

BILL NO. 19-13

ORDINANCE NO. 4.464

AN ORDINANCE AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT BETWEEN THE CITY OF GLADSTONE, MISSOURI, AND THE MID-AMERICA REGIONAL COUNCIL (MARC) TO PARTICIPATE IN AND FUND THE NORTH OAK COMPLETE STREETS PROJECT AS PART OF THE PLANNING SUSTAINABLE PLACES (PSP) PROGRAM; CITY PROJECT #TP-1910.

WHEREAS, the PSP program provides local governments with financial support to advance planning and project development activities in support of MARC's Transportation Outlook 2040 Plan; and

WHEREAS, the City of Gladstone, Kansas City, Missouri, (KCMO), and MARC desire to establish a common vision and provide accommodations for all North Oak Trafficway users from Northeast Indianola Drive to Northeast Barry Road; and

WHEREAS, the North Oak Complete Streets Project was awarded \$102,200.00 in federal PSP funds to combine with \$25,000.00 in local funds from the City of Gladstone and \$32,500.00 from KCMO.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GLADSTONE, MISSOURI, AS FOLLOWS:

THAT, the City Manager is hereby authorized to execute an Agreement with MARC to participate in the North Oak Complete Streets Project and to fund the local match in the amount not to exceed \$25,000.00.

FURTHER, THAT, funds for the project are available in the Transportation Sales Tax Fund.

INTRODUCED, READ, PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF GLADSTONE, MISSOURI, THIS 25TH DAY OF MARCH 2019.



Mayor Bill Garnos

Attest:



Ruth E. Bocchino, City Clerk

First Reading: March 25, 2019

Second Reading: March 25, 2019



Request for Council Action

RES ☐ # City Clerk Only

BILL ☒ # 19-13

ORD # 4.464

Date: 3/18/2019

Department: Community Development

Meeting Date Requested: 3/25/2018

Public Hearing: Yes ☐ Date: [Click here to enter a date.](#)

Subject: Planning Sustainable Places (PSP) North Oak Complete Streets Grant

Background: The City of Gladstone, in partnership with Kansas City, Missouri, (KCMO) and the Mid-America Regional Council (MARC), was awarded \$102,200.00 in Planning Sustainable Places (PSP) grant funding for completion of a North Oak Complete Streets Study. This study will seek to establish a common vision and provide accommodations for all North Oak Trafficway users from NE Indianola Drive to NE Barry Road. The project will include a detailed review of past corridor plans, high-quality bicycle and pedestrian amenities, integration of high-capacity transit, the feasibility of a road diet, and extensive citizen engagement. Confluence was selected to perform the work through a qualifications-based selection process administered by MARC. The total cost of the study is \$159,700 and the City's local match is \$25,000. Gladstone is the lead agency on the project.

Budget Discussion: Funds are budgeted in the amount of \$ 25,000 from the TST Fund. Ongoing costs are estimated to be \$ 0 annually. Previous years' funding was \$0

Public/Board/Staff Input: The Mid-America Regional Council and the City of Kansas City, MO have already signed the agreement. Austin Greer, Assistant To the City Manager/Planning Administrator will be the project lead moving forward for the City of Gladstone.

Provide Original Contracts, Leases, Agreements, etc. to: City Clerk and Vendor

Department Director/Administrator
Austin Greer

PC
City Attorney

SW
City Manager

MID-AMERICA REGIONAL COUNCIL'S
PLANNING SUSTAINABLE PLACES PROGRAM

AGREEMENT

19114

PARTIES: **City of Gladstone, Mo.**, hereinafter referred to as the "Sponsor"

 Mid-America Regional Council, hereinafter referred to as "MARC"

 City of Kansas City, Mo., hereinafter referred to as "KCMO"

PURPOSE: The Planning Sustainable Places (here in after known as "PSP") program provides local governments with financial support to advance detailed planning and project development activities in support of Transportation Outlook 2040's activity centers and corridors framework. Funds received will be used to advance detailed local planning in support of the North Oak Complete Streets project as detailed in Exhibit A.

The program looks to facilitate the following objectives:

- Support the development and implementation of local activity center plans consistent with the Creating Sustainable Places principles, identified regional activity centers, and the land use policy direction outlined in *Transportation Outlook 2040*.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of transportation projects, land use strategies, and related sustainable development initiatives that help to realize and advance the objectives identified in the Creating Sustainable Places initiative, Transportation Outlook 2040, and the MARC Board's adopted policy statement on regional land use direction.

EFFECTIVE The parties mutually agree to Articles I, II, III, and IV in accordance with this Agreement from the 7th day of February, 2019 until the 31st day of January, 2020.

ARTICLE I

SPONSOR AGREES:

1. To fund their portion of the PSP program's required local match of \$25,000.00 with a one-time payment upon receipt of invoice for the local match;
2. That any change order or request for additional services must be submitted through MARC to the contracted consultant. If the resulting change order or request for additional services requires additional funding, payment shall be the responsibility of the Sponsor;
3. To provide a project manager and coordinate the consultant team;
4. To participate in the PSP program management and provide MARC all required technical assistance, data and any other necessary information needed to successfully manage and comply

with federal requirements regarding the PSP project;

5. Agree to include designated MARC project liaison in study advisory committee; and
6. To provide a selection committee to review consultant vendor proposals, interview prospective consultant vendors, and make final selection of vendor.

ARTICLE II

MARC AGREES:

1. To provide project liaison and project management;
2. To administer awarded Planning Sustainable Places federal funding of \$102,200.00, unless state or federal funding sources withdraw funding;
3. To coordinate and conduct consultant selection process to meet state and federal procurement requirements in the use of federal funds that includes but is not limited to debarment and Disadvantaged Business Enterprise (DBE) requirements;
4. To provide oversight of federal requirements that governs the use of federal funds in connection with the PSP program; and
5. To administer consultant invoicing and reimbursement process per state and federal guidelines.
6. To accept consultant deliverables only with City, Brookside CID, and Troost CID approval.

ARTICLE III

KCMO AGREES:

1. To fund their portion of the PSP program's required local match of \$ 32,500.00 with a one-time payment upon the receipt of invoice for the local match (funds breakdown: \$10,000.00 District 1, \$10,000.00 District 2, and \$12,500.00 District 4);
2. To designate up to two representatives to serve in a study advisory committee.

ARTICLE IV

ALL PARTIES MUTUALLY AGREE:

3. That this Agreement and all contracts entered into under provisions of this Agreement shall be binding upon **City of Gladstone, Mo., City of Kansas City, Mo., and MARC**; and
4. That no third party beneficiaries are intended to be created by this Agreement, nor do the parties herein authorize anyone not a party to this Agreement to maintain a suit for damages pursuant to the terms or provisions of this Agreement.

ARTICLE V

1. **EMPLOYEE ELIGIBILITY VERIFICATION.** MARC shall execute and submit an affidavit, in a form prescribed by the CITY, affirming that MARC does not knowingly employ any person in connection with the contracted services who does not have the legal right or authorization under federal law to work in the United States as defined in 8 U.S.C. §1324a(h)(3). MARC shall attach to the affidavit documentation sufficient to establish MARC's enrollment and participation in an electronic verification of work program operated by the United States Department of Homeland Security to verify information of newly hired employees, under the Immigration and Reform and Control Act of 1986. MARC may obtain additional information about E-Verify and enroll at <https://e-verify.uscis.gov/enroll/StartPage.aspx?JS=YES>. If MARC is enrolled in E-Verify, the first and last

pages of the E-Verify Memorandum of Understanding that MARC will obtain upon successfully enrolling in the program shall constitute sufficient documentation for purposes of complying with this section. MARC shall submit the affidavit and attachments to the CITY prior to execution of the contract, or at any point during the term of the contract if requested by the CITY.

2. AUDITS.

(a) For purposes of this Section:

1. "CITY" shall mean the City Auditor, the City's Internal Auditor, the City's Director of Human Relations, the City Manager, the City department administering this Contract and their delegates and agents.
2. "Record" shall mean any document, book, paper, photograph, map, sound recordings or other material, regardless of physical form or characteristics, made or received in connection with this Contract and all Contract amendments and renewals.

(b) MARC shall maintain and retain all Records for a term of five (5) years that shall begin after the expiration or termination of this Contract and all Contract amendments. CITY shall have a right to examine or audit all Records, and MARC shall provide access to CITY of all Records upon ten (10) days written notice from the CITY.

(c) The books, documents and records of MARC in connection with this Contract shall be made available to the City Auditor, the City's Internal Auditor, the City's Director of Human Relations and the City department administering this Contract within ten (10) days after the written request is made.

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IN WITNESS WHEREOF: the parties hereto have caused this Agreement to be signed by their authorized officers on the day and year first above written.

Mid-America Regional Council

David Warm
Executive Director



Date: 2/7/19

City of Gladstone, Mo.


Scott Wingerson
City Manager



Date: 3/27/19

Attest: _____


ATTEST:



Ruth E. Bocchino
City Clerk, City of Gladstone, MO

City of Kansas City, Mo.

Jeffrey Williams
Director



Date: 2/22/19

Attest: _____

I hereby certify that there is a balance, otherwise unencumbered, to the credit of the appropriation to which the foregoing expenditure is to be charged, and a cash balance, otherwise unencumbered, in the treasury, to the credit of the fund from which payment is to be made, each sufficient to meet the obligation hereby incurred.

Randall J. Landes
Director of Finance

by: Eric B. Clewanga
Date: 3/4/19

Approved as to form:

Josh Burt
Assistant City Attorney

Exhibit A



MARC Transportation Department 2019 Planning Sustainable Places Call for Projects

Summary of North Oak Complete Streets

Gladstone

Contact Information

Organization: Gladstone
Contact person: Anthony Sands
Title: City Engineer
Phone: 816-520-9167
E-mail: AnthonyS@gladstone.mo.us
Organization address: 7010 N Holmes
Gladstone, MO 64118

General Information

Project name: North Oak Complete Streets

Project description: The North Oak Complete Streets Plan will assess the feasibility and implementation of high-quality on-street bikeway facilities (such as protected bike lanes or a two-way protected cycle track), improved pedestrian connections, accommodations, and crossings, and integration of high-capacity transit corridor accommodations. The project will also build upon previous streetscape planning efforts conducted along the corridor (North Oak Corridor Streetscape Master Plan, 2011 within Kansas City, Missouri) and will tie into capital improvements planned south of NE Indianola Drive. Through the city's comprehensive update to Bike KC, North Oak has been identified as the key north/south corridor in the city's bikeway system north of the Missouri River. This corridor leads directly to Burlington Avenue in North Kansas City where a high-quality two-way "cycle track" is planned and to the Heart of America Bridge spanning the Missouri River which has dedicated bike/pedestrian facilities. The KCATA has also identified North Oak as a key corridor for enhanced transit in the Northland. This study will be complex due to its commercial nature, multiple access driveways, constrained right-of-way, and high motor vehicle volumes. However, as it is one of the most direct, connected, and commercially vibrant corridors in the Northland it is a critical multimodal route. This study will seek to provide accommodations for all road users and bring a cohesive vision for North Oak in multiple communities.

Project Type: Sustainable Places Project

Project Contact: Anthony Sands, P.E., City Engineer, City of Gladstone Public Works, Phone: 816-423-4154, Email: anthonyS@gladstone.mo.us

Project Location: North Oak Trafficway from NE Indianola Drive to NW Barry Road. This project is located within portions of Kansas City, Missouri and the City of Gladstone.

Project Scope: Anticipated tasks: a. Review of existing plans, including but not limited to: i. 2018 Bike KC Master Plan ii. KCMO Complete Streets Ordinance (2017) iii. MARC Regional Bikeways Plan iv. North Oak Corridor Streetscape Master Plan v. Briarcliff-Winnwood Area Plan vi. Gashland-Nashua Area Plan vii. Vivion Road Streetscape Plan viii. Kansas City TOD Policy ix. Gladstone Village Center Transportation Study x. North Oak Trafficway: Road Diet Review xi. Gladstone Sidewalk Master Plan Deliverable for task a. will include summary memo of plan findings, recommendations, and themes. Additionally, concept development and final report will cite how plan recommendations were or were not incorporated. b. Review of existing traffic data & evaluation of current ROW conditions Deliverable for task b. will

include summary report of road diet feasibility and intersections with impacts, including potential capacity limitations. Additionally, Synchro/SimTraffic reports and a summary of delay and travel time for the corridor using existing traffic volumes for the existing street configuration and alternative configurations. c. Robust public engagement, including comprehensive steering committee/working group, technical review committee (Gladstone staff, KCMO staff, KCATA, etc.), and public outreach. Public outreach will include traditional public meetings, citizen & business survey, and concept demonstration project. Other public outreach methods are welcome too in order to ensure the community has opportunity to provide input and comment on proposed altered conditions. Reports and memos should reference how public outreach was conducted and all outreach efforts should be documented, including parties contacted. d. Prepare conceptual plan(s) related to complete streets/multimodal improvement options. Deliverable for task d. includes the preparation of concept plan(s) that include example sections, pavement markings, and intersection treatments. This deliverable will consist of a strip map for the corridor showing existing and proposed cross sections and callout notes for specific treatments. A general overview of proposed treatments that apply consistently along the corridor (e.g. uniform enhanced crosswalk markings) should also be included with sample images and locations for said improvements. e. Technical review and public evaluation of concept plan(s) Deliverable for task e. includes a final summary report and of recommended conditions and implementation strategies, including public & technical feedback, needed next steps, prioritized improvement scheme, and concept level cost estimates.

Consistent with relevant local plan(s)? Yes

The challenges and opportunities North Oak pose have resulted in conflicting recommendations related to bikeway accommodation along the corridor. Some plans recommend removal of bicycle accommodations on parts of the corridor (such as the North Oak Corridor Streetscape Master Plan) while others promote it as a critical route in need of safe accommodation (such as the draft 2018 Bike KC Master Plan). The Gashland-Nashua Area Plan identifies North Oak as a bicycle route from N Cookingham Drive to the north city limits of Gladstone (consistent with the original Bike KC Plan), and make recommendations including, "integrate bicycle (and pedestrian) accommodations as part of all major street improvement projects." North Oak is also identified as a bicycle route (consistent with the original Bike KC Plan) in the Briarcliff-Winnwood Area Plan, which states that "Some bicycle routes identified on the map may not currently be suitable for safe travel by bicycle, and may require significant improvements before they can be safely used for this purpose." The North Oak corridor was identified in the 2015 Gladstone Sidewalk Master Plan as a high priority route for pedestrian infrastructure improvements and expanded North-South mobility options. North Oak is described with great detail in the City of Gladstone's Comprehensive Plan as an area of significant mixed use infill development potential. The Comprehensive plan focuses on transit and multimodal objectives for the corridor. This study must holistically evaluate the feasibility of bike accommodations on this corridor without limiting the ability to improve pedestrian accommodations and high-capacity transit which retaining efficiencies for suitable vehicular travel. This is consistent with the Kansas City, Missouri Complete Streets Ordinance (Committee Substitute for Ordinance No. 170949) passed on December 7, 2017 which seeks to ensure that all roadways in Kansas City, Missouri are complete streets safe for all roadway users.

Core elements included in previous plans? No
NA

Rrelationship to transportation issues:

The goal of this study is to specifically examine the feasibility, including opportunities, challenges, and alternatives to improving transportation choice for all road users and modes of transportation along North Oak Trafficway. This effort seeks to increase safe and comfortable transportation choices for the most vulnerable road users – pedestrians, bicyclists, and those getting on/off transit. This project will specifically examine the type of facility and implementation challenges/opportunities to installing high quality on-street bicycle facilities on a critical north/south corridor in the Northland in two communities (Gladstone and Kansas City). Through the City of Kansas City, Missouri's recent update to its comprehensive bike plan, the 2018 Bike KC Master Plan identifies North Oak as a key connecting route. Its directness, continuity, and direct access to commercial spaces and transit makes this corridor a critical spine for Kansas City, Missouri's bikeway system. Additionally, North Oak is a key transit corridor north of the Missouri River. Its surrounding commercial land uses and adjacent neighborhoods also draw many pedestrians to the corridor. Currently, however, North Oak primarily functions primarily as an automobile focused corridor. Pedestrians, transit users, and cyclists are extremely vulnerable on this high speed, high motor vehicle volume (approximately 16,000 ADT as of 2014 count) roadway. Through examination of protected bikeways, enhanced pedestrian treatments, and the integration of high capacity transit on North Oak, this study seeks to improve multimodal transportation options for all road users.

The North Oak Corridor is of vital importance to both the City of Gladstone and the City of Kansas City, Missouri. Robust public engagement will be critical to ensuring that all parties have been afforded the

Robust citizen engagement component description:	<p>opportunity to weigh in on the vision for North Oak as a multimodal transportation spine. The specific type of engagement that will be conducted during this study will include a comprehensive steering committee/working group which will lead the public discourse for the project, a technical review committee (Gladstone staff, KCMO staff, KCATA, etc.) to ensure the project is sound and viable in its outreach methods and recommendations, and general public outreach. Public outreach will include traditional public meetings in both cities, citizen & business surveys, online feedback via the City of Kansas City, Missouri's KCMomentum page, a project website, and a concept demonstration project along or near the corridor. The consultant team for this project would be encouraged to utilize other public outreach methods too to ensure the community has opportunity to provide input and comment on proposed altered conditions.</p>
Future vibrancy description:	<p>Most North Oak acts as a linear activity center spine for the Northland connecting Kansas City, Missouri to North Kansas City and Gladstone. North Oak is a vibrant mixed use commercial corridor with jobs, services, residential, and institutional uses throughout, and it acts as a major artery for the Northland neighborhoods that sit adjacent to its path. This study and its analysis and of safe, high quality protected bikeway, the integration of enhanced transit, and the facilitation of safer, more comfortable pedestrian conditions specifically address many of the stated goals in Kansas City, Missouri area plans through which North Oak traverses. Specifically:</p> <ul style="list-style-type: none"> • Promote a "balanced" and efficient transportation system that uniformly considers the needs of vehicles, transit services, pedestrians, and bicycles • Coordinate with other jurisdictions to implement a regional transportation system • Improve transportation options throughout the plan area by making transit use more convenient, safe, and affordable and by providing additional transit service as needed • Provide a safe, accessible, attractive and convenient network of sidewalks, trails, and bicycle routes with convenient access to transit services and jobs • Create a rapid transit system that builds strong neighborhoods and supports economic development <p>This project will support these long-term goals by creating transportation choice, promoting resource conservation and energy efficiency, designing for healthier lifestyles, more holistically connecting activity centers, and much more to enhance vibrant communities along the corridor. The creation of Gladstone's downtown area is directly connected to North Oak. The goal of creating a sustainable connected downtown in Gladstone where one has not existed before has hinged on the regional link provided by the corridor. As density and walkability grow in this area, the ability of mode choice to expand and grow along North Oak at the same time will directly contribute to the success this new activity center's future.</p>
Implementation timeline:	NA
Actionable budget documentation:	NA
Improved travel choices promotion :	<p>The goal of this study is to explicitly examine and promote improved travel choice in a part of the region dominated by the use of single-occupancy vehicles. Thorough conversation with the community and technical analysis of enhanced protected bikeways, safer pedestrian conditions, and a greater transit access will promote transportation choice. This work will not only build upon previous planning efforts in the Northland, but will explicitly assist in moving the Kansas City, Missouri 2018 Bike KC Master Plan effort forward as it identified North Oak as a key north/south bikeway spine north of the Missouri River. Not only will this project help move the 2018 Bike KC Master Plan forward, it will capitalize on two projects south of this study area boundary – the capital improvements project on North Oak from NE Indianola Dr. south to the city of North Kansas City, Missouri which will add protected bikeways, and the planned two-way cycle track along Burlington St. in North Kansas City, Missouri that will connect to the Heart of America bridge. The North Oak Complete Street study will not be a multimodal study in isolation. It will be a study that builds upon work being conducted in multiple municipalities and will create a cohesive multimodal corridor connecting a growing Northland to the downtown Kansas City, Missouri – economic center of the region.</p>
Sustainable land-use patterns promotion:	<p>North Oak is a mix of commercial, institutional, and residential uses. As part of this study, access management and transit-oriented design much be part of the evaluation. Additional transportation options – including protected bikeways and enhanced transit areas – will create a more desirable streetscape that will be conducive to promoting sustainable land-use patterns. Neighborhoods will become more connected and the experience of a multimodal corridor through multiple jurisdictions will be cohesive in a new and sustainable way. This study – and subsequent capital improvements – will help strengthen the region's growing desire to see multimodal transportation options, transit-oriented development patterns, and walkable commercial corridors.</p>
Environmental stewardship:	<p>Environmental stewardship is a core component of multimodal transportation options and walkable/bikeable environments. Short trips along the corridor currently conducted via single occupancy vehicle may be replaced by walking or biking trips if appropriately safe and well-designed facilities are present. Green streetscape elements including bio-swales, permeable pavement, etc. will</p>

	<p>also be explored through this project. This would assist in the reduction of rainwater intake and native plantings and tree coverage can lead to CO2 reductions. Active transportation (walking, biking, and greater transit use) will lead to a reduction in emissions and a healthier planet and population.</p>
Housing choice:	<p>Multimodal transportation choice is beneficial for all people but provide additional benefit to those individuals with modest means. Facilitating the growth of a regional bikeway system and promoting high-capacity transit on North Oak will assist all residents. A more complete multimodal transportation network will provide a greater population of people access to a growing housing market north of the River, high-quality public education systems in the Northland, and additional job opportunities. Furthermore, enhanced streetscape environments encourage housing development and infill while also ensuring that the residents already surrounding the North Oak corridor can enjoy the "live, shop, work, enjoy" model.</p>
Public Health improvement:	<p>As stated in question 17, active transportation projects that enhance an area's bikability and walkability promote reductions in air quality through fewer car trips, enhance the public health by helping people engage in more moderate and vigorous physical activity on a routine basis, and improve mental health. This can help with a person's weight loss, prevention of adult-onset diabetes, better cardiovascular outcomes and increased energy. Furthermore, streets that are designed to safely accommodate pedestrians and bicyclists help reduce pedestrian/bike crash rates – an inherent improvement for public health.</p>
Support for investment in areas with existing infrastructure:	<p>Major investments are being made by multiple jurisdictions along North Oak. The city of North Kansas City, Missouri recently completed a Planning Sustainable Places project along Burlington Rd and created the concept of a protected two-way cycle track along the length of the corridor connecting to the Heart of America's dedicated bike/pedestrian accommodations. The City of Kansas City, Missouri's capital improvement plan for North Oak Trafficway from the City of North Kansas City, Missouri to N. Indianola Dr. will include separated bikeway accommodations. The City of Gladstone continues to re-develop its downtown area adjacent to the North Oak corridor into a walkable, mixed use environment. The Downtown Gladstone area was identified as a mobility hub in the KC Smart Moves 3.0 study. This project expands on the Village Center Transportation Study which identified significant multi-modal improvements on North Oak with the objective of integrating the new downtown center. Future transportation projects are geared towards removing barriers adjacent to the corridor between neighborhoods and commercial districts helping create easily accessible connections into the North-South movement of North Oak. To add, the KCATA beginning in 2018 and into 2019 will examine enhanced transit options along North Oak to anchor transit service in the Northland. This project would also tie into planned roadway improvements along Englewood Blvd and Vivion Rd, as well as private investments including a major redevelopment of the Metro North Mall site, planned campus improvements to the Midwest Baptist Theological Seminary, and the recently constructed Northland Innovation Center.</p>
Economic growth:	<p>The Indianapolis Cultural Trail (an eight mile multimodal trail installed primarily along repurposed roadway) saw an increase in assess property value from 2008 to 2014 of \$1 billion. The following economic impacts have also been attributed to this successful bike/pedestrian corridor: • 11,372 jobs created • 50% of businesses saw an increase in revenue • Trail users spend \$3.6 million annually (\$53 by the average trail user and \$113 by out-of-town trail users) Investments in multimodal accommodations enliven communities and promote greater access to a wider variety of jobs and geographies. The encouragement and implementation of transit-oriented development and a more walkable/bikeable environment will attract private and public investment alike along North Oak and will assist in an increased tax base and a greater variety of jobs.</p>
Use of planning resource(s):	<p>Data collection will occur using standard resources, including the US Census, City of Kansas City, Missouri and Gladstone ROW data, MARC open data, and project specific data collection outreach using survey technologies. UAS aerial imagery will be utilized where possible for supplementing visualization tools. QLO Lidar data collected through the MARC 2018 Kansas City Metropolitan Region Lidar Project will also be utilized for physical topography data. Scenario planning and visualization will be used to determine how various multimodal and streetscape options will be addressed throughout the corridor.</p>
Resiliency Promotion:	<p>A resilient community is one that plans for and accommodates all persons and options known at any given time. Currently, North Oak lacks resiliency as it is a primarily singularly functioning corridor reliant on the use of private automobiles. Through planning for and implementing enhanced transit, pedestrian facilities, and a high-quality bike facility, North Oak can transform into a safe corridor for all users and therefore immediately improve its resiliency. To add, to help Gladstone and Kansas City, Missouri remain regionally and nationally competitive to attracting and retaining employers and workers we must keep up with the growing trend of multimodal accommodations. No longer are singularly functioning roadways working on the national stage, and this study would assist the Northland and our greater region remain economically competitive.</p>

Innovation use:	This project in its public outreach and concept design delivery must think beyond the status quo of our community. This project must engage residents, businesses, and visitors in a meaningful way to ensure proper feedback is received. This may involve roadway demonstration projects and scenario modeling. As the right-of-way will have constraints for most of the corridor and access management will be an essential element of this study, the team selected for this project must also be willing to suggest innovative roadway configurations. Ten years ago, protected bikeways and cycle tracks were a new concept on the national stage and now they are commonplace. Ensuring that new roadway designs are explored and considered will help make this an innovative project for the region.
Serves MARC defined redevelopment area?	Yes The entirety of the North Oak corridor boundary for this study is within MARC's defined redevelopment area. This project will improve the pedestrian, transit, and bicycling environment to help create a new multimodal transportation network and therefore serves to increase transportation choice in the redevelopment area. This project's boundaries also connect to other redevelopment areas through the City of Kansas City, Missouri and the region.
Serves a MARC listed activity center?	Yes Much of the study boundary along North Oak is within MARC's activity centers, particularly through Gladstone and north to NW Barry Rd. Much of the Northland is outside of the activity centers area, and North Oak represents a central spine of activity in the Northland, making it all the more important as a transportation and land use corridor.
Serves a future transit corridor?	Yes North Oak through the entirety of this project's study boundary is identified as a "Fast Frequent" Smart Moves 3.0 corridor. Furthermore, the KCATA has an upcoming North Oak Transit Improvement Study starting in 2018 and into 2019 that will review future opportunities for the current North Oak route and greater Northland connections. This study will work in close coordination with the KCATA. The goal of this study is to increase bicycle, pedestrian, and transit accommodations in a holistic manner.
Serves environmental justice tract(s)?	Yes This project has many areas in its boundaries that are within and directly adjacent to environmental justice areas. In fact, much the area surrounding this corridor represents one of only two environmental justice areas in Missouri north of the Missouri River. This project will help connect environmental justice populations to areas both north and south to jobs and other economic development opportunities, both in Gladstone and in Kansas City, Missouri.
Partnerships description:	The City of Gladstone, Missouri is the lead applicant for this project but has worked in close coordination with the City of Kansas City, Missouri on a partnership for this proposal. Both cities are contributing financially to this project to help exceed the minimum required 20% match. Additionally, the KCATA will be a close partner in this project as evidenced by their submitted letter of support for this project. This project also ties into work being completed in the City of North Kansas City, Missouri along Burlington. Both the City of Gladstone and Kansas City, Missouri staff will help lead this effort to ensure both cities' technical staff, elected officials, and general public are aware of the project and can provide input.
Partnerships financial commitment:	NA
Equity and/or typically underrepresented stakeholders partnership:	The North Oak corridor in this project's study boundary is home to a relatively diverse demographic and economic base in a first ring suburban area. Many multifamily residences are along or adjacent to the corridor, rents and income is relatively lower in this area compared to the surrounding Northland community. Some important demographics about the North Oak Corridor (those census tracts directly adjacent to the corridor) include the following 2012-2016 ACS info: •39,160 residents live along the corridor •14% of all persons live below the poverty level • That figure is 42% for African Americans along the corridor & 20% for Hispanics •81% of people drive alone to work, 9% car pool, 6% work from home, 2% walk, 1% take public transit, & 0% bicycle to work
Local activities supporting the project:	Kansas City, Missouri is in the midst of changing how it approaches roadway projects. Through the passage of the Complete Street Ordinance, the update to the city's comprehensive bike plan, and the passage of an \$800 million general obligation bond package that set aside specific money for sidewalk improvements and complete street roadway projects the City of Kansas City, Missouri is significantly investing in the future of multimodal transportation. In fact, one of the first GO Bond projects underway for the City of Kansas City, Missouri is improvements to North Oak from N. Indianola Dr. south to the city limit of North Kansas City, Missouri. This project capitalizes upon that and will help continue its momentum. Gladstone continues to re-develop and infill new projects adjacent to the North Oak corridor from city limit to city limit. Creating vibrant North-South mobility options along the corridor is echoed in all recent master planning studies and the City's comprehensive plan. NA

Commitment from
developer(s) and/or land
owner(s):

Project Financial Information

Total Cost: 187500 (Thousands of \$)

Federal amount 130000 (Thousands of \$)

Minimum Funding
amount 130000 (Thousands of \$)

Non-federal Cash Match
amount: 57500 (Thousands of \$)

Source of Local Match: KCMO PIAC 2018 Contingency Funds & Gladstone TST

Supporting Documents

- File 1: [781 ProjID-Gladstone KCMO NKC Support Letters.pdf](#)
- File 2: [781 ProjID-KCATA PSP letter of support - Gladstone.pdf](#)
- File 3: [781 ProjID-D1 Memo - Highway 9 Trail, N Oak - 6-5-18 .pdf](#)
- File 4: [781 ProjID-D2 Memo - MO Riverfront Rec and N Oak Complete Streets - 6-15-18.pdf](#)

No comments submitted.

[Return to the List of Projects](#)

**600 Broadway, Suite 200
Kansas City, MO 64105
816/474-4240
Fax 816/421-7758**

MARC programs that receive federal funding may not discriminate against anyone on the basis of race, color or national origin, according to Title VI of the Civil Rights Act of 1964.
[Title VI policy](#) | [Americans with Disabilities Act resources](#)