

# Centers and Corridors Survey Results | 2024

## Background

During February 29 – March 22, 2024, a survey was sent to community planning partners by the Mid-America Regional Council (MARC) to identify and define centers and corridors in the MARC region. The survey was sent to 984 individuals resulting in 96 responses over a three week period.

## Respondent Community Size

Respondents were asked about the population of their community. See Table 1 for the population breakdown of responsive communities. Please note we did, in some cases, receive multiple responses from individual communities.

Population	Respondents	Communities in Region
Less than 1,000	3	56
1,000 to 4,999	9	22
5,000 to 9,999	12	16
10,000 to 24,999	12	9
25,000 to 99,999	14	10
Over 100,000	46	6

## Respondent Community Role

Respondents were also asked about their role within their community. Responses were varied, but the majority of respondents worked in planning, economic development, administration, or transportation. See Table 2 for the breakdown of roles within communities.

Role	Respondents	% of Total Responses
Administration	22	22.9
Planning	39	40.6
Economic Development	12	12.5
Transportation	24	25.0
Other	36	37.5

## Successful Centers

Respondents were asked what contributes to a successful center. While responses were highly variable, there were common themes among respondents:

- Successful centers were accessible to people within a community by multiple modes of transportation.
- They contained businesses that were desirable and necessary for the population of a community such as grocery stores, shops, restaurants, and pharmacies.

Respondents also emphasized that a successful center looks different depending on community size and character. Specific examples listed were

- 119<sup>th</sup> and Nall Town Center (Overland Park, KS)
- Prairie Village Shops (Prairie Village, KS)
- Lenexa City Center (Lenexa, KS)
- Old Downtown near Santa Fe Drive (Overland Park, KS)
- Zona Rosa Shopping Mall (Kansas City, MO)
- Johnson Drive (Roeland Park and Mission, KS)
- The County Club Plaza (Kansas City, MO)
- The Legends (Kansas City, KS)
- Parkville, MO

# Centers and Corridors Survey Results | 2024

## Successful Corridors

Additionally, the survey asked what contributes to a successful corridor. Responses were again varied and stressed that successful corridors look different in all communities. Common themes among respondents included:

- The multi-modal nature of a successful corridor which allows a large range of users to safely access centers.
- Some responses highlighted the importance of housing along and between successful centers and corridors.
- Other responses recognized it as a thru-way or a means to expanding into outlying areas of the metro.
- Many of the same characteristics that contribute to successful centers also contribute to successful corridors.

All of the responses received to the questions asking respondents to define centers and corridors can be found in the Appendix.

DRAFT

Appendix – Survey Responses

DRAFT

# Centers and Corridors Survey Results | 2024

**Define what contributes to a successful center. Please feel free to be specific or cite examples for your community and/or the region.**

1. Community based focus either education, government, community or recreation centers, parks, playgrounds.
2. A successful center is something which is easily accessible by multiple forms of transportation, including walking, biking, and transit. A good example of this is Union Station.
3. Safe activities
4. I think a successful center is one that has most of the goods and services that a person needs within a short distance from their home and ideally prioritizes the pedestrian. A grocery store is essential, as well as a few restaurants, pharmacy that also has general goods, coffee shop, and assorted services such as a hardware store, pet store, post office, etc. Brookside in KCMO has most of these essential elements. A few others that almost have these elements in the KC area are the South Plaza area since the addition of Whole Foods, Prairie Village shops, Waldo, Downtown Mission, Downtown OP, and Downtown KCMO. Most of these need pedestrian improvements as cars are definitely prioritized over pedestrians - some of them are miserable to try to walk around in (especially Waldo).
5. mix of needed/desired services, visually pleasing, accessible, near population nodes.
6. We strive for mixed use centers with neighborhood type commercial and residential. Center must be connected with trails/sidewalks, provide adequate parking, and amenities for the residents.
7. From my reality, I successful center or commercial corridor is made out of self investors that are concentrated on solving local needs with local solutions. Strong believers of the strength of their solutions in products and services. Positive on the ground influencers of the daily life. Mix Use and Mix Income heroes. If we are talking about low income communities, money saving masters who then self invest into their dreams, high risk taking dreamers who have not drink the Kool-Aid and do not fear the big competition. Fertile ground for entrepreneurs however, captive markets help a lot, tailoring to the needs of specific groups of people in community do to language, culture or location helps the centers or corridors become successful. To stay successful, then we need to talk about marketing, location and business strategy.
8. People voluntarily gather there - not just pass through or for work only (as downtown used to be). Density is required such as has developed at the Power and Light or Crossroads areas, although sustainability can be lost as appears to be (sadly) happening at the Plaza.
9. A successful center is a place that has everything you need (groceries, doctor, daycare, etc) and everything you might enjoy (parks, restaurants, etc.) with housing opportunities within in walking distance. A complete neighborhood that allows one to thrive and enjoy life by being efficient in use of space, healthy opportunities for exercise in daily life, and gracious community amenities.
10. the number of people traveling to the location, sustained over a period of time, for work, for leisure etc.
11. Mixed land uses that provide the residents the infrastructure to walk and drive to personal services such as restaurants, convenience stores, retail stores, and pharmacy/retail stores.
12. Diversity of uses, not overwhelmed by parking lots, connected to other places by some transportation infrastructure or, at least, not located on an island like the legends or another outlet mall - integrated into the city. Places should feel authentic and durable - architecture that is too trendy ages quickly, like shipping containers for example.
13. "small businesses (small flexible retail spaces that can be easy turnover for many different types of businesses), walkability, prioritizing people over cars, mixed use commercial and residential buildings and areas, continuous evolving change, unique character and identity, clean, safe, quieter (less traffic/train/rail noise), yet lively with people sounds

# Centers and Corridors Survey Results | 2024

(music, conversations, bustle of pedestrians and bicycles) trees/ shade, community members are proud of the area. not top-down organization/ messy many leaders collaborating a bit chaotically, variety of aesthetics yet one character/identity.

14. Johnson Drive in Mission, 39th Street, River Market, Old Overland Park, Strawberry Hill, Downtown Lee's Summit, Olathe Cherry Street (has the infrastructure, but not the community activation), 47th street is making progress."
15. A willingness to empower voices that have often been overlooked and spoken TO/ AT rather than spoken WITH (inclusion). Making room at the table for different voices and perspectives.
16. 119th and Nall Town Center, Overland Park, KS
17. Density, ground floor activity. Parking in the rear. NO podium parking. Public spaces. Transit. Trees.
18. Ultimately it's a sense of place & identity within the community. You can have a central business district hub with lots of economic activity, but if there's no unique identity specific to that center, it won't stand out and be viewed as a successful activity center.
19. Successful centers should include navigation tools that are efficient, accommodating and cost effective. There should be as little interference or disruption of/between other means of navigation as possible, while assuring the quick egress/ingress to and from destinations both in and out of the centers. Every aspect of business, commerce, entertainment, recreation, culture, residence, worship, education, industry, trade travel, walk-ability, auto-mobility, growth/expansion potential, both up and outward must be considered, measured and implemented where/when feasible.
20. Walkable for even the eldest of citizens; a good (but not overbuilt) concentration of restaurants, shops and specialty stores with ample sidewalks and outside dining.
21. Consistent schedule.
22. accessible, supports multi-modal connections, vibrant, spectrum of uses
23. A successful center to me is one where a multitude of activities that attract a diverse group of people can take place.
24. A successful center should be a place with similar characteristics of old towns. Urban design elements such as, but not limited to; small block sizes, human scaled geometries for pedestrian and roadway infrastructure, minimal setbacks, on-street parking and off-street parking in the rear of buildings, alleyways, a mix of uses in multistory buildings, housing adjacent to the uses for everyday life, etc.
25. mixed use with public components, including community gather spaces, green spaces, and accessible bike/ped accommodations
26. A successful center is a place where citizens can gather, interact, participate in commerce, and meet most of their commercial needs without having to travel outside of their municipal area.
27. Smaller communities may only have a few centers - downtown, post office (if it's not in the downtown), library, schools, pool/parks, grocery store, convenience stores (especially those that serve as the community water cooler or provide a wide range of food), senior center, athletic/recreation center (if the community has one). Probably much like a larger community just on a smaller scale. Also many small communities are bisected by a state highway that cuts off these centers from segments of the population. These are tougher to get around because the state may not allow for reduce speeds or traffic control devices where larger cities might have similar type roadways (thinking Metcalf Road in Overland Park) but in those cases the cities can regulate traffic and pedestrian/bike flow to suite the area.
28. Ability for the person to interact with the space. For example, benches, placemaking landmarks, trees and shade, ease of use for stores or recreation.

# Centers and Corridors Survey Results | 2024

29. Multi-modal, connects people to opportunities (jobs, medical care, education, healthy food, local businesses, housing); everything is within 15-minutes; ADA compliant
30. One that provides real work experiences and examples that will assist local partners with projects that are similar.
31. Acts as a hub or gathering place for the surrounding community. Access to daily services (groceries, pharmacy, etc.) Designated public gathering space and pedestrian amenities. Connected by trail, sidewalk, and streets to the surrounding community.
32. A pleasant area to be. A pretty environment with shade cover, things to do, many eyes on the road (pedestrians), no vacant storefronts, etc. Like Brookside shopping area - able to walk to it and see lots of activities around. It's a neighborhood center.
33. "Easy access for users of all ages and abilities  
The importance of walk-ability and bike-ability  
Businesses or activities that encourage people to spend time together"
34. Prairie Village Shops
35. Accessibility; attract and maintain demand; connections to the community - trails, transportation; something for everyone - parks, food, shopping, transportation, integrations of multiple uses - vehicles, pedestrian, bikes, etc...
36. A strong center is anchored by food, whether grocery or restaurant, food purveyors should be the heart of any center.
37. Utilities or the ability to provide utilities to a site. Good connective of roads to and from the center. An available work force with good public transportation to support the work force.
38. "A successful center is one that offers a wide mixed variety of land uses that support various goods, services, recreation and entertainment options, as well as employment opportunities for the community. It offers a balance of commercial and office activity, integrated with housing options. Ideally the housing options and commercial activity support one another both within the center itself, and within the community. Successful centers are designed to adequately balance land uses  
Successful centers are connected via multiple transportation options, including automobiles, active transportation option including bicycle and pedestrian facilities, as well as viable public transportation options (dependent upon the location/context of the center). "
39. The question is extremely vague and I don't understand what you mean by "a successful center." For purposes of this response, I shall assume you mean "travel center" or multi-modal. ??? If that is the case, I believe a "successful center" should be easy to access through several modes of travel -- rail, bus, auto (more?). There should be plenty of parking and all routes stopping at the location should include a slightly longer delay while parked.
40. Walkability, traffic calmed streets, local businesses, public park space
41. A successful center in pre-zoning times provided successful access to a healthy mix of land uses and provided varied modes to access the those uses which helped create a thriving hub of commerce that connected residents through public transportation, transit and other mobility modes increasing connectivity. The area that is generally bounded by the MO River to the Plaza and eastern Kansas City, Kansas to areas on the westside of I-435 between the MO River and 350 Hwy. This region was very well interconnected with transit and mobility options, and a population density at its height between 1920-1960 averaged approximately 6K per sq mile. That density created dynamic economics in a very accessible area to residents, businesses, employers and boosted commerce and economic impact.
42. walkable, vibrant, active

# Centers and Corridors Survey Results | 2024

43. Great city centers are feel accessible. They can be easily accessed by car, by walking, and by using public transportation. They have a variety of commercial options with residential nearby. They represent a variety of diverse cultures and interests. In my opinion, the City Market in KCMO is a fantastic example of a great city center.
44. For me, successful centers are usually areas in a community that either have historical or cultural draws, third places, or shopping centers for newer communities. These areas are serviced by multiple transportation options and have a good mix of working, living and commercial uses. Restaurants and bars are a must. Outdoor facilities are really important. Essentially, what elements do you need to be a place where crowds gather for important sporting/political/cultural events.
45. An area where I don't have to get in my car all week if I don't want to. An area within a one-mile walk or bike ride from my house where I can get groceries, meet a friend for coffee, lunch, dinner or a drink, be in nature in a park, work, buy a unique gift for a friend, and where my child can walk or bike safely and comfortably to school, to friends' houses, and to a place where he can meet up with friends regardless of weather.
46. Open and accessible with services, conveniences, entertainment, and/or other products that are attractive to and serve a diverse cross-section of the community in which the center is located.
47. The efficient movement from one mode to another. Coloration of multiple entities to make the movement possible.
48. "Centers bring to my mind neighborhoods, in the pre-WW2 designs where most needed retail and services were readily accessible, often by walking. ""Neighborhoods"" have come more to mean sub-divisions, large amounts of housing, with perhaps some green space, but few services or retail. Those are found in a separate area often only accessible by car. In the MARC region, only some of the first ring suburbs (NKC or the original O.P. downtown for example) have retained that neighborhood/center with both housing, services, and retail close together. Retail (services) seem to be more and more combined into ""Big Box Stores"" that sell everything from groceries to pharmaceuticals. Their business model requires pulling customers from a wide area, so you see locations designed for easy (sort of) access by car and are surrounded by large parking lots. They are seldom built in a neighborhood setting. The economy of scale of the Big Box puts a truly neighborhood store at a large financial disadvantage. People still want neighborhood stores. The proliferation of ""dollar stores"" is in part driven by price, but also accessibility to those without cars.
49. A successful center should offer housing at a variety of prices, retail and services, green space. All within a walkable environment."
50. An area free of high speed auto traffic 30mph+. An area with dense pedestrian flow. An area with dense pedestrian assets like parks, public transit stops, bike/scooter rentals, grocery stores, retail, apartments, social service agencies.
51. I think a successful center needs to obviously have compelling tenants that draw people to that center. Once you have the draw, then to me the next important thing is to have enough parking nearby to support those tenants. Whether that means on-street parking or parking garages or combination of both. I like the idea of garages to allow for verticle stacking of parking areas versus vast huge parking lots. This provides for shorter walking distances to the destinations and so each tennant can be closer together. The center also needs to have great pedestrian connectivity with safe crossings of streets. If there is something fun to go to, decent places to park, and easy ways for people to walk around on a nice day, then I believe those centers will be more utilized and successful. Examples could be Lenexa City Center area, Old Downtown Overland Park near Santa Fe Drive, or Zona Rosa Shopping Mall area.
52. Convenient access for all modes/users, attractive design, and diverse uses. I live in Roeland Park, west of Roe Blvd. where I have convenient access to retail along Johnson Dr. but also to big box stores to the north. I consider the retail along Johnson Dr. because of the attractive architecture and downtown feel. However, it's more convenient to get groceries at the area

# Centers and Corridors Survey Results | 2024

53. a successful center has the ability to draw in people in a number of different ways. This may include shopping centers or sports facilities. I see an example of this to be the Plaza in KCMO, for it draws people in at all times of the year.
54. Convenient access (EXTERNAL - ease of travel to/from as well as INTERNAL - avoiding long waits at the center to access the service(s)). Adequate breadth and/or depth of services.
55. Multiple uses within an area that contribute to a sustainable and prosperous local economy, bring social and environmental benefits to neighborhoods, and create conditions that help community members thrive. A center can be anchored by an institution, a market, an entertainment venue, a transit station, a multiuse housing complex, a productive green space, or other uses that bring multiple community benefits to the area.
56. Lots of activity options (free or paid), space to hang out and congregate, some unifying theme or characteristic (history, community, recreation, nature), regularly scheduled events that activate the center. Lenexa's City Center, particularly the block that contains the Public Market and the branch of the Johnson County Library, as well as City Hall and the Rec Center is a great example.
57. "Easy accessibility—streets, sidewalks, bike paths, storefront parking if possible  
Attractive, inviting storefronts  
Good mix of shops, certainly including restaurants
58. Things going on and places to sit and enjoy. Businesses to bring people in for employment, coffee shops/restaurants that are destinations. Not car centric. Parking, yes but it doesn't dominate. Sidewalks, trees. Transit, pedestrian and bicycle friendly.
59. Centers should have a concentration of walkable urbanism - a combination of places to eat; professional, personal and family services; and social space whether it is shopping or park space. A center should also be a transfer point for a cross-corridor line and/or a gateway to a lower density area.
60. balanced and attractive housing, local amenities and services, excellent educational opportunities,
61. A successful center is an area that fills the need of not only the community it is located in but for neighboring communities as well.
62. Centers include all amenities a community needs, such as residences, work places, groceries, entertainment (including restaurants), retail, services, and walkable and bikeable green spaces. I also prefer my center to include farming/food production. To me it is a mistake to designate one center as strictly entertainment or strictly residential or strictly commercial, as those types of developments strongly encourage heavy reliance on motorized transportation between activities within the same center. My Center is reasonably bikeable (and even walkable) but doesn't feel safe, because there's a corridor-level road (Barry Road) running right through it.
63. Adequate retail, business, service, lite industrial and professional outlets - educational and recreational facilities - more-than-adequate parking facilities - enhanced security to include foot patrols, cameras, alarms, mobile patrols, strategically placed 2-way panic-help buttons - residential accommodations that are included/adjacent/proximate - green spaces that are both exclusive and integrated into the center's fabric - religious, non-profit, charitable facilities - broad-spaced facilities that shun minimalization - upward construction that shuns height-limits - subterranean rapid transit (subways that have both land-level and elevated train functions
64. A successful transit center serves as a multimodal hub where riders of public transit, auto drivers, cabs, bicyclists and pedestrians can easily transfer to other modes and reach their ultimate destinations.
65. Desirable environment and attraction, such as merchandise to sell or activity that is of interest



# Centers and Corridors Survey Results | 2024

66. Elements that contribute to a successful activity center include: vibrant bustling retail and entertainment businesses that contribute to active streets and sidewalks, they are walkable and have a strong sense of place, and they strike a good balance between live-work-play.
67. A successful center is one that offers programming to residents of all ages and economic backgrounds.
68. Maximize pavement for the movement of motor vehicles, not alternate modes. I'm tired of roads getting lane dieted, which only leads to increased congestion, displaced traffic and loss of business along the corridor.
69. People, activity, accessibility, walkability, density, vibrant and well-programmed public spaces, and building architecture that evokes a sense of warmth and charm. Should be well connected to other centers with strong corridors.
70. Retail and activities with residential uses within walking distance (1/4 to 1/2 mile) and/or accessible by public transit/bicycle; the center must have a sense of place through distinct architectural elements, art/sculpture, culturally significant elements (such as murals, historic markers, community gardens, etc.), and open public gathering spaces or plazas.
71. Connected via corridor to other centers. Has multiple services/activities that people frequent/use. The center is easy to navigate on foot. Provides an opportunity for people to live/work/recreate in one place.
72. I need more information on this to respond.
73. a location within a community that offers services and experiences to all people within the community and is developed with diversity, inclusion, and equity in mind. Centers offer a variety of employment and housing opportunities.
74. "Objectives - Reflect the values and aspirations of the community through renewal of the outdoor built environment & Transform locations into places of active living that highlight the cultural characterization of the land.  
  
Directives -  
  
HUMAN SCALE VALUES, HELPING COMMUNITIES DREAM BIG WITH LARGER PROJECTS, AND TELLING LOCAL STORIES THROUGH DESIGN  
  
RESTORE THE HISTORICAL ARCHITECTURAL UTILITY OF DOWNTOWN MAIN STREETS  
  
ADD "THIRD" PLACES  
  
EXPAND WHAT CAN BE ACCOMPLISHED WALKING DOOR TO DOOR WITHIN A GIVEN LENGTH OF TIME"
75. Mixed Use Development (Housing, Work, Play, Education) and a variety of transportation accommodations (walkable, uncongested, parking, freight separation, transit, bikeable).
76. multimodal transportation options, walkability, a mix of uses, live/work spaces and retail integrated. The Country Club Plaza is a good example in that it is near residential so people can walk there, however, it's still very car centered out of necessity.
77. I have found that successful centers have meaningful and engaging activities with supporting or complementary places of interest. Successful centers also have easy access connecting places and people. For example, the Legends in KCK, there is quality shopping, dining, and a movie theater. The Legends also has Sporting KC, the Kansas Speedway, Hollywood Casion, and other nearby centers that draw people to the area. Legends has easy access from major highways and routes. However, there could be improvements to the pedestrian/bike network to some of the nearby communities and residential areas, and parking can be an issue during large events or busy seasons.

# Centers and Corridors Survey Results | 2024

78. Having walkability, transportation options to places people want to go to, green infrastructure, mixed use zoning so that markets and businesses can be more accessible to home owners and or apartment buildings. I think that Chicago has a good system in place where they have the public transit centers in other cities that connect to city center of downtown Chicago.
79. A place for impromptu socialization or more organized gatherings that has easy access to public transit. Centers that have park-like elements have stronger gravitational pull and can have environmental impact in addition to social.
80. "It depends on what the definition of a "center" is for a respective area (size, purpose, type, etc.) Urban, ex-urban, suburban, rural, small town, bedroom community, large suburb, large city? Commercial, industrial, residential, etc.? A mix of these?

Social health of the "center" – Low crime, recreational access, varied types of activity within and around the "center".

Financial health of the "center" - Good real estate practices and operations within and between each of the commercial, business/retail, residential, industrial, mixed-use areas, and the same for the zoning (or lack thereof) and real estate that surrounds and feeds into the center.

The physicality of the "center" - amenities, access, cleanliness, architectural scale, balanced mix of commercial, business/retail, residential, recreational, industrial etc. within a certain radial distance of each other for respective areas (dependent on the age of the "center" and it's environs).

(Why does question 3 have such a significant jump in its choices (from 10-25K to 25K-100K)?)

81. A safe environment for the community
82. Inclusion of connectivity and people are most critical to success.
83. Diverse businesses. Easy access.
84. Urban centers are not feasible in rural areas. Most Federal funding opportunities focus on urban settings and generally exclude rural projects by default because of the funding/scoring criteria. A successful rural center is more likely to be in one of the smaller communities and will serve rural residents from a 20 to 25 mile radius – but not to arrive using active transportation. A successful center in a rural setting has very different accessibility needs than one in an urban setting. Retail businesses (shops and restaurants) cannot rely on foot traffic and be profitable when there are fewer than 100 people within walking/riding distance from their door.
85. For a center to be successful in a rural area would take getting all residents involved. And making sure the funding is available, because rural areas never meet the criteria. Federal funding opportunities are just not there.
86. It's the people, the community. The draw to the center, things to do. Parkville is interesting because the streets come to a strange confluence, at its old downtown. There is a park nearby, and trails that draw to the old downtown. There are elevation changes, layering at this main street intersection, which make it appealing visually.
87. Connectivity to surrounding uses, multi-modal access and accommodations (separated pedestrian access, bike parking, etc.), pedestrian gathering places (plazas, outdoor seating), buildings oriented towards the street rather than exclusively parking lots, traffic calming features incorporated into access drives for safe pedestrian crossings.
88. Ease of access, walkability, diversity of commercial offerings, transportation, location, safety, creativity and constant evolution, continuity, self investment, mix income offerings,

# Centers and Corridors Survey Results | 2024

89. Centers should serve the community. This means centers that serve the community itself whether that means housing, employment or recreation. These centers should go where they are needed and not necessarily where they are easy or cost effective.
90. "A successful center is the ""we need to go there,"" or ""we want to go there."" For the region, our small City - Richmond, MO certainly strives to be its own center, as a regional draw for employment, retail, service industry, and healthcare. Certainly, never drawing from the west, but drawing from the north, east, and south, as the neighboring rural population seeks various needs toward the KC Metro.

Specifically, in our own city, we find centers along S. Wollard Blvd and S. Spartan Drive, which both have attraction for: social activity, healthcare, education, and retail opportunity."

91. A successful center has a critical mass of uses (retail, office, food, entertainment) within a well-defined and walkable area. It should be large enough that you cannot see everything in a single day. Examples may be the downtowns in Lawrence, KS; Savannah, GA; or West Hartford, CT.
92. A mix of uses that addresses multiple segments of the population, with strong multimodal connectivity throughout the development and to other developments. These developments also need to be at nodes/intersections within the City that can support commercial uses, along with sufficient residential density in the area to support the businesses. Structured parking is also a key component to provide good access and to allow developments to be more compact and support density in the area. Examples in Leawood are Park Place and Mission Farms.
93. Good to great connectivity, whether that be via bike/ped, vehicle or transit services, without good connection points "centers" would more than likely fail. There must also be a purpose to the center to attract and retain citizens.
94. Safety. An elderly woman should feel safe going to a place by herself. I witnessed this in Singapore when unescorted ladies were getting off the train, walking through a park carrying groceries home at 11:00 p.m.
95. Mixed commercial uses, housing at all price points, walkability to transit, attractive large scale gathering spaces, cultural points / institutions, educational opportunities / facilities, healthcare facilities / infrastructure to connect to other regional centers.
96. An area where one can reach all destinations on foot or by bike.

## **Define what contributes to a successful corridor. Please feel free to be specific or cite examples for your community and/or the region.**

1. Surrounded by houses
2. A successful corridor includes multiple forms of transportation to navigate the space, while also contributing to an overall inviting tone. This could include mixes of safe crossings, pedestrian islands, protected bike lanes, bus lanes, etc.
3. vibrant and safe with clear coordination between traffic and pedestrians
4. A successful corridor - I'm not 100% sure what it is or if I've seen one in KC, but perhaps it is one that has specialty services that might not be needed as frequently and is used as a way to get from point a to point b; prioritizing convenience and efficiency for multiple modes of transportation. Perhaps Shawnee Mission Parkway is an example of this - although it is heavily car focused, parts of it have good sidewalks. I thought maybe Johnson Drive in Downtown Mission but then I thought it might be more of a Center than a Corridor. Honestly, I'm not sure!

# Centers and Corridors Survey Results | 2024

5. mix of needed/desired services, visually pleasing, accessible, near population nodes. Easily traversed by pedestrians and vehicles.
6. A successful corridor contains pedestrian and bike access, turn lanes for drives and a mix of commercial and various residential including multi-family and single family.
7. From my reality, I successful center or commercial corridor is made out of self investors that are concentrated on solving local needs with local solutions. Strong believers of the strength of their solutions in products and services. Positive on the ground influencers of the daily life. Mix Use and Mix Income heroes. If we are talking about low income communities, money saving masters who then self invest into their dreams, high risk taking dreamers who have not drink the Kool-Aid and do not fear the big competition. Fertile ground for entrepreneurs however, captive markets help a lot, tailoring to the needs of specific groups of people in community do to language, culture or location helps the centers or corridors become and stay successful. To stay successful, then we need to talk about marketing, location and business community strategy.
8. Excluding long-haul routes where fast, predictable commuting defines success, I understand a corridor to be a multimode, short-haul route with desirable places to drop in for entertainment or shopping. Streetcar lines are the current best examples.
9. "Similar to center, it's a corridor with efficient transportation options and complete neighborhood amenities and necessities.
10. We should be driven to create corridors that make life as efficient and enjoyable when doing everyday tasks so people can enjoy more free time with their family, friends, and own hobbies."
11. a well used pathway (road or other, e.g. US-71) to get to a center (e.g. downtown)
12. There is sufficient right-of-way and street lanes to allow traffic to move smoothly. Also, sidewalks/shared off-street paths to allow alternative transportation to commercial businesses along the corridor.
13. Connected and safe for all modes of travel. It's glaringly obvious when bike and presentation infrastructure is an afterthought.
14. Places where people want to spend time. Eyes on the street and cultural popularity make a huge difference to how a place looks and feels. "Instagramable" photo opportunities backdrops of murals, artwork, green spaces, architecture, funky storefronts, history. Corridors should not only connect dense walkable places, but be great places themselves the whole way along the corridor. Must be done incrementally and grassroots.
15. Including trusted leaders from community being impacted.
16. Metcalfe Corridor
17. Multi-modal infrastructure. Transit. Green infrastructure. Complete Streets. Density. Ground floor activity/retail. Trees.
18. Along the same lines as a successful center, a successful corridor leads to or creates successful places with identity and unique characteristics.
19. Successful corridors connect destinations smoothly, efficiently, safely aesthetically and pleasurable. In addition to walkability,, corridors must be all-encompassing; whether automotive, bicycling/scootering, shuttling, rapid transit, subway, elevated trains. Futuristic presumptions will include aerial corridors that accommodate closer-to-ground navigations than those employed by/through commercial airways.
20. Make the roadways wide enough to accomodate foot and pedal traffic; well-painted crosswalks and functioning traffic signals.
21. Strategic stops and expansion to the outlying regions in the metro, Kearney, Smithville, and Platte City.

# Centers and Corridors Survey Results | 2024

22. good capacity, multi-modal, wayfinding, safe, views
23. Successful corridors have a variety of places to shop, eat and relax. They don't have to be large, but I do believe they need to have variety. People have to want to go and enjoy these places.
24. A corridor's characteristics can vary widely based on what they are designed for. Regardless of the intent of a specific corridor in an urban setting, they should all be designed to improve safety of the most vulnerable uses. Vehicular speeds should be reduced through physical design rather than speed limit signs. This comes from the narrowing of lanes, minimized building setbacks and street trees to reduce a driver's cone of vision, banning the use of slip lanes, and location more intense land uses nearest interstates to minimize the frequency of large vehicles from traveling through areas of communities where more people are on foot.
25. multi modal, with safe bike/ped corridors and connections to the trails and MetroGreen systems
26. A successful corridor brings desired traffic, both local and external, to the revenue producing areas of a community to allow for easy access to commerce and other entertainment venues.
27. A corridor is welcoming and easy to get to whether you are driving, walking or biking. It is likely an area that provides some kind of service to the members of the community - and that could be something different for each community - high school football field, dog park, barber shop where the old men shoot the breeze, splash pad or park, library, etc
28. Ease of access. Change in sequence, so maybe enters a natural area or in a town. Change in speed as it becomes more populated. But there is this continuum of uses as you move along the corridor.
29. Multi-modal, connects people to opportunities (jobs, medical care, education, healthy food, local businesses, housing); everything is within 15-minutes; ADA compliant
30. One that has the support of the local community and leaders. Early public education and engagements will help the local decision makers in getting projects approved.
31. Buildings located up to the street, shared parking behind the buildings, pedestrian pathways that connect all destinations on the corridor, a wide variety of commercial services offered, and complete streets that allow for all mobility types. The corridor should act as a centralized destination and be well connected to the surrounding community.
32. Successful corridors have a defined purpose. Either it's a corridor for "through" traffic like a highway, or it's a corridor for access or businesses and retail - like a commercial center street like 18th St in the 18th and Vine area. It should not try to be both for vehicle throughput AND be a commercial center, then it's dangerous - like Broadway or Prospect. These have lots of commercial, but too many speeding vehicles to make it feel comfortable to walk along.
33. "Roeland Park - Community Center Campus Mission - Johnson Drive between Nall and Lamar"
34. Variety of activities and connections
35. Improved infrastructure - reduce traffic congestions, safe and well marked pedestrian crossings and bike lanes, lighting and improved visibility, traffic speeds that accommodate all users; Design and land use patterns that support the community needs - vibrant retail, housing for all income levels, food options, parks; connections to other parts of the city.
36. A corridor which encourages and enables the use of more than one mode of movement. In development, modes should not look like an afterthought but anticipated as equally valued.
37. A road network that accommodates the needed modes. 2-lane, 3-lane, 4-lane, sidewalks, bike facilities. Land use plans that identify corridors so the needed r/w can be preserved.

# Centers and Corridors Survey Results | 2024

38. Successful corridors connect various centers within a community and/or region. They are designed to accommodate various modes of transportation, depending on the context/location, and are designed to ease the impact of travel within a community. Successful corridors are adequately landscaped to enhance the image of a community, and with various connections to surrounding transportation facilities (bike, ped, etc...) to make key connections to other neighborhoods, parks, shopping centers, etc.... within a community.
39. A successful corridor includes refueling or gas stations every 50 miles, at minimum.
40. Walkability, traffic calmed streets, local businesses, public park space
41. "A successful corridor provides proximity and access via mobility including public transportation and other modes supported by strong infrastructure investment paired to public transit service investments. The corridor's success is also directly linked to proximity to end users that connect residents with a 1/2 mile or less of the corridor to be able to walk, ride, bike, including local/regional transit access to their destinations. Accessing population proximity to the corridor and the corridor being connected to employment, jobs, healthcare and education opportunities is critical and well as purposeful support for investment resulting in density of users being able to leverage ""connectivity"" supported by frequency and efficiency in mobility access.  
  
The return to this focused model can be seen on Main Street, Troost and now Prospect helped by the planned and built environment that promoted and sustained transit-oriented development before the term came into common use going back to the early 1900's. More east-west arterials using this corridor/development concept need to be implemented."
42. complete street including green infrastructure
43. Much like good city centers, corridors are built for people, not just automobiles. They must accommodate several different modes of transportation and they must feel accessible and comfortable for a variety of different people.
44. Logic would dictate that successful corridors connect successful centers, and while this may be true for larger cities, successful corridors are usually the main commercial strip for smaller communities. That being said, factors of a "successful" corridors may be that it is the only commercial strip or its the highway running through town. Ideally, these thoroughfares are multi-modal transportation corridors that will take you to other important places but it allows people to have access to primarily commercial services that benefit the surrounding neighborhoods. Not as much of a draw from outside visitors but are critical to local residents. Great components would include appealing landscaping and architectural design, pedestrian friendly infrastructure and straightforward paths of travel.
45. A successful corridor is one where people - regardless of age or level of mobility - feel comfortable moving from place to place without the use of a single occupancy vehicle. Whether on foot, by bike (including having places to grab a shared bike and to lock their personal bike), or waiting for transit, people should be able to get to destinations within a three or five-mile corridor independently. A successful corridor also supports - without interruption - efficient delivery services and ride hailing services.
46. Interconnected paths that link to a variety of destinations including housing, work, entertainment, institutions (healthcare, education, governmental, parks, etc.) and shopping. Successful corridors allow for access to and from each area.
47. Coordination and partnership. easy Multimodal transfers.
48. Frankly, I'm not even certain if I can define "corridor" in a planning context. In its simplest meaning it would connect two or more "centers". In the region, that often means a large collector or arterial roadway designed to move traffic. Other than being safe for all users, I'm not sure what else to expect.
49. "More slow speed ~15mph, safe and efficient flow of multimodal traffic for walking, biking, busing, trains.

# Centers and Corridors Survey Results | 2024

More moderate speed ~25mph, buffered corridors with flow of multimodal traffic for walking, biking, busing, trains and autos.

Less high speed corridors ~30mph+ wide unbuffered corridors that induce higher speeds of traffic.

More traffic speed enforcement, more traffic calming design. "

50. Likewise I think a successful corridor is one that contains several developments/tenants that draw people to that area. Multiple fun places to go, not just one big entity. I think people like a variety of options when choosing fun places to hangout, shop, eat, etc...Once you have developments that draw in the people, then I think the continued success for those developments will rely on good street networks to get people there safely and efficiently. If an area is a traffic nightmare, that would deter me from going there. I think access control is a big must have. Lots of driveway entrances to every little development cause access control issues with congestion and more frequent crashes. Control the access and provide safe comfortable pedestrian and bike facilities and public transit options. If it looks nice, people will be more likely to use it. Run down looking bus stops and crumbling sidewalks with all kinds of utility poles and trash are not appealing or safe looking for those looking to go out and have fun and spend money into the local economy. Example could be Johnson Drive, between Lamar and Roe Ave in Mission. Lots of shopping, eating options with great pedestrian facilities. Downtown Lawrence, KS on Massachusetts Street.
51. A successful corridor is multimodal, has planned and created ways to lower the amount of congestion, and has the smallest physical impact on the land surrounding it. I also believe that a successful corridor will promote sustainability.
52. Safe for all modes (design, lighting, traffic management, and reducing conflicts thru access controls), pleasing aesthetics, adequate travel capacity to avoid heavy congestion/delays, compatible land uses/business/housing, good "scale".
53. Successful corridors provide efficient and comfortable travel between centers, including complete streets with sidewalks, comfortable transit stops, protected bikeways and vegetative buffers. Linked trail corridors that connect activity centers could also be considered successful corridors.
54. Multiple ways to move through the corridor/multimodal options, full occupancy, few empty lots, gateways.
55. Ease of parking
56. Tree-lined, pedestrian/bicycle friendly. Traffic can move along but not freeway speeds. Think Ward Parkway with better bike-ped facilities.
57. A successful corridor should provide mass transit services that connect to other corridors and to places that people work, live, and recreate. I am in favor of increased bus rapid transit services on our corridors perhaps paid via regional funding sources?
58. Transportation ease and options, financial stability, well planned and maintained infrastructure, economic development opportunities.
59. A successful corridor should be a one stop shop. A place that potentially provides the ability for a person to be able to live, work and play.
60. My center is suburban, and so my corridors tend to primarily be highways. I envision corridors as connectors between centers of all sizes and types, but without running through them. Offshoots and byways would connect the centers to the corridors. Corridors should provide efficient transport from center to center without significantly interrupting the activity within them. Did Barry need to be widened to encourage all that traffic on the shortest distance between points? Nope. There were other routes and access points.

# Centers and Corridors Survey Results | 2024

61. Minimal one-way streets - full-sized lane lines that avoid 1/2 lanes near parked vehicles - AI traffic signals - adequate pedestrian walk ways/bicycle/scooter - clean and unobstructed ingress/egress access points - advanced all-weather pavements and walk-ways - efficient/safe street-level public transportation
62. A successful corridor provides transportation conveniently and much more quickly than the local routes.
63. Traffic managed, safe for travelers, signage
64. Elements that contribute to a successful corridor include: accessible routes for all ages and abilities and modes of transportation, sidewalks, bike routes, trails, and green infrastructure.
65. A successful corridor includes various transportation options, diverse retail and restaurant options and incorporates open space in a unique manner.
66. First and foremost is increased traffic flow. The replacement of traffic signals with more efficient grade separated interchanges along corridors like US 71, State Hwy 291, 210, 350, and Shawnee Mission Pkwy will increase traffic flow, eliminate congestion, and reduce traffic on surface streets. Maximize pavement for the movement of motor vehicles, not alternate modes. I'm tired of roads getting lane dieted, which only leads to increased congestion, displaced traffic and loss of business along the corridor. We need to focus on alternate roads NOT MODES. Don't waste any more money on the boondoggle known as the downtown trolley. While "trendy," it does nothing to improve traffic flow, and only wastes money that could be used for interchanges instead to reduce congestion and improve air quality by removing traffic signals and replacing them with grade separated energy changes.
67. Corridors should generally exhibit the same characteristics listed above for centers. The primary difference is that corridors serve as the connecting fabric between centers (and between neighborhoods and centers), while centers serve as gathering spaces, destinations and focal points of activity.
68. Corridors that incorporate an interesting diversity of uses and varying commercial businesses or residential architecture that is context-specific and utilizes elements of good space planning or spacial massing; complete streets elements that provide an environment that is safe and efficient for vehicles, pedestrians, and bicyclists while using natural features for beautification and environmental benefits
69. Connected to multiple centers. Hosts a variety of transportation modes: car/pedestrian/bike/public transit. Serves multiple housing options hopefully in sufficient density to support services along the corridor and transit. Hosts multiple neighborhood services to serve surrounding housing.
70. I need more information on this to respond.
71. a location which everyone within a community can access whether by their own vehicle or public transportation or biking.
72. "Objective - Aim towards streetscape solutions that promote healthy outdoor habits, multiply sources of healthy foods, and provide economic resiliency.
73. Directives -
  - A. MAINTAIN A SCALABLE BUFFER BETWEEN CORRIDORS AND NATURAL STREAMWAYS
  - B. RESERVE SPACE FOR CREATION OF LAKES AND PONDS PRIOR TO ROAD IMPROVEMENTS
  - C. CREATE CONTINUOUS PARKLAND ALONG GREENWAYS CONNECTED WITH A TRAIL NETWORK
  - D. ROADWAYS SHOULD HAVE DEVELOPMENT ON BOTH SIDES OF THE ROAD
  - E. EACH TRAVEL MODE SHOULD HAVE ITS OWN HIERARCHY OF FACILITIES



# Centers and Corridors Survey Results | 2024

F. ELIMINATE SKEW OF SIDEROADS AT INTERSECTIONS

G. RIGHT-SIZE PEDESTRIAN CROSSING DISTANCE AND DEVELOP A FREQUENCY OF CROSSING OPPORTUNITIES

H. PROMOTE SHARED PARKING BEHIND BUILDINGS"

74. Mixed Use and Aesthetically Inviting Place for Pedestrians with Parking, Street Lighting, Street Furniture, Street Trees and Access Management (Limited or No Driveways).

75. complete streets, mass transit routes, short distances between centers.

76. Defining a successful corridor to me changes depending on the intent of the use of the corridor. However, there are a few commonalities regardless of the use. For example, there should be multiple modes of transportation that connect people to the goods and services they need with no significant barriers. The corridor also needs to feel safe for all modes of transportation and fit the culture and unique identity of the community (or subset of the community). For example, a corridor that transitions from a commercial mixed-use area to a thoroughfare or residential or rural area. There are lots of examples of this in the KC Metro and other cities that have adopted a "Complete Streets" policy. Most successful corridors have a long-range plan that engages the community for meaningful input to help define the needs of the community beyond making decisions based on traffic volumes.

77. A successful corridor is something that provides goods and services to the community without compromising the future generations. Where we can implement sustainable design into the community so that we don't need to be reliant on driving a car everywhere. We can if we wanted to but that isn't the only choice for everyone. There are places that are moving in the right direction, but there are no places where we can get everywhere without a car. There is a long way to go in that aspect in the region. We still need to build the transportation network to allow for alternative modes of transportation to be possible.

78. A successful corridor has easy access to transit is walkable, and has a variety of street frontage (stores, homes, parks, etc.) that keep the walk engaging and offer connection to services and amenities along the route.

79. "This depends on what the definition of a "corridor" is for a respective area, such as regarding its boundaries, (size, length, width), and its function, purpose, type, etc.

Corridor Location – Urban, ex-urban, suburban, rural, small town, bedroom community, large suburb, large city? Commercial, industrial, residential, etc.? A mix of these?

Social health of the "corridor" – Low crime and varied types of activity within and around the "corridor".

Financial health of the "corridor" - Good real estate practices and operations within and between each of the commercial, business/retail, residential, industrial, mixed-use areas, and the same for the zoning (or lack thereof) and real estate that surrounds and feeds into the corridor.

The physicality of the "corridor" - Amenities, access, cleanliness, architectural scale, balanced mix of commercial, business/retail, residential, recreational, industrial etc. within the corridor and within a certain radial distance of each other for respective corridor areas.

(Why does question 3 have such a significant jump in its choices (from 10-25K to 25K-100K)?)

80. Easy access and safety

81. Multimodal transit options, daytime population, and residential density.

82. Well maintained route. Access includes public transportation.

# Centers and Corridors Survey Results | 2024

83. "Corridors need to be extended into rural areas of the MARC region. Although about 20% of Americans live in a rural area, 40% of traffic fatalities occur on rural roads. The fatality rate per 100 million VMT is 1.5 times higher in rural areas than in urban areas. A successful corridor in rural areas allows families and rural businesses to safely travel to school, church, shopping, jobs, etc. The corridors also need to be designed/improved to allow large farm equipment to safely travel roads being used by school busses, delivery vehicles, and passenger vehicles. They will not have the traffic volumes, congestion, etc. issues that are present in an urban setting, but do have many of the same funding shortfalls that are common everywhere.

(data from NHTSA can be found at [chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813488#:~:text=In%202021%3A&text=There%20were%2015%2C322%20\(39%25\),17%2C103%20\(40%25\)%20traffic%20fatalities.&text=There%20were%2023%2C959%20\(61%25\),25%2C598%20\(60%25\)%20traffic%20fatalities](chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813488#:~:text=In%202021%3A&text=There%20were%2015%2C322%20(39%25),17%2C103%20(40%25)%20traffic%20fatalities.&text=There%20were%2023%2C959%20(61%25),25%2C598%20(60%25)%20traffic%20fatalities)).

84. The rural areas get traveled the same as urban areas along with farm equipment, tractor trailers, busses, delivery vehicles, Marc needs to know that improving those areas helps establish safe roads for all travelers as well. Lets make it safe for everybody.
85. I am torn between a corridor of a narrow city street. Buildings almost want you to come inside, cars and people both have access through the street, this would be in line with the Parkville example. The road that leads to Main Street has a particular feel. While there is no street parking. The buildings are low, but it is dense. The second thought I have is that about complete streets, trying to input all formats of accessibility. The drawback to this is the space it takes up; streets have to become twice the size of my previous example.
86. Connectivity to a mix of uses along the corridor, multi-modal (both public and private accommodations for pedestrians and bicyclists), consistency and continuity in streetscaping (street trees, landscaping, fencing/walls, screening, public and private signage - including wayfinding signage, etc.), placemaking at major or notable intersections (plazas, small gathering spaces, etc.), higher than average walk scores.
87. walkability, diversity of commercial offerings or a specific purpose shared with many. Transportation, location vs. purpose, safety, creativity and constant evolution, continuity, self investment, mix use, mix income offerings, cultural popularity, quality production of events
88. A successful corridor moves people and goods to where the community needs them whether that be homes, employment, or recreation. Olathe's corridors should serve the community's needs, which means good internal and external connectivity.
89. In Richmond, we are served by two limited access Missouri Highways - 13, and 10/210. We enjoy pedestrian corridors along Hwy 13. Additionally, the Hwy 13 Missouri River bridge directs traffic through Richmond, as an alternative river crossing to Hwy 291 and Interstate 435. In the future we seek to improve local corridors with the additional of bike routes, trails, and expansion of pedestrian sidewalks.
90. A successful corridor is one that can accommodate both vehicular and pedestrian traffic at a comfortable scale. I don't know any corridors that fit that description.
91. Commercial components of the development must be located at intersections that have good visibility and access to allow easy access to the developments. There should also be sufficient residential density in close proximity to commercial or mixed use nodes with good connectivity to activate and support the nodal development. The City of Leawood Leawood is starting to experience more demand within the 135th Street Corridor with the approval mixed used development including East Village, One35 Mixed Use Development, and Oxford Promenade.

# Centers and Corridors Survey Results | 2024

- 92. Ease of movement, whether that be bike/ped, vehicular or transit. The corridor must be well maintained and easily traveled.
- 93. Corridors should be tailored to their purpose. If the purpose is moving cars during rush hour, then adding lanes and reducing conflicts are important to allow the free flow of traffic. If a corridor is in a local community, then amenities such as recreational cycling, walkability, safe routes to school, access to parks, school, access to commercial areas from minor roads, are important. Commuter cycling is not a realistic goal for the entire metro area, but safe routes for cars, cyclists and pedestrians, safe parking areas, safe truck access are important goals.
- 94. Mixed commercial uses, housing at all price points, transit adjacent, attractive gathering spaces, cultural points / institutions, educational opportunities / facilities.
- 95. Same as for a successful center.

DRAFT