

An aerial photograph of a rural landscape with a grid of roads and fields. A large, irregular area is highlighted in a semi-transparent green color, representing the watershed. A dashed black line follows the perimeter of this green area. The text 'SOUTH CEDAR CREEK' is printed in large, bold, black letters across the lower portion of the map, with 'CONNECTIVITY PLAN' in smaller, bold, red letters directly below it.

SOUTH CEDAR CREEK

CONNECTIVITY PLAN

Olathe, Kansas | December 2013

SOUTH CEDAR CREEK

CONNECTIVITY PLAN

City of Olathe | December 2013

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1 INTRODUCTION

INTRODUCTION

The Cedar Creek Watershed is a community treasure. Rolling hills, forests, and undisturbed streamways provide the watershed with unique natural capital and character worth preserving. The Cedar Creek watershed is also unique in the potential it holds for the future of Olathe. City leaders understand the importance of attracting new residents and continuing to grow, in order to strengthen the City's tax base, better utilize existing infrastructure investments, and position Olathe on a path to be vibrant, healthy, and competitive in the coming decades. This plan represents an opportunity to capitalize on the assets of the Cedar Creek Watershed to proactively connect the community together and define a better quality of life for Olathe's current and future residents.

The South Cedar Creek Connectivity Plan (SCCCP) builds upon the vision articulated in Olathe's Comprehensive Plan for an integrated multi-modal transportation system connecting parks, residential, office, and industrial development with an improving pedestrian and bicycle network. This plan also identifies key opportunities for connection between existing and planned activity and employment centers and specific strategies to support new development opportunities. In accordance with objectives identified by the City, this plan includes:

A FOCUSED PUBLIC ENGAGEMENT PROCESS

A MULTI-MODAL TRANSPORTATION ANALYSIS IDENTIFYING OPPORTUNITIES TO IMPROVE BICYCLE AND PEDESTRIAN CIRCULATION AND ENHANCE TRANSIT INTEGRATION WITH EXISTING AND PLANNED ACTIVITY CENTERS

A NATURAL SYSTEMS ANALYSIS THAT EVALUATES STREAMWAYS AND OTHER NATURAL ASSETS IN THE PLANNING AREA, AND IDENTIFIES OPPORTUNITIES TO LEVERAGE THESE ASSETS TO STRENGTHEN EXISTING AND PLANNED DEVELOPMENT

CONCEPTUAL DESIGN OF PROTOTYPE CONDITIONS THAT CAN FUNCTION AS A TEMPLATE THROUGHOUT THE PLANNING AREA FOR HOW TO SUCCESSFULLY ADD VALUE THROUGH INTEGRATION OF DESIGN, INFRASTRUCTURE, TRANSPORTATION, AND NATURAL ASSETS

AN IMPLEMENTATION GUIDE THAT EVALUATES AND PRIORITIZES KEY OPPORTUNITIES IN SPECIFIC LOCATIONS

HOW TO USE THIS PLAN

The South Cedar Creek Connectivity Plan (SCCCP) is an opportunity for the City of Olathe to build upon existing assets and improve the return on investment for infrastructure by finding catalytic points of connection between places and projects. This plan is a road map for how to make the best use of investments in infrastructure by ensuring that each improvement has multiple strategic benefits.

The scope of this plan builds on the Comprehensive Plan’s compelling vision for enhanced mobility and an integrated, multifunction greenway and trail system with detailed analysis and real project opportunities that together achieve the community’s aspirations and enhance the quality of life in the plan area.

The plan is organized around a series of opportunities and prototypes that can better connect the people of this community with the activity and recreation centers they most value. For each of these opportunities, this plan includes an analysis of the function and design of specific improvements, with detailed recommendations for where and how they can be implemented. Potential partnerships, key stakeholders, resource needs and opportunities, barriers and opportunities, and action steps are identified to assist in moving each opportunity forward.

A series of prototype design conditions describe opportunities within the South Cedar Creek Area that are applicable more broadly throughout the City, wherever similar conditions exist.



PRIORITY LOCATION 	RESOURCE NEEDS Station 1 Land Acquisition Design Services Construction WDB \$34,000,000 A mix of revenue IDs: None \$1,000,000 of net through development taxes	POTENTIAL BARRIERS / OPPORTUNITIES • Work with property owners who may be impacted in order • Coordinate with other future station • Address ADA/IFM/IFB • Coordinate with other future development • Coordinate with existing IFB • Coordinate with existing IFB
CONCEPT / PROTOTYPE 	RESOURCE OPPORTUNITIES • Partnership with utility and development • Partnership with IFM • Capital Improvement Program (CIP) • Development and Transportation Annual Budget • Software Foundations (e.g., for Active Trails) • Community-based Park Planning and Investments • MWD, and/or Transportation Department • City of Olathe (CIP) • City of Olathe (Development and Innovation Office) • MWD, and/or Transportation Department (CIP) • MWD, and/or Surface Transportation Program (STP) • Local Highway Administration • Transportation Trust Program (STP) • Local Highway Bond & State Road Management Grant Program	ACTION STEPS • Acquisition • Work with stakeholders • Coordinate with other future projects • Develop a design vision for the station • Develop cost model • Develop funding approach for station building • Develop and coordinate on other future development options in the area
PARTNERSHIPS / STAKEHOLDERS • City of Olathe • State and County • State and County • State and County • State and County		

These sample pages illustrate how the plan organizes information related to an opportunity.

MARC PLANNING SUSTAINABLE PLACES PROGRAM

The South Cedar Creek Connectivity Plan is a project developed by the City of Olathe, and funded by a Mid-America Regional Council (MARC) grant through the Planning Sustainable Places program.

In October 2010, a consortium of more than 60 regional partners, led by MARC, received a \$4.25 million planning grant from the U.S. Department of Housing and Urban Development to advance the implementation of the Regional Plan for Sustainable Development, Creating Sustainable Places.

Creating Sustainable Places is not only a regional vision and plan to guide how we grow and develop, but a strategy for moving our communities from planning to action.

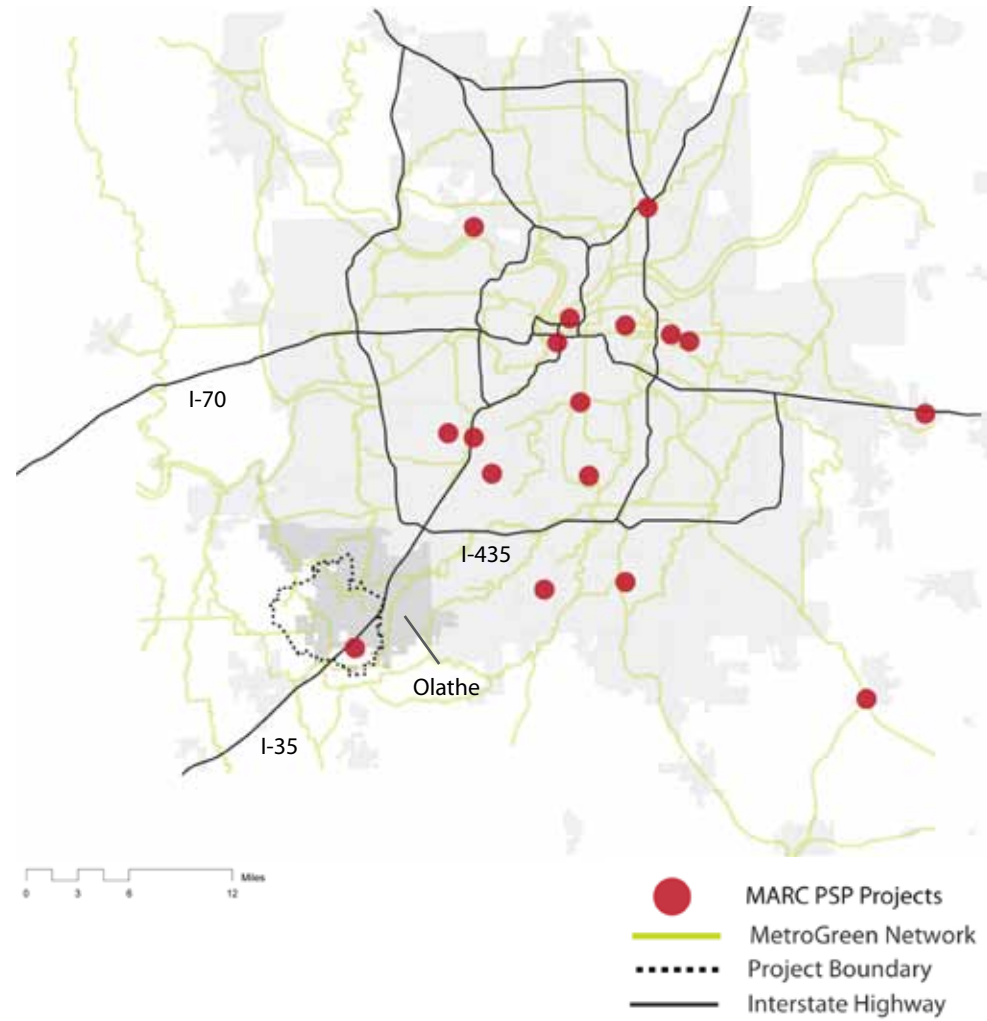
The Planning Sustainable Places program provides local governments with financial support to advance detailed local planning and project development activities. This program combines funding from two different programs: Creating Sustainable Places and transportation funding through the Livable Communities Surface Transportation Program (administered by KDOT). The South Cedar Creek Corridor Sustainability Plan is one of eighteen planning studies across the region chosen for funding through the Planning Sustainable Places Program.

The new Planning Sustainable Places program serves as a single local government assistance program intended to specifically respond to these goals and facilitate the following objectives:

PROGRAM OBJECTIVES:

- Support the development and implementation of local activity center plans consistent with 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 land use strategies, transportation projects, and related sustainable development initiatives that help to realize and advance the objectives identified in the Creating Sustainable Places initiative and Transportation Outlook 2040.
- Support the conceptualization, development, and implementation of Creating Sustainable Places projects.

MARC PLANNING SUSTAINABLE PLACES PROJECTS



2 IMPLEMENTING A COMMUNITY VISION

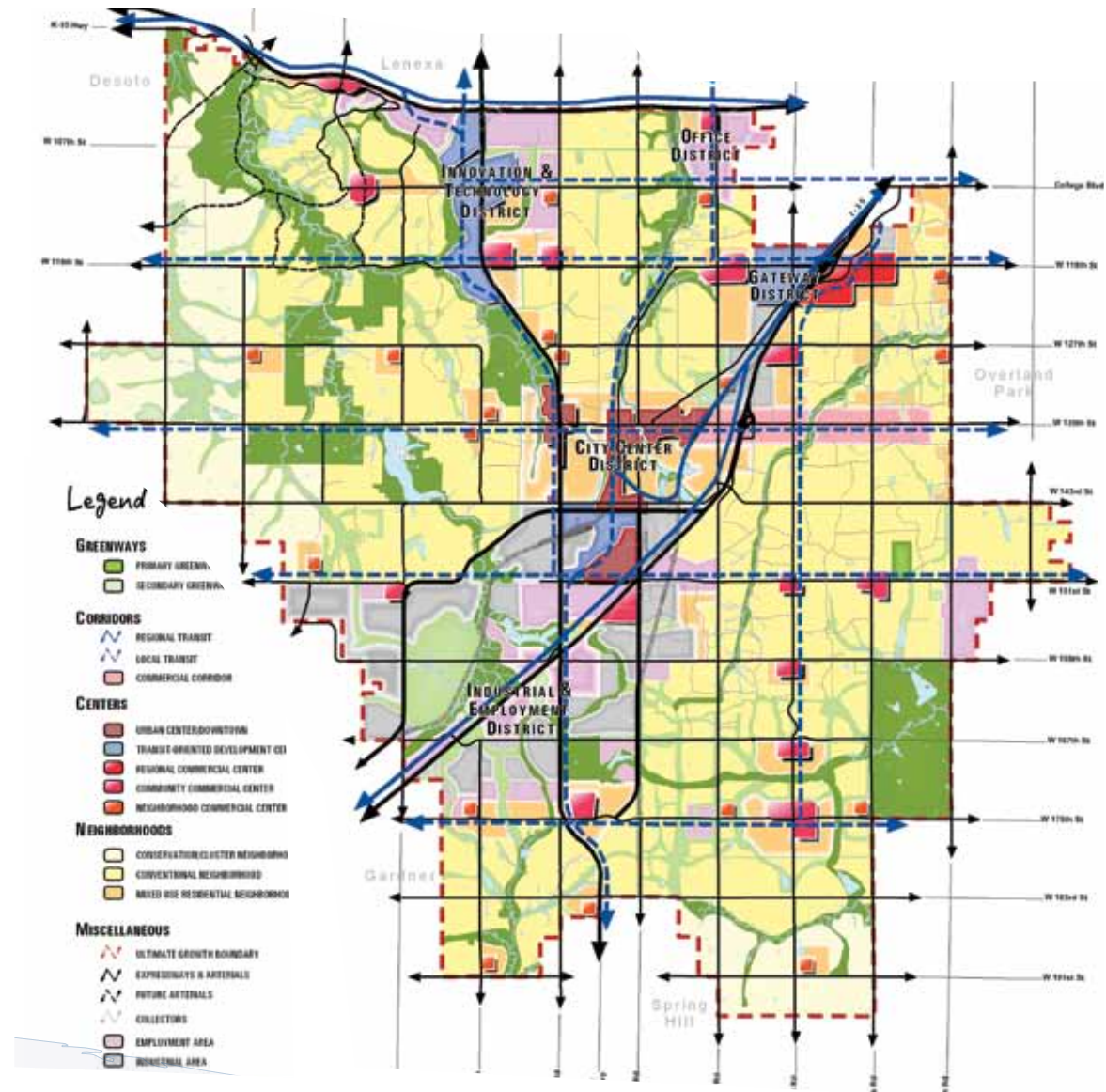
IMPLEMENTING A COMMUNITY VISION

COMPREHENSIVE PLAN
FUTURE LAND USE MAP
PLANOLATHE CHAPTER 4, PAGE 3

COMPREHENSIVE PLAN

Olathe's Comprehensive Plan is the basis for the strategies, recommendations, and priorities developed in this document. The South Cedar Creek Connectivity Plan (SCCCP) provides a unique opportunity to fulfill a broad range of community goals identified in the Comprehensive Plan through focused and strategic enhancement of a single community asset. The SCCC identifies how the Cedar Creek Watershed can be a powerful mechanism to achieve community aspirations identified in the Comprehensive Plan, including:

- Providing a variety of high-quality parks, trails, and recreational facilities.
- Protecting ecological systems and reduce inefficient use of resources.
- Establishing and maintaining a balanced multi-modal transportation system that provides effective, efficient, and safe mobility for residents.
- Creating residential communities that allow residents to live, work, and play in their neighborhoods, and foster a sense of community.



In particular, the opportunities in this document help to fulfill the following principles identified in the Comprehensive Plan:

Parks, Trails & Recreation, Guiding Principle 1: Provide and maintain a diverse, high-quality, safe and affordable system of parks, trails and recreational facilities that provides for all ages and abilities.

Parks, Trails & Recreation, Guiding Principle 2: Provide a system of interconnected trails that connects to neighborhoods, services and adjacent regional trails.

Environmental Sustainability & Resources, Guiding Principle 1: Protect and preserve significant natural ecological systems.

Environmental Sustainability & Resources, Guiding Principle 4: Manage stormwater runoff and conveyance systems to protect the water quality of Olathe's streams and lakes and protect property from flood damage.

Mobility, Guiding Principle 2: Purposefully integrate transportation and land use decisions to be mutually supportive.

Mobility, Guiding Principle 3: Provide a transportation system that integrates multiple modes of travel.

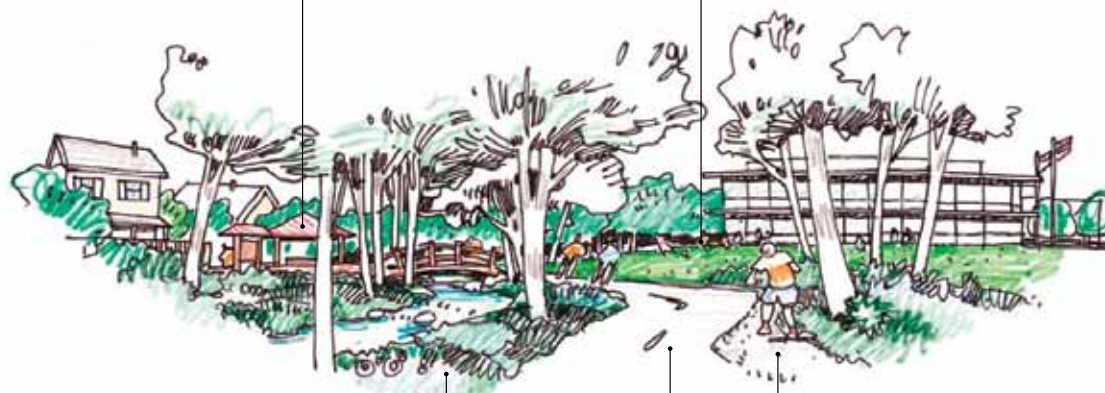
Housing & Neighborhood, Guiding Principle 2: Support housing development and redevelopment that includes a variety of housing types and opportunities to enable a wide range of economic levels, age groups, and lifestyle to live within a community.

Housing & Neighborhood, Guiding Principle 6: Reduce physical and social barriers between neighborhoods, while at the same time preserving and nurturing unique neighborhood identities.

Economic Sustainability, Guiding Principle 3: Strengthen and revitalize existing commercial centers.

Unique Architectural Elements,
Shelters, Lighting and Furnishings

Connections to Schools, Retail,
Housing, Parks and Employment



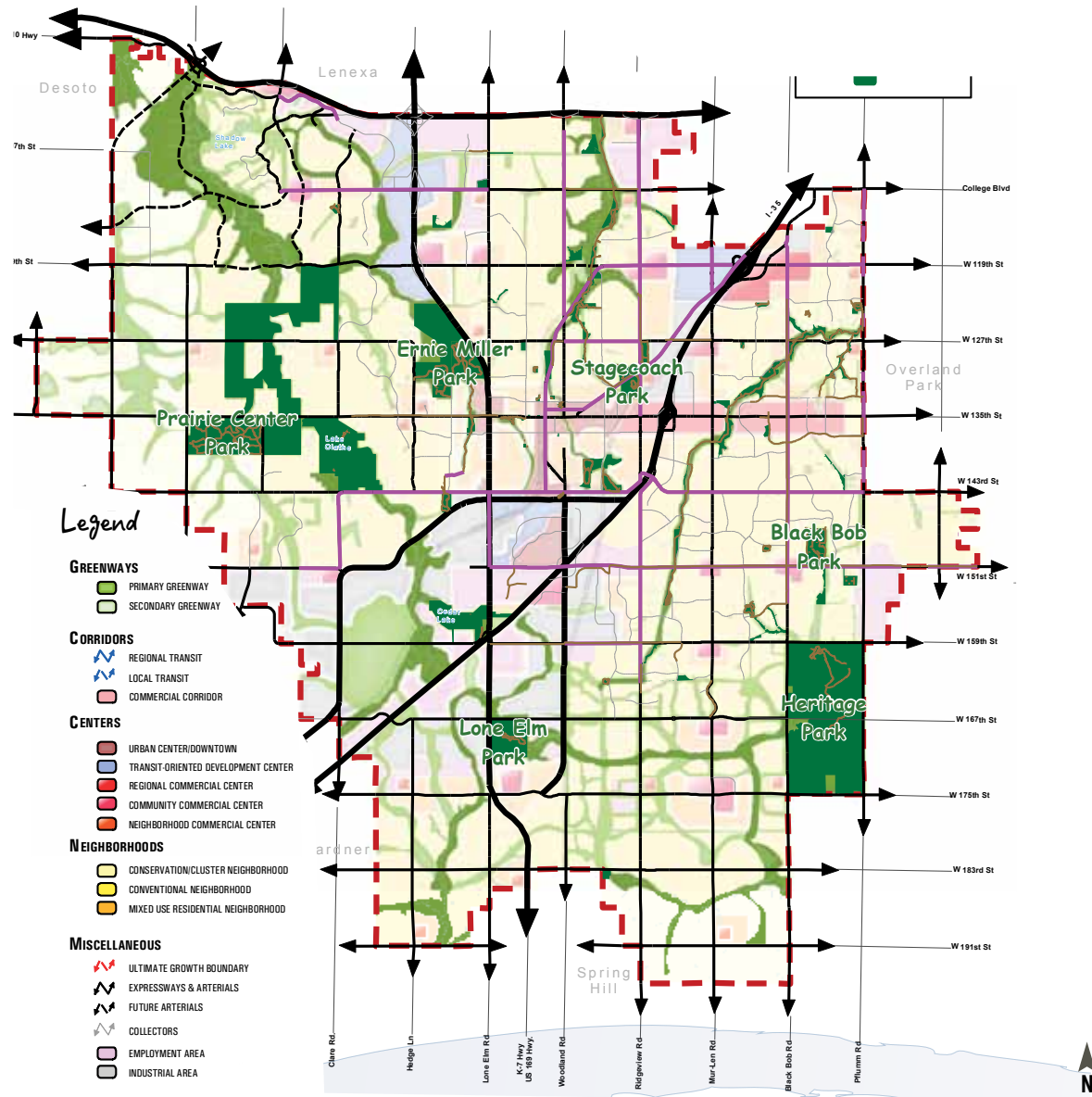
Natural Drainage with Low-
maintenance vegetation

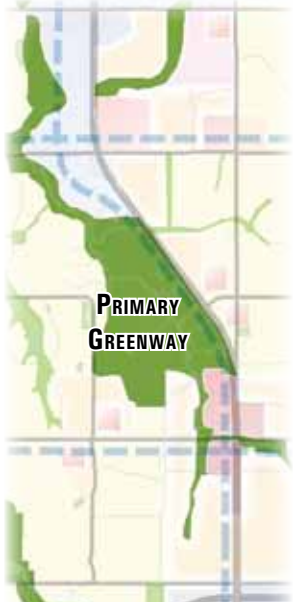
Soft Surface Jogging Path

Divided Concrete Path for
Biking, Skating and Walking

In addition to these principles, the Comprehensive Plan, quoted below, identifies an approach to Olathe's greenways and natural assets that recognizes their multiple functions and their potential to strengthen neighborhoods and destinations:

“THE GREENWAYS CAN ACCOMMODATE A MULTITUDE OF RECREATIONAL ACTIVITIES AND PROVIDE CULTURAL AND/OR CONSERVATION OPPORTUNITIES. THESE GREENWAYS ARE CONSIDERED MULTIPURPOSE SINCE THEY SERVE BOTH HUMAN AND WILDLIFE INTERESTS. THE GREENWAYS ARE NOT ONLY VALUED FOR THEIR RECREATIONAL, ENVIRONMENTAL AND CULTURAL FUNCTIONS, BUT FOR THEIR ABILITY TO PROVIDE CONNECTIONS BETWEEN NEIGHBORHOODS, ACTIVITY CENTERS, AND RECREATION AND COMMUNITY FACILITIES.”

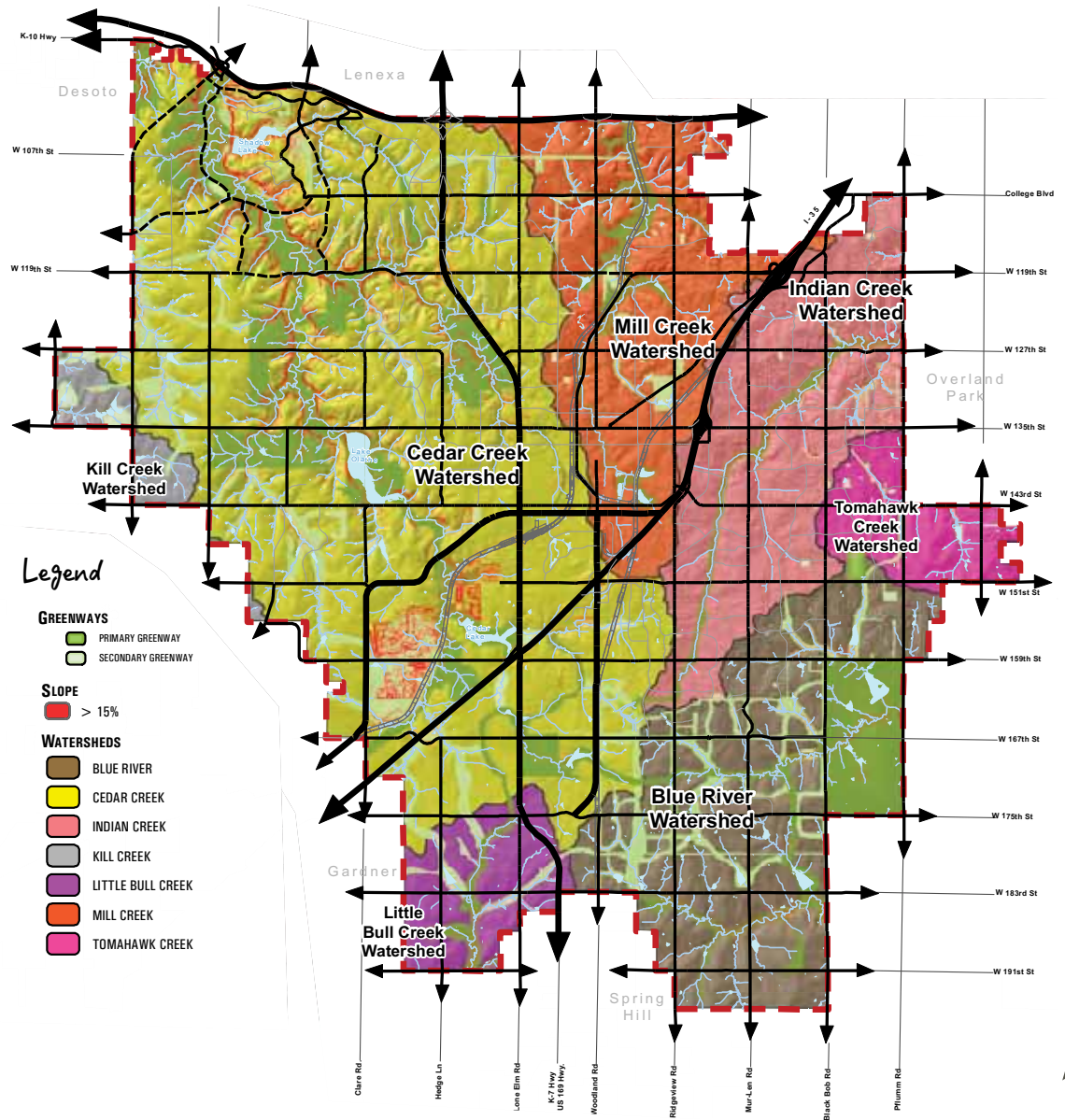




PRIMARY GREENWAY



SECONDARY GREENWAY



3 APPROACH

APPROACH

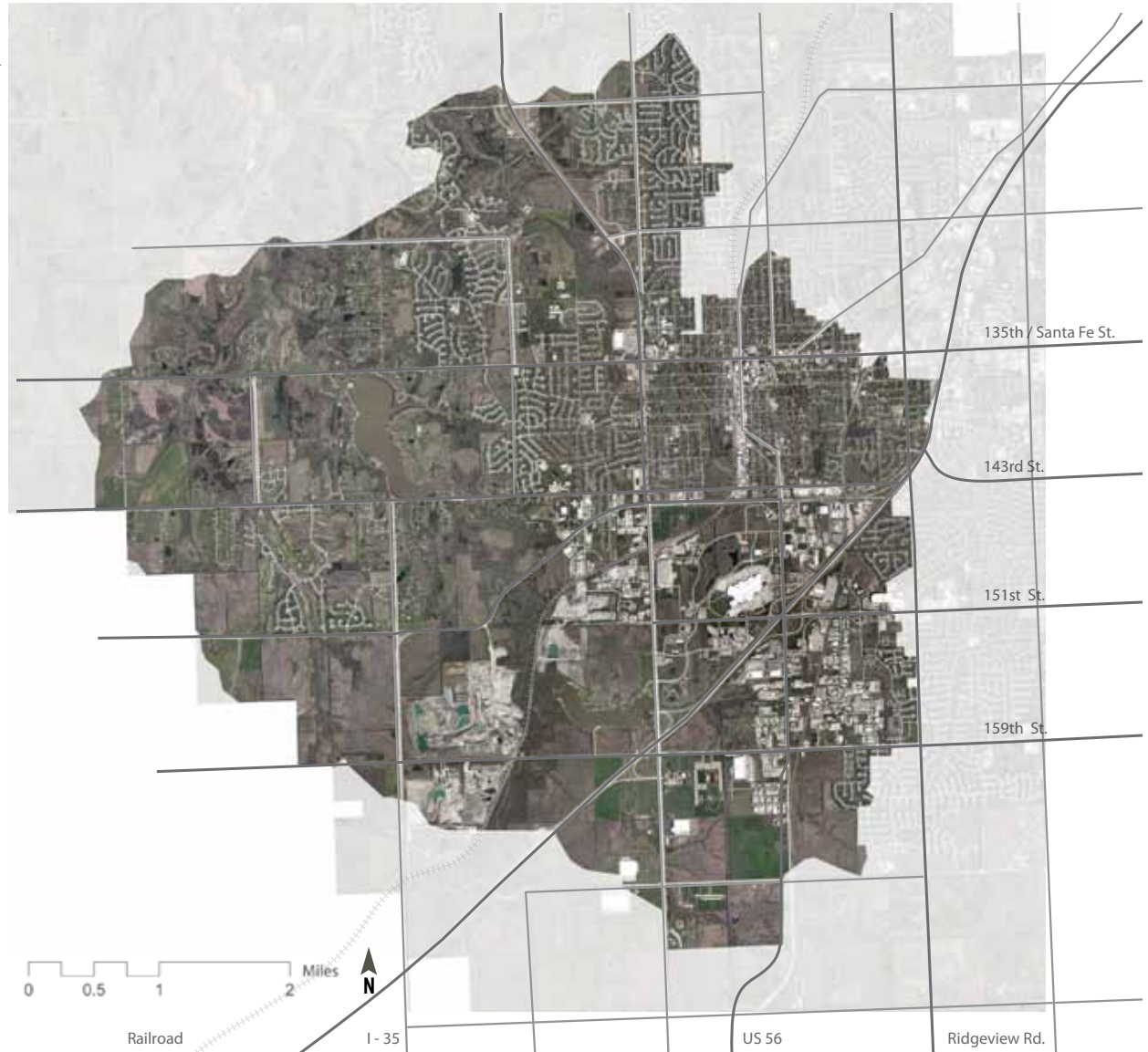
PLAN AREA

The boundaries of the South Cedar Creek Connectivity Plan (SCCCP) are based on watershed boundaries (and watershed sub-basin boundaries) in central and southwest Olathe. A watershed is the area of land where all of the surface and sub-surface water flows to the same waterway. There are a number of reasons that the plan area for the SCCC has been defined in this way:

- The streamways and greenways of the Cedar Creek watershed are a major defining feature of this part of Olathe, and cover a significant portion of the land area.
- The trail networks and recreation anchors that are a key element of this plan's recommendations are linked by the streamways and greenways that anchor these watershed sub-basins.
- Watershed sub-basins are the organizing geography for sanitary sewer infrastructure, which determines where and how new development can occur. As the SCCC explores opportunities to connect destinations and strengthen new development, the watershed boundary is a critical consideration.

In general terms, the SCCC extends as far north as the Ernie Miller Nature Center, as far south as Lone Elm Park, as far west as the Prairie Center and future Cedar Niles Parks, and as far east as Original Town.

PLAN AREA MAP



PROJECT GOALS

Based on the guidance provided by the Comprehensive Plan, the South Cedar Creek Connectivity Plan focuses on the following approach:

RECOGNIZE THE CEDAR CREEK WATERSHED AS A VALUED ASSET, COMMUNITY INFRASTRUCTURE, AND AMENITY FOR SURROUNDING DEVELOPMENT

To ensure that Olathe remains attractive to residences and businesses alike, the SCCCPC will help to identify the Cedar Creek Watershed's unique assets, and explore how these assets can support and strengthen adjacent development, while enhancing vitality and quality of life for the City as a whole.

DEVELOP THE CEDAR CREEK WATERSHED AS MULTI-FUNCTION SYSTEM

The SCCCPC will identify projects and strategies that achieve multiple community objectives through thoughtful use of the Cedar Creek Watershed, including improving mobility, providing recreation, enhancing natural functions, and serving as an amenity for surrounding development.

LEVERAGE THE ASSETS OF THE CEDAR CREEK WATERSHED THROUGH STRATEGIC CONNECTIONS AND ENHANCEMENTS

Olathe's future success depends on hundreds of overlapping decisions from local government, civic organizations, the private sector and others. By integrating these decisions, opportunities will emerge to coordinate efforts in support of a common vision. The SCCCPC will identify opportunities to leverage the assets of the Cedar Creek watershed for greatest impact and position available resources and investments for maximum efficiency.



4 ANALYSIS SUMMARY

ANALYSIS

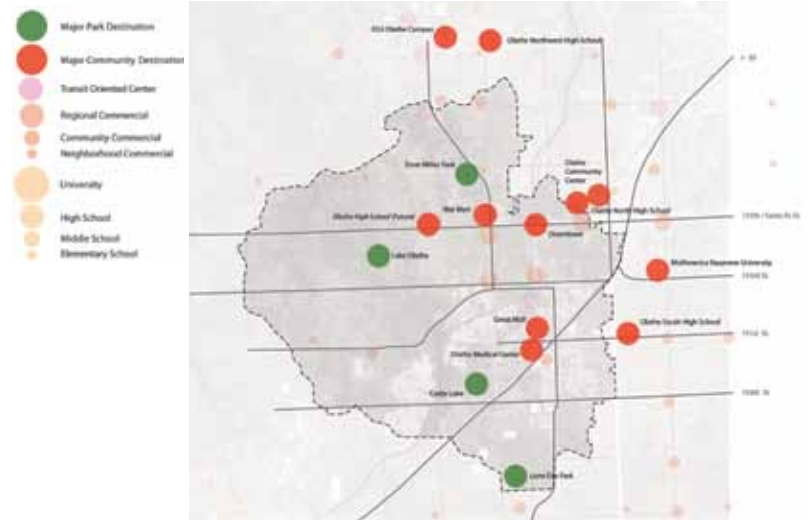
A detailed analysis phase informed the plan. This analysis surveyed and considered existing and planned destinations, mobility networks, and natural systems, revealing opportunities to connect them into a multi-function system. A detailed analysis report is included in the appendix.

DESTINATIONS

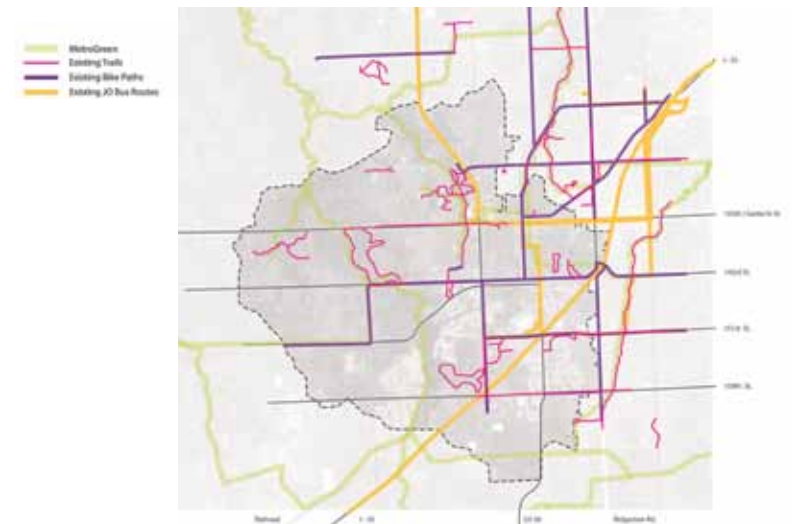
One simple definition of quality of life is the ability for community members to meet their basic needs, to connect with each other and with the many cultural, business, and natural amenities unique to that place. The City of Olathe is abundant with opportunities for education, industry, recreation, and cultural expression. An analysis of destinations explored opportunities to strengthen the connections between existing and developing destinations that provide quality of life to community members with a broad range of lifestyle and mobility choices.

MOBILITY NETWORK

The primary network of mobility in Olathe is currently a system of roads connecting critical destinations by automobile and public transit vehicles. Analysis of the mobility network identified opportunities for targeted infrastructure investments that can take strategic advantage of the existing network of trails, greenways, and waterways to achieve community goals for greater mobility options. In this analysis, it is clear that Olathe's prominent natural systems already align with key destinations and commercial centers. It is possible by improving a handful of connections to greatly enhance the existing and planned multi-modal system.



STRATEGIC DESTINATIONS (SEE PAGE 96 APPENDIX)



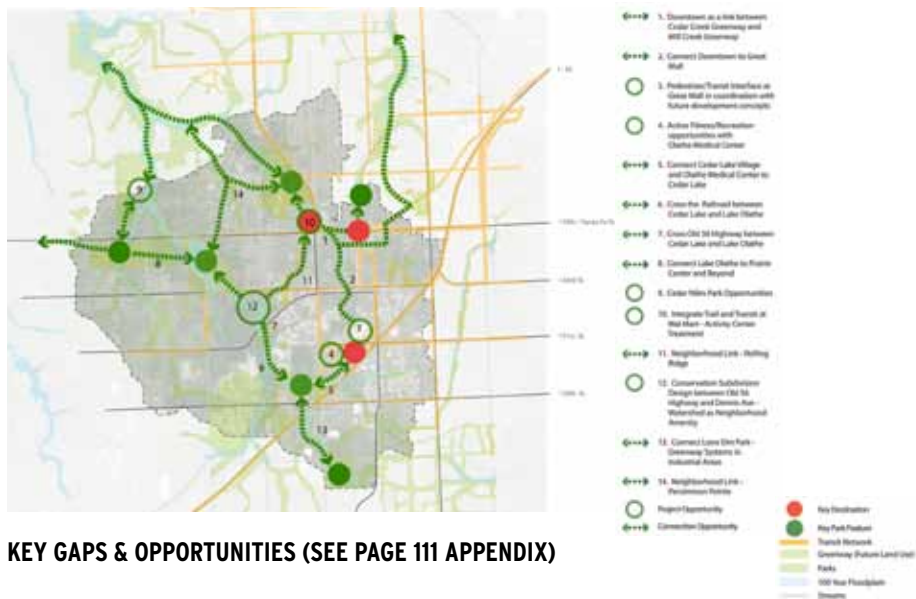
MOBILITY NETWORK (SEE PAGE 103 APPENDIX)



KEY FEATURES (SEE PAGE 109 APPENDIX)

NATURAL SYSTEMS

Maps and photographs of the plan area show how prominent the waterways and greenways are within the Cedar Creek Watershed. Analysis of natural systems suggested opportunities for Olathe to leverage this natural asset to connect neighborhoods, commercial centers, and recreation destinations. By doing so, there is an opportunity to enhance mobility options, improve public health, provide recreation, and generally improve the quality of life for Olathe residents and visitors.



KEY GAPS & OPPORTUNITIES (SEE PAGE 111 APPENDIX)

KEY GAPS AND OPPORTUNITIES

Each opportunity and prototype condition studied was selected because it addresses multi-functions and enhances the overall system that:

- Enhances natural functions
- Improves mobility to connect destinations
- Provides recreation
- Provides a unique aesthetic character
- Utilizes the infrastructure as an amenity for surrounding development

5 STAKEHOLDER INVOLVEMENT

STAKEHOLDER GUIDANCE

Stakeholder engagement is essential for developing a process and a plan that responds to the community's needs and aspirations. The purposes of public engagement for this project are several:

- Inform and educate
- Establish consensus around a plan, design, and a path to implement
- Bring together diverse stakeholders to engage and collaborate together
- Develop advocates, build momentum, and create support for implementation

The most successful plans have a passionate constituency of Stakeholders that push for implementation. The following engagement strategies are intended to build upon the vision that the community has already established and create the right conditions to take action on tangible improvements for the plan area.

Stakeholder Interviews - The project team has conducted focused interviews with community and business leaders, property owners, developers, and other targeted stakeholders. These small group conversations provided the detailed attention and understanding necessary to develop a plan that is responsive and supported by the community.

Partnerships with Local Institutions - The project team worked diligently to reach out and develop

collaborative partnerships with neighborhood organizations and institutions, both as a method to share knowledge and inform the planning process, and as part of a deliberate effort to build advocacy and momentum for successful implementation.

One of the roles of the SCCCP is to connect the dots between existing assets and initiatives to leverage additional benefits. The project team met with a variety of agencies and service providers to identify opportunities for collaboration and strategic coordination.

JOHNSON COUNTY TRANSIT AND JOHNSON COUNTY PARK & RECREATION DISTRICT

From the experiences of Johnson County Transit in coordinating trails with transit, to the detailed planning for Johnson County's park and trail system, the project team discovered a wealth of opportunities to enhance the quality of services provided to Olathe residents through coordination with ongoing initiatives. Johnson County transit indicated that 2012 had the highest ridership in many years. The the new transit stops along Metcalf Road in Overland Park is a good example of integrated bus stops and trails that can serve as a model for how Olathe plans transit stops in the future.



JOHNSON COUNTY
PARK & RECREATION
DISTRICT



OLATHE PUBLIC SCHOOLS USD 233

The planning team met with several agencies institutions, overlapping governments, neighborhood groups and developers to understand connects and maximize impacts of recommendations.

NEIGHBORHOOD GROUPS

Increasing connectivity and adding trail amenities has a major impact on neighborhood residents' quality of life. The planning team engaged neighborhood groups in order to understand their priorities and design connections to best serve their needs. The invaluable feedback and insight from neighborhood groups influenced the overall plan.

DEVELOPERS

Developers understand the value of connectivity and trail amenities in increasing property values and providing desired amenities to existing and future communities. The planning team met with developers to understand how investment in Olathe's natural and recreation amenities can support development and increase the tax base of the City.

OLATHE UNIFIED SCHOOL DISTRICT

The School District discussed the challenges of balancing child safety with walking/biking to school. In this day of age, public paths on school property presents a conflict during school hours. Co-located facilities/trails are acceptable in they are not integrated into the school grounds/activity areas. Bike ridership is highest at the middle school level, but on all school sites it is important to minimize the conflict of walker/riders entering/existing grounds without interfering with the long runs of bus and pickup circulation.

PROPERTY OWNERS

The planning team also meet with large property owners. For example, O'Donnell & Sons Construction Company Inc. indicated that they agreed that the connection of Lake Olathe to Cedar Lake is important to the City, and that they support the conceptual trail alignment. The Olathe Medical Center and VanTrust Real Estate LLC (Developer for the Great Mall) both supported the opportunities proposed and stated a desire in the future to work with the City. Timing of future opportunities will be very important and will need to be coordinated.

OTHER INITIATIVES

Because the SCCCCP focuses on opportunities to coordinate assets and leverage investments in a way that provides multiple community benefits, this is a project that inevitably overlaps with other ongoing City initiatives and planning processes. The SCCCCP is not intended to replicate the work underway on parallel initiatives, but rather it is intended as a tool that can help connect the dots between these efforts, and supplement strategies and recommendations of these initiatives with specific guidance that can move projects forward. In addition to coordination with Olathe's Comprehensive Plan (PlanOlathe), the SCCCCP will coordinate with ongoing efforts to update the Parks and Recreation Master Plan and Transportation Master Plan.

6 OPPORTUNITIES

KEY OPPORTUNITIES

The Cedar Creek Watershed presents many opportunities to attract new residents and connect the existing community to the destinations and activity centers they enjoy using. As Olathe continues to grow, the key opportunities described in this section can enhance and leverage existing infrastructure to provide recreation, beauty, mobility, and activity that will keep the region competitive in the coming decades. Each project proposed has multiple, strategic benefits to strengthen the tax base, encourage new development, capitalize on existing assets and improve the overall quality of life.

In addition, four prototype design conditions will be described. They are listed below and represent typical conditions that may be encountered throughout the region. Some models of these conditions are shown on the map and detailed to demonstrate possibilities.

Key Opportunities

1. Connect Little Cedar Creek to Mill Creek through Downtown
2. Connect Downtown to the Great Mall
3. Connect the Great Mall to Nearby Development Areas
4. Integrate Active Living / Fitness Opportunities around Olathe Medical Center
5. Connect Cedar Lake Village and Olathe Medical Center to Cedar Lake
6. Connect Cedar Lake and Lake Olathe
7. Provide Bike and Pedestrian Access around Lake Olathe
8. Connect Lake Olathe to the Prairie Center and Prairie Hiking Trail
9. Connect the Prairie Center through the Cedar Niles Future Park Site to W 127th Street
10. Connect the Cedar Niles Future Park Site to the Rolling Ridge Trail
11. Connect the Rolling Ridge Trail to the Oregon Trail Park
12. Improve the Streamway from Woodland Park/Mill Creek Pool to Waterworks Park

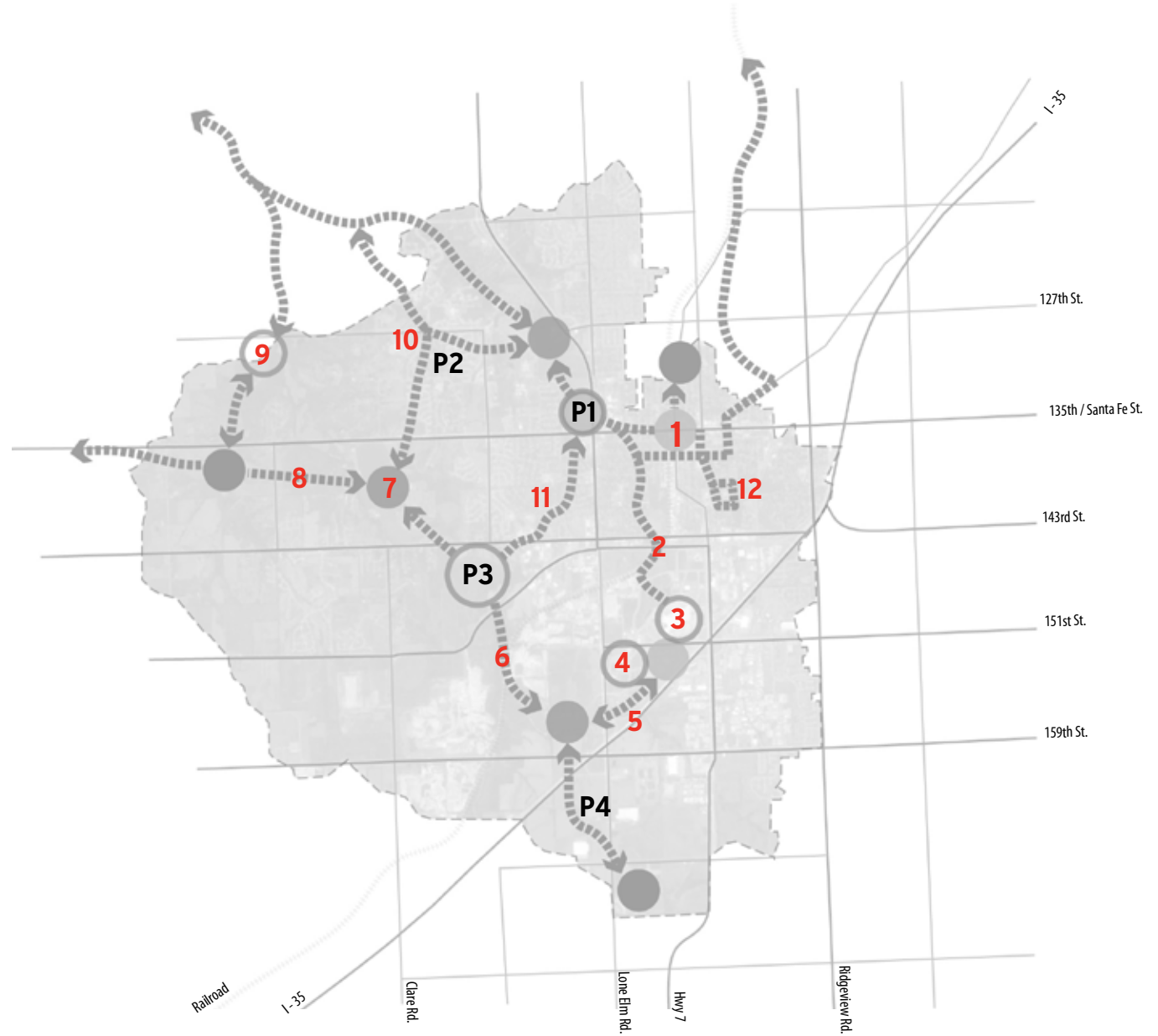
Prototype Design Conditions

- P1. Integrated Trails and Transit
- P2. Trail Connections through Neighborhoods
- P3. Conservation Subdivision Design
- P4. Industrial Development in Greenway / Floodplain Areas

Key Opportunities and Prototype Design Conditions

Existing destinations, activity centers and plans for future development can be coordinated to support an integrated system. The network shown here highlights opportunities (in red) to enhance mobility across the study area and connect currently isolated destinations and existing trails. Each of the identified opportunities are described in the following pages.

Examples of prototype design conditions are shown in black.



CONNECT LITTLE CEDAR CREEK TO MILL CREEK THROUGH DOWNTOWN



Project Description

The City and County have worked together to successfully integrate regional trails in the Little Cedar Creek area and Mill Creek streamway. Each waterway has an existing trail system that currently stops short of downtown. This opportunity connects the Rolling Ridge Trail and the Mill Creek Trail together providing a connection through downtown between these two regional greenway systems.

The existing Rolling Ridge Trail runs adjacent to Ernie Miller Park and extends south on the west side of Wal-Mart. One can cross under West 135th Street/West Santa Fe Street and continue south toward Rolling Ridge School Park on the existing trail. It is also possible to use the ramps to come up from the trail and connect to West 135th Street/ West Santa Fe Street. Using the shared path on the north side of West 135th/West Santa Fe Street and creating a shared path on the south side of the street by expanding the sidewalk to eight feet wide, it is possible to accommodate pedestrians and cyclists from the existing trail to the Parker Street intersection. From the southeast corner of the intersection, one can join the existing trail at Calamity Line Trail/Park near the existing CVS store.

The paved trail extends through Calamity Line Park and currently terminates on West Park Street. There is an opportunity to extend a new 10-foot bike and walking trail south following a streamway and tree line to West Loula Street (Option #1). West Loula Street can be restriped to include three-foot wide bike lanes on both sides of the street going east toward the central business district.

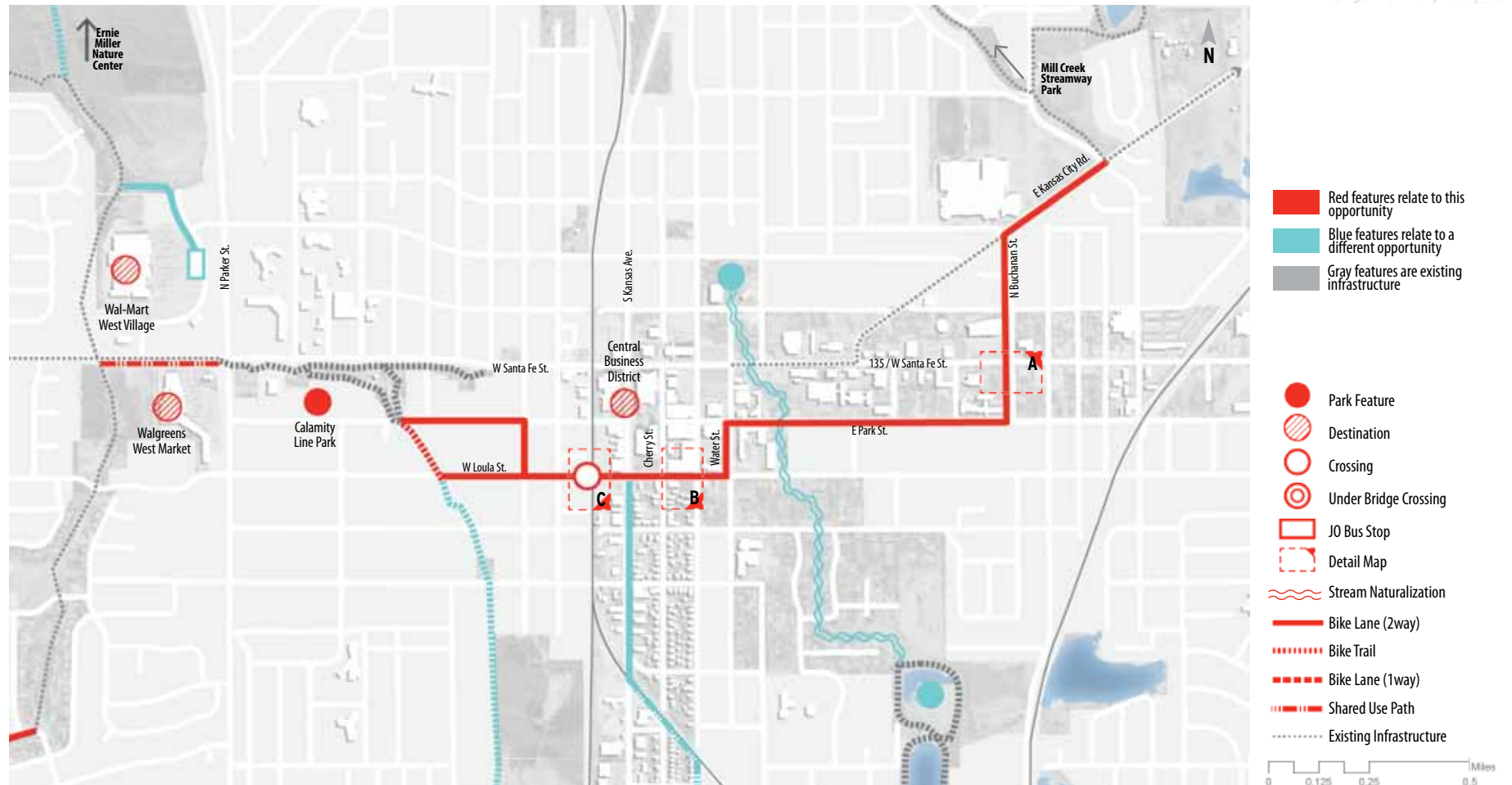
Where the Calamity Line trail intersects with West Park Street, it is also possible to restripe the street to include five-foot bike lanes on either side of the street going east to North Pine Street (Option #2). North Pine Street can be restriped to include a five-foot bike lane on either side of the street going south to West Loula Street. As West Loula Street crosses the R/R a safe crossing will be needed as shown in Detail Image C2. On the northside of the road just before S Kansas Ave, angled parking can be converted to parallel parking to allow for a bike lane as shown in Detail Image C1. This would require the removal of 4 parking stalls.

New street striping can continue east along West Loula Street crossing South Kansas Avenue and continuing to South Water Street. South Water Street can be restriped to include a five-foot bike lane on both sides of the street going north to East Park Street.

Restriping along East Park Street can include a five-foot bike lane on both sides of the street from North Water Street continuing east to North Buchanan Street. The restriping can continue north along North Buchanan Street, crossing West 135th Street/East Santa Fe Street as shown in Detail Image A. At the roundabout south of Olathe North High School, the restriping and on-street bike lanes can be terminated. The sidewalks on either side of East Kansas City Road can be widened to eight feet to create a shared path that accommodates cyclists and pedestrians continuing northeast using existing crossings. Just beyond the roundabout at North Nelson Road, pedestrians and cyclists can join the existing Santa Fe Trail that connects going northeast to the Mahaffie Farmstead and Community Center or northwest to the Mill Creek Streamway.



OPPORTUNITY 1:
CONNECT LITTLE CEDAR CREEK TO MILL CREEK THROUGH DOWNTOWN



INTERSECTION DETAIL IMAGE - A

At the intersection of North Buchanan Street and West 135th Street/ East Santa Fe Street, this opportunity identifies new crossings to allow pedestrians and cyclists coming from the bike lanes to safely cross.



BIKE LANE(2WAY)
DETAIL IMAGE - B

This is a before and after example of a restriping project on a downtown street to safely and comfortably accommodate a bike lane alongside parallel parking.



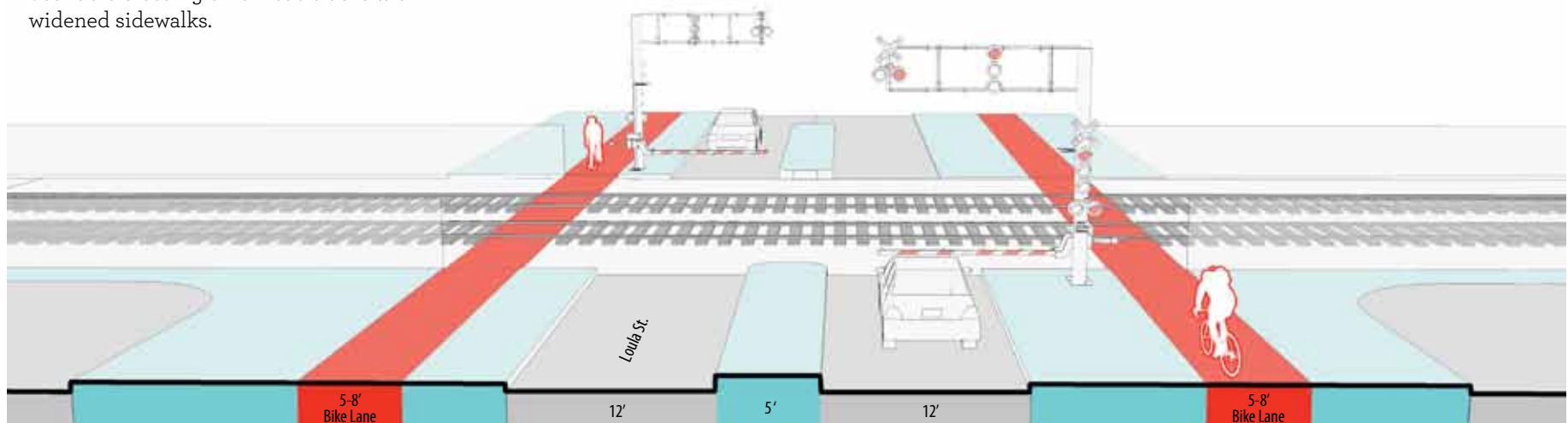
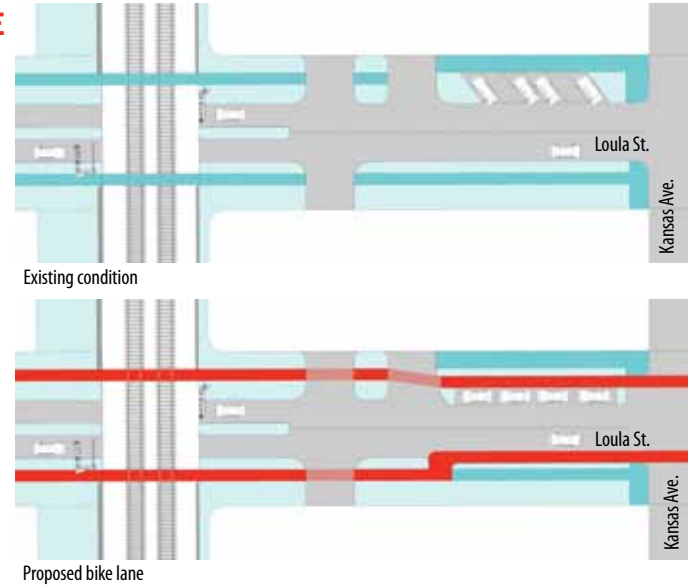


**RAILROAD CROSSING
DETAIL IMAGE -C2**

As identified within the 2003 Olathe Original Town Central Core Neighborhood Action Plan, the R/R detracts from the desirability of the neighborhood by creating barriers and pedestrian fear. This section shows a more desirable crossing of railroad tracks with widened sidewalks.

**RAILROAD CROSSING & PARKING CHANGE
DETAIL IMAGE -C1**

Existing (blue) and proposed (red) plans show the conversion of angled parking to parallel parking to accommodate a bike lane on the street, as well as where the bike lanes join the sidewalk to cross the railroad.



LOCATION



Downtown Olathe

COST



PRIORITY



PARTNERSHIPS / STAKEHOLDERS

- Johnson County Transit
- Johnson County Parks
- Original Town neighborhood groups
- Neighborhood groups near Rolling Ridge Trail
- BNSF Railroad
- Property Owners in strategic project areas (not yet identified)
- School for the Deaf
- Olathe North High School
- CVS
- Wal-Mart
- West Market Shopping Center
- Property Owners near existing on-street parking adjacent to proposed bike lanes
- Mahaffie Farmstead

RESOURCE NEEDS

Option 1 (trail along stream E of Calamity Line Park)

Land Acquisition	\$60,000
Design Services	\$17,500
Construction	\$175,900
Total	\$253,400

- 10,387 linear feet of on-street bike lanes
- 740 linear feet of streamway trail
- 1,200 linear feet of new sidewalk and signage

Option 2 (trail along roadway E of Calamity Line Park)

Land Acquisition	\$0
Design Services	\$11,500
Construction	\$96,500
Total	\$108,000

- 11,000 linear feet of on-street bike lanes
- 1,200 linear feet of sidewalk and signage

RESOURCE OPPORTUNITIES

- Partnership with School for the Deaf
- Partnerships with Olathe School District
- Coordinate with Johnson County Parks and Recreation
- Capital Improvement Program (CIP)
- Operation and Maintenance Annual Budget
- MARC/Federal Congestion Mitigation and Air Quality, (CMAQ)
- H.U.D. Community Development Block Grants (CDBG)
- MARC/Federal Transportation Alternatives Grants (TA)
- MARC/Federal Surface Transportation Program (STP)
- Original Town Neighborhood Revitalization Act tools

POTENTIAL BARRIERS / OPPORTUNITIES

- Coordinate with property owners near existing on-street parking adjacent to proposed bike lanes
- Address concerns of property owners who have opposed previous trail connections
- Coordinate with shopping centers for connections within and around properties
- Coordinate with existing institutions such as schools, Community Center, Mahaffie Farmstead, School for the Deaf, Nature Center, and others
- Coordinate with existing JO bus routes

ACTION STEPS

- Engage public
- Meet with stakeholders
- Design concept and develop the budget
- Pursue partnerships
- Acquire easement south of Calamity Line Park (Option 1)
- Investigate funding options/ pursue funding
- Design and construct

CONNECT DOWNTOWN TO THE GREAT MALL



Project Description

Olathe's Downtown area is located only about 1.3 miles north of the Great Mall, yet because of the physical features of the neighborhood and railroad tracks between these two destinations, there is a perception that the distance is not walkable or bikeable. These two important commercial centers could be linked together to form a major north/south connection that strengthens both centers.

There are two opportunities to make this north south connection between Downtown and the Great Mall. The first is to extend the new trail described in Opportunity 1 from where the trail in Calamity Line Park currently terminates on West Park Street between West Park Circle and North Logan Street. There is an opportunity to extend a new trail south following a streamway and tree line all the way to the existing bike lane that runs along

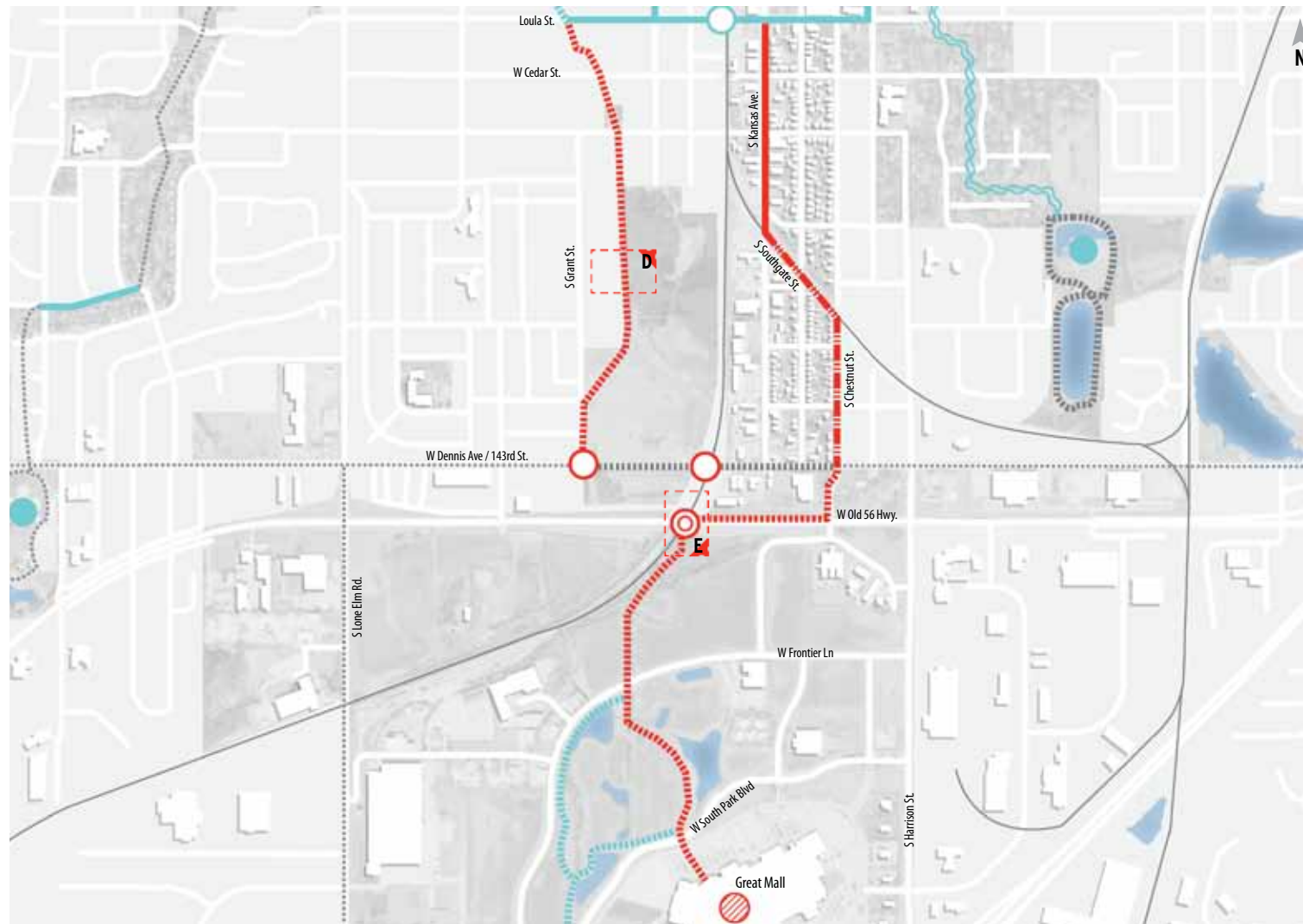
West Dennis Avenue/143rd Street (Option #1). This trail connection lacked the support of adjacent property owners in an earlier study, but should be reevaluated in the future to determine support of current property owners and weigh against the benefit to the entire community.

The second opportunity is to restripe North Kansas Ave to include five-foot bike lanes on both sides of the street going south from West Cedar Street, crossing the railroad tracks at-grade near South Southgate Street. The bike route could continue by adding a shared path on the west side of South Southgate Street behind the existing curb line (Option #2). The shared path should turn and continue south on South Chestnut Street crossing East Dennis Avenue/143rd Street where there is an existing bike lane running east and west. The route can continue south on South Chestnut Street to approach West Old 56 Highway.

On the north side of West Old 56 Highway there is an opportunity to develop a new 10-foot wide multi-use trail from South Chestnut Street going west to the railroad tracks. The trail can cross under the highway bridge and continue south as shown in Detail Image E along the tracks and following the waterway and tree line. This trail can continue south to cross West Frontier Lane at a point integrated with future development.

The new trail can continue south and wind through the future development area running between the waterway and future development. The trail should connect to the Great Mall from the north parking area by crossing West South Park Boulevard at the crossing area. As the Great Mall is re-envisioned as a more walkable and inviting shopping area, the new development should integrate bike, pedestrian, and transit movement into the new development with a potential bike route that could connect through the development toward the transit stop on the east side of the development as described in Project Opportunity 3.

OPPORTUNITY 2:
CONNECT DOWNTOWN TO THE GREAT MALL



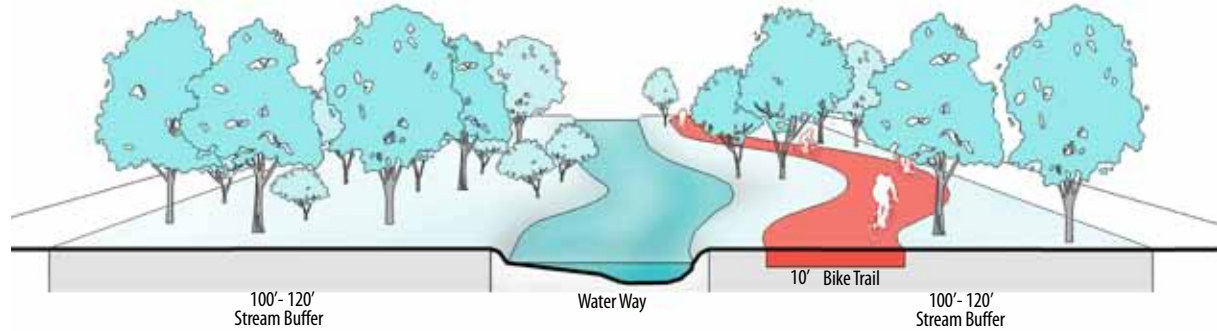
Red features relate to this opportunity
 Blue features relate to a different opportunity
 Gray features are existing infrastructure

- Park Feature
- Destination
- Crossing
- Under Bridge Crossing
- JO Bus Stop
- Detail Map
- Stream Naturalization
- Bike Lane (2way)
- Bike Trail
- Bike Lane (1way)
- Shared Use Path
- Existing Infrastructure



BIKE TRAIL DETAIL IMAGE -D

This diagram illustrates a new bike and pedestrian trail following the waterway within the existing stream setback buffer.



UNDER BRIDGE CROSSING DETAIL IMAGE -E

A new bike and pedestrian path can cross under West Old 56 Highway adjacent to the railroad right-of-way.



LOCATION



Downtown Olathe to the Great Mall

COST



PRIORITY



PARTNERSHIPS / STAKEHOLDERS

- Johnson County Transit
- Original Town neighborhood groups
- Great Mall property owners
- Property owners of redevelopment areas north of the Great Mall
- Future Developer of the Delco battery plant site
- BNSF Railroad
- Christ Family Church
- Church of the Brethren - Olathe

RESOURCE NEEDS

Option 1 (on-street trail)

Land Acquisition	\$650,000
Design Services	\$75,000
Construction	\$800,000
Total	\$1,525,000

- 3,800 linear feet of on-street bike lanes along S Kansas
- 4,700 linear feet of trail along railroad and development parcels
- 530 linear feet of sidewalk connection to mall

Option 2 (off-street trail)

Land Acquisition	
Design Services	\$300,000
Construction	\$96,200
	\$962,600
Total	\$1,358,800

- Minimal on-street bike lanes on Grant St
- Trail between Loula St. and West Dennis parallel to Grant St.
- 4,700 linear feet of trail along railroad and development parcels
- 530 LF of sidewalk connection to Great Mall

RESOURCE OPPORTUNITIES

- Partnerships with private adjacent developers
- Cooperative funding / maintenance agreements with adjacent property owners (such as HOAs)
- Capital Improvement Program (CIP)
- Operation and Maintenance Annual Budget.
- Sunflower Foundation Grants, Sunflower Trails: Community-based New Trails or Trail Expansion
- MARC/Federal Congestion Mitigation and Air Quality, (CMAQ)
- H.U.D. Community Development Block Grants (CDBG)
- MARC/Federal Transportation Alternatives Grants (TA)
- MARC/Federal Surface Transportation Program (STP)
- Federal Highway Administration: Recreational Trails Program (RTP)
- Original Town Neighborhood Revitalization Act Tax tools
- HUD's Brownfield Economic Development Initiative (BEDI)
- EPA Brownfield Clean-up and Redevelopment Grants and Funding Transition Guidance
- EPA Brownfield Tax Incentive
- American Hiking Society's National Trails Fund

POTENTIAL BARRIERS / OPPORTUNITIES

- Address concerns of property owners who have opposed previous trail connections (Option 1)
- Ensure safety in close proximity to railroad tracks on Southgate
- Coordinate with the Great Mall
- Coordinate with future development north of the Great Mall
- Coordinate with the railroad
- Coordinate with the redevelopment/reclamation of the Delco battery brownfield site
- Make use of the existing bridge infrastructure
- Coordinate with existing JO bus routes

ACTION STEPS

- Engage public
- Meet with stakeholders
- Identify the preferred alignment
- Develop a design concept and budget
- Pursue partnerships
- Acquire easement for the trail segment between downtown and the mall
- Investigate funding options/ pursue funding
- Design and construct; consider future development options in the final design

CONNECT THE GREAT MALL TO NEARBY DEVELOPMENT AREAS



Project Description

As new development occurs around and within the Great Mall there is an opportunity to integrate pedestrians and cyclists connectivity as a part of the redevelopment plan.

In addition to the new 10-foot wide pedestrian and bike trail described in Opportunity 2, a bike and pedestrian connection can follow West Frontier Lane to the south, looping around the different stormwater amenities. A spur of the trail can continue south from the main loop and join West South Park Boulevard on the south side of the development as shown in Detail Image F.

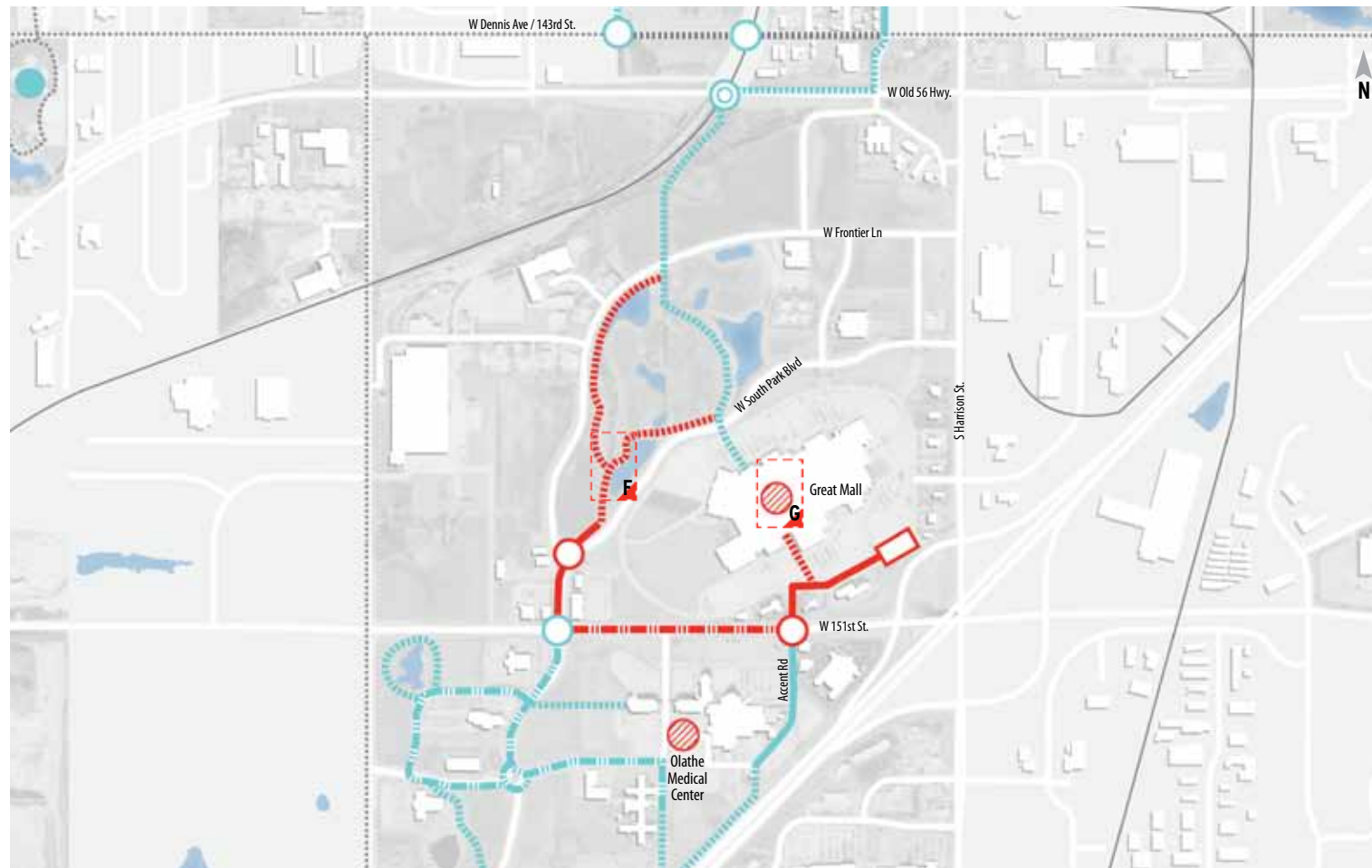
West South Park Boulevard can be restriped to include a five-foot wide bike lane on either side of the boulevard. The bike lanes can terminate at the intersection with South Frontier Road where bikes can cross and transfer to a shared use path that can be widened to 8 feet to accommodate pedestrians and cyclists. The shared use path can continue on the North side of West 151st street to the east to connect to the transit stop on the south side of the Great Mall or to cross West 151st street at the Access Road to the mall as described in Project Opportunity 5 (shown in Detail Image I).

Future pedestrian and bicycle connections are also possible in coordination with future redevelopment of the Great Mall site. The City's Comprehensive Plan and past redevelopment plans, shown in Detail Image G, illustrate redevelopment concepts that "de-mall" the site and create new, attractive retail streets through the heart of the redevelopment area. While today, the inward focus of the mall and large parking areas create an environment that is not inviting for pedestrians, future redevelopment plans could create an active and inviting streetscape and the means to connect to it. Johnson County Transit already stops at the Great Mall, and site reconfigurations could also improve connections between transit stop and bike/ped amenities.



OPPORTUNITY 3:

CONNECT THE GREAT MALL TO THE NEARBY DEVELOPMENT AREAS



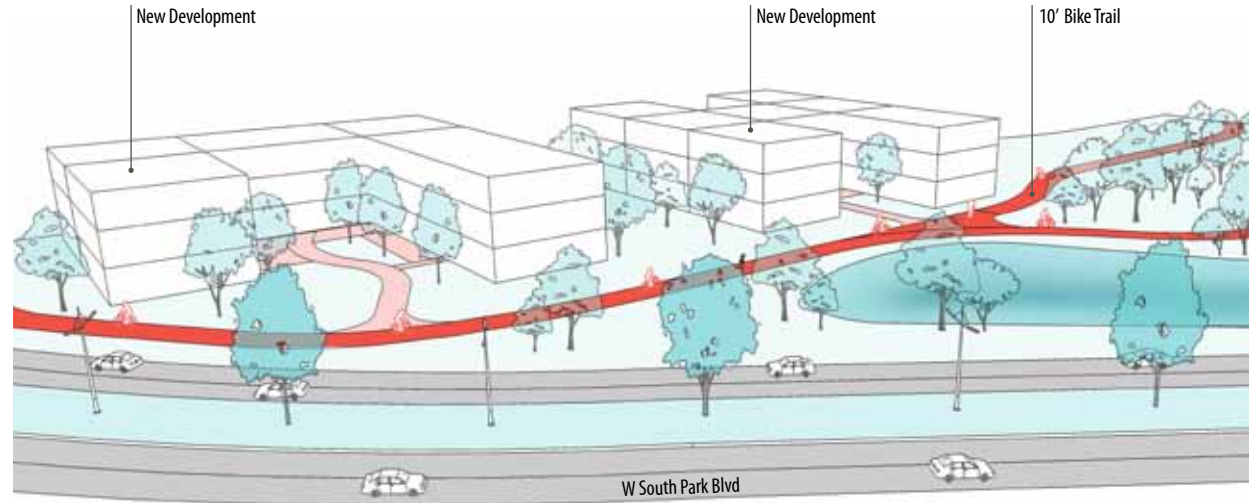
Red features relate to this opportunity
 Blue features relate to a different opportunity
 Gray features are existing infrastructure

- Park Feature
- Destination
- Crossing
- Under Bridge Crossing
- JO Bus Stop
- Detail Map
- Bike Lane (2way)
- Bike Trail
- Bike Lane (1way)
- Shared Use Path
- Existing Infrastructure



**BIKE TRAIL
DETAIL IMAGE -F**

The opportunity envisions a new bike and pedestrian trail that winds through new development areas and connects to the existing water features and amenities, tying them together in a loop.



**THROUGH THE MALL
DETAIL IMAGE -G**

A trail through the Great Mall of the Great Plains can connect pedestrians and cyclists through the mall area from trails on either side. In addition to the advantage of connecting foot traffic to retail opportunities, it also connects people to public transit.



Olathe Comprehensive Plan - Hypothetical Redevelopment Concept
(Chapter 3 Page 7)



"De-Malling" - Hypothetical Redevelopment Concept

LOCATION



Great Mall
(near 151st St & I-35)

COST



PRIORITY



PARTNERSHIPS / STAKEHOLDERS

- Johnson County Transit
- Great Mall property owners
- Property owners to the north of the Great Mall
- Olathe Medical Center and medical buildings

RESOURCE NEEDS [WORK IN PROGRESS]

Option 1.

Land Acquisition	\$0
Design Services	\$ 51,300
Construction	\$513,900
Total	\$565,200

- 4,200 linear feet of on-street bike lanes
- 4,600 linear feet of trail through development parcels

POTENTIAL BARRIERS / OPPORTUNITIES

- Coordinate with the Great Mall and future redevelopment plans
- Coordinate with future development
- Coordinate with existing JO bus routes

RESOURCE OPPORTUNITIES

- Partnerships with private, adjacent developers
- Partnerships with Olathe Medical Center
- Capital Improvement Program (CIP)
- Operation and Maintenance Annual Budget.
- Sunflower Foundation Grants, Sunflower Trails: Community-based New Trails or Trail Expansion
- MARC/Federal Congestion Mitigation and Air Quality, (CMAQ)
- H.U.D. Community Development Block Grants (CDBG)
- MARC/Federal Transportation Alternatives Grants (TA)
- MARC/Federal Surface Transportation Program (STP)
- Federal Highway Administration: Recreational Trails Program (RTP)
- Urban Nonpoint Source & Storm Water Management Grant Program

ACTION STEPS

- Engage public
- Meet with stakeholders
- Develop a design concept and budget
- Pursue partnerships
- Investigate funding options/ pursue funding
- Design and construct; consider future development options in the final design

INTEGRATE ACTIVE LIVING / FITNESS OPPORTUNITIES AROUND OLATHE MEDICAL CENTER



Project Description

The area around the Olathe Medical Center (OMC) includes a YMCA, health education center, and other medical buildings. There is also land that has been reserved for future development. There is an opportunity to provide localized connectivity between the different buildings as well as a fitness loop that supports the health and active living focus of adjacent uses.

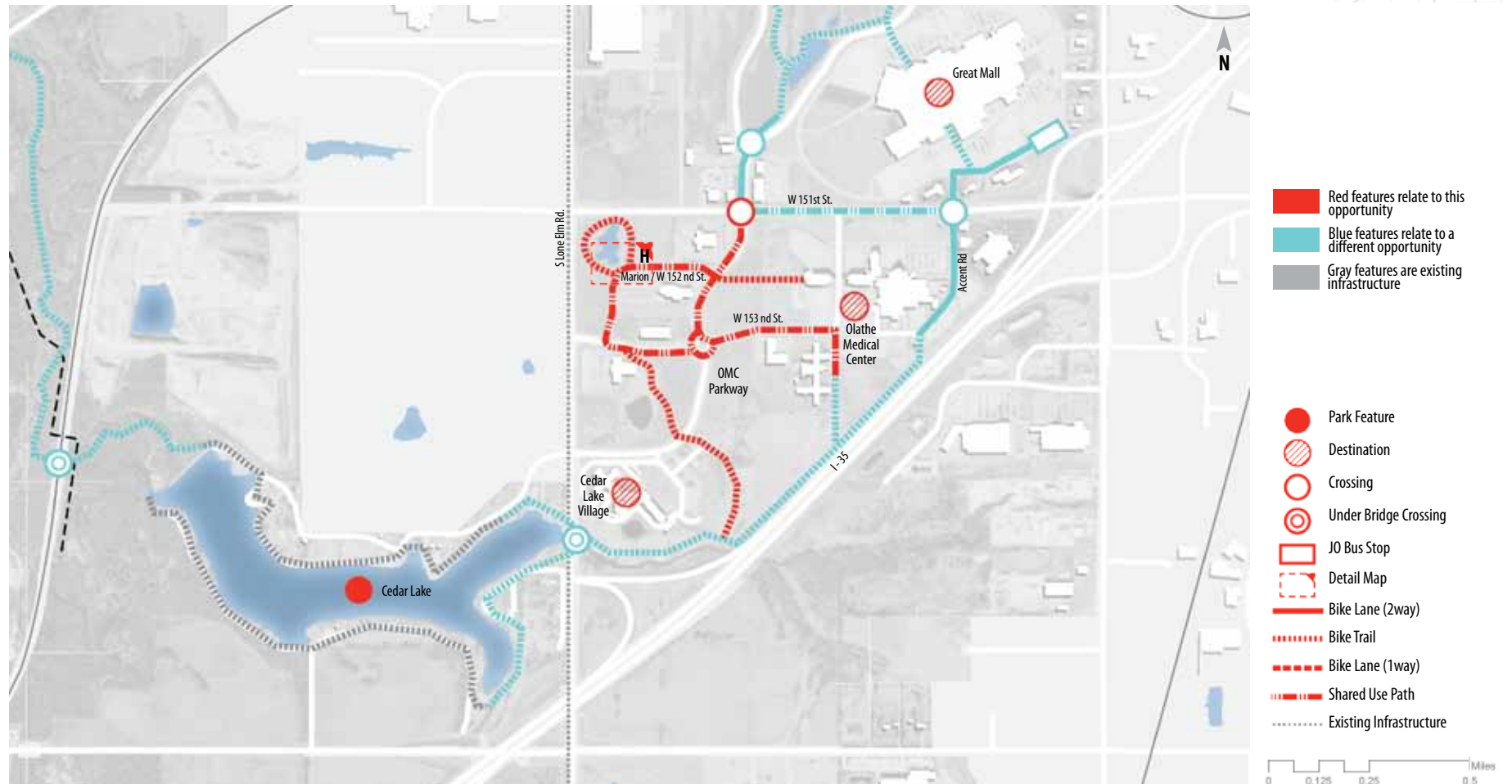
When the intersection is improved with signals at West South Park Boulevard and West 151st Street, bicycle lanes should be added to assist with the crossing of the roadway. Headed south along the OMC Parkway, the eastern side has a shared use path. The western side will need to be widened to 8-feet wide to improve the sidewalk to a shared use path. Similarly on Madison/W 152nd Street and W 153rd Streets one side of the parkway has an existing shared use path, but the sidewalk on the other side needs to be widened to provide a safe bicycle and pedestrian environment.

A second fitness loop can extend southwest of the Olathe Medical Complex and loop around the development sites and pond as shown in Detail Image H. Bikers and pedestrians can use the existing crosswalk to cross OMC Parkway and the trail extended to the east to complete the loop along Interstate 35 as described in Opportunity 5.



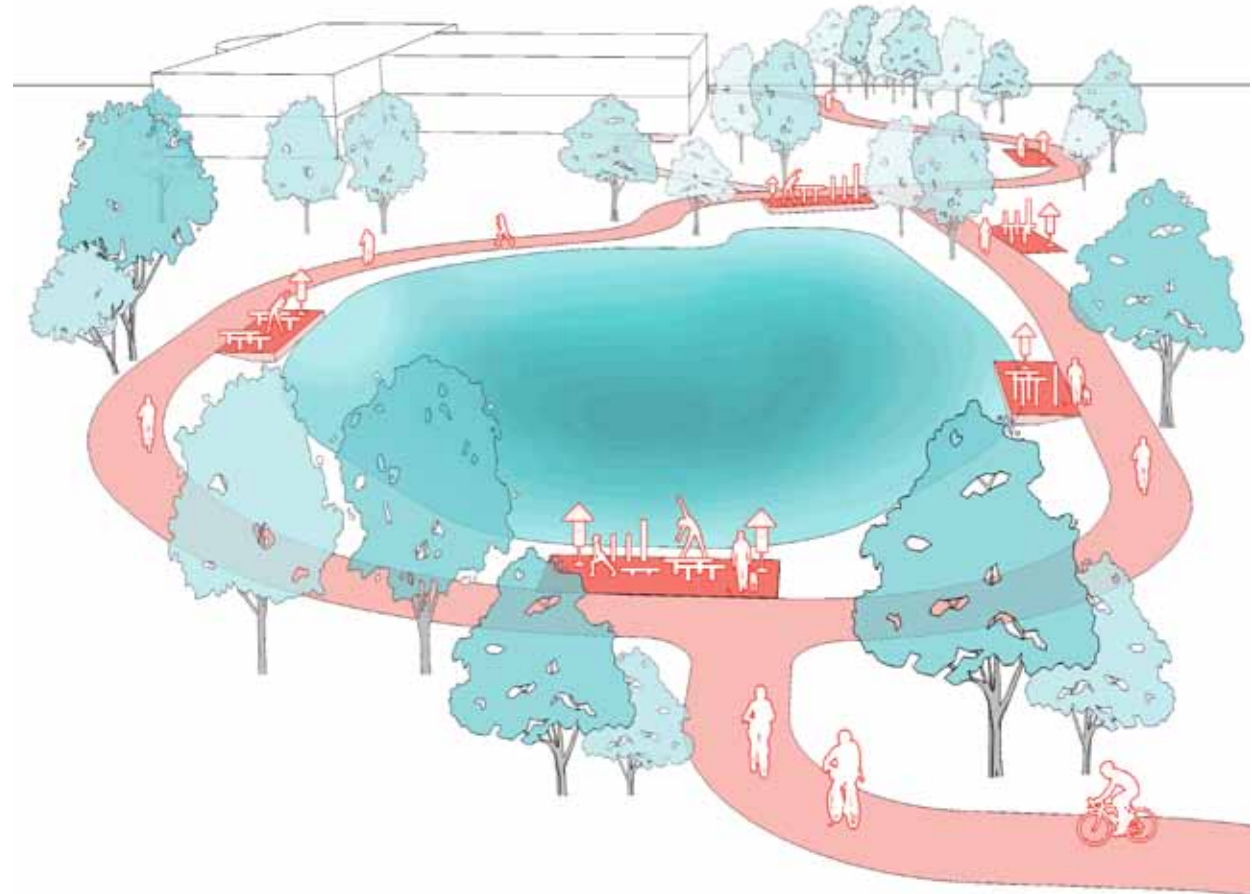
OPPORTUNITY 4:

INTEGRATE ACTIVE LIVING / FITNESS OPPORTUNITIES AROUND OLATHE MEDICAL CENTER

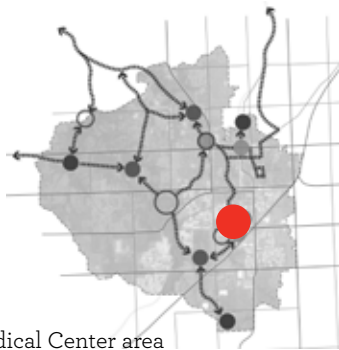


BIKE TRAIL DETAIL IMAGE -H

This diagram shows how a fitness loop around the Olathe Medical Center area can incorporate activities and amenities that support health and active living.



LOCATION



Olathe Medical Center area

COST



PRIORITY



PARTNERSHIPS / STAKEHOLDERS

- Cedar Lake Village
- Olathe Medical Center
- YMCA

RESOURCE NEEDS [WORK IN PROGRESS]

Option 1.

Land Acquisition	\$0
Design Services	\$54,000
Construction	\$540,300
Total	\$594,300

- 3,100 linear feet of on-street bike lanes
- 3,500 linear feet of trail
- 2,600 linear feet of new widened sidewalk and signage
- Bridge undercrossing

POTENTIAL BARRIERS / OPPORTUNITIES

- Future development might constrain trail connections, but also presents opportunities to intentionally integrate active living amenities on a health-oriented campus

RESOURCE OPPORTUNITIES

- Partnerships with private, adjacent developers
- Partnerships with OMC
- Partnerships with YMCA
- Capital Improvement Program (CIP)
- Operation and Maintenance Annual Budget.
- Sunflower Foundation Grants, Sunflower Trails: Community-based New Trails or Trail Expansion
- MARC/Federal Congestion Mitigation and Air Quality, (CMAQ)
- H.U.D. Community Development Block Grants (CDBG)
- MARC/Federal Transportation Alternatives Grants (TA)
- MARC/Federal Surface Transportation Program (STP)
- Federal Highway Administration: Recreational Trails Program (RTP)
- American Hiking Society's National Trails Fund

ACTION STEPS

- Engage public
- Meet with stakeholders
- Develop a design concept and budget
- Pursue partnerships
- Investigate funding options/ pursue funding
- Design and construct; consider future development options in the final design

CONNECT CEDAR LAKE VILLAGE AND OLATHE MEDICAL CENTER TO CEDAR LAKE



Project Description

Cedar Lake Village is an extension of the Olathe Medical Center (OMC) located just to the southwest of the hospital. Near Cedar Lake Village, South Lone Elm Road is perceived as a barrier dividing the Cedar Lake Village and the OMC from the popular Cedar Lake and its recreational amenities. There is an opportunity to extend the proposed fitness trails around the OMC area and make a connection to Cedar Lake.

Having crossed West 151st street at the Access Road crosswalk as shown in Detail Image I, widened sidewalks can continue on both sides of the Access Road adjacent to parking area east of the OMC. As Access Road merges from a four-lane boulevard down to two lanes, the road can be restriped to include a five-foot bike lane on either side of the road. On the south side of the OMC and just south of the helicopter landing area, a new 10-foot wide pedestrian and bike trail can begin in the undeveloped area moving straight south toward Interstate 35. The trail can move southwest parallel to Interstate 35.

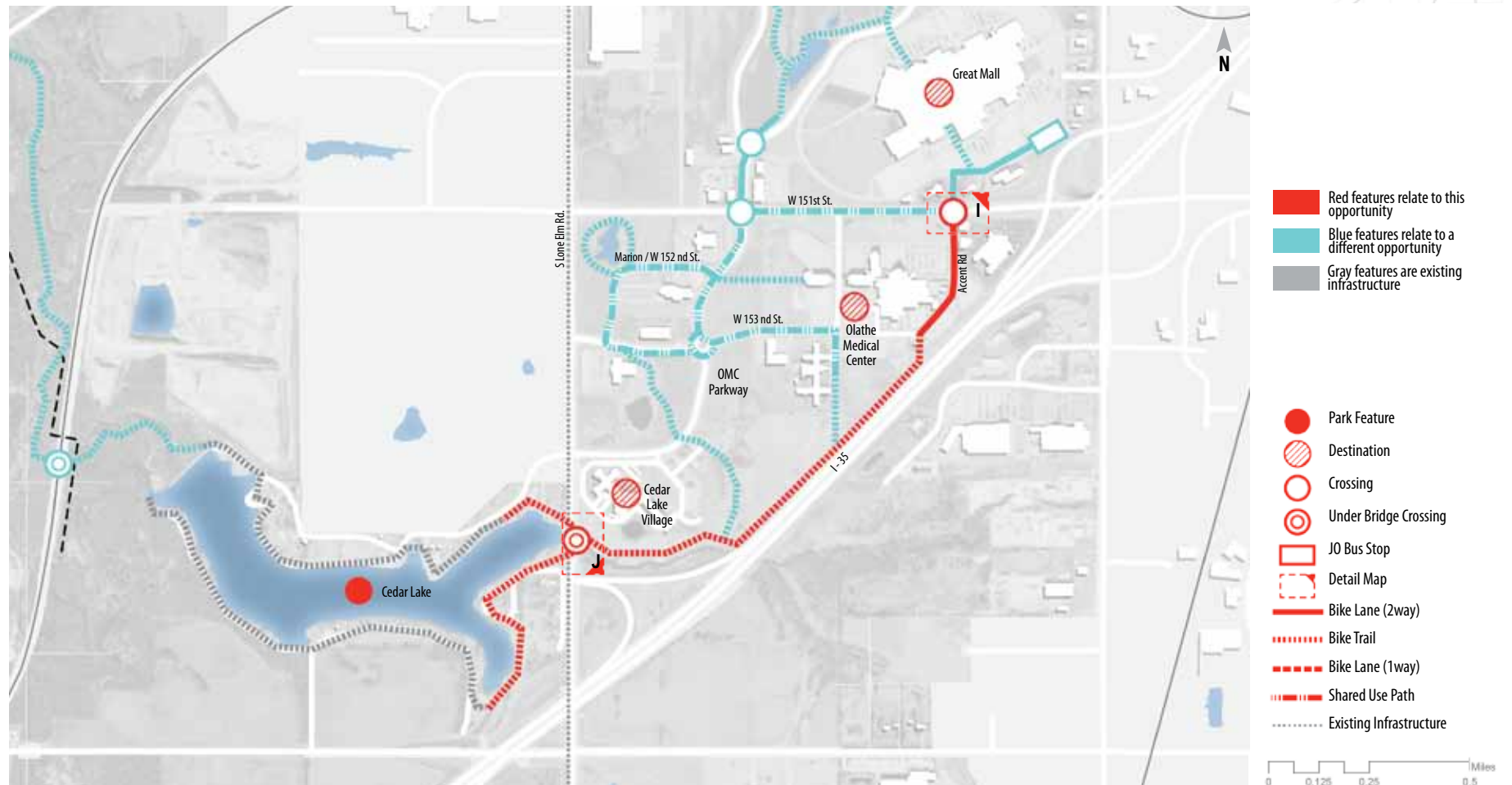
A new 10-foot wide bike and pedestrian trail from the southwest portion of the OMC fitness loops described in Opportunity 4 can be connected to complete the loop. This trail can continue behind, move under the bridge and connect to Cedar Lake.

A trail spur can be extended from the waterway on the east side of the bridge ramping up to the road level connecting bicyclist to the existing north bound bike lanes on South Lone Elm Road. The main trail can follow the waterway and cross under the South Lone Elm Road Bridge as shown in Detail Image J. The new trail continues north around Cedar Lake to join the existing access road and trail system. A trail spur will circle back and ramp up the hill to the road level on the west side of the bridge and the south bound bike lanes along South Lone Elm Road. This will allow cyclists to travel south on the existing South Lone Elm Road bike lanes. A safe crossing can be added at the intersection of South Lone Elm Road and the I-35 off ramp to allow cyclists to change direction and cross South Lone Elm Road.



OPPORTUNITY 5:

CONNECT CEDAR LAKE VILLAGE AND OLATHE MEDICAL CENTER TO CEDAR LAKE



INTERSECTION DETAIL IMAGE -I

A new safe cross walk can be added to cross 151st Street at the Access Road Intersection.

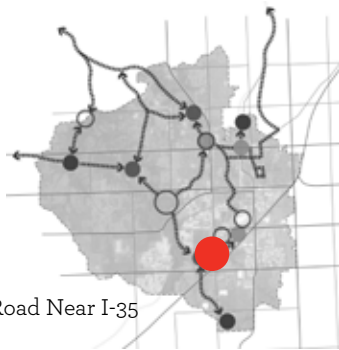


UNDER BRIDGE CROSSING DETAIL IMAGE -J

Pedestrians and Cyclists coming from the Olathe Medical Center fitness trails, or residents of Cedar Lake Village can cross under the Lone Elm Road bridge and join the Cedar Lake Trails.



LOCATION



Lone Elm Road Near I-35

COST



PRIORITY



PARTNERSHIPS / STAKEHOLDERS

- Cedar Lake Village
- Olathe Medical Center
- YMCA

RESOURCE NEEDS [WORK IN PROGRESS]

Option 1.

Land Acquisition	\$0
Design Services	\$100,000
Construction	\$1,002,000
Total	\$1,102,000

- 1,400 linear feet of on-street bike lanes
- 8,700 linear feet of new widened sidewalk and signage
- Bridge undercrossing

POTENTIAL BARRIERS / OPPORTUNITIES

- Future development might constrain trail connections, but also presents opportunities to intentionally integrate active living amenities on a health-oriented campus
- Make use of existing Lone Elm bridge and bike lanes
- Connect to and enhance the existing trails around Cedar Lake
- Improve the grading and slope of pedestrian connections for ADA accessibility

RESOURCE OPPORTUNITIES

- Partnerships with private, adjacent developers
- Partnerships with OMC
- Partnerships with YMCA
- Partnerships with Cedar Lake Village
- Capital Improvement Programs (CIP)
- Sunflower Foundation Grants, Sunflower Trails: Community-based New Trails or Trail Expansion
- MARC/Federal Congestion Mitigation and Air Quality, (CMAQ)
- H.U.D. Community Development Block Grants (CDBG)
- MARC/Federal Transportation Alternatives Grants (TA)
- MARC/Federal Surface Transportation Program (STP)
- Federal Highway Administration: Recreational Trails Program (RTP)
- American Hiking Society's National Trails Fund

ACTION STEPS

- Engage public
- Meet with stakeholders
- Develop a design concept and budget
- Pursue partnerships
- Investigate funding options/ pursue funding
- Design and construct; consider future development options in the final design

CONNECT CEDAR LAKE AND LAKE OLATHE



Project Description

To the west of Cedar Lake there are two large quarries and Cedar Creek leading toward Lake Olathe to the north. According to the current Kansas Department of Health and the Environment standards, once the quarrying operations have been completed, this land has limited future development opportunities. The City's Comprehensive Plan identifies this area for future open space with this understanding of future development constraints. However, while the quarries remain in operation, there is still an opportunity to develop a trail under the existing railroad bridge and to utilize the existing 100 foot setbacks on each side of the creek protected by the City's stream-buffer setback ordinance to connect Cedar Lake to Lake Olathe.

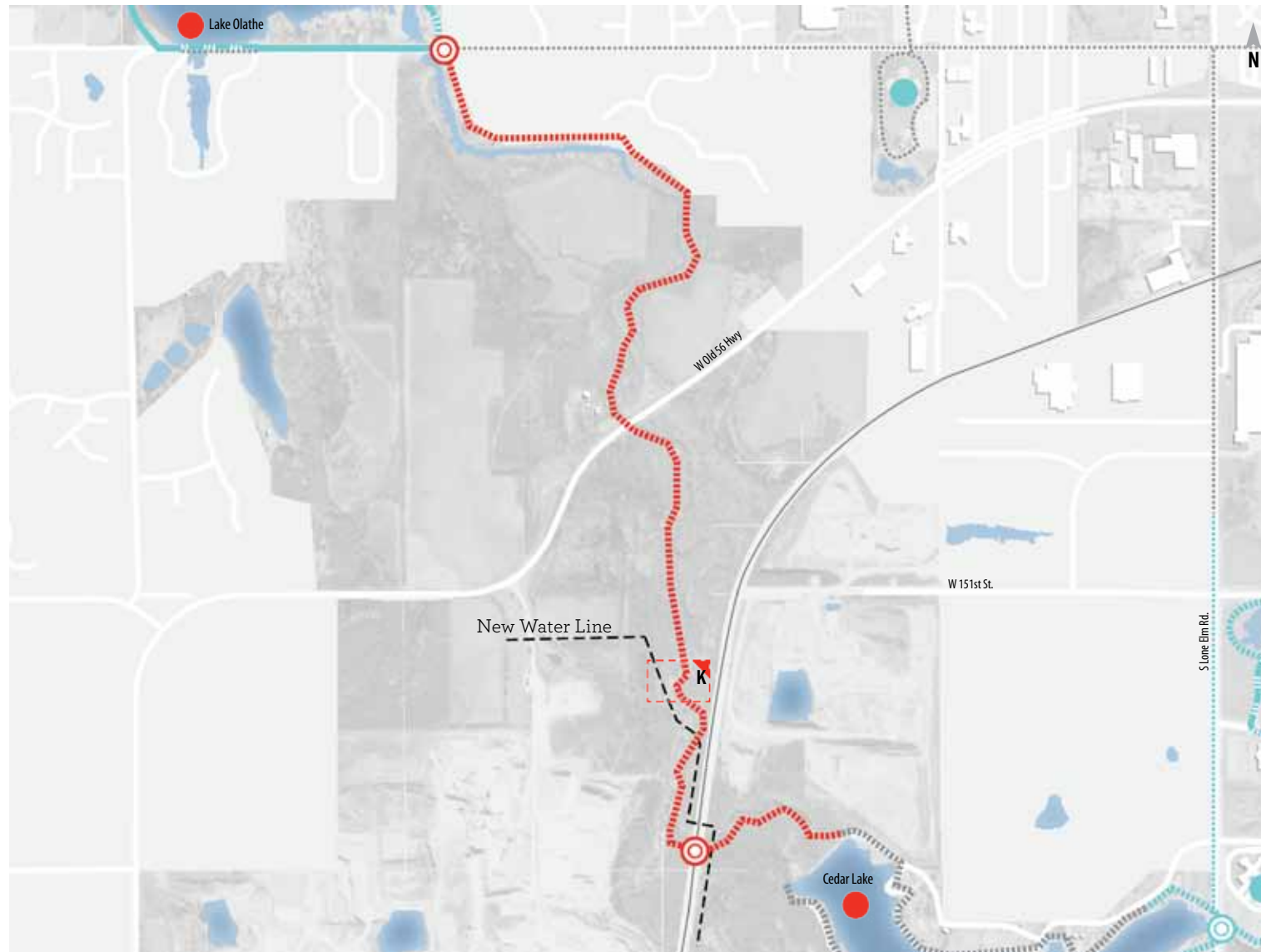
On the far north point of Cedar Lake, there is an opportunity to begin a new 10-foot wide bike and pedestrian trail that follows the waterway between Cedar Lake and Lake Olathe utilizing the existing 100-foot setback along Cedar Creek. The trail will run under the northern of two railroad bridges in the area and follow the Cedar Creek setback as the waterway turns north.

There is a future planned extension of a water line extending from the north running along the waterway and eventually crossing the railroad track north of the rail bridge. It would be ideal to coordinate the trail work with the utility work and to run in parallel where possible to take advantage of disturbed land and to minimize the construction disturbance near the waterway as shown in Detail Image K. The water line is represented on the map as a black dashed line.

The trail can continue north along the Cedar Creek crossing under Old Highway 56. The 10-foot wide bike and pedestrian trail can continue north along Cedar Creek within the stream setback area until the stream approaches West Dennis Avenue/143rd Street. The trail can cross under the Bridge at West Dennis Avenue/143rd Street and join the Lake Olathe Trail described in Opportunity 7.

OPPORTUNITY 6:

CONNECT CEDAR LAKE AND LAKE OLATHE



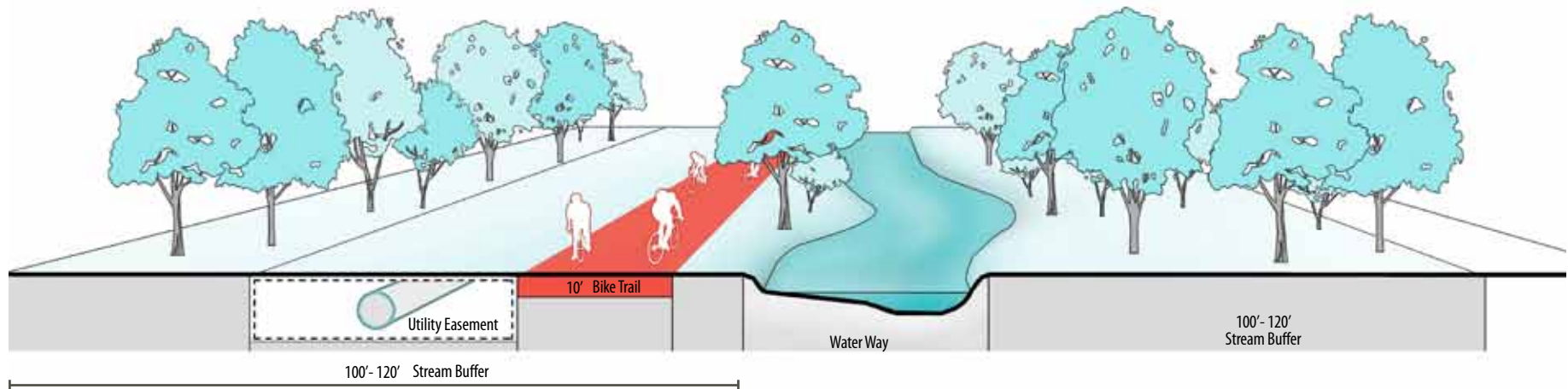
- Red features relate to this opportunity
- Blue features relate to a different opportunity
- Gray features are existing infrastructure

- Park Feature
- Destination
- Crossing
- Under Bridge Crossing
- JO Bus Stop
- Detail Map
- Bike Lane (2way)
- Bike Trail
- Bike Lane (1way)
- Shared Use Path
- Existing Infrastructure



BIKE TRAIL
DETAIL IMAGE -K

A new bike and pedestrian trail can follow the waterway within the existing stream buffer setback and coordinate with utility easements for new utilities planned in this area.



LOCATION



COST



PRIORITY



PARTNERSHIPS / STAKEHOLDERS

- Adjacent Quarries
- BNSF Railroad
- Property Owners in strategic project areas (not yet identified)
- Johnson County Environmental
- Kansas Department of Health & Environment

RESOURCE NEEDS [WORK IN PROGRESS]

Option 1.

Land Acquisition	\$0
Design Services	\$155,000
Construction	\$1,599,000
Total	\$1,754,000

- 14,400 linear feet of trail
- 2 bridge under crossings

POTENTIAL BARRIERS / OPPORTUNITIES

- While the proposed connections do not directly impact quarry operations, the proximity to existing quarry operations requires careful planning
- Coordinate with the railroad for under railroad crossing
- Coordinate with the new utility work
- Make use of existing rail and highway/roadway bridges
- Work with existing stream set-back conditions and stabilize the stream bank
- Connect to and enhance the existing trails around Cedar Lake and Lake Olathe
- Coordinate with property owners to integrate with new development near the streamway

RESOURCE OPPORTUNITIES

- Capital Improvement Program (CIP)
- Sunflower Foundation Grants, Sunflower Trails: Community-based New Trails or Trail Expansion
- MARC/Federal Congestion Mitigation and Air Quality, (CMAQ)
- MARC/Federal Transportation Alternatives Grants (TA)
- Federal Highway Administration: Recreational Trails Program (RTP)
- American Hiking Society's National Trails Fund
- HUD's Brownfield Economic Development Initiative (BEDI)
- EPA Brownfield Clean-up and Redevelopment Grants and Funding Transition Guidance
- EPA Brownfield Tax Incentive
- American Hiking Society's National Trails
- Urban Nonpoint Source & Storm Water Management Grant Program for storm water BMPs, land acquisition and easements, stream bank and shoreline stabilization

ACTION STEPS

- Engage public
- Meet with stakeholders
- Identify issues related to quarry proximity
- Identify opportunities to coordinate with utility construction
- Coordinate with railroad for under railroad crossing
- Develop a design concept and budget
- Pursue partnerships
- Investigate funding options/ pursue funding
- Design and construct; consider future development options in the final design

PROVIDE BIKE AND PEDESTRIAN ACCESS AROUND LAKE OLATHE

Project Description

Today, Lake Olathe is already a popular recreation destination. This opportunity improves upon the roads and trails that exist to integrate bike and pedestrian access around the lake. Cyclists and pedestrians coming from the bike path along West Dennis Avenue/West 147th Street or from the proposed trail connecting Cedar Lake will have full access to Lake Olathe's amenities.

The existing bike lanes along the West Dennis Avenue/West 143rd Street bridge currently end just east of Lake Olathe. West Dennis Avenue/West 143rd Street can be restriped to extend the five-foot bike lanes on either side of the street to the southernmost portion of the lake. For a brief section, the existing road is too narrow for restriping. Therefore signage will be required to indicate that cyclists and automobiles are required to share that section of road until West Dennis Avenue/West 143rd Street meets South Lakeshore Drive.

South Lakeshore Drive is currently a two-lane road with narrow shoulders and it varies in width as it winds around the west side of Lake Olathe. It is not wide enough to add full bike lanes on both sides and maintain two lanes for automobiles. The approach to improve safety for cyclists is to use signage that indicates cyclists and automobiles are required to share the road and alert motorists to the fact that they may encounter cyclists. Whenever a blind-hill is encountered, the road should be restriped to include a bike lane going up the hill on the side of the road with traffic. As cyclists proceed down this hill they can share the road with motorists. At the crest of the hill, a bike lane will switch sides of the road to accommodate cyclists coming up the hill from the opposite direction. This is shown in Detail Image L.

At the Lake Olathe Shelter a new 10-foot trail can be created extending from the existing drive way along an existing trail that follows the water's edge north to just south of the spillway where it connects to a gravel pull-out. At this point cyclists and pedestrians will rejoin South Lakeshore Drive past the spill-way outlet and toward West 135th Street/West Santa Fe Street.

For a brief stretch between Lakeshore Drive and the summit of the hill traveling east on West 135th Street/West Santa Fe Street the road can be widened and restriped to incorporate five-foot bike lanes on both side of the street. This will require widening the shoulders. As the bike lanes reach the summit of the hill, a new 10-foot trail can be added on the south side of West 135th Street/West Santa Fe Street that will provide an off-road trail to join South Wardcliff Drive and proceed to the east side of Lake Olathe. Whenever possible a new 10-foot trail has been shown getting cyclists and pedestrians off the road and closer to the lake and picnic areas and lakeside viewing stops.

South Wardcliff Drive is currently a two-lane road with narrow shoulders and it varies in width as it winds around the east side of Lake Olathe. It is not wide enough to add full bike lanes on both sides and maintain two lanes for automobiles. Like South Lakeshore Drive, the approach to improve safety for cyclists is similar to the concept along South Lakeside Drive with uphill bike lanes.

As South Wardcliff Drive approaches West Dennis Avenue/143rd Street cyclists may either continue on the road to join the existing bike lanes on West Dennis Avenue/143rd Street or they may join a new off-road trail. A new 10-foot trail will make its way down to the water's edge and cross under the West Dennis Avenue/143rd Street bridge to connect to the proposed trail leading to Cedar Lake describe in Opportunity 6.

OPPORTUNITY 7:

PROVIDE BIKE AND PEDESTRIAN ACCESS AROUND LAKE OLATHE

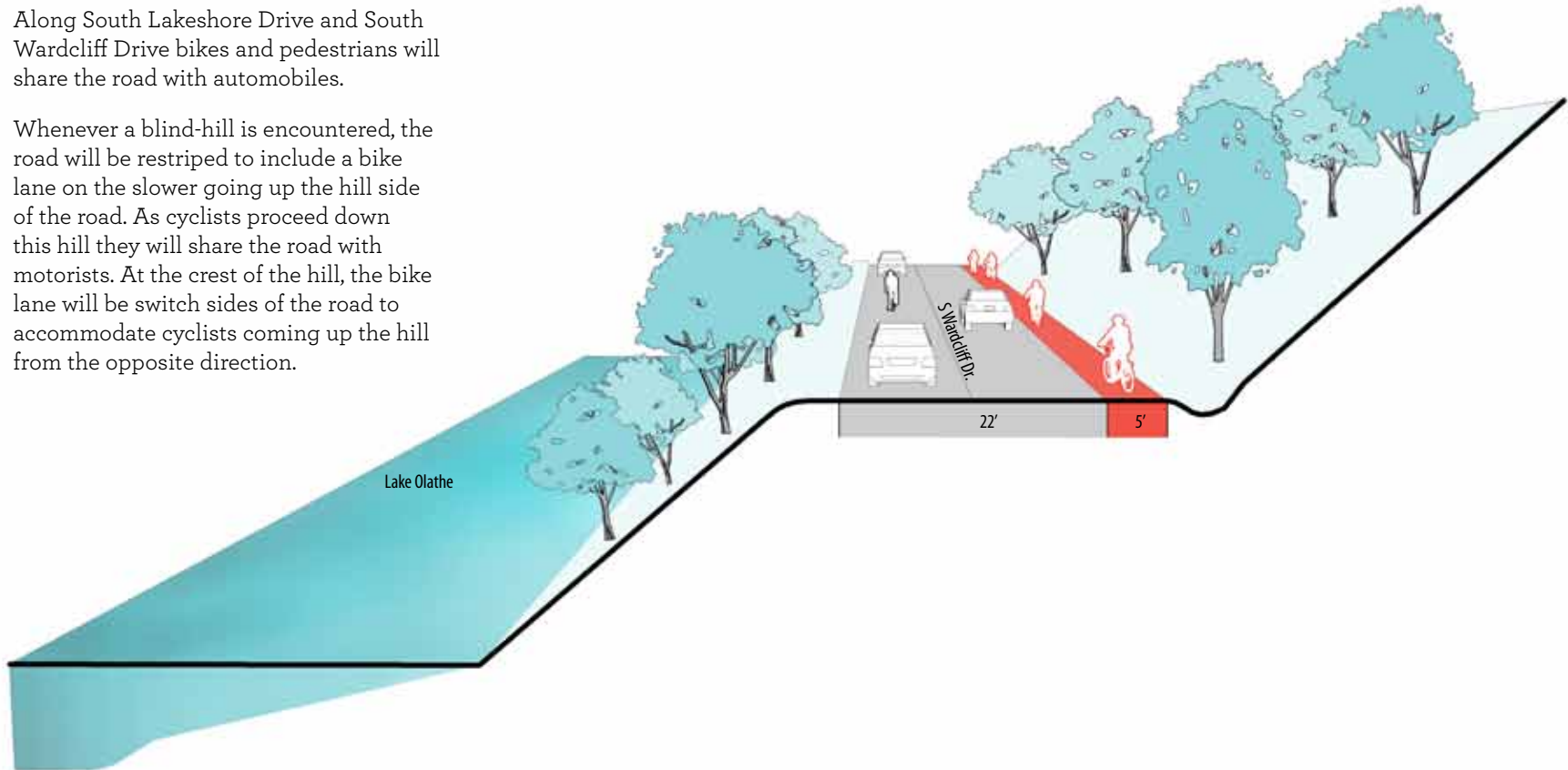


BIKE TRAIL

DETAIL IMAGE -L

Along South Lakeshore Drive and South Wardcliff Drive bikes and pedestrians will share the road with automobiles.

Whenever a blind-hill is encountered, the road will be restriped to include a bike lane on the slower going up the hill side of the road. As cyclists proceed down this hill they will share the road with motorists. At the crest of the hill, the bike lane will be switch sides of the road to accommodate cyclists coming up the hill from the opposite direction.



LOCATION



Lake Olathe

COST



PRIORITY



PARTNERSHIPS / STAKEHOLDERS

- Property owners and residents adjacent to Lake Olathe
- Johnson County Planning
- Johnson County Parks

RESOURCE NEEDS [WORK IN PROGRESS]

Option 1.

Land Acquisition	\$0
Design Services	\$129,000
Construction	\$1,290,000
Total	\$1,419,000

- 12,600 linear feet of on-street bike lanes
- 11,400 linear feet of trail
- 600 linear feet of sidewalk and signage

POTENTIAL BARRIERS / OPPORTUNITIES

- Make use of existing highway/roadway bridges
- Work with narrow roadway conditions in specific locations
- Utilize existing beach and recreation facilities
- Work with existing stream set-back conditions and stabilize the stream bank and shoreline
- Connect to and enhance the existing trails around Cedar Lake and Lake Olathe

RESOURCE OPPORTUNITIES

- Capital Improvement Program (CIP)
- Sunflower Foundation Grants, Sunflower Trails: Community-based New Trails or Trail Expansion
- Sunflower Foundation Grants, Sunflower Trails: Improvements to Existing Community-Based Trails.
- Coordinate with Johnson County Parks
- MARC/Federal Congestion Mitigation and Air Quality, (CMAQ)
- MARC/Federal Transportation Alternatives Grants (TA)
- MARC/Federal Surface Transportation Program (STP)
- Federal Highway Administration: Recreational Trails Program (RTP)
- American Hiking Society's National Trails Fund
- Form a conservancy organization for Cedar Creek/Lake Olathe
- Urban Nonpoint Source & Storm Water Management Grant Program

ACTION STEPS

- Engage public
- Meet with stakeholders
- Develop a design concept and budget
- Pursue partnerships
- Investigate funding options/ pursue funding
- Design and construct

CONNECT LAKE OLATHE TO THE PRAIRIE CENTER AND PRAIRIE HIKING TRAIL



Starting at the intersection of South Lakeshore Drive and West 135th Street, a safe crossing can allow cyclists and pedestrians to cross West 135th Street to access westbound bike lane. Between this intersection and the bridge over Cedar Creek, the road can be widened and restriped to incorporate five-foot bike lanes on both sides of the street. This will require widening the shoulders. At the bridge, the lanes are striped at 11-foot wide with 9-foot shoulders. The bike lanes can easily move across the bridge without modification. To the west of the bridge, a new trail can take cyclists and pedestrians off the busy road and north following the west side of Cedar Creek as shown in the Cedar Niles Future Park Site Park Master Plan completed in 2008. Cedar Creek winds to the north and around a residential area on Kimberly Street/Circle, and then back south to meet West 135th Street. At that intersection a safe crossing can be made across West 135th Street to connect to the Prairie Center's trail system.

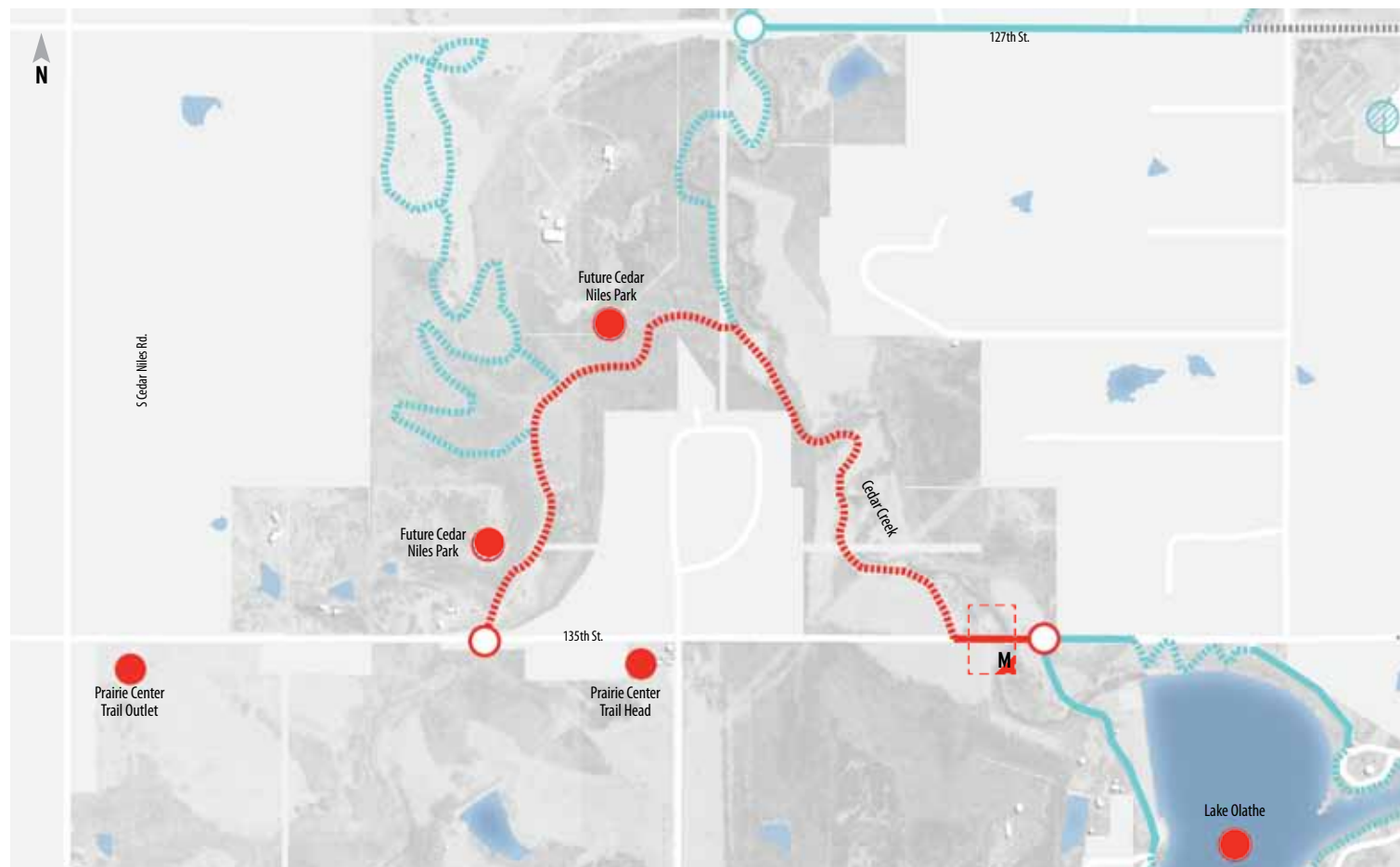
Project Description

This opportunity connects the trail system around Lake Olathe to the Prairie Center trail. Located West of Lake Olathe, the Prairie Center has its own walking trail network and recreation areas. The Prairie Center can be incorporated into the larger system of trails as a destination. On-street bicycle lanes should be considered along W. 135th Street to connect the trail network around the Lake to the future Cedar Niles Trail system. Connection to the Cedar Niles future trail system will take bicycles off the very steep W. 135th Street and follow a more gradually route along the waterways and ravines up the hill to connect to the Prairie Center.



OPPORTUNITY 8:

CONNECT LAKE OLATHE TO THE PRAIRIE CENTER AND PRAIRIE HIKING TRAIL



Red features relate to this opportunity
 Blue features relate to a different opportunity
 Gray features are existing infrastructure

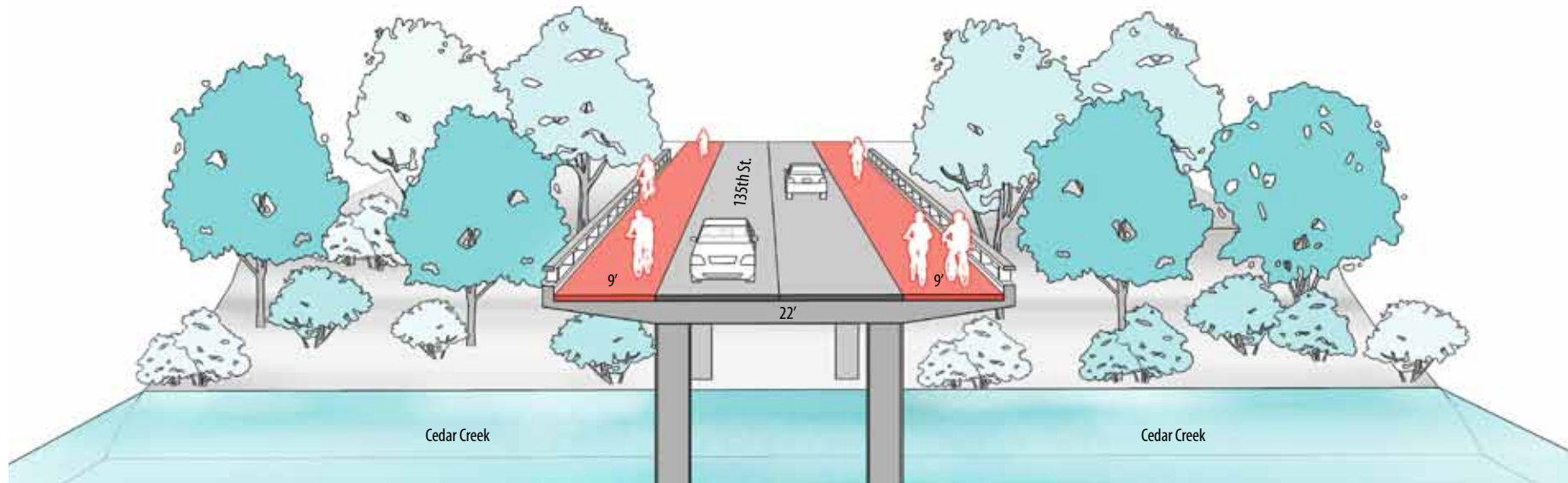
- Park Feature
- Destination
- Crossing
- Under Bridge Crossing
- JO Bus Stop
- Detail Map
- Bike Lane (2way)
- Bike Trail
- Bike Lane (1way)
- Shared Use Path
- Existing Infrastructure



BIKE LANE ON BRIDGE

DETAIL IMAGE - M

For a small section of the road, West 135th street can be restriped to include bike and pedestrian lanes on either side of the road. There is ample room for bike lanes to move across the bridge without modification.



LOCATION



North of 135th Street
Near Lake Olathe

COST



PRIORITY



PARTNERSHIPS / STAKEHOLDERS

- Johnson County Planning
- Johnson County Parks
- Neighborhood Groups adjacent to future park area
- The Prairie Center

RESOURCE NEEDS [WORK IN PROGRESS]

Option 1.

Land Acquisition	\$0
Design Services	\$125,000
Construction	\$1,257,000
Total	\$1,382,000

- 640 linear feet of on-street bike lanes
- 11,600 linear feet of trail

POTENTIAL BARRIERS / OPPORTUNITIES

- Work with existing stream set-back conditions and stabilize the stream bank and shoreline
- Coordinate with the Future Cedar Nile Park Plan
- Connect to the existing walking trail amenities in the Prairie Center

RESOURCE OPPORTUNITIES

- Capital Improvement Program (CIP)
- Sunflower Foundation Grants, Sunflower Trails: Community-based New Trails or Trail Expansion
- Coordinate with Johnson County Parks
- MARC/Federal Congestion Mitigation and Air Quality, (CMAQ)
- MARC/Federal Transportation Alternatives Grants (TA)
- Federal Highway Administration: Recreational Trails Program (RTP)
- American Hiking Society's National Trails Fund
- Form a conservancy organization for Cedar Niles Park
- Urban Nonpoint Source & Storm Water grants

ACTION STEPS

- Engage public
- Meet with stakeholders
- Develop a design concept and budget
- Pursue partnerships
- Investigate funding options/ pursue funding
- Design and construct

CONNECT THE PRAIRIE CENTER THROUGH THE CEDAR NILES FUTURE PARK SITE TO 127TH STREET

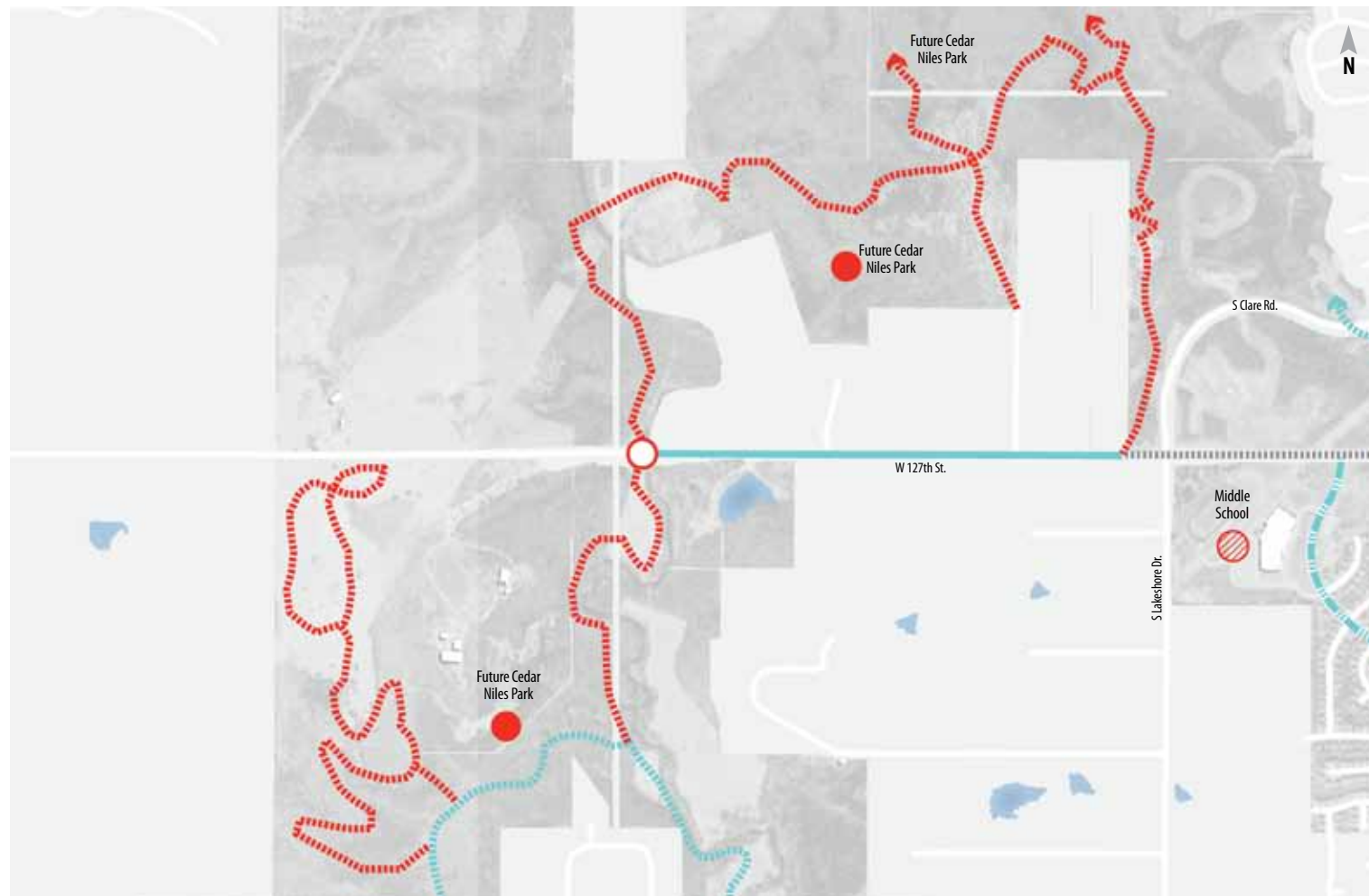


Project Description

Johnson County Parks and Recreation owns a large tract of land reserved for a future Cedar Niles Park. Currently, this land is not open to the public. There is an opportunity for an interconnected trail system to connect north of the Prairie Center into the Cedar Niles Park headed north along Cedar Creek. The Master Plan documents different trail types and various future loops and facilities. Some of the Master Plan trails have been depicted loosely in Image Detail N for general reference. North of the proposed trail described in Opportunity 8 it is possible to cross Cedar Creek as shown in the Cedar Niles Future Park Site Park Master Plan. Please refer to the Master Plan for further details.

OPPORTUNITY 9:

CONNECT THE PRAIRIE CENTER THROUGH THE CEDAR NILES FUTURE PARK SITE TO W 127TH STREET



Red features relate to this opportunity
 Blue features relate to a different opportunity
 Gray features are existing infrastructure

- Park Feature
- ◌ Destination
- Crossing
- ⊙ Under Bridge Crossing
- JO Bus Stop
- Detail Map
- Bike Lane (2way)
- ⋯ Bike Trail
- - - Bike Lane (1way)
- ⋯ Shared Use Path
- ⋯ Existing Infrastructure



CEDAR NILES FUTURE PARK PLAN

This image is an excerpt from the Cedar Niles Future Park Site Park Master Plan prepared by Burns & McDonnell in 2008. It shows a future connection to the park planned north of 127th street to the existing Prairie Center and Lake Olathe.

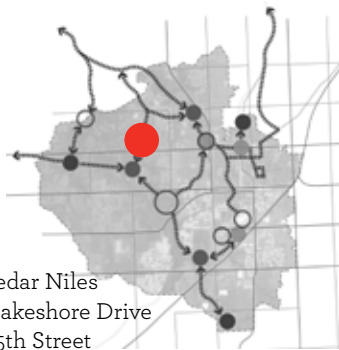
http://jcprd.com/pages/cedar_niles.cfm



Cedar Niles Future Park Site
PARK MASTER PLAN



LOCATION



Between Cedar Niles Road and Lakeshore Drive north of 135th Street

COST



PRIORITY



PARTNERSHIPS / STAKEHOLDERS

- Johnson County Planning
- Johnson County Parks
- Property Owners and Residents adjacent to future park area

RESOURCE NEEDS

Cost of trails depends upon trail materials & design

- Multi-use gravel trail
- Multi-use paved trail
- Paved walking trail
- Nature trail
- Mountain biking trail

RESOURCE OPPORTUNITIES

- Coordinate with Johnson County Parks
- Capital Improvement Program (CIP)
- Sunflower Foundation Grants, Sunflower Trails: Community-based New Trails or Trail Expansion
- Sunflower Foundation Grants, Sunflower Trails: Improvements to Existing Community-Based Trails.
- MARC/Federal Congestion Mitigation and Air Quality, (CMAQ)
- MARC/Federal Transportation Alternatives Grants (TA)
- Federal Highway Administration: Recreational Trails Program (RTP)
- Coordinate with Johnson County Parks and Recreation
- American Hiking Society's National Trails Fund
- Form a conservancy organization for Cedar Niles Park
- Urban Nonpoint Source & Storm Water Management Grant Program

POTENTIAL BARRIERS / OPPORTUNITIES

- Work with existing stream set-back conditions and stabilize the stream bank and shoreline
- Coordinate with the Future Cedar Nile Park Plan
- Leverage City and County investments to enhance connectivity and benefit of a coordinated system

ACTION STEPS

- Coordinate with Johnson County
- Engage public
- Meet with stakeholders
- Develop a design concept and budget
- Pursue partnerships
- Investigate funding options/ pursue funding
- Design and construct

CONNECT THE CEDAR NILES FUTURE PARK SITE TO THE ROLLING RIDGE TRAIL



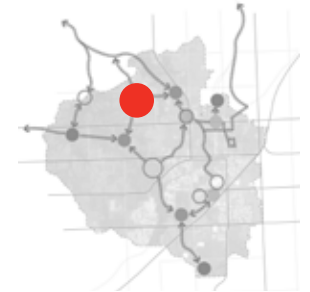
Project Description

The Cedar Niles Future Park trails could be enhanced with better connectivity to an Olathe trail network from the east. Existing on-street bicycle lanes are located along West 127th Street/North Hedge Lane near the Mission Trail Middle School. The existing five-foot wide bicycle lanes on both sides of the street can be extended to the west along West 127th Street to connect to the future Cedar Niles trails and east toward the Rolling Ridge Trail that currently starts at North Hedge Lane.

Connection to the future Cedar Niles Park trail system can occur along West 127th Street at a location roughly north of Cedar Line Road (if it extended north) to the intersection of South Lakeshore Drive and West 127th Street (as shown in the Cedar Niles Master Plan). East of Mission Trail Middle School is a five-lane section of West 127th that turns into North Hedge Lane. This opportunity envisions changing the three-lane road into a two-lane road with 5-foot bike lanes on either side of the road. Just north of West 131st Street/ West Forest Street, the Rolling Ridge Trail heads east around the back side of the ball diamonds and then south behind the Ernie Miller Park. A new trail segment could connect this trail to the Green Trail system within Ernie Miller Nature Park providing greater connectivity to the park as well as neighborhoods north of the park. The existing Rolling Ridge Trail continues to head south towards Wal-Mart with a connection to the Calamity Trail Line (discussed in Opportunity 1). This closes a complete loop around the western area of the city.

OPPORTUNITY 10:

CONNECT THE CEDAR NILES FUTURE PARK SITE TO THE ROLLING RIDGE TRAIL



Red features relate to this opportunity
 Blue features relate to a different opportunity
 Gray features are existing infrastructure

- Park Feature
- Destination
- Crossing
- Under Bridge Crossing
- JO Bus Stop
- Detail Map
- Bike Lane (2way)
- Bike Trail
- Bike Lane (1way)
- Shared Use Path
- Existing Infrastructure



127TH STREET BIKE LANE DETAIL IMAGE -N

This shows the existing condition along West 127th Street and how it can be restriped to make a continuous bike and pedestrian lane on both sides of the street.



BEFORE



AFTER

LOCATION



127th Street west of Hedge Lane

COST



PRIORITY



PARTNERSHIPS / STAKEHOLDERS

- Olathe School District
- Johnson County Planning
- Johnson County Parks
- Persimmon Hill and other Neighborhood groups near 127th Street and Hedge Lane

RESOURCE NEEDS

Option 1.

Land Acquisition	\$0
Design Services	\$3,500
Construction	\$25,000
Total	\$38,500

- 9,200 linear feet of on-street bike lanes

POTENTIAL BARRIERS / OPPORTUNITIES

- Coordinate with the Future Cedar Nile Park Plan
- Coordinate with plans for the new high school site
- Utilize existing road infrastructure

RESOURCE OPPORTUNITIES

- Capital Improvement Program (CIP)
- MARC/Federal Congestion Mitigation and Air Quality, (CMAQ)
- MARC/Federal Transportation Alternatives Grants (TA)
- MARC/Federal Surface Transportation Program (STP)
- Coordinate with Johnson County Parks and Recreation
- Partnerships with Olathe School District
- Operation and Maintenance Annual Budget
- H.U.D. Community Development Block Grants (CDBG)
- Coordinate with Johnson County Parks

ACTION STEPS

- Engage public
- Meet with stakeholders
- Develop a design concept and budget
- Pursue partnerships
- Investigate funding options/ pursue funding
- Design and construct

ENHANCE THE CONNECTION BETWEEN ROLLING RIDGE TRAIL AND OREGON TRAIL PARK



Project Description

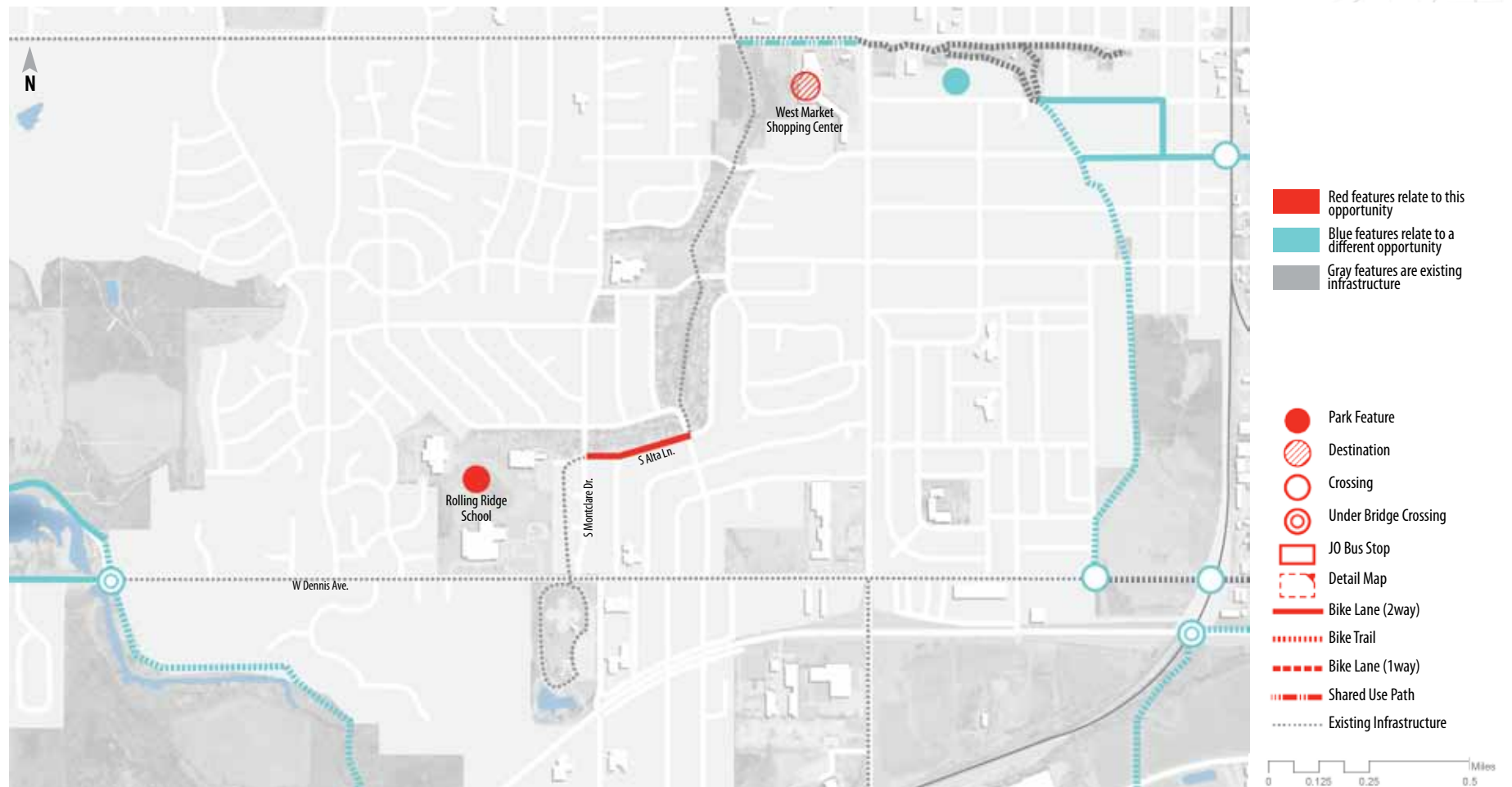
There is an opportunity to enhance the connection between the Rolling Ridge Trail and Oregon Trail Park through the Rolling Ridge School area. A short section of sidewalk widening with added signage could be installed clearly demarcating the connection of the two trail systems and connecting the Oregon Trail Park to the large city network.

The Rolling Ridge Trail currently terminates at South Ferrel Drive and extends to the south a half of a block with a shared use path on the east side of South Ferrel Drive. At this intersection of W. Alta Lane, the intersection can be striped with pedestrian crossings. Heading west along South Ferrel Drive, the existing 4-foot wide sidewalks can be widened to 8-foot wide on either side providing a widened bicycle route from the Rolling Ridge Trail to Rolling Ridge School. Additional intersection pedestrian crossing striping can be added at West Sheridan Street and S. Montclair Drive. A new shared use path is needed on the south side of S. Montclair Drive for two block connecting to Rolling Ridge School. An existing trail through the Rolling Ridge School area connects south into the Oregon Trail Park.



OPPORTUNITY 11:

ENHANCE THE CONNECTION BETWEEN ROLLING RIDGE TRAIL AND OREGON TRAIL PARK

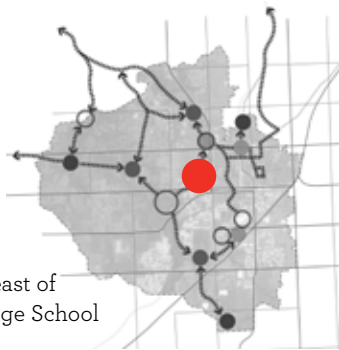




TRAIL CONNECTION
DETAIL IMAGE -0

This image shows the existing condition along W. Alta Lane. The existing sidewalks can be widened to create shared use paths and signage added for this short connector through the neighborhood.

LOCATION



Alta Lane east of Rolling Ridge School

COST



PRIORITY



PARTNERSHIPS / STAKEHOLDERS

- Olathe School District
- Property Owners adjacent to the proposed trail

RESOURCE NEEDS [WORK IN PROGRESS]

Option 1.

Land Acquisition	\$0
Design Services	\$7,200
Construction	\$60,600
Total	\$67,800

- 210 linear feet of on-street bike lanes
- 1,000 linear feet of new widened sidewalks and signage

POTENTIAL BARRIERS / OPPORTUNITIES

- Opportunity to utilize existing street infrastructure
- Existing residential development constrains the physical space to create enhanced connections

RESOURCE OPPORTUNITIES

- Capital Improvement Program (CIP)
- Operation and Maintenance Annual Budget
- Safe Routes to Schools

ACTION STEPS

- Engage public
- Meet with stakeholders
- Develop a design concept and budget
- Pursue partnerships
- Investigate funding options/ pursue funding
- Design and construct

IMPROVE GREENWAY FROM WOODLAND PARK / MILL CREEK POOL TO WATERWORKS PARK



Project Description

As identified within the 2003 Olathe Original Town Central Core Neighborhood Action Plan, there is an opportunity to improve connectivity, stormwater management and natural beauty along the stream corridor connecting Woodland Park to Waterworks Park by naturalizing the streamway. The first goal under Parks and Open Space states “Develop the Mill Creek corridor into a streamway trail.” Visible from many bridges and pedestrian areas this streamway naturalization opportunity can include removal of the concrete swale and replacing it with a gradual sloping topography with native and water tolerant plants. Naturalization creates a more attractive and functional waterway.

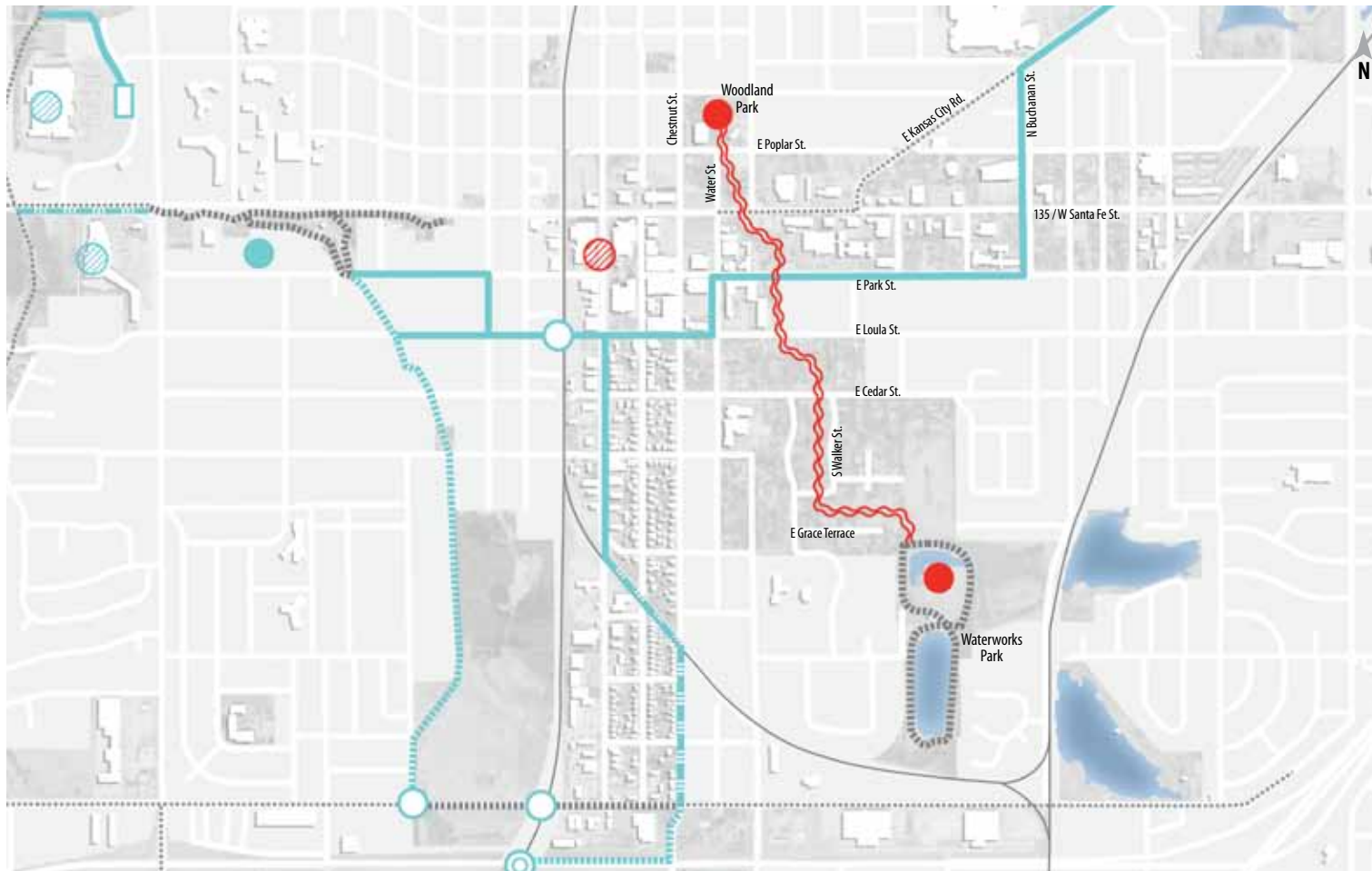
Within Millbrooke Subdivision, there is an opportunity to enhance the visibility, function and connectivity of the Mill Creek streamway. Currently the waterway is channelized down the middle of the streamway. Streets and pedestrian crossing traverse over the streamway. There is an opportunity to align a 5-foot wide trail adjacent to the waterway. Just south of the pedestrian bridge at Walker Street, the houses are located very close to the streamway and a potential trail would need to share the space with the waterway. In this location, the waterway could be offset to the southern side of the greenway adjacent to the existing retaining wall allowing the trail to traverse against the east and north property line. Signage should be installed stating that the trail is inaccessible during high water similar to signage installed along the Cedar Creek and Indian Creek trails. Existing elevation differences and retaining walls limit undesirable visibility and access from the trail area into residential yards.

Existing bridges are too low to the ground to allow passage of a walkway underneath, which will require at-grade crossings where the streamway is traversed by roadways. At 135th Street, this presents an opportunity for the path to circulate through new public plazas spaces and streetscape improvements.



OPPORTUNITY 12:

IMPROVE GREENWAY FROM WOODLAND PARK/MILL CREEK POND TO WATERWORKS PARK



Red features relate to this opportunity
 Blue features relate to a different opportunity
 Gray features are existing infrastructure

- Park Feature
- ▨ Destination
- Crossing
- ◎ Under Bridge Crossing
- JO Bus Stop
- Detail Map
- ~ Stream Naturalization
- Bike Lane (2way)
- ⋯ Bike Trail
- - - Bike Lane (1way)
- · - · - Shared Use Path
- - - - - Existing Infrastructure



GREENWAY ESTABLISHMENT DETAIL IMAGE -P

These images show the existing condition along the streamway connecting Woodland Park and Waterworks Park and the naturalized streamway that incorporates the trail system.



BEFORE



AFTER

PROJECT LOCATION



Downtown Olathe

COST



TIMELINE / PRIORITY



PARTNERSHIPS / STAKEHOLDERS

- Property owners and residents adjacent to the existing greenway
- School for the Deaf
- Olathe School District

RESOURCE NEEDS

Option 1.

Land Acquisition	\$0
Design Services	\$120,000
Construction	\$1,000,000
Total	\$1,120,000

- 5,100 linear feet of stream naturalization
- New landscaping

POTENTIAL BARRIERS / OPPORTUNITIES

- The close proximity of potential trail connections to existing residents will take careful planning and community dialogue to ensure that improvements do not create negative impacts for adjacent residents
- Opportunity to utilize existing waterway and modify infrastructure
- Opportunity to connect to new plaza and streetscape investments

RESOURCE OPPORTUNITIES

- Capital Improvement Program (CIP)
- Operation and Maintenance Annual Budget.
- H.U.D. Community Development Block Grants (CDBG)
- Urban Nonpoint Source & Storm Water Management Grant Program for storm water BMPs, land acquisition and easements, stream bank and shoreline stabilization

ACTION STEPS

- Engage public
- Meet with stakeholders
- Develop a design concept and budget
- Pursue partnerships
- Investigate funding options/ pursue funding
- Design and construct

7 PROTOTYPE DESIGN OPPORTUNITIES

PROTOTYPE DESIGN CONDITIONS

In addition to the specific opportunities described in the previous section, this section describes opportunities for future development that may happen across the City whenever certain typical conditions are encountered. The following prototype conditions are not necessarily site specific but situation specific. These best-practice details can be incorporated into any development projects where these conditions are encountered. The following prototypes represent generic conditions that may occur in many locations within the network of opportunities described in this plan, or in future development projects. Each prototype condition will be described in detail in this section.

Prototype Design Conditions

- P1. Integrated Trails and Transit
- P2. Trail Connections Through Neighborhoods
- P3. Conservation Subdivision Design
- P4. Industrial Development in Greenway / Floodplain Areas



Trails and Transit Integration



Neighborhood Trail Connections



Conservation Subdivision Design



Industrial Development in Greenway Areas

PROTOTYPE CONDITION P1

INTEGRATED TRAILS AND TRANSIT

The current bus system connects people within the City as well as to downtown Kansas City and other locations within the metropolitan area. This prototype concept illustrates how existing and proposed trail/bicycle routes can better integrate with the public transportation system. Concepts showcase transit and bicycle facilities linked to the trail network at bus stops creating a better integration of multiple modes of travel.

To demonstrate two possible scenarios for integrating multi-modal systems at transit stops, Detail Image Q illustrates potential transit stop configurations near the Wal-Mart along Highway 7 (as described in Opportunities 1 and 11). One configuration illustrates a new transit stop that could be located on the south side of busy West 135th Street, opposite the main drive into the Wal-Mart parking area. This is a condition where bike and pedestrian walks are being widened to 8-feet on either side of a busy thoroughfare. Safe crossings are shown at this intersection as shown on Detail Image R. The walk bumps out and around a pull out lane for a bus and incorporates an area for a bus shelter within the walk area. A second option showcasing how to link a bus stop to the greater trail network is also shown. This option connects the existing bus stop at the northeast corner of the Wal-Mart parking lot to the Rolling Ridge Trail. Here the existing concrete pad for a future bus shelter is connected to the north with an 8-foot expanded bike and pedestrian walk. Safe crossings at drives are shown. At the west side of the existing Burger King, the sidewalk will transition to a 10-foot wide trail that wraps down into the ravine following the existing block retaining wall, crossing a small tributary and then headed west to connect into the existing Rolling Ridge Trail.



DETAIL IMAGE -Q Two potential transit/trail connection



DETAIL IMAGE -R Example of transit / trail connection

PROTOTYPE CONDITION P2

TRAIL CONNECTIONS THROUGH NEIGHBORHOODS

The City of Olathe has a good network of trails along greenways and recreational lakes. However, these trails sometimes end at a subdivision or housing area and do not carry through to key activity centers or destinations. This prototype illustrates how to connect a trail through a neighborhood to the next trail, on-street bikeway, school, or activity center.

To demonstrate this typical condition, Detail Image S demonstrates how existing sidewalks can be expanded and signage added. Shown as an example, a North Persimmon Drive through the Persimmon Hill neighborhood can connect the Rolling Ridge Trail through Persimmon Hill, Persimmon Pointe, and Bridlewood Downs neighborhoods to Mission Trail Middle School, Prairie Center Elementary School, new High School, and existing neighborhood trails. This is an example of a wide neighborhood street with a number of utility conflicts making it difficult to include bike lanes on the street. Instead sidewalks are shown widened to 8-feet to accommodate pedestrians and cyclists. This is an example of a synergistic trail that connects major recreation amenities to a neighborhood system, while at the same time connecting three major school destinations.



BEFORE



DETAIL IMAGE -S Example of widened sidewalks and added signage with an existing neighborhood

PROTOTYPE CONDITION P3

CONSERVATION SUBDIVISION DESIGN

The City of Olathe has undeveloped land zoned for residential uses, platted but never built subdivisions, and other residential development opportunities that can be re-envisioned to create unique amenities that serve infrastructure, transportation, recreation, and natural system functions, while enhancing the value and appeal of adjacent development. The idea of designing neighborhoods with a focus on connectivity, recreation, and stormwater management through existing natural features is not new to this area and can be incorporated more regularly across the City to improve public health, connectivity, and resource management while meeting social and financial goals. This prototype illustrates how new residential development can be planned to strategically locate and consolidate open space to leverage its value and create unique places.

As Olathe's population continues to grow, it will remain a strong market for future single-family residential development. The ability to offer unique amenities provides future developments an opportunity to offer a superior product and be more competitive regionally. Building new subdivisions with Conservation Subdivision Design principals will provide these amenities in the form of more open spaces for resident use. In order to accommodate these interconnected open spaces, the lots can be reduced in size and arranged in a more compact development pattern. This reduces overall costs by minimizing grading and utilizing the site's existing hydrological function. This can also create a greater sense of community by connecting the neighborhood through an alternative and inviting form of shared recreational space.

Detail Images T and U show one example of how a new development could both increase the number of residential units and create recreational and open space amenities for residents by making efficient and effective use of land and infrastructure. Shown here is a development opportunity adjacent to the proposed Cedar Creek trail described in Opportunity 6.



DETAIL IMAGE -T Example of traditional residential development



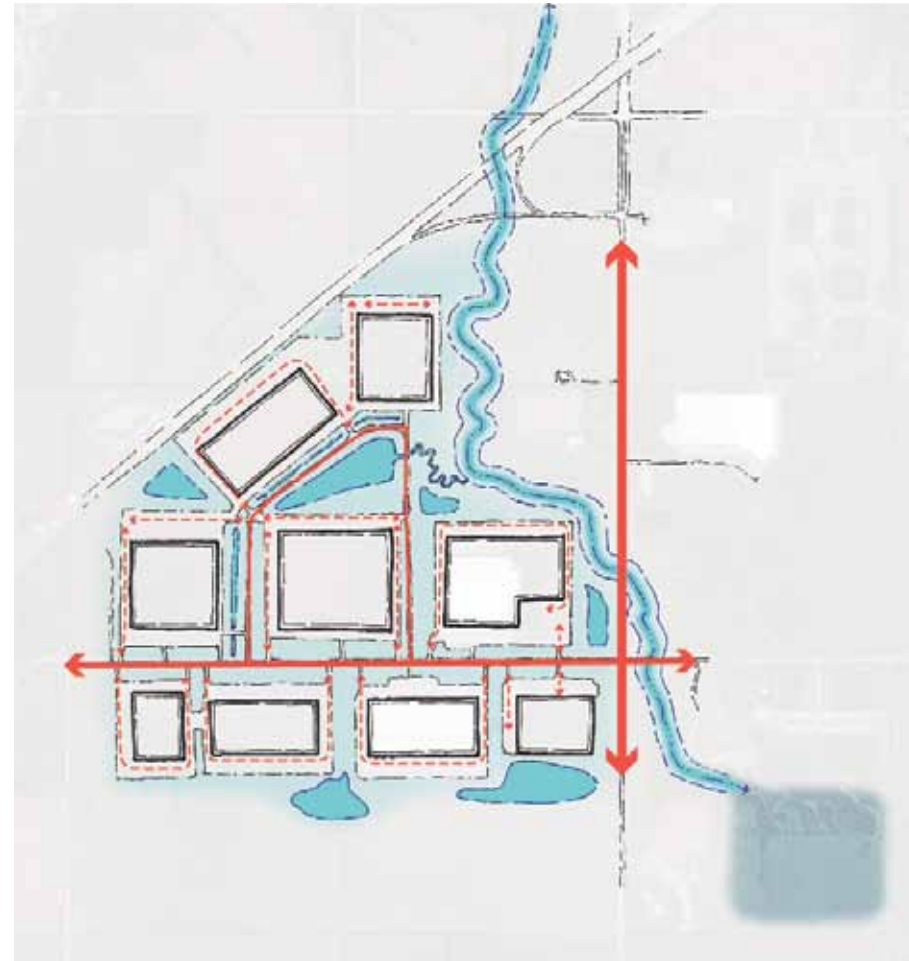
DETAIL IMAGE -U Example of conservation subdivision development

PROTOTYPE CONDITION P4

INDUSTRIAL DEVELOPMENT IN GREENWAY AREAS

As market demand for industrial and warehouse uses continues to grow in Olathe, particularly in areas near to the new Intermodal and Logistics Park, uncoordinated development will increase the load on the City's existing infrastructure, including its stormwater management system. Allowing this development to proceed on a project-by-project, site-by-site basis will not only increase the need for new expensive infrastructure, but unnecessarily consume additional acreage that could be better used for additional new development.

This prototype illustrates how streamways and natural areas can be strategically integrated into an industrial park setting to maximize benefit, by integrating the stormwater management system for multiple properties into one system. This will facilitate greater connectivity through industrial areas, and create a more attractive setting for large developments whose scale and functional needs create design challenges. From a property owner's perspective, this approach allows sharing of stormwater management cost across a larger development tract and maximizes buildable area. Instead of each building providing for individual stormwater infrastructure in isolation, the development can interconnect distributed strategies to function as one system. From a user's perspective, this approach allows for the design of open spaces for the natural flow of water, thereby producing a more aesthetic and functional place with recreational amenities. From the City's perspective, this approach maximizes the efficient use of developable property, (i.e. more developable parcels), and minimizes new infrastructure costs while allowing for the efficient movement of goods and services.



DETAIL IMAGE -V Potential layout of industrial development along S Lone Elm Rd maintaining both vehicle circulation needs and natural system function

8 APPENDIX

ANALYSIS

DESTINATIONS

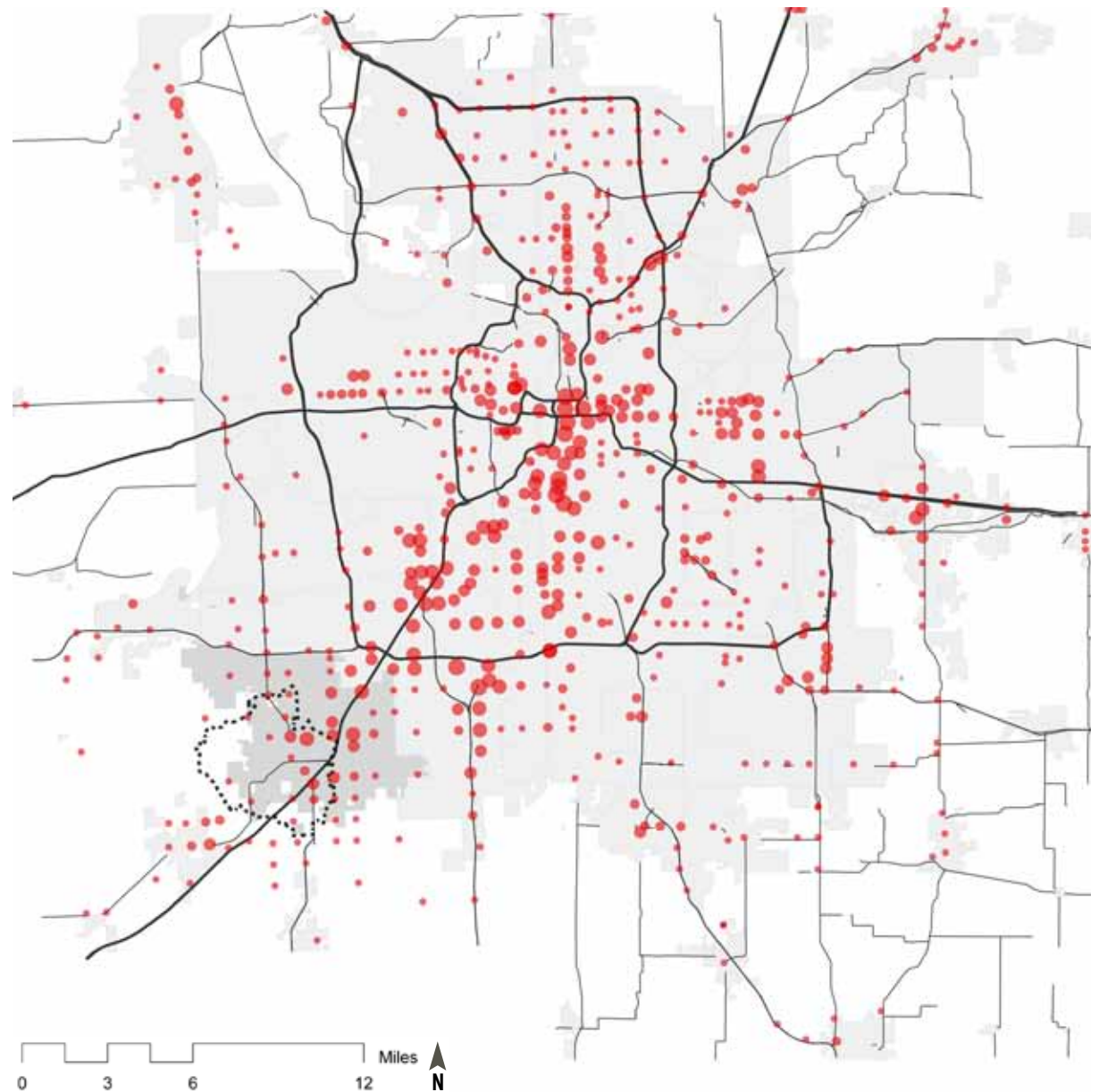
One simple definition of quality of life is the ability for community members to meet their basic needs, to connect with each other and with the many cultural, business, and natural amenities unique to that place. The City of Olathe is abundant with opportunities for education, industry, recreation, and cultural expression. This project serves to strengthen the connections between existing and developing destinations that provide quality of life to community members with a broad range of lifestyle and mobility choices.



REGIONAL CONTEXT (ACTIVITY CENTERS)

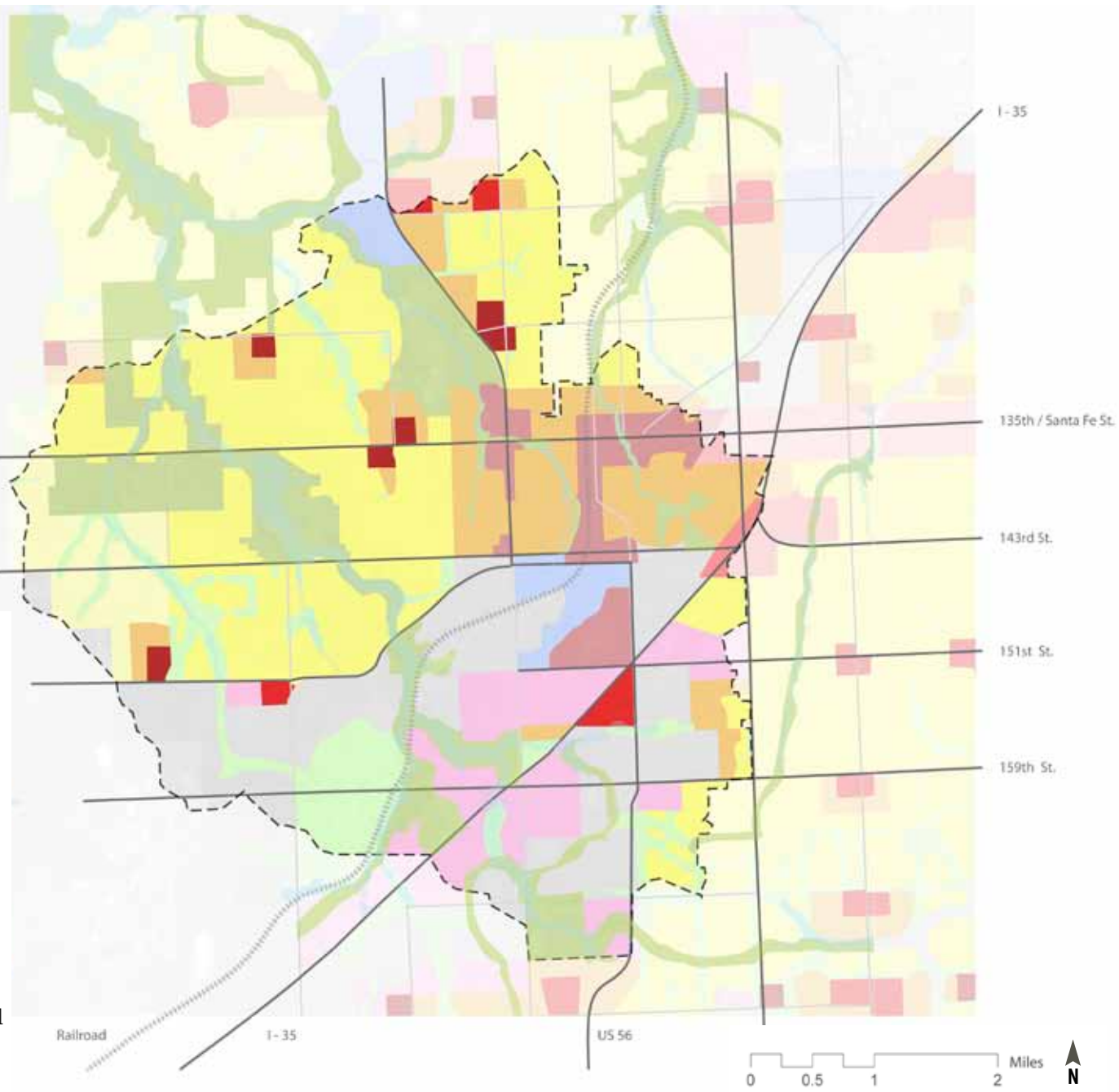
- MARC Activity Center
- Project Boundary
- Interstate Highway

The plan area and its surroundings includes destinations ranging from neighborhood convenience centers, to a regional bioscience campus, to the historic downtown. Understanding the context of these and other destinations in the wider region helps to identify what role these destinations can play in enhancing quality of life, as well as how they might be better connected.



FUTURE LAND USE MAP

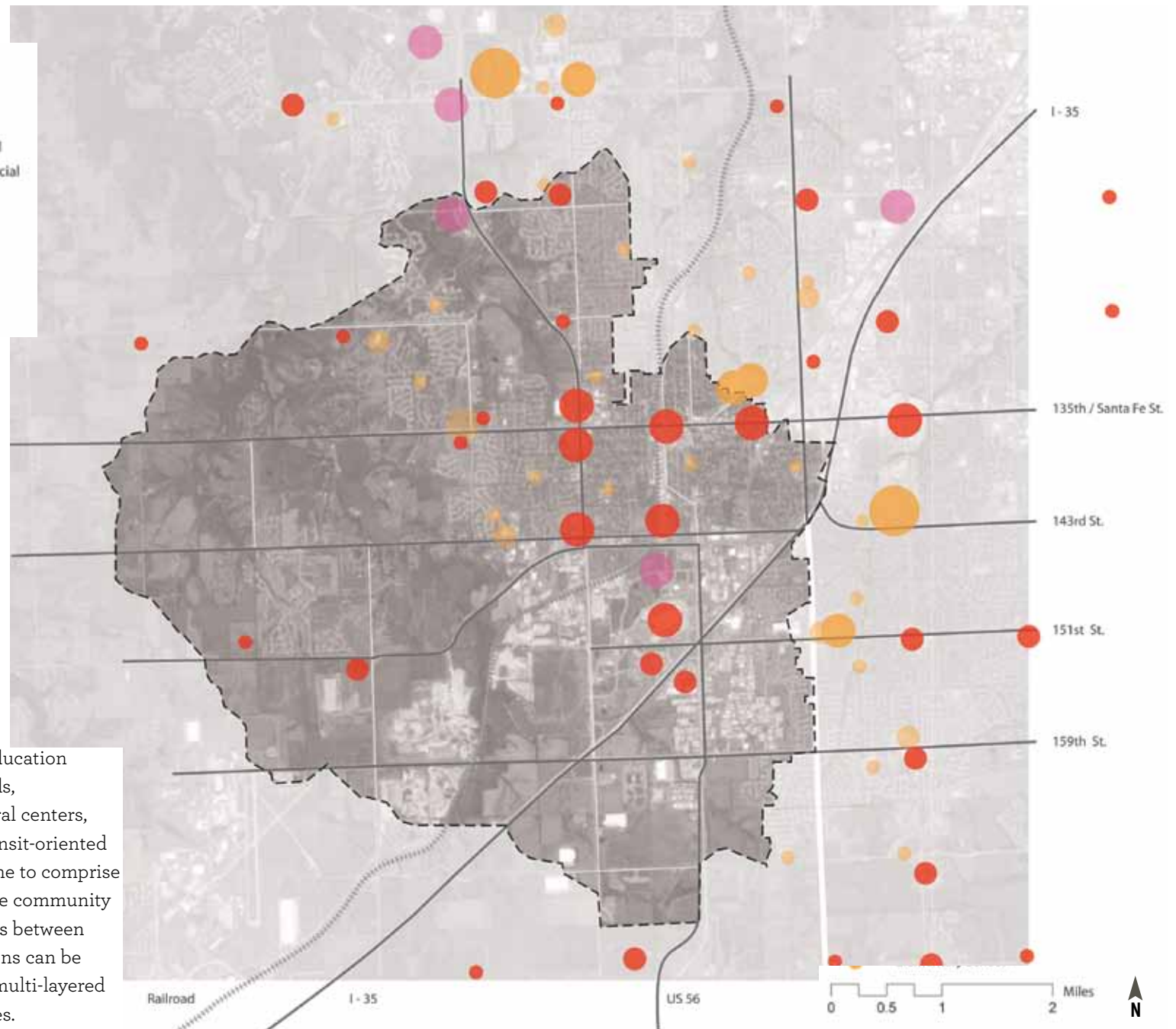
- Primary Greenway
- Secondary Greenway
- Commercial Corridor
- Urban Center/Downtown
- Transit-Oriented Development Area
- Regional Commercial Center
- Community Commercial Center
- Neighborhood Commercial Center
- Conservation/Cluster Neighborhood
- Conventional Neighborhood
- Mixed Use Residential
- Employment Area
- Industrial



To understand how the network of existing destinations might expand in the future, it has been helpful within this analysis phase to review the Future Land Use Plan outlined in the 2010 Comprehensive Plan, PlanOlathe. This map helps to identify opportunities and potential development plans that can enhance the network of cultural and economic destinations. As these destinations develop, the demand to connect to them in multiple ways will increase. This layer of information helps to show where critical commercial centers exist now and may develop in the future.

DESTINATIONS MAP

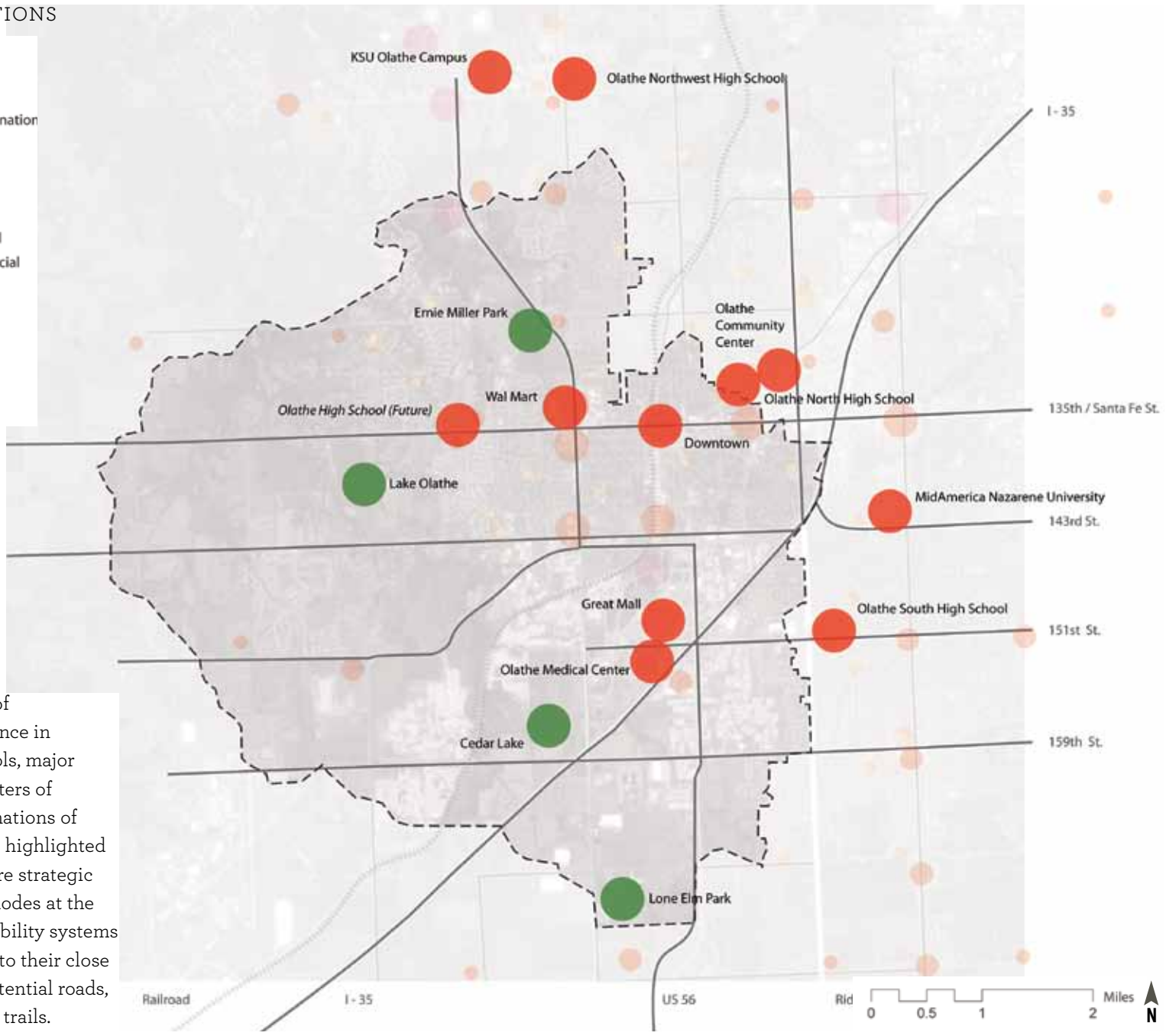
- Transit Oriented Center
- Regional Commercial
- Community Commercial
- Neighborhood Commercial
- University
- High School
- Middle School
- Elementary School



Primary schools, higher education institutions, neighborhoods, commercial centers, cultural centers, recreation centers, and transit-oriented development areas combine to comprise the destinations that define community life in Olathe. Connections between these activity concentrations can be enhanced by a multi-use, multi-layered network of mobility choices.

STRATEGIC DESTINATIONS

-  Major Park Destination
-  Major Community Destination
-  Transit Oriented Center
-  Regional Commercial
-  Community Commercial
-  Neighborhood Commercial
-  University
-  High School
-  Middle School
-  Elementary School



Of the many destinations of varying scale and significance in the community, high schools, major parks, and commercial centers of local importance are destinations of strategic significance. The highlighted destinations on this map are strategic destinations that are also nodes at the intersection of existing mobility systems and natural amenities due to their close proximity to existing or potential roads, greenways, waterways, and trails.

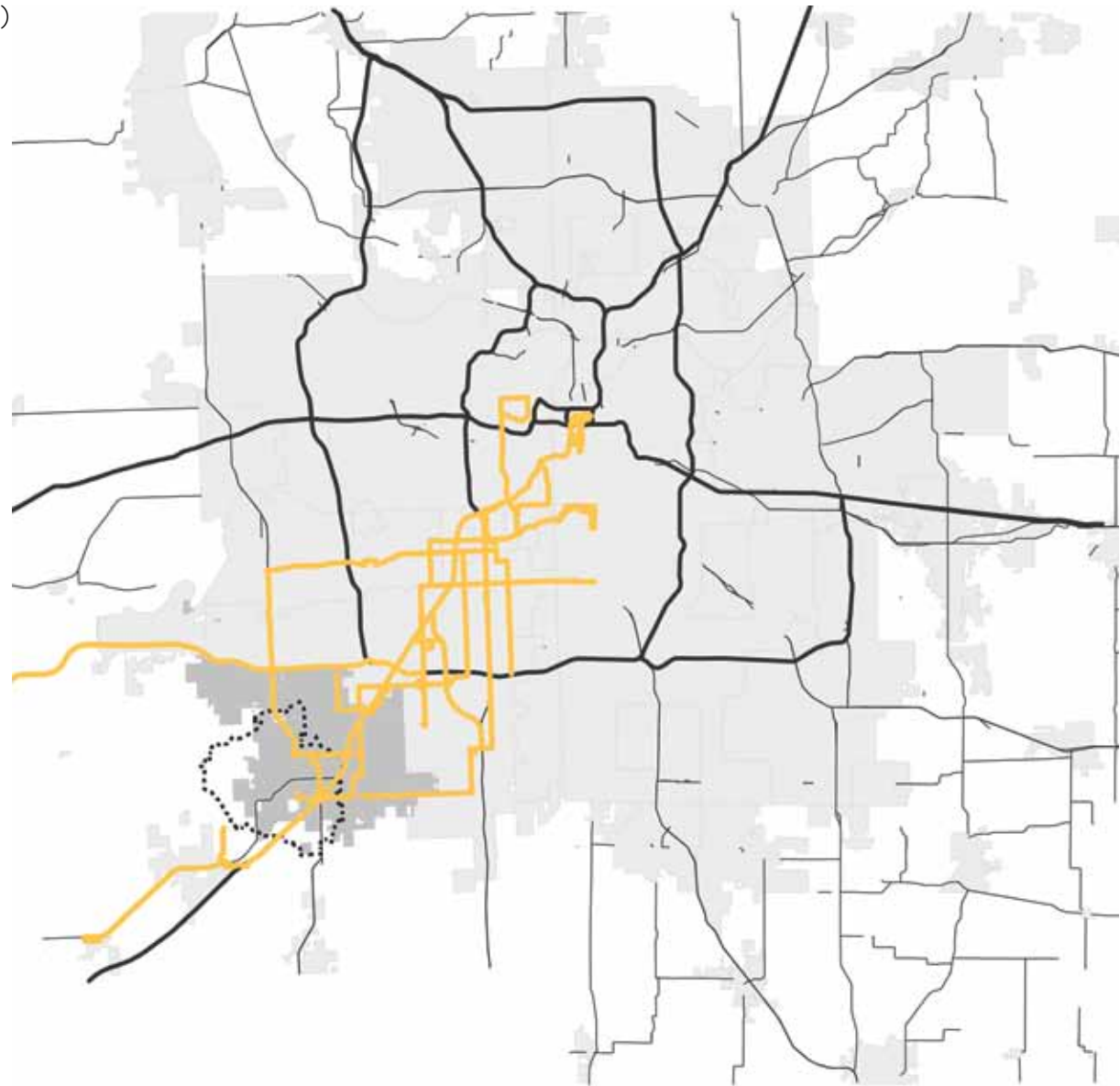
MOBILITY NETWORKS

The primary network of mobility in Olathe is currently a system of roads connecting critical destinations by auto and public transit vehicles. Targeted infrastructure investments can take strategic advantage of the existing network of trails, greenways, and waterways to achieve community goals for greater mobility options. In this analysis, it is clear that Olathe's prominent natural systems already align with key destinations and commercial centers. It is possible by improving a handful of connections to greatly enhance the existing and planned multi-modal system.



REGIONAL CONTEXT (ROADS AND TRANSIT)

-  JO Routes
-  Project Boundary
-  Highway
-  Interstate Highway

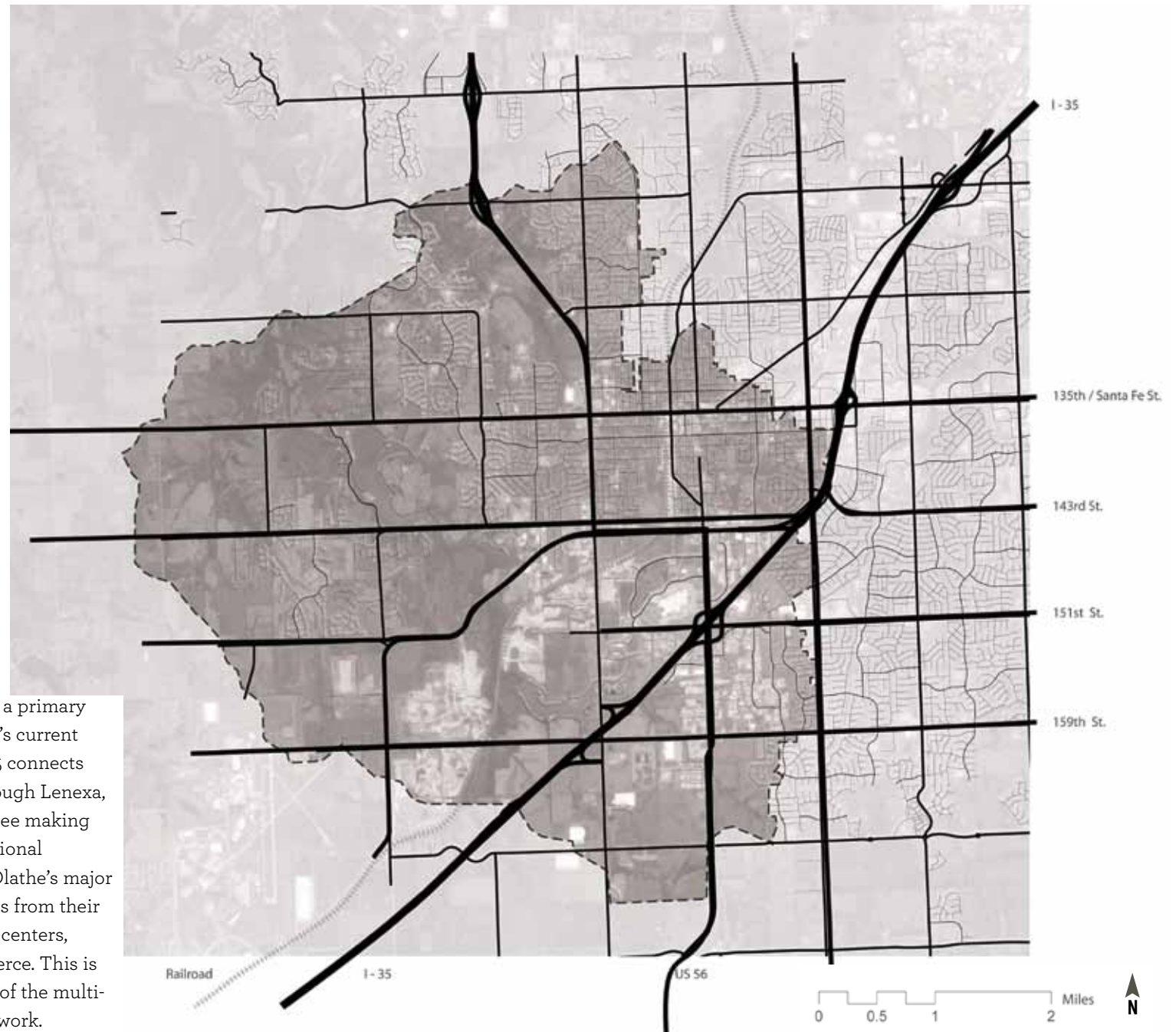


Shown here is the larger regional system of roads and public transit that connect to Olathe and the South Cedar Creek area to the wider region. It is important in this analysis to keep in mind how the local systems connect to this larger network.



ROAD HIERARCHY

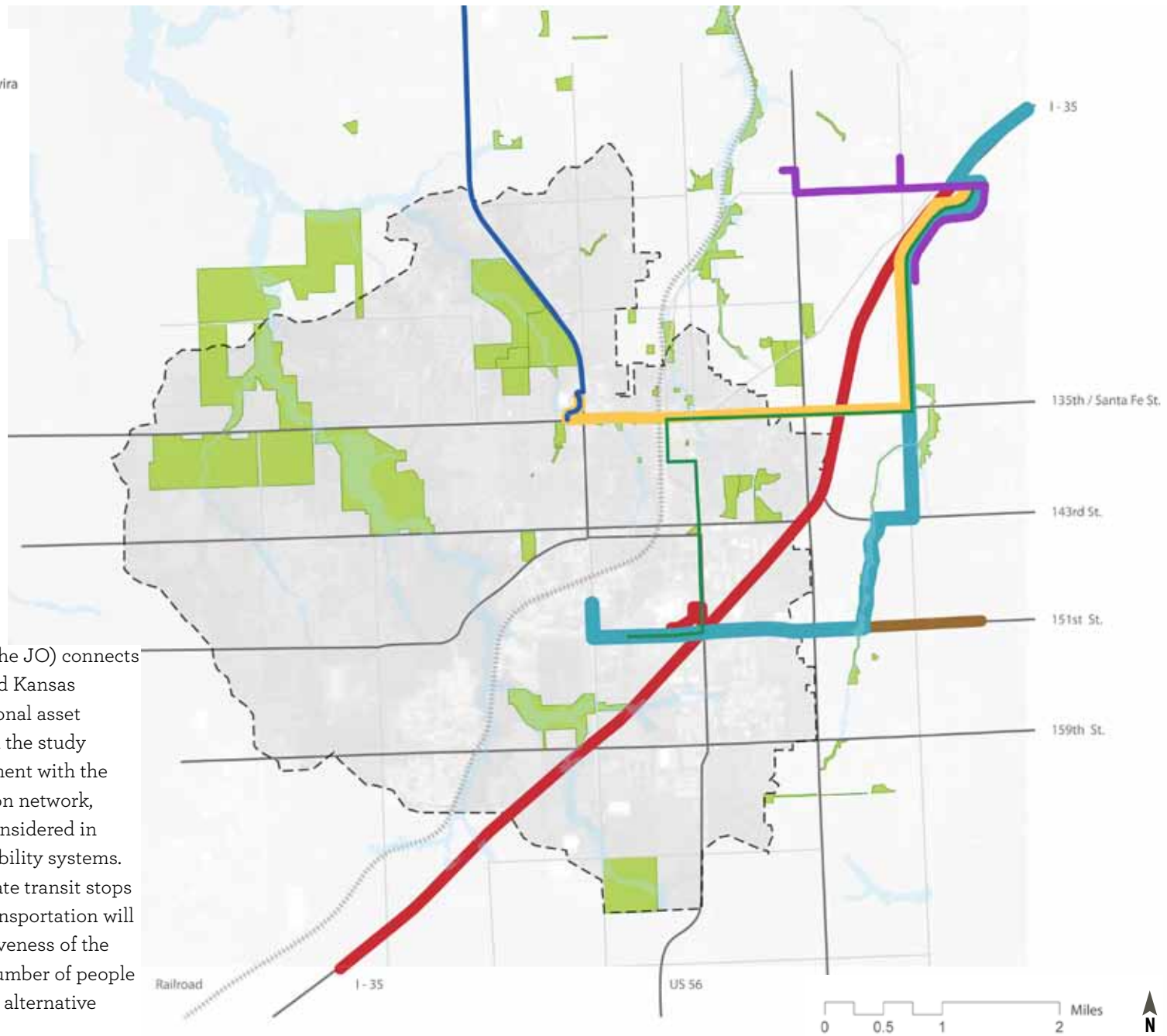
-  Highway
-  Thoroughfare
-  Collector Roads
-  Local Roads



Vehicular infrastructure is a primary organizing force in Olathe's current development. Interstate 35 connects Olathe to Kansas City through Lenexa, Overland Park, and Shawnee making it a significant asset of regional connectivity. The grid of Olathe's major arterials connects residents from their homes to schools, cultural centers, places of work, and commerce. This is the most familiar element of the multi-layered transportation network.

TRANSIT ROUTES

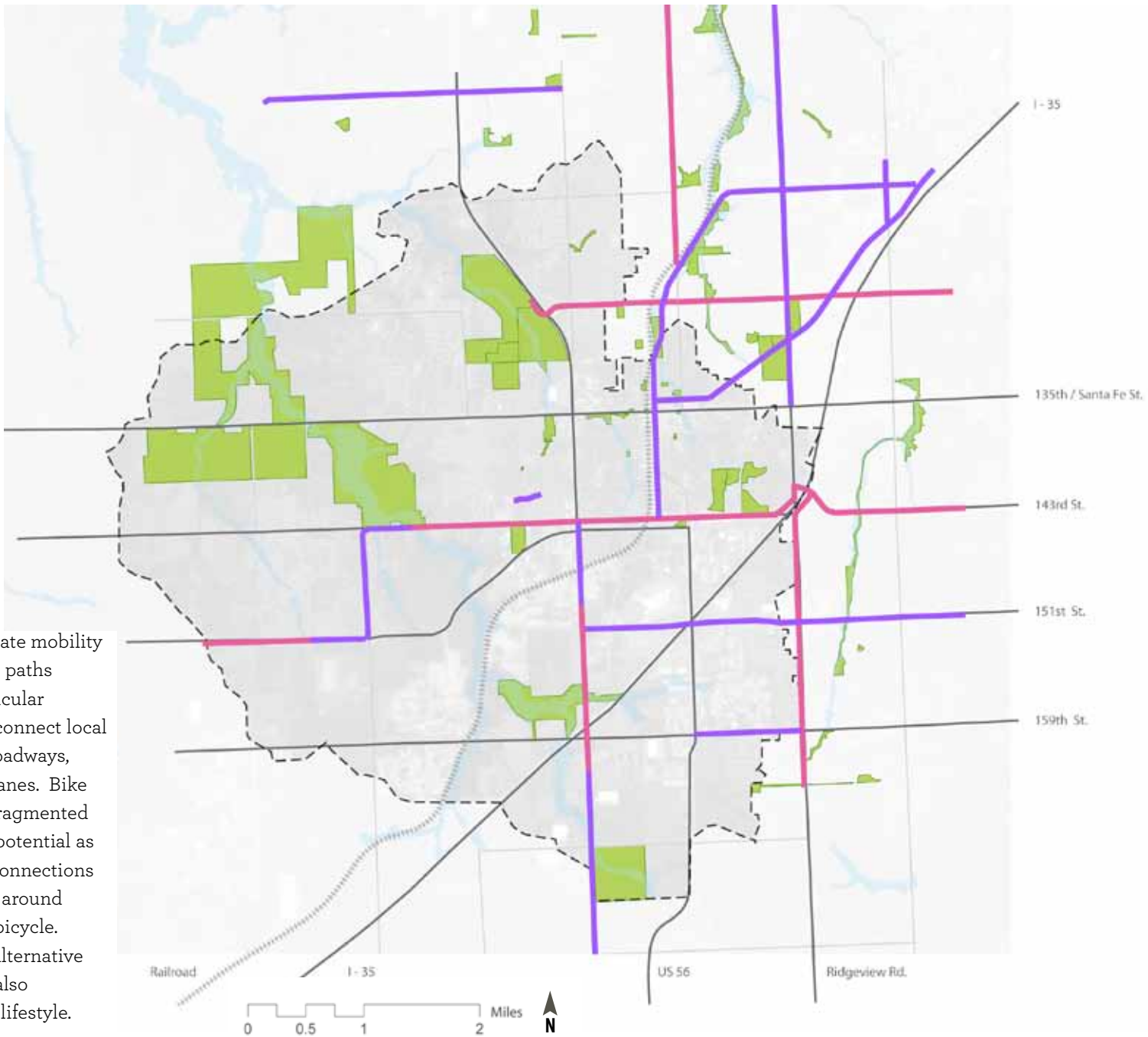
- JO-673: 151st Downtown
- JO-546: KCK Johnson Quivira
- JO-672: Midday
- JO-678: Shawnee Express
- JO-660: Antioch Express
- JO-661: Olathe Express
- JO-670s: JoCo Express
- Park
- 100 Year Floodplain



Johnson County Transit (the JO) connects Olathe to Lawrence, KS and Kansas City, MO. The JO is a regional asset serving within and beyond the study area. To integrate this element with the multi-layered transportation network, transit systems must be considered in conjunction with other mobility systems. Any opportunity to integrate transit stops with multiple modes of transportation will enhance the overall effectiveness of the system and increase the number of people who can take advantage of alternative forms of transportation.

BIKE PATHS

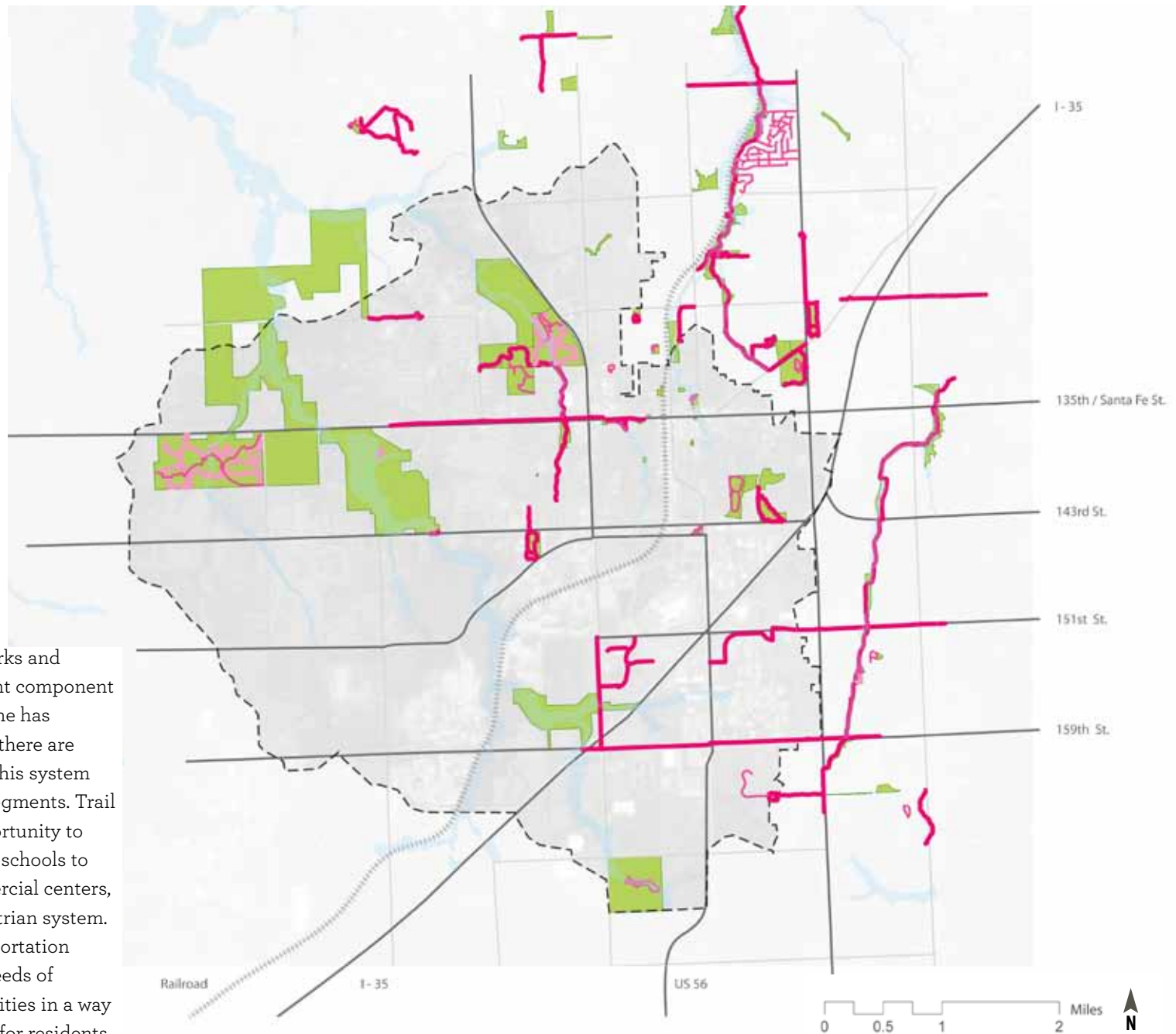
- Signed Shared Roadway
- Bike Lane
- Park
- 100 Year Floodplain



In the way that trails integrate mobility and natural amenities, bike paths integrate mobility and vehicular infrastructure. Bike paths connect local destinations along major roadways, often through designated lanes. Bike paths in Olathe today are fragmented and do not reach their full potential as a system. A few strategic connections will make it possible to get around safely and comfortably by bicycle. This provides not only an alternative transportation option, but also opportunities for a healthy lifestyle.

TRAILS

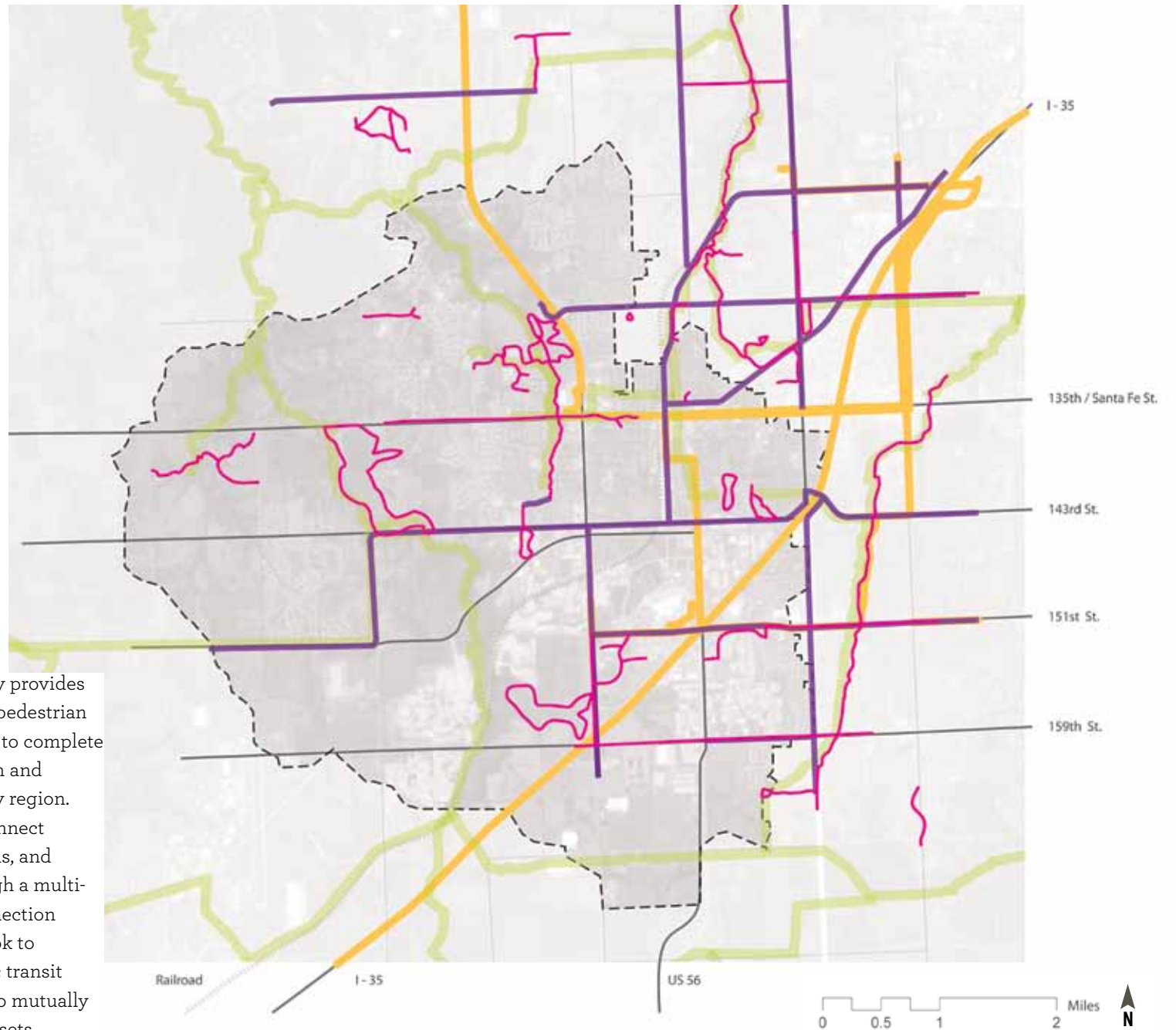
- Paved Trail
- Footpath
- Shared Use Path
- Park
- 100 Year Floodplain



Pedestrian trails within parks and greenways are an important component of local connectivity. Olathe has an impressive system, but there are opportunities to enhance this system by linking disconnected segments. Trail connections have the opportunity to connect homes to schools, schools to parks, and parks to commercial centers, forming a multi-use pedestrian system. In the multi-layered transportation network, trails integrate needs of mobility and natural amenities in a way that is tangible and useful for residents.

MOBILITY NETWORK

- MetroGreen
- Existing Trails
- Existing Bike Paths
- Existing JO Bus Routes



The Cedar Creek greenway provides an opportunity to expand pedestrian and bike mobility systems to complete the network on the western and southern areas of the study region. There is opportunity to connect residences to parks, schools, and commercial centers through a multi-use natural amenity. Connection opportunities here also look to coordinate bike and public transit routes along major roads to mutually increase the use of both assets.

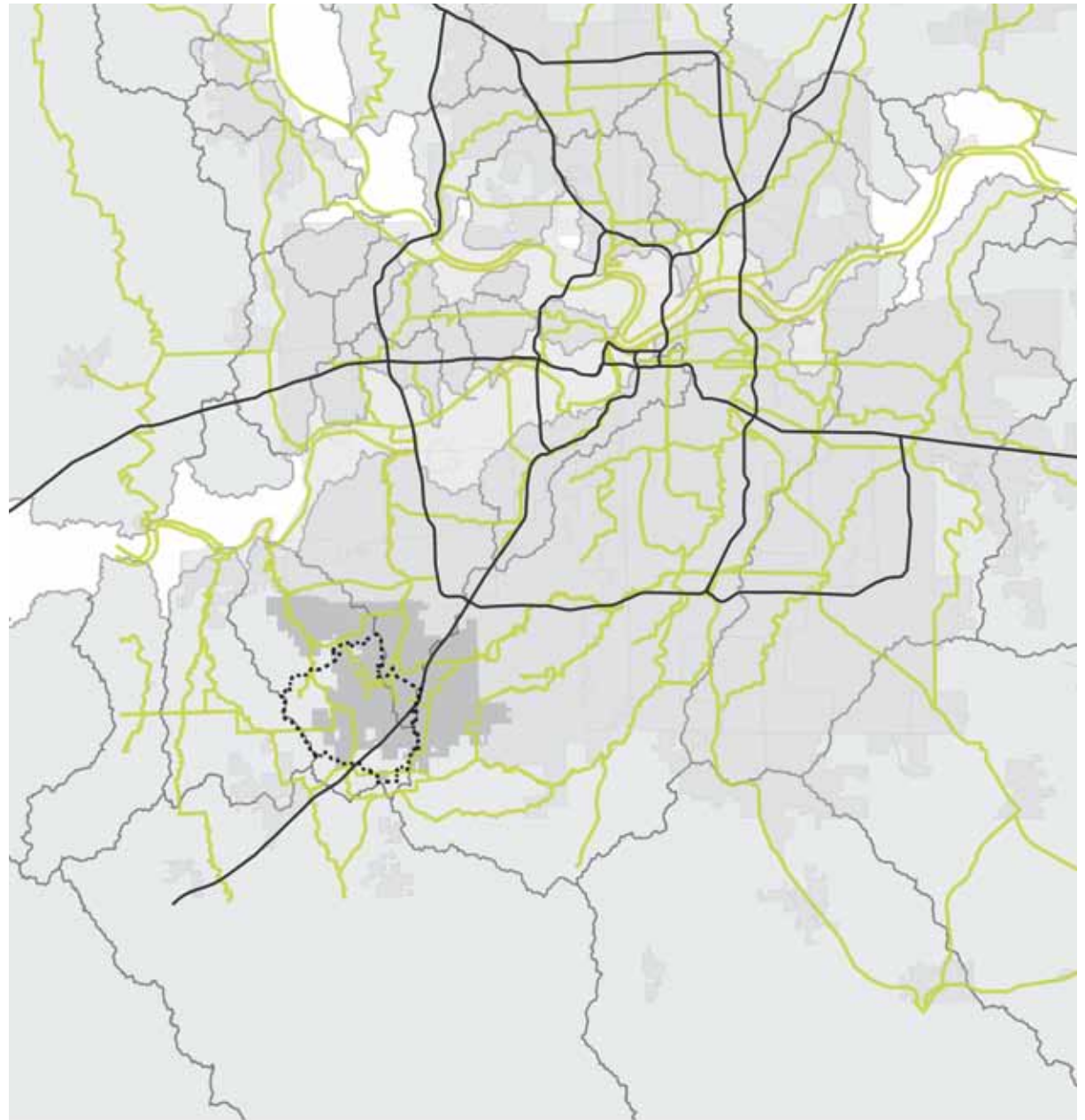
NATURAL SYSTEMS

Maps and photographs of the plan area show how prominent the waterways and greenways are within the Cedar Creek Watershed. Olathe can leverage this natural asset to connect neighborhoods, commercial centers, and recreation destinations. By doing so, there is an opportunity to enhance mobility options, improve public health, provide recreation, and generally improve the quality of life for Olathe residents and visitors.



REGIONAL CONTEXT (METRO GREEN)

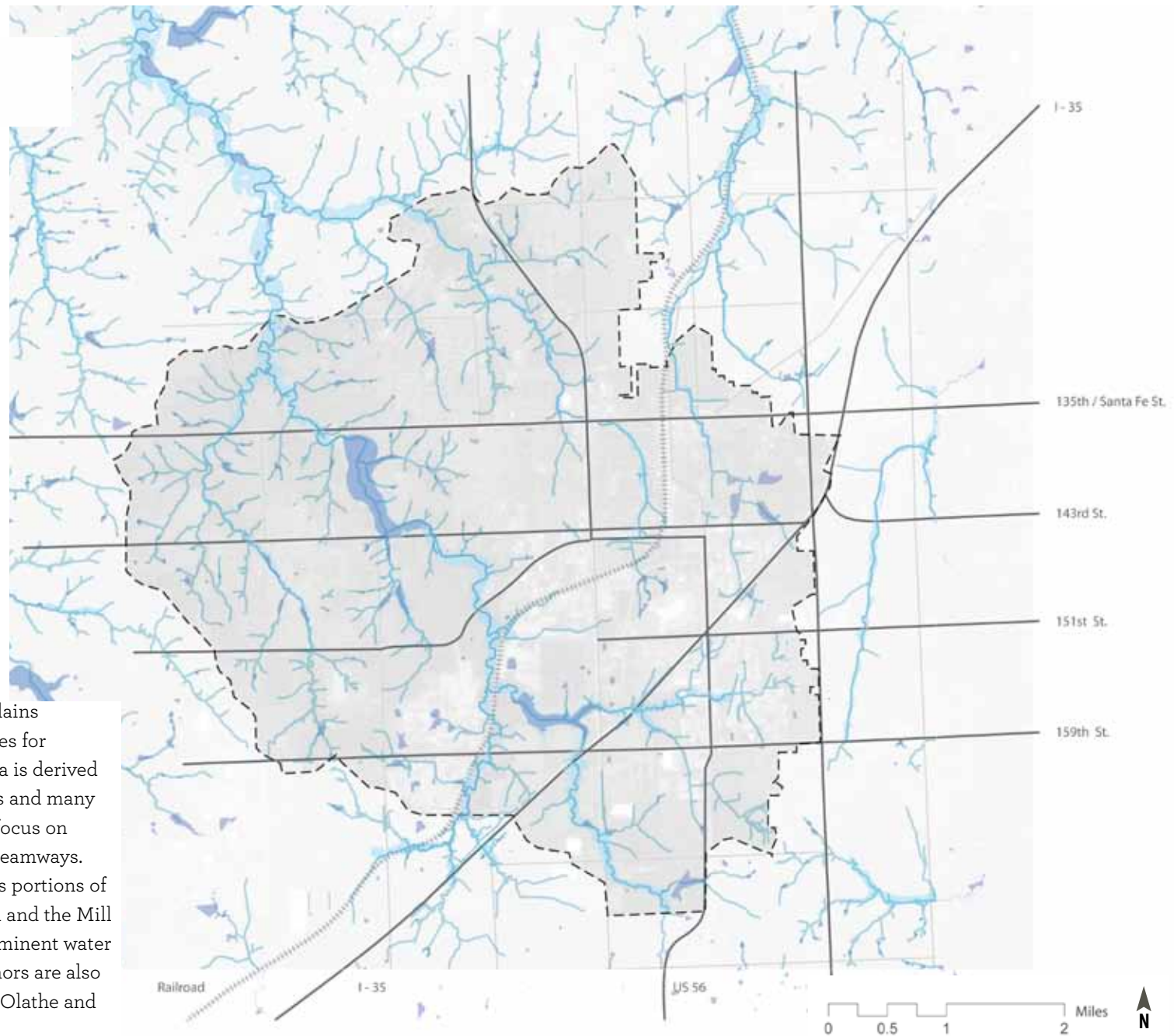
-  MetroGreen Network
-  Project Boundary
-  Watershed Boundary
-  Interstate Highway



Mid America Regional Council's MetroGreen® program is an interconnected system of public and private natural areas, greenways and plans for greenways that link communities throughout the Kansas City Metropolitan Area. The 1,144-mile greenway plans connect seven counties and their destinations over the next 10 years with 300 miles of greenways. It is important for the SCCSP to find meaningful ways to connect to this larger system.



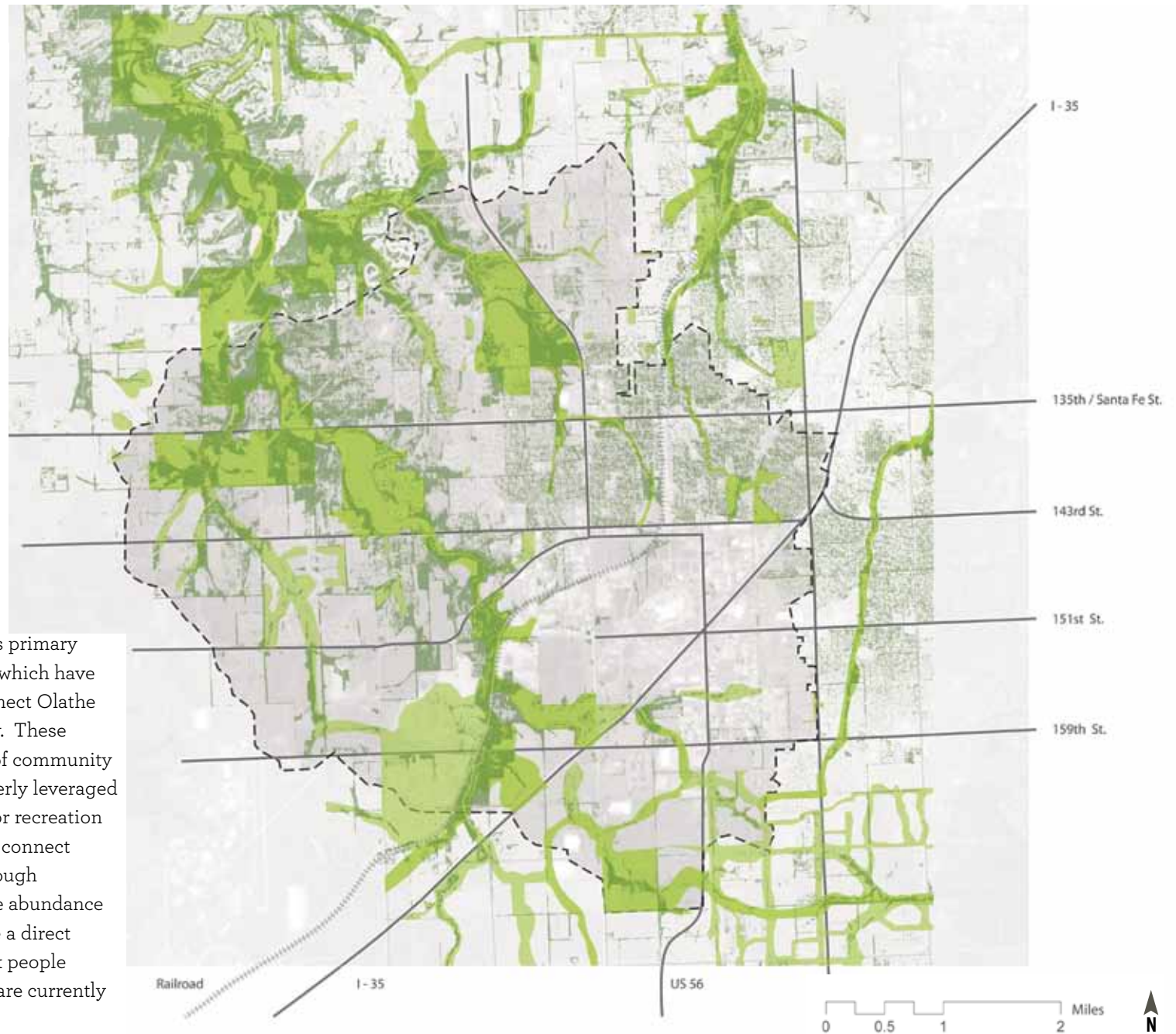
WATER SYSTEMS



Streams, lakes, and flood plains are natural organizing forces for development. The plan area is derived from watershed boundaries and many project recommendations focus on opportunities related to streamways. The plan area encompasses portions of the Cedar Creek watershed and the Mill Creek watershed. Two prominent water bodies and recreation anchors are also within the plan area: Lake Olathe and Cedar Lake.

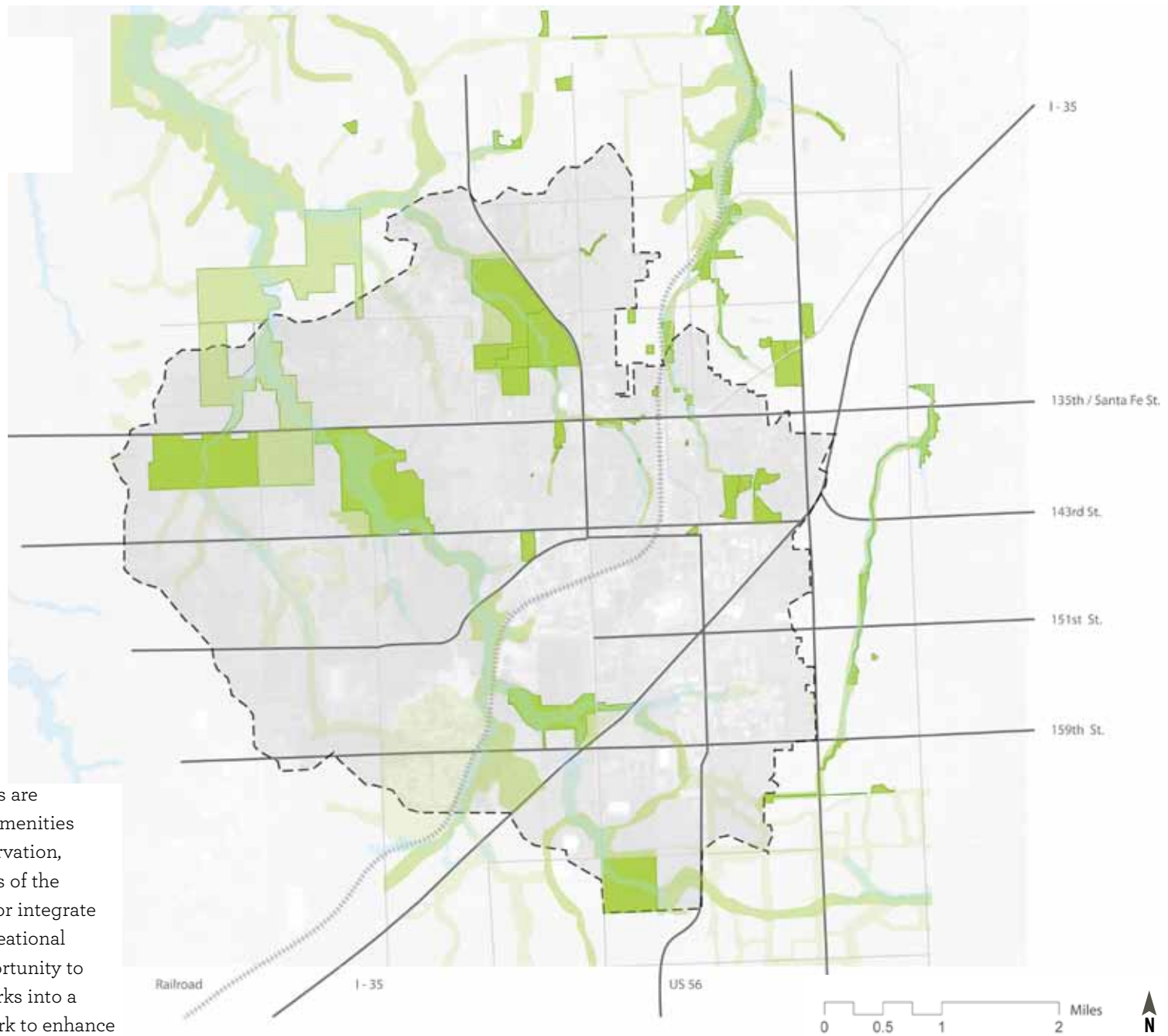
NATURAL FEATURES

- Primary Greenway
- Secondary Greenway
- Tree Cover



The water system supports primary and secondary greenways which have the potential to better connect Olathe both locally and regionally. These greenways are key assets of community development. When properly leveraged they provide an amenity for recreation as well as opportunities to connect people to destinations through preserved landscapes. The abundance of greenways in Olathe are a direct and convenient way to link people with the destinations that are currently disconnected.

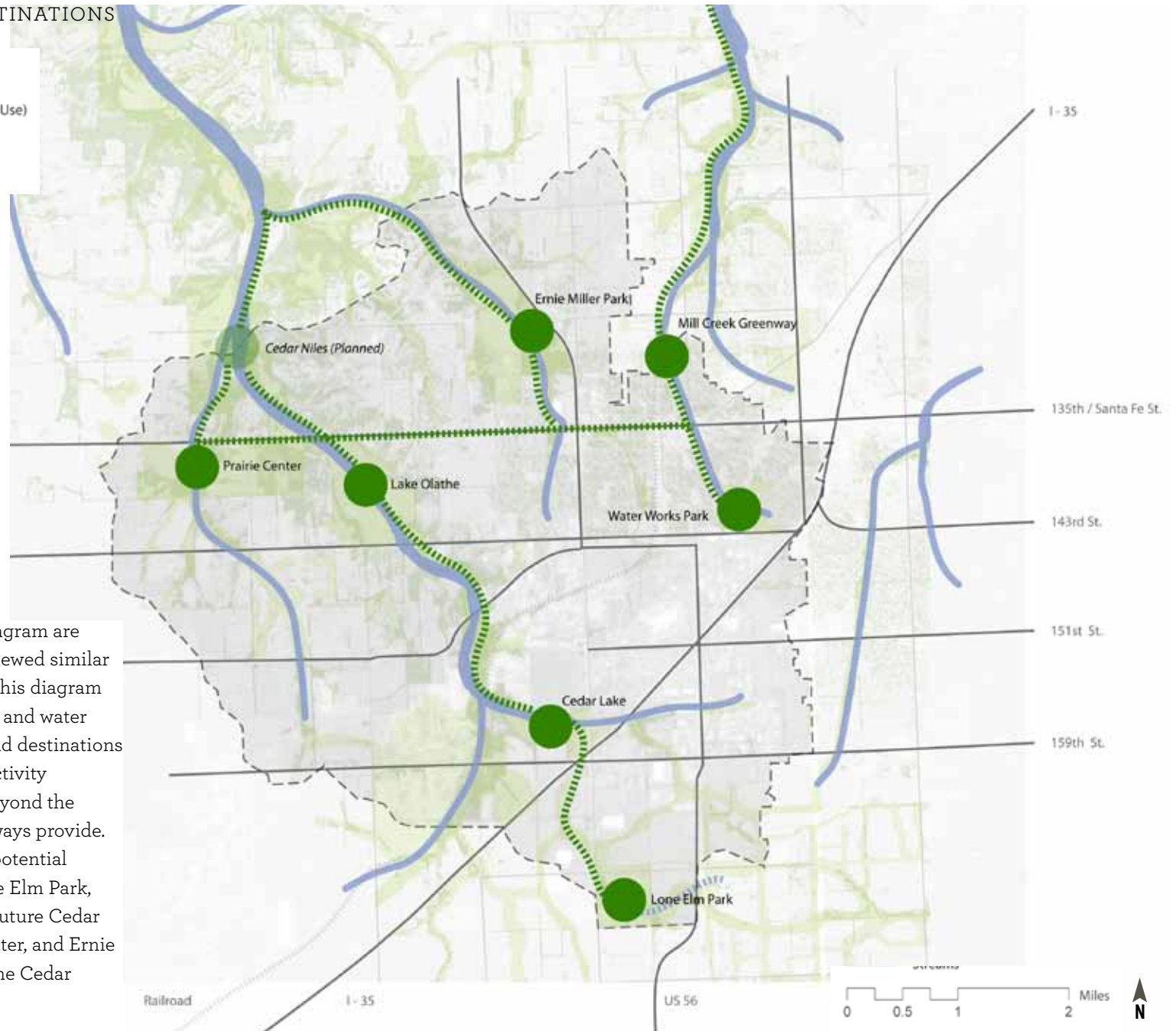
PARKS



Parks within the greenways are treasured by residents as amenities of recreation, nature preservation, and education. Major parks of the South Cedar Creek Corridor integrate waterways into public recreational facilities. There is an opportunity to better integrated major parks into a larger multi-layered network to enhance their overall potential.

KEY FEATURES & DESTINATIONS

-  Key Connection
-  Key Feature
-  Greenway (Future Land Use)
-  Parks
-  100 Year Floodplain
-  Streams



Natural systems in this diagram are simplified in order to be viewed similar to the mobility systems. This diagram shows the natural systems and water systems as connections and destinations to demonstrate the connectivity opportunities that exist beyond the ecological services greenways provide. This diagram reveals the potential connectivity between Lone Elm Park, Cedar Lake, Lake Olathe, future Cedar Niles Park, the Prairie Center, and Ernie Miller Park, all linked by the Cedar Creek greenway.

OPPORTUNITIES FOR A MULTI-FUNCTION SYSTEM

Historically in Olathe and in many places in the U.S. streamways are seen as barriers to development or nuisances to be channelized or bridged. This often results in expensive infrastructure that must be maintained over time, and occasionally leads to flooding and interruption of service.

This project offers a different approach by demonstrating these natural systems can be leveraged, with low cost infrastructure, to provide multiple functions and improve overall quality of life. This plan will reveal opportunities to integrate the many ways that people wish to be mobile, the stormwater and ecological services these systems already provide, with the development goals of connecting cultural and commercial destinations. Olathe is rich in natural capital that can be leveraged to connect people to destinations at the same time they provide recreation, a unique aesthetic character, and health benefit to the community.



Olathe example of historical treatment of natural assets

PUTTING THE PIECES TOGETHER

Each project studied in the SCCCSP plan will be described as a part of a multi-function system that:

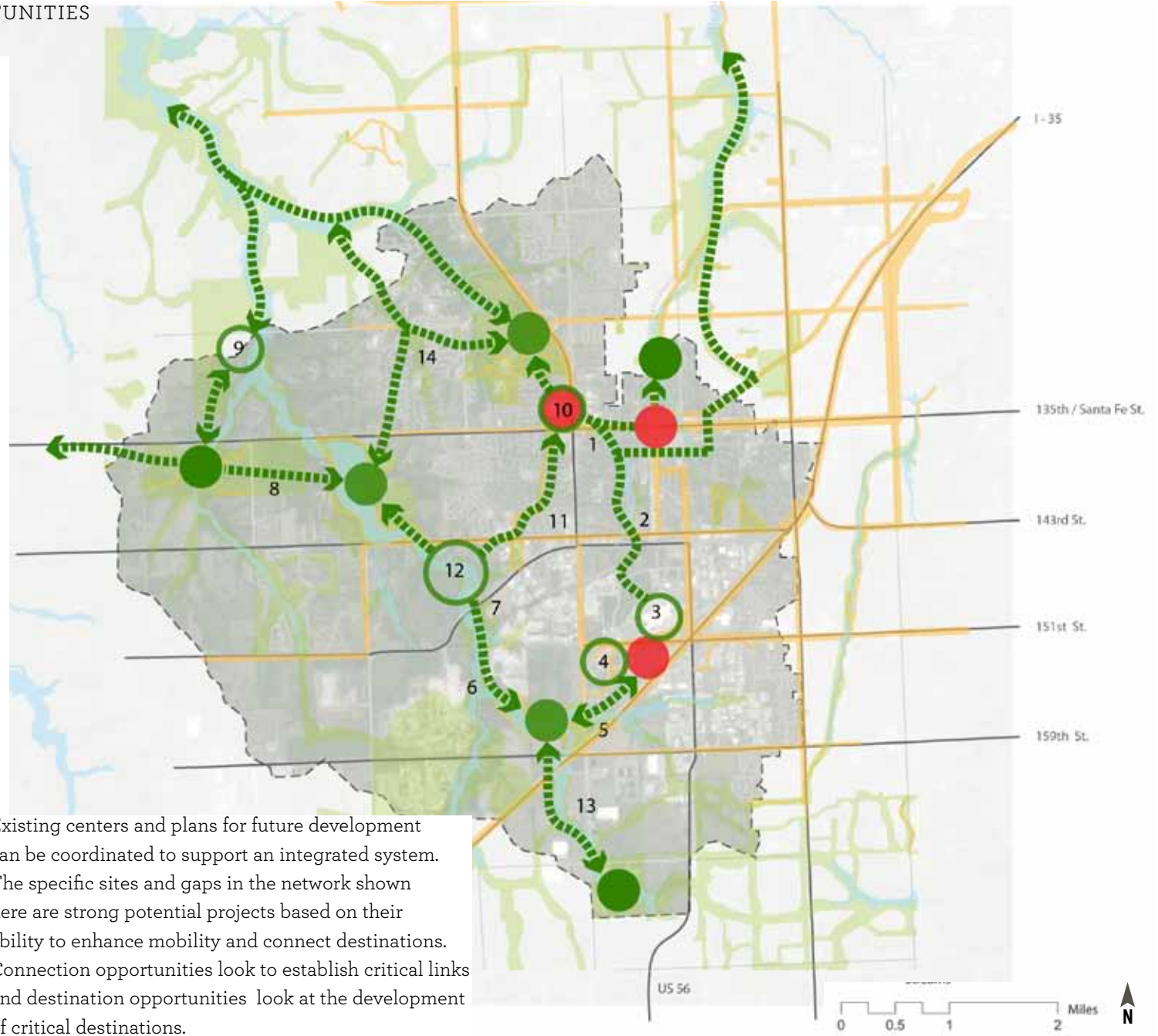
- Enhances natural functions
- Improves mobility to connect destinations
- Provides recreation
- Provides a unique aesthetic character
- Functions as infrastructure and amenity for surrounding development



Olathe example of multi-function greenway amenity

KEY GAPS AND OPPORTUNITIES

-  1. Downtown as a link between Cedar Creek Greenway and Mill Creek Greenway
-  2. Connect Downtown to Great Mall
-  3. Pedestrian/Transit Interface at Great Mall in coordination with future development concepts
-  4. Active Fitness/Recreation opportunities with Olathe Medical Center
-  5. Connect Cedar Lake Village and Olathe Medical Center to Cedar Lake
-  6. Cross the Railroad between Cedar Lake and Lake Olathe
-  7. Cross Old 56 Highway between Cedar Lake and Lake Olathe
-  8. Connect Lake Olathe to Prairie Center and Beyond
-  9. Cedar Niles Park Opportunities
-  10. Integrate Trail and Transit at Wal Mart - Activity Center Treatment
-  11. Neighborhood Link - Rolling Ridge
-  12. Conservation Subdivision Design between Old 56 Highway and Dennis Ave - Watershed as Neighborhood Amenity
-  13. Connect Lone Elm Park - Greenway Systems in Industrial Areas
-  14. Neighborhood Link - Persimmon Pointe
-  Project Opportunity
-  Connection Opportunity
-  Key Destination
-  Key Park Feature
-  Transit Network
-  Greenway (Future Land Use)
-  Parks
-  100 Year Floodplain
-  Streams



Existing centers and plans for future development can be coordinated to support an integrated system. The specific sites and gaps in the network shown here are strong potential projects based on their ability to enhance mobility and connect destinations. Connection opportunities look to establish critical links and destination opportunities look at the development of critical destinations.