I know that Clark between 39th and the Trafficway, and 41st St. west of Clark are impacted areas, and I'm sure there are plenty more. Moving the utility poles to just one side of the street would make a safer pedestrian environment. I feel so frustrated when I see people with disabilities forced into the streets b/c the sidewalks are impassible.



Idea Author: John Kenny R

Number of Seconds 6

Number of Comments 1

Comment 1: We need to have a campaign to remove all obstacles from sidewalks. There are some sidewalks where you have to dance around fire hydrants, utility poles and so on. | By Claus W

Idea Title: Promote existing alternative transportation options

Idea Detail: The Max system is great for getting around the area. I think it just needs some additional promotion to increase usage. As others mentioned, a major east-west connection would help too. A main hub/stop that is recognizable in the Mid-Town area would be a great way to encourage people to stop in the area & make it a destination.

Idea Author: Katie M

Number of Seconds 6

Number of Comments 1

Comment 1: see the bike share system for how to do bus stations.

something like this is needed at every single bus stop.

because telling someone that there's a stop for a sign here doesn't help a Tourist because they need to know if taking the bus from here can get them to their destination and that takes a map. | By Kevin C

Idea Title: Traffic Calming

Idea Detail: We need traffic calming measures throughout the district, especially on the major north-south corridors, such as Ward Parkway-Southwest Trafficway and Main Street-Brookside Boulevard. It is very common for people to drive 45mph on these streets and speeds above that are not uncommon. This creates hazards for both pedestrians and drivers. Pedestrians, especially older ones, have trouble crossing streets safely. Drivers attempting left turns or even just driving the speed limit are endangered by faster drivers, who often tailgate. One person commented to me that Johnson County drivers think that these streets are just highways to downtown. We need a combination of engineering features and law enforcement.



But, some of the features the city has already installed are not well thought out and the proliferation of four-way stops needs to stop and, in many cases, actually be reversed. The four-way stops at Meyer and Oak and Meyer and Main make those intersections more dangerous for pedestrians. And there should not be stop signs on Oak between 55th and 47th. Flashing yellow lights at the crosswalks combined with pedestrian refuges would be plenty. When there are too many stop signs, drivers simply drive right through them. If you have not seen this happen, you have not been driving.

Idea Author: Bill M

Number of Seconds 6

Number of Comments 3

Comment 1: Much of the same would benefit SW Trafficway. There was a lot of discussion about this on the kcmomentum mindmixer. | By John Kenny R

Comment 2: Ward Parkways is 6 lanes of road that really only needs 4 these days. it dates back to a time when that was the major N-S street through the area and most people were going downtown. | By Kevin C

Comment 3: Simple and cheap solution: add on-street parking. | By David J

Idea Title: Bike Stations along the Trolley Trail

Idea Detail: A station @ 75th & Wornall, Brookside on to Mill Creek Park. Another method of "people movement" along a well used path. I'd envision those who use their cars to run local errands may jump on a bike to get to Brookside, especially the parking challenges in Brookside. Loose Park would make a nice stop over as well.

Idea Author: Julie H

Number of Seconds 6

Number of Comments 1

Comment 1: yes! | By Kevin C

Idea Title: Southwest Trafficway Improvements



Idea Detail: Southwest Trafficway divides neighborhoods, is pedestrian unfriendly, and unattractive. The Trafficway is around 60 years old. The speed limit is largely ignored, especially north of PVCC.

Southwest Trafficway could be modified within its existing structure to connect neighborhoods instead of run through them. Arguably, the Trafficway goes through some of KC's best known districts, such as Westport, 39th Street, and the Plaza. Unfortunately, with 6 traffic lanes, a poorly designed median, and few safe pedestrian crossings, it does not increase commerce. There is little parking, especially north of Westport Rd., and businesses fail and buildings stay empty. Its design encourages high speeds.

The city has large easements on both sides of the trafficway, which could be used for: Adding space between the northbound and southbound lanes, allowing for the installation of a proper median.

Parking lanes for local businesses.

Better pedestrian walkways, improved crosswalks, better lighting.

The conversion of traffic lanes to left turn lanes, which would in turn, reduce traffic in the neighborhoods from people making right turn squares.

Using effective methods, such as traffic circles, to improve access onto and off of the Trafficway and reduce speed.

Adding easement space for potential light rail or improved bus service.

A group of UMKC students put together an improvement plan several years ago. Some of it is great, other parts are very idealistic and unrealistic, but it gets you thinking. There is a link to it on the Volker Neighborhood Association website.

Idea Author: John Kenny R

Number of Seconds 4

Number of Comments 1

Comment 1: John, I realize I'm probably breaking some Mindmixer code of conduct here, but may I ask if you attended the Midtown public meeting last Thursday? I'm researching the city's effort to engage the public and I would love to be able to ask you your thoughts on a few things if you have the time. It wouldn't be more than like 5 questions regarding your thoughts about the communication between the City and the public. If you have time my email is MTBrown07@yahoo.com, just let me know and I'll send you the questions. Whether you attended the meeting or not this would be awesome if you can participate, but if not I understand. It's just for a graduate study that I'm doing.

If you didn't attend the public meeting, just an fyi, there is another one on Feb. 28 that I'm sure will be announced on the KCMO website. Anyway, I appreciated how thorough your post was so I chose you to ask, but there is no pressure. Thanks either way. | By Matt B

Idea Title: Install all-weather public drinking fountains



Idea Detail: To promote bicyclists and running/jogging there should be drinking fountains installed anywhere there is a park or bicycle rack. That way anyone bicycling could refill water bottles and runners/walkers could make use of it too.

Idea Author: Gary M

Number of Seconds 4

Number of Comments 4

Comment 1: They're working really well in Portland. | By David J

Comment 2: I believe the ones along the trolley Trail are all weather, but the city still shuts them off half the year. Doesn't make any sense. | By Eric H

Comment 3: Love it. Coordinate the locations with bike lanes. | By Matt N

Comment 4: public water fountains have a perceived health risk.

that's the big reason they have disappeared | By Kevin C

Idea Title: More bicycle racks throughout shopping areas

Idea Detail: I would ride my bicycle to more shops and restaurants if I knew where I would be able to park my bike. The Plaza needs bike racks, Brookside needs more. I want to take my bike for errands, but sometimes I don't because there is no place close by to lock up my bike.

Idea Author: Katie C

Number of Seconds 4

Number of Comments 2

Comment 1: I often can't find bike parking either. I sometimes use trees to lock my bike to. Not great, but it works. | By Claus W

Comment 2: I believe it's technically legal to lock your bike to anything in the public right-of-way (signs, light poles, trees), but, yeah, we need more bike parking! Some cities REPLACE on-street parking spaces with on-street bike parking. | By David J



Idea Title: East-West transportation routes/39th St.

Idea Detail: It's tough to get across midtown, from east to west. 39th is probably the best route, but the curbside parking rules vary from block to block. The result is that it essentially becomes a 2 lane road in many places. Getting rid of on-street parking from State Line-Paseo would make a huge difference.

Idea Author: Matt N

Number of Seconds 3

Number of Comments 5

Comment 1: 39th is extremely easy to use.
this is a good future transit line.

it connects to an employment center at KU Med, it is right along a lot of retail that's in bad shape, and there's a ton of residential.

I'd change the road into pedestrian friendly in concert with a streetcar line and not a second more.

| By Kevin C

Comment 2: At a minimum developing a comprehensive plan for this corridor would be a plus. Today it is a hodge-podge of lanes that are too narrow and a mix of on-street parking rules as mentioned. The boulevards are gone in some areas (which is okay with me) and in other stretches the boulevards have been reduced to narrow strips that are simply dirt, mud or trash. New sidewalks and curbs have been put it recently at significant cost only to preserve the majority of the above mentioned problems. Eliminating the boulevards along the whole corridor would allow space to be used more efficiently and be redesigned to add features such as those suggested in the other comments. | By Tim T

Comment 3: Traffic on 39th is now too fast for a street its size and for the neighborhoods that it goes through. Keep the parking to slow traffic. Get more buses and bike lanes on 39 and everywhere else to take the pressure off making speedways through the city. | By Laurie C

Comment 4: I don't think there is enough room on 39th for on-street parking and bus/bike lanes. I'd love to see the bus/bike lane in lieu of the parking. | By Matt N

Comment 5: You are right, not for everything but if we had bike lanes and bus we



could forgo parking. I think a road diet would be great on 39th—2 car lanes, a left turn lane and 2 bike lanes. | By Laurie C

Idea Title: Create Angle Parking In Any Potential Locations

Idea Detail: A current and future challenge for midtown is the general lack of sufficient parking. For commercial areas and many high-density residential areas this is true. Many areas have significant acreage devoted to poorly maintained boulevards and at the same time have very limited parking available. Where possible, convert boulevard areas to angle parking. This will have a long-term impact on the vibrancy of neighborhoods, economic growth and better land use. An area that would benefit greatly from this is Roanoke Road between 43rd St. and 47th St.

See link below from Bike Share KC related to angle parking.

Idea Author: Tim T

Number of Seconds 3

Number of Comments 3

Comment 1: On-street parking is a great way to provide buffered bike lanes and create a more vibrant street life. Add the words, "back-in angle parking" and "with buffered bike lane" and you've got a winner here. | By Eric B

Comment 2: Great suggestion Eric. In my mind, you absolutely need to take a holistic approach to most of the suggestions in this forum. Trolley, parking, biking and walking should all be considered with any suggestion that is designed to increase access to a busy area. | By Tim T

Comment 3: there's hundreds of spots for a block around 43rd/Roanoke and thousands in the 6-8 block circle. there's no possible way we need more parking in that area.

I bet midtown has over 100,000 parking spots total between streets and lots and driveways. | By Kevin C

Idea Title: Remove stoplights on 31st St btw Troost and Gilham

Idea Detail: There are several unnecessary stoplights on 31st Street - a major Midtown east-west corridor - from Troost to Gilham.



The reasons for these stoplights no longer exist (north-south traffic is extremely limited now) and could be replaced with north-south stop signs, while allowing unimpeded east-west traffic which would make traversing this area much quicker (without inciting road rage) and easier.

Idea Author: Louis T

Number of Seconds 3

Number of Comments 0

Idea Title: Redo 47th and Main with traffic circles

Idea Detail: The 47th/Main and 47th/JC Nichols intersections are too close for both being notable through streets through midtown. this is a crunch point for the area on a constant basis.

convert both into traffic circles.

another idea is to redo 43rd/Broadway so all the traffic turns onto 43rd and then Main and put in one traffic circle and remove the light at 47th/JC Nichols

Idea Author: Kevin C

Number of Seconds 2

Number of Comments 2

Comment 1: Maybe I'm picturing this wrong, but it seems like two traffic circles there would create a traffic figure 8.

I can't picture the second suggestion, but the idea of no light at 47th/JCNP would cause problems for pedestrians going between the fountain and the Plaza. | By Matt N

Comment 2: the second idea is better.

realign broadway into a direct curve into 43rd towards Main.
then realign 43rd to sweep to the north and meet Broadway at a "T"
then realign JC Nichols to swoop to the west to meet 43rd at a T.

JC Nichols then becomes two lanes wide and 4 lanes with parking.



you remove the light at 47th and JC Nichols | By Kevin C

Idea Title: Thinner traffic lanes

Idea Detail: Our traffic lanes seem wider than in other cities. Let's install reflective markers on the pavement and reduce the width of our traffic lanes.

Idea Author: Michael F

Number of Seconds 2

Number of Comments 0

Idea Title: Streetcar Phase 2 - Broadway/Nichols Alignment through Midtown

Idea Detail: There is some discussion about the best alignment for the Phase 2 extension of the new Streetcar line. I believe the best option, south of Union Station, is for the line to dogleg over to Broadway somewhere around Liberty Memorial (perhaps by creating a stop right at the museum entrance.) That way, the streetcar would run right through the heart of the Westport district, and in better proximity to the shopping activity on the Plaza. Then it could cross the creek and pick up Ward parkway for a few blocks east for a UMKC terminus.

If the Streetcar is going to succeed in improving KC's image amongst visitors and conventioners (among other things), this would be the superior route. When "showing visitors around" the city, it's good to take them directly into the most interesting and popular districts. A straight Main street alignment would not necessarily fail to do that, but passing through Westport on Broadway, and through the Plaza on JC Nichols, are more tantalizing to tourists than passing through on Main, making them more likely to hop off. Also, those who are hanging out in those districts will be more likely to hop on.

It's true that the difference is only 2-3 blocks, but when a large number of people (especially in Westport and on the Plaza) are undecided on whether to use the service, 2-3 blocks is out of sight, and therefore out of mind.

An alternative would be to run down Main, turn west on Westport Road, and then south on Broadway/Nichols through the Plaza.

Idea Author: Ryan W

Number of Seconds 2



Number of Comments 3

Comment 1: I think you should have the line got to at least to 31st before cutting west. Having a stop at 31st and Main would make Martini Corner more accessible to the line. Plus other than Martini Corner 31st East of Main is underdeveloped, hopefully the line could improve that.

| By Doc M

Comment 2: I also like the Broadway alignment, but I would prefer to cut from Main to Broadway either at Linwood Blvd or Westport Rd.

I would also prefer to take an alignment from the Plaza over to Main and then down Brookside Blvd towards 51st & Brookside (UMKC). | By Claus W

Comment 3: Many may argue a straight line is easier for visitors to understand but I prefer this layout as it does a better job connecting all Midtown amenities, including the dogpark in Penn Valley, PVCC, Uptown Theatre, Westport and even Gomers! Some will argue that Main needs the TOD more than Broadway, which is in better shape. This route should still be seriously considered.

BTW, you have to click on the picture to see the full route. | By Xeno P

Idea Title: Better street flow

Idea Detail: Force people to major through streets, Main, Broadway, 39th, Armour, 47th instead of using parallel streets like Wyandotte, Oak and such as a long-distance through street across midtown.

Do this by removing stoplights, block left turns onto the major street from many of the side streets and on others physically block direct access to the major street. Overland Park designed their whole city around this idea and it works well for traffic flow.

Then on Main and Broadway, to control speed implement full time on street parking OR give up a lane and dedicate it to transit only.

SW Trafficway is the route people should be using to cross midtown. It's designed for more traffic. The Paseo is very similar.

Idea Author: Kevin C

Number of Seconds 1

Number of Comments 2



Comment 1: I guess I don't understand what we'd gain from this. I thought we were past the era of cutting off side streets from major roads and giving the car priority. Those sidestreets - Oak, Wyandotte, etc - are great routes for midtown residents. | By Matt N

Comment 2: right, they're great routes for midtown residents. exactly what I say.

what these streets should not be is useful as a through street for non-residents.

the idea is to make it simple for residents to get into a neighborhood and few oher people. this makes the roads free and clear inside the neighborhood.

the idea with cutting off access is to limit where people can get onto the major street. this allows it to have less places cars and pedestrians meet when walking along Main, Broadway and such and less places for vehicles to meet. less places to turn left across Main means a safer road.

the less possible places to turn also helps transit and bikes with needing to stop less | By Kevin C

Idea Title: Dedicated Transit

Idea Detail: Dedicated transit lines between major commercial destinations is important. Places like the Plaza, Westport, and Crown Center should be included. Instead of using the KCATA we should use either the trolley or some sort of shuttle van. Having it leave each destination at specific times would improve transit between the destinations. It would encourage people to travel between each destination and improve commerce.

Idea Author: Adam B

Number of Seconds 1

Number of Comments 0

Idea Title: Blockades

Idea Detail: As a resident of the area, there have been 1 mahor traffic problems. 1. during Runs, Walks and other fund raisers we residents are frequently held hostage and can't leave our neighborhoods to shop or attend church. This should not happen it is also a killer for retail in the area. 2. whoever decided to make Ward Parkway one way west, south of the tennis courts between JC Nichols Pkwy and Brookside or one way east by the Plaza library. Both Ward Pkwys should be 2-way for ease of movement.



Idea Author: Larry B

Number of Seconds 1

Number of Comments 0

Idea Title: Streetcar Phase 2!

Idea Detail: Downtown got it done! Now let's extend it all the way to UMKC!

Idea Author: Zach F

Number of Seconds 0

Number of Comments 0

Idea Title: mass transit in KC

Idea Detail: KC Area Transit Authority needs to take a look at more inviting vehicles to encourage ridership. For a partial look, Google Buses in Las Vegas to see what a variety of such can yield. Who needs a streetcar with this cruising the streets (and at 1/100th the cost!)

Idea Author: Sharon P

Number of Seconds 0

Number of Comments 0



Topic Name: Housing & Neighborhoods

Idea Title: Mixed retail/residential

Idea Detail: look at Chicago

the city isn't setup to be zoned in a patchwork, it's mixed use.
you have retail inside hotels, retail under parking, retail under residential.

on a smaller scale that can work in midtown.

Idea Author: Kevin C

Number of Seconds 18

Number of Comments 2

Comment 1: We need to make sure that we expand retail to include: well designed day care, personal services, business services, restaurants, taverns, electronic banking centers, medical offices, etc. These activities should meet performance standards and we need to remove parking requirements. Yes, that means there might be more street parking in my neighborhood in this planning area. | By Michael F

Comment 2: Kansas City, MO needs a vision for so many activity corridors. This would allow zoning overlays to direct future growth in certain areas. There are many corridors that badly need some vision: Main Street, Broadway, Wornall (from Plaza to I-435), Troost, Stateline Road (from Southwest Blvd to I-435), Truman Road, Independence Ave. | By Claus W

Idea Title: Density

Idea Detail: Give tax breaks that encourage density. Like the more square foot of living space in ratio to square foot of land the more in tax breaks.

No parking minimums

Idea Author: Kevin C

Number of Seconds 13

Number of Comments 0



Idea Title: Infill Housing Should Be In Character With Neighborhood

Idea Detail: I live in the Volker neighborhood which has a mix of single and multi occupancy homes. Many of the infill homes in the neighborhood are suburban style homes with garages in the front that do not match the traditional characteristics of the homes in the neighborhood. An example is the new home on the east side of Genessee between 41st and 42nd Street . I think well established neighborhoods like Volker should have design standards for new homes.

Idea Author: Cindy T

Number of Seconds 9

Number of Comments 3

Comment 1: I realize that 31st is the cutoff for midtown, but 31st street east of Martini Corner has a ton of empty buildings and space that would be perfect for retail space with living quarters above. This would be a huge asset to midtown and other surrounding neighborhoods. We need some type of incentive to attract these businesses and entrepreneurs to the area. | By Derek M

Comment 2: New development code allows for overlay districts. Establish an historic overlay district that requires specific design standards that are consistent with the historical context of the neighborhood. Zoning downgrades are not the answer (like what's happened in south Volker). They are too restrictive and don't preserve any character because they are use based rather than form based. | By Eric B

Comment 3: There used to be small neighborhood stores and shops in many areas of Kansas City. They were an integral part of the neighborhood and there was no need to drive to the nearest "big box store" to meet your needs. Maybe we can get back to a design, where most of our daily needs can be met within walking distance from where we live. | By Claus W

Idea Title: Squier Park: The Hidden Treasure

Idea Detail: Squier Park is a neighborhood that demonstrates Pride, Preservation and Participation. Our boundaries are 39th to Amour; Troost to Paseo. We are an incredibly diverse and beautiful community that is close knit and takes care of each other. One of the biggest problems that we face, as well as most neighborhoods, are investors and developers that purchase properties in our neighborhood and either let them sit and/or create low-income/subsidized housing to which our area is saturated. Also our particular section of Troost has no resources or amenities available to us.

Solutions include:



-Restoring or demolishing and rebuilding properties on the Squier Park side of Troost and develop them into mixed use market-rate apartments and small businesses e.g. grocery store, restaurants, boutiques.

-No more gas stations, no more used car lots, no more check cashing/pay day loans, and no more pawn shops

-Marquette Club on Troost and Amour could be market rate condos

-Faxon School on the Paseo can be a multi-use small business and community center

-Legislation should be passed to limit those who purchase properties from tax sale. e.g. all properties acquired this way should be subject to neighborhood approval

Idea Author: Johnathon B

Number of Seconds 6

Number of Comments 1

Comment 1: Many of the distressed (older) neighborhoods in KC suffer from the blight of "investors" who buy on courthouse steps and then sit on the properties (often not even paying taxes...). Until the residents of these various neighborhoods are willing to act collectively and say "no more" to this practice, these areas will continue to fall down and hopeful residents will leave. Get busy Kansas City! Stop these destructive practices. | By Sharon P

Idea Title: School Solutions

Idea Detail: We have some great charter schools and private schools in the area, but midtown lacks a solid school system. Kansas City schools are abysmal. We need a school system that is going to help retain families and promote having a wide variety of people in the midtown area. The demand for these schools are obvious as today's KC Star had an article about expansion plans for Academie Lafayette. As neighborhoods, we should support these efforts in any way possible. Perhaps a solution would be neighborhood(s) specific schools. Maybe people in these neighborhoods or districts could vote on tax incentives to support these schools. An excellent (not just a good, but an excellent) school system is essential to attract people and companies. Without basic infrastructure, what incentives do people have to be attracted to the area?

Idea Author: Derek M



Number of Seconds 5

Number of Comments 4

Comment 1: When you make the sweeping statement that KCMO schools are abysmal you're not getting the whole picture. Border Star Montessori and Foreign Language Academy are very good schools. Lincoln College Prep is one of the best in the state. They are not neighborhood schools but that is part of their value - economic, cultural and racial diversity. They succeed because parents in these schools make the commitment to make them work and with their help teachers can do their jobs. There is an initiative in Waldo to open a new public school. There should be more efforts like that - instead of opening a new charter school why not support the existing public schools or work with the district to bring public schools to your neighborhood. Border Star and Lincoln both have long waiting lists because there aren't enough spaces available for the families who want to enroll, so we know there is a demand for more schools. | By cdrcj K

Comment 2: In principle I like the idea of neighborhood schools. I grew up walking to Bryant Elementary (RIP). I worry that the reality of KC still being a de facto segregated city would re-segregate the district and bring a return to the situation that sparked the deseg lawsuit 30 years ago. | By Matt N

Comment 3: the schools only do as well as the students who are in them. student achievement is driven by families that care as much as anything

the problem is the people who cared have already left most of the district. It got so bad the area serving Van Horn HS moved to Independence schools.

Look at NKC HS. It's likely more diverse than any Kansas City school and it's not a school people think of as failing.

making charter schools will only create schools for people with money, leaving the kids in the public schools as they are. | By Kevin C

Comment 4: I agree, the KCMO School District has had many problems in the past. The school district is abysmal. Unfortunately other school districts are not a lot better, they are just not as bad as KCMO.

This has been one of the primary contributors to urban sprawl in recent decades. I am not sure, how to fix it aside from putting some real money into schools (teacher salaries, curriculum development and execution, more teachers). | By Claus W

Idea Title: How to get desirable neighborhoods, according to me :-)



Idea Detail: What makes a neighborhood desirable is good neighbors who get to know one another which builds a connection to their neighborhood. The built environment to encourage this includes sidewalks, trees (make sure the trees are suitable for urban environments, not sweet gum), front porches, clean streets and streets that are built to encourage slow traffic including bicycles. Another primary thing are good schools. Why can't we get this one? We have wonderful neighborhoods. I think diversity is beneficial to encourage the empathy that it takes to care for all types of people. The big one is we need to get over our racism and that will take time. We can do this by intermingling races, ethnicities and various lifestyles in our neighborhoods. Sure could use some infill in empty lots and incentives to fix up decrepit houses. Be sure the infill is suitable for the neighborhood and talk with the residents.

Idea Author: Laurie C

Number of Seconds 2

Number of Comments 1

Comment 1: The school thing is HUGE. Fix this problem (and crime) and the rest will follow. I overheard a conversation a few months ago at work that echoes 90% of sentiments I hear about the schools. My manager and director were talking right next to my cubicle about KCMO schools and my manager said, "In my heart of hearts, I wanted to stay in Brookside. But, I would have been judged a bad parent if I didn't send my kids to good schools. So, we moved to Leawood." The Director then said, "That is why we moved to Blue Springs." Breaks my heart... | By Lea P

Idea Title: Neighborhood-based senior housing

Idea Detail: I'm not talking about the current mode of subsidized senior housing. Many midtown houses are not ideal for people who have trouble getting around. But after being in the neighborhood for years, older resident's social networks are rooted in midtown and they may be reluctant to leave that. One solution could be to create neighborhood-based senior housing where a resident could sell their home to a younger buyer, and then move into an affordable, accessible building within that neighborhood. That way they could remain engaged in the neighborhood they have been a part of for years, and allow younger homebuyers in to the neighborhood at the same time.

Idea Author: Matt N

Number of Seconds 1

Number of Comments 0



Idea Title: Neighborhood Schools

Idea Detail: I went to Center #58 K-12. The district was a small cross-section of south Kansas City's socio-economic and diverse population. I lived near Boone, so I went to Boone. All of us went to the Middle School and on to the High School. I appreciated the diversity, the neighborhoods and my district. We (students) grew up together and close by and it was easy for our parents to be involved. Many of us, including myself married other kids who also grew up in the district. Several went back and now teach or work for the district. My idea is to create sub-districts within the KCMO district that concentrate on smaller areas and recruit parents and community leaders like a Board sub-committee to help govern. Perhaps a Midtown sub-district would be a great place to try this as it is already diverse and there are still young families who have not yet moved. Within the boundaries set forth by this project, revitalize or establish 4 elementary schools, 1-2 middle schools and 1-2 high schools based on population. The Midtown area appears to be a squarish shape. Divide it diagonally, rectangular, etc. so that the schools are in close proximity to each neighborhood and sub-district-wide events for families to get to know each other. I know that even people who have already moved across State Line could be convinced to move back if the city committed to this model. We know a lot of young couples here in Midtown who are planning their move to Mission. As it stands, we live in West Plaza. Our future kids are scheduled to attend Longfellow at 28th and Holmes. It's not clear where they would go to middle/high school- Central at 32nd and Indiana on the other side of 71 highway?- neither of which are in Midtown where I choose to live and would like to raise a family.

Idea Author: Lea P

Number of Seconds 1

Number of Comments 0

Idea Title: Get rid of certain places near or in neighborhoods

Idea Detail: specifically get rid of the Hookah Bar on 37th and Main. There constituents park in Old Hyde Park and on weekends are peeing in people's yards and throwing up....

Idea Author: Leigh Ann D

Number of Seconds 0

Number of Comments 0



Idea Title: Treescape

Idea Detail: We live in beautiful West Plaza with 100-year-old homes and wonderful neighbors. The area could be more walkable but the abundance of Sweet Gum trees leave the streets brown and sidewalks covered with ankle-twisting "gumballs." The root system makes the sidewalks uneven and easy to trip on. I am sure this would be an expensive undertaking but the neighborhoods would be safer to traverse and true to the original design of the neighborhood if the trees were replaced with disease-resistant American Elms.

Idea Author: Lea P

Number of Seconds 0

Number of Comments 0



Topic Name: Land Use

Idea Title: Tear down Plaza Tennis Courts for Neighborhood/Transit Amenities

Idea Detail: Given that Highwoods has NO interest in providing basic neighborhood amenities for Plaza area residents, this would be the perfect spot to have a small grocer, small Walgreens, mini coffee counter along pocket park w/benches and potential streetcar TOD amenities when extended. There are 3 CVSs along Main but no Walgreens so they may be interested to have one along streetcar/MAX line. It could also act as the Plaza Transit Center for the JoCo bus lines and crosstown buses that come into Plaza.

It must have ZERO parking since it would be a transit center. KC needs to stop the parking requirement thing as transit improves.

This use would be far more beneficial to the neighborhood and streetcar (or existing MAX) line than the existing tennis courts, especially since Highwoods is not interested in catering to the neighborhood. Move the courts somewhere else, like upgrade the courts between Ward Parkway to W of Plaza.

Idea Author: Xeno P

Number of Seconds 15

Number of Comments 7

Comment 1: I think that any park land that we currently have should be kept. Additionally, the Plaza tennis courts are used by UMKC Tennis and do attract notable tournaments due to the surroundings. Lastly, transit centers, in my experience often attract mischief. However, I do agree that the Plaza should consider some type of convenience/drug store for those that live in walking distance but please leave the parks intact. | By Carrie S

Comment 2: Those tennis courts are NOT original to the Plaza and could be easily relocated. | By David J

Comment 3: the point of the streetcar is to make it easy for people to get to amenities.

I don't think we should replace any parkland with a private business, especially when there's plenty of empty lots around that area already | By Kevin C

Comment 4: The hotel visitors and residents (S/W/E Plaza) can't even buy supplies like aspirin or bathroom goods within walking distance directly on the



Plaza (N Plaza has a CVS to E not too far but Plaza pedestrians won't go that far). There needs to be a convenience market/drug store directly on the Plaza and that is the perfect spot, it can secondarily act as a minor transit center for the buses that already merge there anyway. Many Plaza residents have pushed for Highwoods to pursue a drugstore directly on Plaza (there used to be one) and the result is they have no interest in catering the the neighborhood. If they don't, the city can as they own that block. Tennis courts are a very poor use of that prime location. | By Xeno P

Comment 5: 51st and Oak is the future location of Whole Foods and upscale apartments. Not exactly the Plaza, but pretty close to the location you mention. | By Eric B

Comment 6: The idea is services at a transit center, where people are switching buses. Also, Plaza visitors/residents aren't exactly going to walk to Whole Foods. If not a small market, a Walgreens with basic mini mart items would be good too. How is this not better than tennis courts? It's a very poor use of prime real estate that could be a transit center. | By Xeno P

Comment 7: The placement of those always seemed strange to me. | By Matt N

Idea Title: Pedestrian Overlay District - Pedestrian Scale Development

Idea Detail: Use the city's existing pedestrian overlay to encourage mixed-use, pedestrian scale development along Midtown/Plaza's major corridors. Mark a long overdue end to suburban style development in KC's urban core. Help preserve KC's historic character and make the area livable and walkable once again.

Idea Author: Eric B

Number of Seconds 7

Number of Comments 2

Comment 1: is there the next step past the mandatory bike parking in all new developments?

what would this be? | By Kevin C

Comment 2: Excellent idea. We need to use the overlays in the new zoning ordinance as much as possible. | By Matt N

Idea Title: Keep the urban character of Midtown



Idea Detail: Encourage and make incentives for people to buy houses before demolishing them. We like our old houses and the neighborhoods they help create. Do the same for infill. Make the properties available for a few dollars to qualified people. Also our neighborhoods were not designed for large cars and trucks. Use the history of the neighborhoods to help determine appropriate property, street and parking use. People used to use streetcars and walking when many of these neighborhoods were built and cars were smaller. I have nothing against condos and apartments because density will help with walking, biking, transit and vitality but the multi-housing units need to be well designed for the neighborhood—not suburban style. Let's not do another Costco development. We love Costco but it ruined a perfectly good moderate income neighborhood with ugly suburban shopping. MainCor is doing a great job.

Get some standards appropriate for urban development and stick to it. Letting developers plan a city is no way to have a vital urban environment.

Idea Author: Laurie C

Number of Seconds 7

Number of Comments 0

Idea Title: mixed use

Idea Detail: downtown feels like a run down neighborhood with retail in strips.

it would be nice if this could become more mixed.

there's no reason the retail strips can't be rebuilt denser with retail below residential.

Idea Author: Kevin C

Number of Seconds 7

Number of Comments 2

Comment 1: a thought on why to do this is to have customers close.

the two can share trash service costs. they can share the up front cost of installing water, electrical and such.

it splits the cost of building and the cost of running the building which means lower costs to buy



a unit and lower rent costs for the business.

this is a competitive edge for KC | By Kevin C

Comment 2: There are some small areas that show hope for Kansas City (39th & State Line, 39th & Rainbow). Clearly more needs to be done. | By Claus W

Idea Title: Small and Local Business: The Backbone of the Economy

Idea Detail: Small businesses carry our city and provide the biggest impact to our day to day lives. Cities that truly thrive are those with a strong network of small and local business. This is primarily because the revenue spent at these businesses is cycled though the local economy. Think of money you spend at a chain restaurant: Revenue gets cycled through the corporate office with only a small portion dispersed to employees; a small/local business's revenue gets cycled through the immediate area in which it is in with a much larger percentage of revenue retained to disperse to employees. Kansas City needs to develop and invest in its up and coming local businesses and entrepreneurs and utilize the existing land/properties in the area:

- Develop properties along Troost and other urban areas for affordable leasing for small business owners.
- Offer local tax incentives for opening a small business within the urban areas
- Offer micro/low interest business loans
- More small business incubators and free classes to help entrepreneurs write business plans

Idea Author: Johnathon B

Number of Seconds 6

Number of Comments 0

Idea Title: Preserving character

Idea Detail: How can we preserve and enhance the "urban" character of the Midtown / Plaza area as it develops? Stop bulldozing large areas of single family homes to build condos/apartments. And stop pretending that if a new building is made of brick, it's sufficiently "urban". We need better design standards for new construction, and better protections for our existing housing stock.



Idea Author: Matt N

Number of Seconds 3

Number of Comments 4

Comment 1: Disagree. New development, if done properly, encourages density, walkability and urban character that single family homes does not. There's nothing inherently "urban" about large swaths of single family homes; perhaps there is a stronger argument for preserving them than "urban character". Some neighborhoods need to face the reality that they sit on extremely valuable land destined for mixed-use redevelopment.

The Police station thing Laurie talks about is a completely different story. Leveling blocks of single family homes to build a beige building with 100 ft setbacks for parking is terrible. | By Eric B

Comment 2: True, there's nothing inherently urban about single family homes, but there's also nothing inherently urban about mixed use. They're just types. The suggestion wasn't that single family homes are urban. It's that they happen to comprise a significant portion of the architectural character of an urban area - Plaza/Midtown. They also represent an architectural legacy that is worth preserving. It's an aesthetic argument that may not have the cold rationality of land value, but it's one we ought to pay more attention to. Character is what makes places memorable. Anyway, if it's density we're after, a better approach would seem to be infilling the abundant vacant lots rather than taking down more buildings. | By Matt N

Comment 3: Matt, the higher density that mixed-use brings IS urban by definition. Mixed-use development (when done properly) provides much more opportunity for dense, walkable and truly livable neighborhoods. Development of our neighborhoods should conform to an appropriate form, yes. And it should also consider the historical context. But historic preservation should not be an end in itself. Sustainable function should also be a consideration. I'd suggest developing and implementing overlay districts that take form and function into consideration and get us out of the old school zoning restrictions.

Don't get me wrong, I own and reside in a historic shirtwaist house. But I love the fact that I can see multi-family buildings and the street life they bring from my bedroom window. | By Eric B

Comment 4: Agree. That police academy east of here is a suburban travesty in an urban



neighborhood. How are people supposed to walk when you take four blocks out of the grid? |
By Laurie C

Idea Title: Redevelop the West Side of Broadway btwn 42nd & 43rd Streets

Idea Detail: Some or all of the vacant area next to the Embassy Suites and on up to the intersection of 43rd and Broadway could be redeveloped into mixed use commercial/retail/residential.

Idea Author: Tim T

Number of Seconds 1

Number of Comments 0

Idea Title: Redevelop Midtown Marketplace (Linwood and Main)

Idea Detail: This would be a great spot for a new dense urban neighborhood. Agreed 20 years ago Home Depot and Costco were the only retailers that would locate in this area but now is the time to redevelop this location. Perhaps by the time the streetcar is extended to Linwood and Main this area could be a desirable once again.

Idea Author: Jared M

Number of Seconds 1

Number of Comments 6

Comment 1: Not much retail will come back to the area until the surrounding neighborhoods come back and are revitalized and restored. The addition of the Academie Lafayette primary school at Cherry and Armour is a big step in that direction. Plus the restoration of the classical old apartments on Armour and their upkeep has added the needed people and vastly improved the appearance of the area. Main Street will never be a shopping street with local retail stores again as the people don't walk anymore and adequate parking will not be available in a densely populated area. Unfortunately, the only thing that will work financially for the merchants would be a series of strip malls with ample parking. | By Larry B

Comment 2: While strip malls might have made sense when everyone wanted to drive a car everywhere, the time for strip malls in the urban core might be over. Strip malls are just car oriented development. Many people move back to the city or choose to stay in the Midtown area because there are some areas that are not



totally car oriented. If you just look at 39th & Stateline and 39th & Rainbow. A few years ago you could have said that strip malls would be the only thing that makes sense there. Now they are building 4 story tall buildings with walkable retail access on the ground floor, businesses above and residential above that. Who would have thought this is even possible in Kansas City. Just look at Vision Metcalf. There is a vision that will hopefully do away with all the strip malls there that have turned Metcalf into one of the worst corridors in Kansas City. There are many more corridors in KCMO and other municipalities that need a vision. | By Claus W

Comment 3: Not much retail will set up in the area until the local neighborhoods are retored and energized. The addition of the Academie Lafayette at Cherry | By Larry B

Comment 4: It could be possible to retro fit these big box stores and infill around them. I have family in Honolulu, which is extremely space constrained, and I was impress with how the walmart there fit into a dense environment. They opened all the interior "sub stores" (e.g. starbucks, great clips, etc.) to the street and built a parking garage to handle parking with a smaller amount of land. Here's the link:

<https://maps.google.com/maps?q=honolulu+walmart&hl=en&ll=21.294288,-157.842011&spn=0.000919,0.002631&sll=38.498779,-98.320078&ssp=4.926029,10.777588&hq=walmart&hnear=Honolulu,+Hawaii&t=h&fll=21.294832,-157.842282&fspn=0.002025,0.002631&z=19&layer=c&cbll=21.294289,-157.842011&panoid=1L7vYaHBvSmoGTXrAhsHNg&cbp=11,252.69,,0,-1.59> | By Zach F

Comment 5: It is amazing what can be done when land is expensive and municipalities are willing to tell businesses what their constraints are. | By Claus W

Comment 6: It is time again to look at more sustainable communities in the Midtown area. Home Depot and Costco are too car oriented. We need smaller, more dense and mixed infrastructure in Midtown. | By Claus W

Idea Title: Main Street

Idea Detail: It would be nice to restablish Main street from 47th Street across brush Creek to the library building Main street never should have been closed in the first place. now with more businesses south of 49th Street the traffic would help the merchants.

Idea Author: Larry B

Number of Seconds 0

Number of Comments 0



Idea Title: Midtown

Idea Detail: As one of the first to build on Union Hill, I beg to differ. Costco and Home Depot actually saved that part of town. The area was on a downhill express, except for Union Hill development. The midtown market area revitalized the entire area. From there we were able to clean out a lot of bad and dangerous buildings and apartments.

Idea Author: Larry B

Number of Seconds 0

Number of Comments 1

Comment 1: Costco and Home Depot were a bad choice for that part of town. We don't need big box stores there. The housing infrastructure that used to be there was probably more appropriate than a huge parking lot with two big box stores. The apartment buildings that were there before just ended up falling into disrepair. It would have been better putting the money towards repairing them than to destroy the area.

I know, everyone likes to go to Home Depot and Costco. Unfortunately they are now the only game in town. They are one of the reasons why we don't have any other smaller hardware stores and grocery stores in Westport and Midtown.

We need less car oriented infrastructure in the area instead. Mixed use would be better for Midtown. | By Claus W



Topic Name: Urban Design & Community Character

Idea Title: Overlay districts

Idea Detail: The KCMO code allows for neighborhoods to set design standards for new development. I'm not sure how many people know that they can control the look of new development like this. The city should sit down with neighborhoods to help them craft overlay districts that would create standards that reflect the unique features of their neighborhood. This would help ensure that development would create memorable spaces for all.

Idea Author: Matt N

Number of Seconds 13

Number of Comments 7

Comment 1: Form based codes are working well in the region. Claus' Vision Metcalf suggestion is one well documented project in development, and can easily be applied in Midtown/Plaza. If anyone has visited Madison, Wisconsin, the older neighborhoods there are homogenous in scale and yet each house on a block is completely unique. It is an interesting and beautiful environment, generally walkable, and a template worth exploring as we move KC forward. | By Debra W

Comment 2: Yes! I suggested pedestrian overlay districts in the Land Use topic. Overlay districts are a great way to put more strict controls on how a neighborhood can develop over time and thus preserve character. It can also lead to improved pedestrian scale development. Overlay districts are also a great alternative to outdated zoning ordinances.

The pedestrian overlay is the only city council approved overlay district I am aware of. Others may need to have their own ordinances. I don't know. | By Eric B

Comment 3: I believe there is a neighborhood conservation overlay that can set design guidelines. | By Matt N

Comment 4: why do we need to have a single look for a neighborhood?

we could do this with a handful of looks. like if you want to do a building in glass you need to do this kind of look, if you want to do stone, this.

One KC Place works downtown because it makes me think of an art deco glass building. it steps much like city hall does.



any controlled overlay should direct builders, not lead to a single boring look | By Kevin C

Comment 5: That wasn't the idea at all. The way these are typically used, there are limits placed on massing, scale, and (occasionally) materials. That's it. It allows for a lot of design leeway without specifying style, etc. A new house could be modern and still fit in. | By Matt N

Comment 6: Zoning overlays are not meant to tell you what style of architecture to use, but like Matt says it will guide future development in terms of scale, and density. This would also be a way to regulate parking and land-use patterns in whatever ways might make sense. | By Claus W

Comment 7: An overlay district similar to Vision Metcalf might be good, where we ultimately end up with some soft of a corridor master plan guiding future design to be more dense and walkable. | By Claus W

Idea Title: Repurpose automobile space for public people space

Idea Detail: Put our giant streets on road diets to convert some of the space to bike lanes, wider sidewalks, cafe seating, parklets, etc.

Idea Author: Eric R

Number of Seconds 12

Number of Comments 1

Comment 1: Improving bike lanes, sidewalks, cafe spaces, etc. is a great idea. However, our society is one that likes to drive and if we make it more difficult to drive would could cause people to avoid the area altogether. After all, nobody likes traffic. Though I agree with your sentiment, we need to be careful about which streets we change. | By Adam B

Idea Title: A midown CID

Idea Detail: it's all well and good to put in planters. but what about maintenance of them?

There should be a massive midtown CID formed to begin to fund aesthetic improvements and repairs, bike racks, benches and such along commercial areas like is downtown.

because when an area is clean, the sidewalks are maintained, when there's nice planters that



are well maintained the whole area is more pleasant to enter.

Idea Author: Kevin C

Number of Seconds 5

Number of Comments 4

Comment 1: I've heard the MainCor is already looking to expand. | By David J

Comment 2: MainCor has done great. | By John Kenny R

Comment 3: I think that MainCOR does all or most of those things. Do agree that we could use more bike racks. | By Matt N

Comment 4: yes, like MainCor but on a much wider scale. | By Kevin C

Idea Title: Plazascape

Idea Detail: Maintain low silhouette on Country Club Plaza. No high-rise office buildings that eat up parking and congest traffic. Keep as comfortable walking, shopping and eating center with accessible and free parking.

Honor it as the TOURIST-DRAWING JEWEL that it is.

Idea Author: Suzanne A

Number of Seconds 5

Number of Comments 0

Idea Title: If you could meet most of your needs in your community

Idea Detail: If you could meet most (80 to 90%) of you day-to-day needs in your community by walking (5 minutes or less) or biking (5 minutes or less), what would it look like?

Idea Author: Claus W

Number of Seconds 2

Number of Comments 0





Topic Name: Economic Development

Idea Title: incentives to replace parking lots

Idea Detail: control development through incentive levels.

tearing out a building without proof is worthless and putting in parking = no money
replacing a parking lot with a garage + 8 stories of residential = more money

Idea Author: Kevin C

Number of Seconds 11

Number of Comments 3

Comment 1: I made a similar suggestion in the Transportation topic: End parking minimums and assess property taxes based on land value, not improved value. Imagine if all the parking lot owners were suddenly taxed at a similar rate as large residential developments. This incentivizes building something that actually makes money. Still high enough demand for parking that parking lot owners could still make money by charging, but we'd actually start seeing market rates being charged for parking in Midtown. | By Eric B

Comment 2: land value makes sense. incentive owners to do the most with it possible.

give tax credits on this tax for social purposes. want to bring in a low-cost daycare? here's a credit on that bill as long as it's open.

it also would turn over more lots to paid public parking, creating a glut. there's a lot of underused parking right now that dedicated to just one company | By Kevin C

Comment 3: One of KC's biggest mistakes has been the TIF incentive for parking. This whole city needs far less parking space and far more population/residential density. Then, and only then will KC see a robust mass transit system. | By Sharon P

Idea Title: Small Businesses and Community: In the Mix

Idea Detail: I've said it before, but small businesses are the core of the economy. Local government needs to provide more incentive and resources for small businesses so that they can infiltrate our urband areas and creat spaces where people wan to visit, work, do business, and ultimately live. Housing, while also a vital component, is not the only answer. Mixed used



spaces in our historic buildings are a great way to achieve this!!

Idea Author: Johnathon B

Number of Seconds 5

Number of Comments 0

Idea Title: Place for redevelopment

Idea Detail: Troost, but that doesn't mean flatten the old and put in new especially if it's suburban type development. Troost has great potential in it's old buildings and lots of empty lots and parking lots that could use some mixed use development. If we could fill those in it could be very walkable. Actually it could be developed like the Crossroads but with some encouragement (incentives) from the city. The city didn't make the Crossroads great but discovered it after it was generating interest and money.

We need to make incentives for urban infill development but expect those will be small developers, not the large ones. Encourage the creative, risk taking people to do this work.

Idea Author: Laurie C

Number of Seconds 3

Number of Comments 0

Idea Title: Grocery Store on Troost

Idea Detail: Bring a large grocery store to the area between 45th and 39th on Troost.

Idea Author: Allison G

Number of Seconds 3

Number of Comments 1

Comment 1: How about just a small one. We definitely don't need any more big box stores in the midtown area. It needs to be walkable and not car oriented. Maybe the parking lot can be behind the store with a Max stop right in front of it. | By Claus W

Idea Title: 43rd street west of SW Trafficway



Idea Detail: 43rd street has some great things going for it west of SW Trafficway, but walkability suffers there due to narrow sidewalks and no separation between the sidewalk and fast moving traffic. This could really be a great part of town with some public streetscape improvements and some infill that builds to the lot line.

Also, the north side of the street declares itself as Volker, whereas the south side has West Plaza signs. Perhaps businesses can get together along this street and rebrand themselves

Idea Author: Zach F

Number of Seconds 2

Number of Comments 0

Idea Title: community repair money

Idea Detail: find pools of money and distribute to local "boards"

each board would control the use of the money in their area as they see fit but it could only be used to do repair of homes and buildings in the area.

money for touchups would go a long way to helping improve an area.
when people have pride in the look of the area they want to be there more.

things like adding lighting helps deter crime. money to do this alone would help.
money for a long-term contract for empty lot mowing would help in the same way

Idea Author: Kevin C

Number of Seconds 2

Number of Comments 2

Comment 1: Explain more about these boards: where do they come from, who is on them, how does one get on one, etc. It sounds like a little like a block grant to a neighborhood association. Would this replace the various home improvement grants already available through the city?

Also: What are the rules for distributing money? How does the money get distributed equitably? How do you determine how much each group gets? | By Matt N



Comment 2: the difference between this and a neighborhood association would be legal.

you basically need the legal framework for accounting purposes. said boards wouldn't necessarily follow strict neighborhood lines. like one should span both sides of Troost which I believe would cross city council districts let alone neighborhoods.

the rules to distribute money would be TBD. that would be part of building the framework of said board

the idea though it to take the grant awarding away from the city and put it into more localized groups to fund through people living in the area, not people at city hall. city hall has enough big things to do already, taking the actual distribution out of their hands could help city hall be only in the business of finding \$\$.

then accountability and return would determine who gets more money in the future.
| By Kevin C

Idea Title: Redevelop the Existing Buildings and Infrastructure

Idea Detail: Make this a community for to work, live, and play

Idea Author: Jen E

Number of Seconds 1

Number of Comments 1

Comment 1: Preserving what we already have if at all possible, while thinking outside the box...not all cities have the beautiful buildings we are so fortunate to have in Kansas City. | By Jen E

Idea Title: Retail or cafes just south of MCC

Idea Detail: Something walkable by the Coleman Heights neighborhood but also utilized by the MCC community and office workers along Broadway

Idea Author: Allison G

Number of Seconds 1



Number of Comments 0

Idea Title: Outside the Box

Idea Detail: Identify and partner with investor group(s) that share the design & overview of community development sought by the local residents. One of the most difficult tasks will be reaching consensus on "what we want", but taking a first step is essential. There is vast diversity in the investment sector and this should be researched by those of you regularly posting your (sometimes small) ideas on this site. Look beyond the borders of your personal experience and see why and how other cities are renewing and revitalizing themselves. Search investor companies with an open mind and you will likely find good partners for this city's future.

Idea Author: Sharon P

Number of Seconds 0

Number of Comments 0

Idea Title: Innovation

Idea Detail: One of the great resources of the city is UMKC. If we encourage partnerships between the university and the businesses that develop and reside in the area we will encourage innovation that will help revitalize the Midtown/Plaza area as well as the entire city of Kansas City. Internships and work experience for students would build a more skilled workforce. Collaboration between professors and businesses would create innovative business solutions.

Idea Author: Adam B

Number of Seconds 0

Number of Comments 0