

# Nieman Renewed

## A RIGHT-OF-WAY REALLOCATION PLAN

**BHC RHODES**

**RDG PLANNING & DESIGN**

**MCCURDY ENGINEERS**

**GROUNDWELL CONSULTING**



# ACKNOWLEDGMENTS

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Participation of numerous project stakeholders including property owners, business owners, and residents in and near the Nieman Corridor

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# 1 EXECUTIVE SUMMARY



This section presents a brief summary of the process, findings, and recommendations of the Nieman Road Right-of-Way Reallocation Plan.

## INTRODUCTION & RELATED INITIATIVES

The City of Shawnee was awarded Transportation Alternatives Program funding administered by the Kansas Department of Transportation (KDOT) for the Nieman Road Reallocation of Right-of-Way Study. The study was intended to achieve the following objectives:

- Accomplish next steps of implementation from previous City efforts
- Develop preliminary corridor layout for improving:
  - Image of corridor
  - Movement along the corridor (multimodal)
- Prepare final plans for restriping Nieman Road
- Coordinate with Linking Historic Shawnee trail project

The study built upon several previous and current efforts by the City of Shawnee:

- Downtown Design Guidelines
- Shawnee Mission Parkway Visioning Study
- Community Connections Plan
- Linking Historic Shawnee
- Turkey Creek Tributary Drainage Improvements (Nieman Middle Corridor)

## STUDY TIMELINE

Significant milestone dates for the study process were as follows:



- |   |              |
|---|--------------|
| • Study Begins  | Oct. 2015    |
| • On-Site Work Sessions                                       | Jan/Feb 2016 |
| • Draft Recommendations to City                               | Apr. 2016    |
| • On-line Survey, Presentation to Council & Public Open House | May 2016     |
| • 90% Plans for Re-Striping                                   | June 2016    |
| • Draft Final Report to City                                  | July 2016    |
| • Presentation of Final Recommendations to Council            | Aug. 2016    |

## PUBLIC ENGAGEMENT

The Nieman Road study included a significant effort to engage the public in order to:

- Inform them of the study process
- Assess current satisfaction and complaints regarding the corridor and its adjacent properties
- Discuss access management strategies
- Determine multi-modal (auto, bicycle,

## EXECUTIVE SUMMARY



- pedestrian) preferences
- Seek feedback on identified corridor improvement alternatives
- Shape the final study recommendations presented to City Council

Several methods were used to promote this interaction with the public:

- A kick-off letter was mailed to property owners within the study limits to make them aware of the study, its objectives, and ways in which they could be involved.
- On-site meetings in January and February were held to allow the consultant team to have numerous one-on-one sessions with residents, business owners, and officials.
- An open house was held in May to present alternatives for the corridor, and an on-line survey was hosted thru the end of the month to allow for feedback on several key questions discussed during the open house.



## EXISTING CONDITIONS

The following characteristics were identified for the existing Nieman Road corridor:

- Nieman Road is a 4-lane undivided street functioning as a major collector/minor arterial route. Sidewalk is in place along both sides of Nieman, with widths varying between 4 feet and 10 feet, but the narrow separation from moving traffic produces a generally unfriendly pedestrian environment.
- Existing right-of-way is generally 60 feet-66 feet within the study limits, with more constricted conditions at north end near 55th Street.
- Current average daily traffic along Nieman is approximately 10,000-15,000 along the corridor (lighter at north end and heavier at the south end).
- There are existing traffic signals at Johnson Drive and 55th Street intersections. The existing traffic signal at Johnson Drive has to operate less efficiently because of a lack

of dedicated left-turn lanes for north-south traffic.

- The large number of access points along Nieman, combined with a lack of dedicated turn lanes, has created a situation in which there is a heightened risk of rear-end accidents along Nieman due to inside lanes functioning as intermittent left-turn lanes.
- Public comments gathered during the planning process indicated disagreement over the role of bicycles on Nieman Road. Some participants believed the street should be a complete street in its final design, accommodating all forms of transportation. Others considered it primarily a facility for motor vehicles, and believed bicyclists should be routed elsewhere.



### Land Use and Urban Character

The mile-long Nieman Road segment that is the subject of this plan has four distinct land use and character segments:

## EXECUTIVE SUMMARY

1. The commercial “strip”, displaying many of the characteristics of an auto-oriented general commercial corridor in an established urban setting.
2. The town center, incorporating the historic core of Shawnee at the Nieman and Johnson intersection.
3. The downtown frame, with mixed commercial, light industrial, and automotive uses, typical of the edge zones around a traditional town center.
4. The residential segment, characterized by single-family detached homes between 57th and 55th Streets.

### Historic/Cultural Features and Opportunities

Nieman Road as a corridor has a number of rich opportunities for historic interpretation. It provides immediate access to two important cultural features: Shawnee Town 1929 and the Wonderscope Children’s Museum of Kansas City. But as an urban environment, Nieman Road itself can help communicate the stories of its development and that of Shawnee. Signs are currently in place noting two Santa Fe Trail historic sites – the Gum Springs site at 59th and Nieman and the Shawnee Indian Cemetery at the end of 59th Terrace east of Nieman. There are a number of other sites of interest along Nieman Road that could be highlighted.

**Utilities**

As with any established urban corridor, there are a number of utilities located along Nieman Road. Power, sanitary sewer, stormwater, gas, telecommunication, water lines and structures are located above and below the ground within the public right-of-way.

**ALTERNATIVES**

**Johnson Drive Signal**

The single most significant delays along the Nieman Road corridor are due to the splitphase traffic signal timing currently in operation at Johnson Drive. In order to improve signal operation and reduce vehicle and pedestrian delays, the lane arrangement for Nieman Road would need to allow for left turns to occur simultaneously. This would mean vehicles must use at least one lane dedicated for left turns. Identified options were reconfiguring the intersection for either a 3-lane roadway on Nieman, or widening to a 5-lane roadway, plus right-turn lanes where needed. Either option required roadway widening, and the 5-lane option would require additional right-of-way to be purchased.

**Pedestrian Crossings**

Two options for additional pedestrian crossings along the corridor were examined during the study. They can only be constructed at

intersections and require higher traffic volumes than are present on Nieman Road at any of the existing stopcontrolled intersections. Pedestrian Hybrid Signals (also known as HAWK signals) are another option but can only be placed mid-block. The benefit of a pedestrian hybrid signal is it is only on when triggered by a pedestrian so the delay to vehicles on the corridor would be minimal and they are highly visible to increase the safety of the pedestrian.

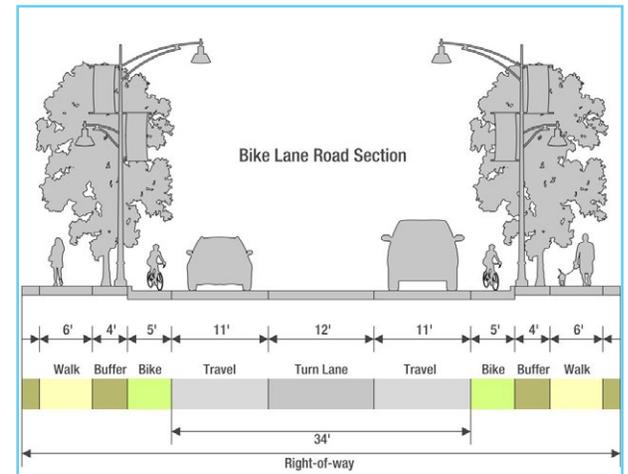


A comprehensive traffic engineering study would be required to determine if these locations are appropriate for installation of hybrid pedestrian crossing signal. Along with the pedestrian hybrid signal, other traffic devices such as high visibility pavement markings/signage and a pedestrian refuge island can be used to increase driver awareness at the midblock crossings.

**Lane Reconfiguration**

Changes to the lane configuration of Nieman Road were considered in order to better balance the needs of motorists with those of bicyclists and pedestrians. Three different alternatives were identified:

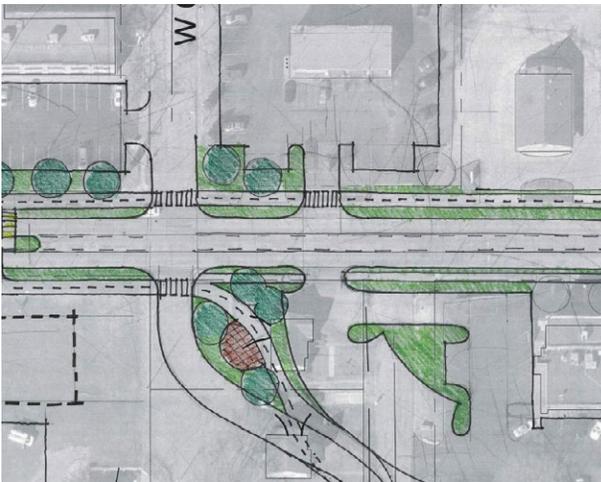
- 4-Lane: a minimalist approach to making changes to Nieman; focus on limited widening for turn lanes or pedestrian crossings.
- 5-Lane: conventional approach of widening street to add a center left-turn lane in addition to existing four lanes.
- 3-Lane: combines inside lanes into a center left-turn lane; additional space can be used for bicycle/pedestrian facilities.



## Intersecting Streets

While there currently are not any major operational issues with the existing Johnson Drive approaches to Nieman, two opportunities to add on-street parking for nearby businesses were brought up during the on-site work sessions. Either option would likely have a negative effect on travel delays at this intersection due to the need to adjust the signal phasing. These options would only be considered if enhanced on-street parking facilities are deemed to be a major priority for the community.

An opportunity to better align intersecting streets (61st and Roger Road) while creating an improved parking arrangement for a private business was identified during an on-site work session. It would be possible to shift Roger Road south approximately 130 feet to align with 61st. The vacated right-of-way could be used



by the adjacent popular business to provide more parking, as well as provide a location for landscaping, monumentation, an historic marker, or other similar streetscape features to enhance aesthetics. This option would require the purchase of at least two residential lots and several hundred feet of street reconstruction, but could be worthwhile if the adjacent business was considering purchasing some of this property for parking expansion.

## Bicycle Facility Alternatives

An array of facility types can be applied to ensure bicycle mobility in the Nieman Road corridor and to potential regional routes. These include the following:

- *Share-the-road (STR) streets*: On STR streets, bicyclists and motor vehicles operate in common right-of-way. STR routes are sometimes identified by the “sharrow” or shared lane pavement marking and MUTCD “Bike Route,” “Share the Road,” or “Bicycles May Use Full Lane” signage.
- *Striped Shoulders*. The four to three lane diet conversion provides adequate space for three standard lanes (34 feet) and shoulders of 5 to 6 feet. These shoulders may be defined by a white line without specific designation as a bike lane.
- *Bike Lanes*. Bike lanes are shoulders specifically marked as lanes reserved for bicycle use. Conventional bicycle lanes

## EXECUTIVE SUMMARY

usually provide for one-way movement in the same direction as motor vehicles, and are ordinarily identified by compliant bike lane pavement markings and optional signs.



- *Sidepaths*. Sidepaths are wide paths (typically ten-foot minimum width but eight feet in constrained situations) located within a street right-of-way but fully separated from travel lanes, usually by curbs. They are sometimes referred to as “widened sidewalks” or “multi-use trails.”
- *Bicycle Boulevards*. Bicycle boulevards are segments of parallel major streets, and serve the same destinations as busier arterials. In the study corridor, bicycle boulevards are streets or combinations of streets that provide alternatives to Nieman Road that serve the same destinations and provide similar regional continuity. Examples of candidate streets include Barton Drive, King Street, or Flint Street.



### Access Management

Corridors like Nieman must balance the competing purposes of moving vehicles efficiently, while also providing convenient access to all properties along the street. The following alternatives to access management along Nieman were identified:

- “No change” - Leave access points (intersections and driveways) as they currently exist.
- Limited “consolidation” – Identify properties with multiple drives and adjacent properties that already have connecting parking lots that may be candidates for closure of “extra” drives, or consolidation of the number of drives serving each block of Nieman.
- Significant consolidation of entrances – More aggressively consolidate driveways and direct more access to properties via intersecting streets south of Johnson Drive.
- Full access control – Consolidate the number of entrances and construct medians along Nieman to physically limit the locations where vehicles can turn left.

### Streetscape

Streetscape elements include functional elements like seating, shelter, trash receptacles, and bicycle parking; and special features like public art and lighting. Landscaping may be clustered around nodes or in places that provide a reasonable of space. Adjacent development can provide opportunities for larger scale green spaces. For example, public space should be incorporated into redevelopment projects on sites identified in this plan or the earlier Community Connections study.

## RECOMMENDATIONS

### Roadway

Based on our evaluation of the criteria; discussions with businesses, residents, and other stakeholders, and the results of the community survey; **we conclude that a 3-lane section roadway, with a sidepath on the east side of Nieman, is the best course of action for the future of the Nieman Road corridor.** The reasons for this recommendation are:

- The 3-lane option with a 34-foot street section (except at major intersections) provides appropriate capacity and traffic flow.
- It reallocates real estate in the right-of-way in a way that provides the space necessary to create an attractive streetscape and provide a more comfortable environment for non-motorized users.

## EXECUTIVE SUMMARY

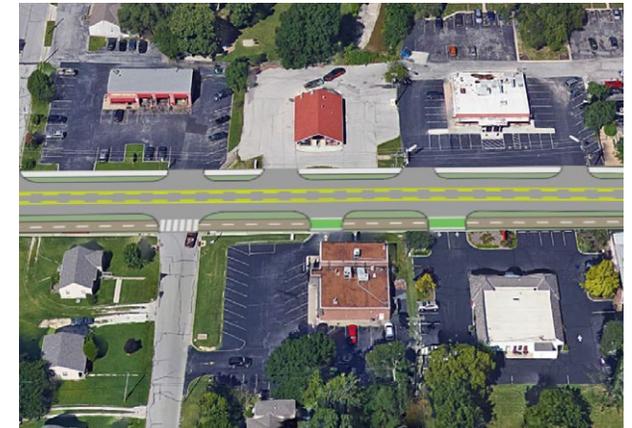
- It provides the greatest level of comfort for users of all capabilities. It is important to note that sidepaths do present significant issues at intersections, requiring application of the standards identified in the study.

### Traffic Signal Improvements

The northbound and southbound lane configuration should be changed significantly



at Johnson Drive and Nieman Road. Split phase signal timing should be replaced with simultaneous northbound and southbound movements. A traffic signal modification to include flashing yellow left turns will allow the signal to run permitted/protected northbound and southbound.



## Access Management

It is recommended the “limited” access management measures shown at the public open house should be implemented. These recommendations call for the following:

- Eliminate drives on properties that have multiple entrances on Nieman, especially if they also have access to a side street.
- Several drives should be moved slightly within the respective properties to better align with drives or intersecting streets on the opposite side of the street.
- Work with future redevelopment initiatives to reduce the number of drives on Nieman and direct more traffic to use the side streets.

## Utility “Cleanup”

We recommend the City determine whether adequate funds are available to have overhead utilities relocated to underground facilities. The cost differential between “undergrounding” and relocating overhead utilities to be behind the buildings on Nieman is small enough the City would likely be able to afford “undergrounding” if relocation to the rear of properties were feasible.

If funds are not available for “undergrounding”, it is recommended the City work with overhead utilities to use poles and enclosures that are more decorative in appearance. It may also be a consideration to mount banners or other items on these poles that would draw the eye to

something more attractive and away from wires and unattractive enclosures.

## Off-Corridor Actions

In order to complete Nieman Road as an attractive, multi-modal transportation corridor that serves both the community and adjacent residents, businesses, and property owners, several actions should be implemented off the mainline. Recommended actions include:

- Completion of the Nieman Road Corridor stormwater projects (North, Middle, and South) by 2019.
- Completion of the link to the Turkey Creek Streamway Trail as a cooperative project of Shawnee and Merriam.
- Rehabilitation/reconstruction of 60th Street and Flint Street, including bicycle and pedestrian-friendly components.
- Upgrade of Barton Street.
- Barton and Johnson Parking Lot.
- Sidewalks on intersecting streets.



## SEQUENCING & IMPLEMENTATION

The most effective method of implementing these recommendations would be done in two phases:

### PHASE 1

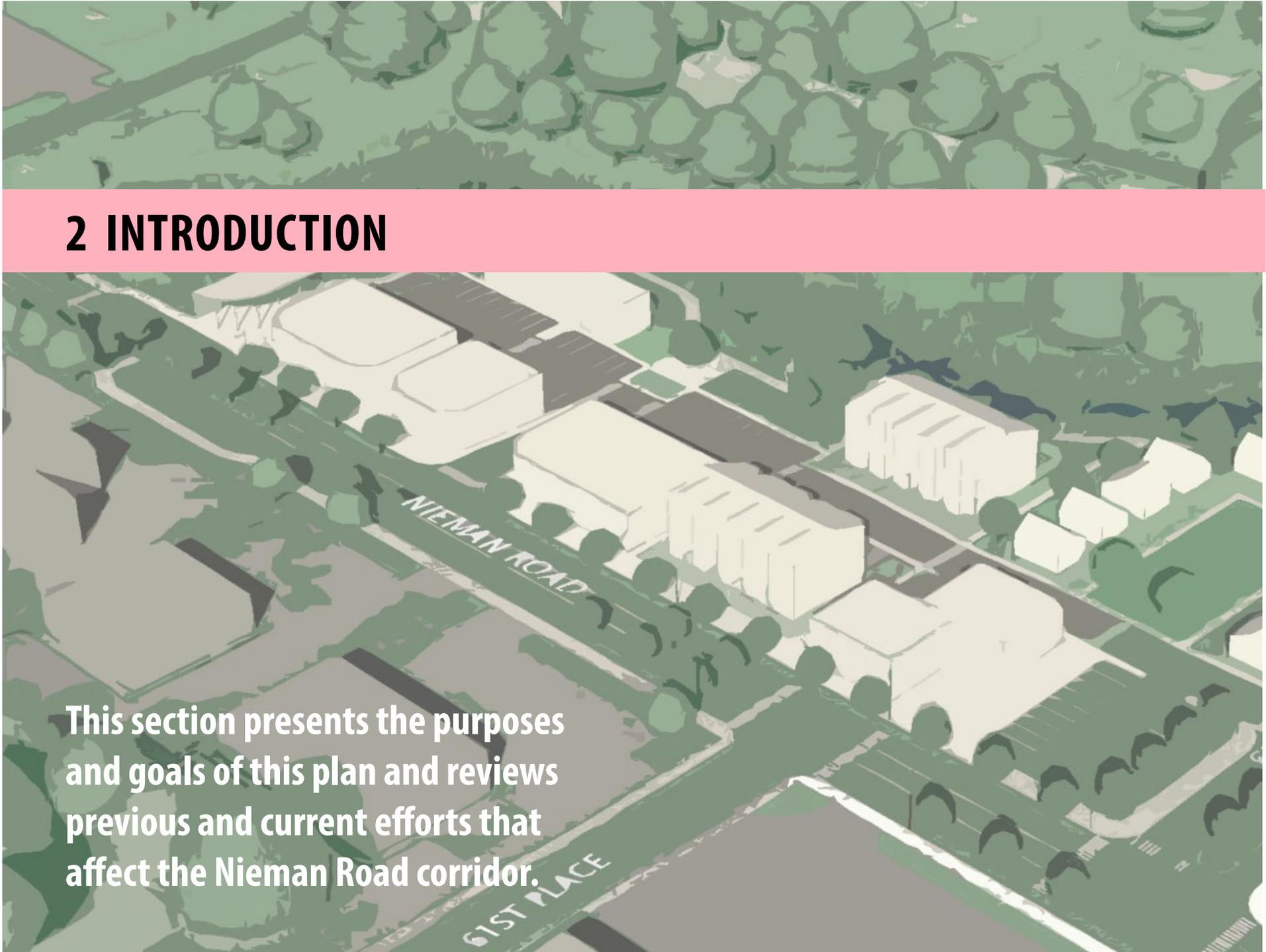
- Temporarily re-stripe Nieman Road as a 3-lane street (a 14-foot center left-turn lane with outside lanes 13 feet-15 feet wide).
- Begin coordination with utility providers to develop options for more aesthetically appealing options above ground equipment.

### PHASE 2

- Reconstruct Nieman Road and shift the east curb line (both curb lines in select areas) to narrow the street to a standard 3-lane section and construct new sidewalks and a sidepath on the east side of the street.
- Signal modifications would be done at that time to accommodate the narrowed street and satisfy ADA requirements.
- Drives would be shifted or eliminated where called for.
- Limited streetscape elements can be incorporated within right-of-way.
- Aboveground utility poles and enclosures can be replaced or moved underground.

## 2 INTRODUCTION

This section presents the purposes and goals of this plan and reviews previous and current efforts that affect the Nieman Road corridor.



## 2.a-b Purpose & Prior Work

The Nieman Road Right-of-Way Reallocation project has the following objectives:

- Accomplish next steps of implementation from previous City efforts
- Develop preliminary corridor layout for improving:  
Image of corridor
  1. Movement along the corridor (multi-modal)
  2. Prepare final plans for restriping Nieman Road
- Coordinate with linking historic trail project

### Prior Work

#### Downtown Design Guidelines

Design guidelines for Downtown Shawnee were developed for the City of Shawnee in 2003. These guidelines included the following elements:

- Ground level storefront components including entryways, windows and materials.
- Upper story components including windows, parapets and cornice details, materials, and features not encouraged.
- Renovation and new construction including general design requirements, proportions and composition of facade, facade element alignment, regulatory requirements, and demolition.
- Building ornamentation including awnings, color selection, signage, and lighting.
- Rear entrances, alleys and pedestrian corridors.

Implementation of the Downtown Design Guidelines is aided by the Downtown Partnership, which offers tax rebates, grants, loans, and incentives to support business owners in implementing improvements.

## INTRODUCTION

### GROUND LEVEL STOREFRONT COMPONENTS



#### Storefronts Elements

Ground level components are intended to accommodate pedestrian interaction. The storefront provides the business owners with the opportunity to display their goods and services. The transparency of the display windows gives the pedestrian visual access to goods and services located within the building.

The storefront is commonly made up of standardized components. At the bottom is a base panel or bulkhead, usually of brick, stone or wood. Above are large glass display windows. A horizontal framing member, creating a transom, may subdivide this large expanse of glass near the top. A projecting horizontal molding, or storefront cornice, caps the storefront above the transom. The store's sign may be integrated into this band or may be placed just above it. Pilasters give a well-defined frame for the storefront.

## 2.a-b Purpose & Prior Work

### Prior Work

#### Shawnee Mission Parkway Visioning Study

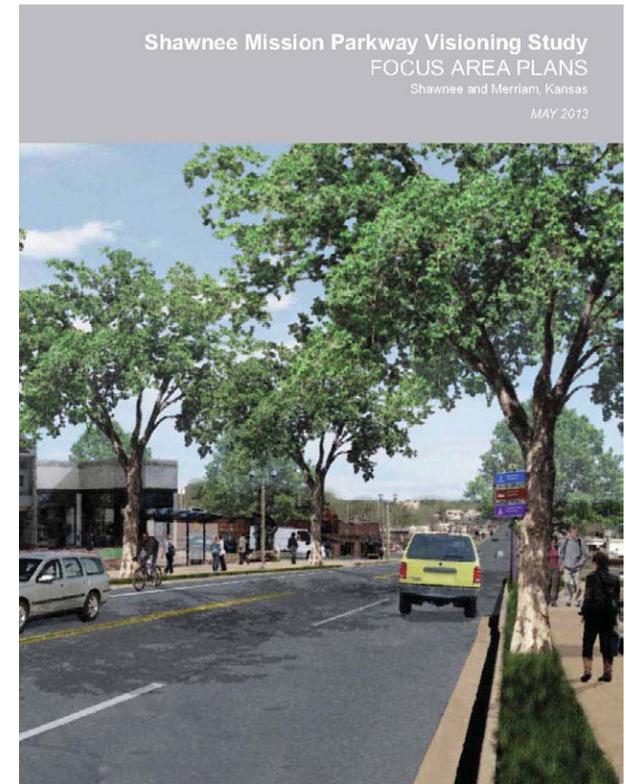
The Cities of Shawnee and Merriam, in partnership with the Mid-America Regional Council, conducted a visioning process for Shawnee Mission Parkway and two key focus areas – Nieman Road and Antioch Road. The following are the key recommendations from the study:

- Create neighborhood or town centers, including a mixture of places to live, work and play at the Nieman Road and Antioch Road focus areas.
- Install a grid network of streets along Shawnee Mission Parkway to help facilitate future redevelopment and improve traffic flow and circulation.
- Implement access management strategies, including cross connections between parking lots, in order to improve overall traffic flow and circulation.
- Improve transit service along Shawnee Mission Parkway to connect the area with the rest of the metro and serve transit dependent populations.

- Install bus shelters and related amenities in order to encourage more people to use transit along Shawnee Mission Parkway.
- Use shared parking strategies in order to reduce the amount of space needed for parking in new developments along Shawnee Mission Parkway.
- Consider narrowing Antioch and Nieman to three lanes to provide for safer left turns, reduce vehicle speeds, and facilitate the development of more “Main Street” style development along these two corridors.
- Encourage higher density development along Shawnee Mission Parkway, in particular at the focus areas at Nieman and Antioch Roads.
- Rezone the corridor to a mixed-use designation in order to provide property owners with greater flexibility in redeveloping their properties.
- Create architectural and design standards to guide the look and feel of the corridor.
- Continue to install trees, landscaping, civic plazas, signage and wayfinding

## INTRODUCTION

improvements, public art and other improvements along the corridor in order to improve its appearance and overall marketability.



## 2.a-b Purpose & Prior Work

### Prior Work

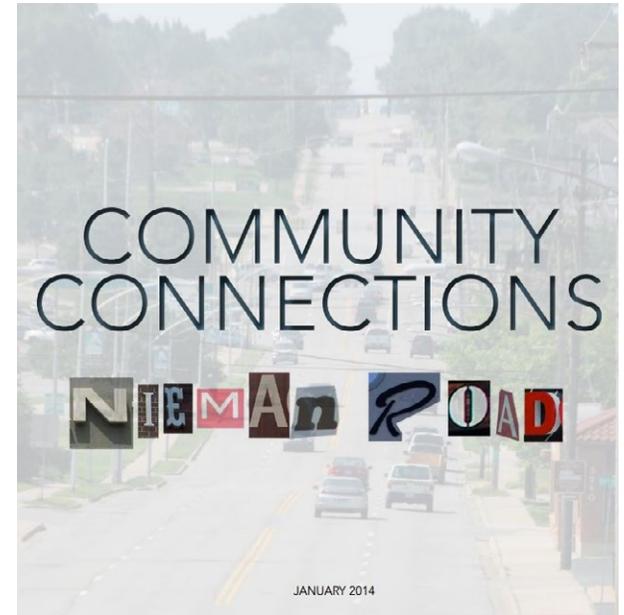
#### Community Connections Plan

The City of Shawnee, in partnership with the Mid-America Regional Council, sponsored the Community Connections - Nieman Road Study to examine and develop a future vision for the corridor from Shawnee Mission Parkway on the south to 55th Street on the north. The plan was completed in December 2013. The planning principles identified in the study were:

- Attract a wider variety of businesses to the corridor to serve the community.
- Encourage the reinvestment in or revitalization of underutilized properties.
- Retain and support existing businesses and integrate new uses with them.
- Employ “placemaking” technique to create a recognizable ambiance.
- Maintain a healthy, stable housing stock in adjacent neighborhoods.
- Encourage a range of new housing types throughout the corridor.

- Examine multiple ways of commemorating and interpreting local history.
- Enhance the safety and image of the corridor through state-of-the-art lighting.
- Increase the tree canopy along the street to frame the corridor and offer shade.
- Apply methods of traffic calming while maintaining a smooth flow.
- Manage the collection and infiltration of stormwater through natural methods.
- Encourage walking and transit use through improved sidewalks and separation from traffic lanes.
- Encourage bicycle use by various methods.
- Recognize the transitional nature of commercial activities within the corridor between Shawnee Mission Parkway and the downtown core.
- Examine the addition of public space for community events.

## INTRODUCTION



- Identify catalyst projects that can spur transformation of the corridor.
- Build champions to advocate public and private investment in the corridor.

Short (0-5) and long-term (5-10) year implementation tasks for the corridor were identified.

## 2.c Concurrent Efforts

Several other projects were underway at the same time the Nieman Road Right-of-Way Reallocation project was being completed.

### Linking Historic Shawnee

As a follow-up to the Community Connections Plan, the City of Shawnee received a Planning Sustainable Places grant from the Mid-America Regional Council to identify and prioritize bicycle and pedestrian linkages from Nieman Road to the Turkey Creek Trail in Merriam. The scope includes identifying the best routes for access and crossings and determining preliminary street design that can be retrofitted into the existing neighborhoods.

The study is currently underway. Alternatives currently have the connection with Turkey Creek at 61st Street and then either:

- Continuing on 61st to Ballentine north to 60th Street.
- Turning north on Melrose Lane to 60th Street.
- Turning south on Melrose Lane to 62nd Street.

The study will be completed in August 2016 with a selected alternative.

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### Turkey Creek Tributary Drainage Improvements (Nieman Road Corridor Middle Project)

The Turkey Creek Tributary requires substantial drainage enhancements just north of Shawnee Mission Parkway at Nieman Road. The City of Shawnee designed this project in the Spring of 2016 and is projected to start in the fall of 2016/spring 2017. The project requires the construction of approximately 1,600 linear feet of improved channel that includes removing five residential structures and almost 60 trees. New sidewalks, driveways, sanitary sewer, and a pedestrian bridge will be constructed in the project area. The project construction is to begin as soon as possible.



### 3 OVERALL PROCESS



This section describes the process that produced this plan, including its specific tasks, schedule, and community engagement program.

## 3.a Key Tasks & Deliverables

For this project, the key activities and products to be accomplished included:

- Complete preliminary corridor design plans for a recommended Nieman Road cross section in line with the community vision from previous studies.
- Identify and design the desired multi-use shared path (also called a sidepath) or bicycle lane(s) that can be constructed within the corridor.
- Address impact of recommended Nieman Road cross section on existing signalized intersection of Johnson Drive and Nieman Road.
- Address corridor cross section transitions near 55th Street and 62nd Street to minimize the impact of a new cross section on the existing signalized intersections on each end of the corridor.
- Identify opportunities for the relocation of existing overhead utilities.
- Identify locations for short term landscaping and new street lights that will work both now and the final corridor design.

- Develop an access management plan that minimizes disruption to existing access, yet illustrates how access could be adjusted as redevelopment occurs.



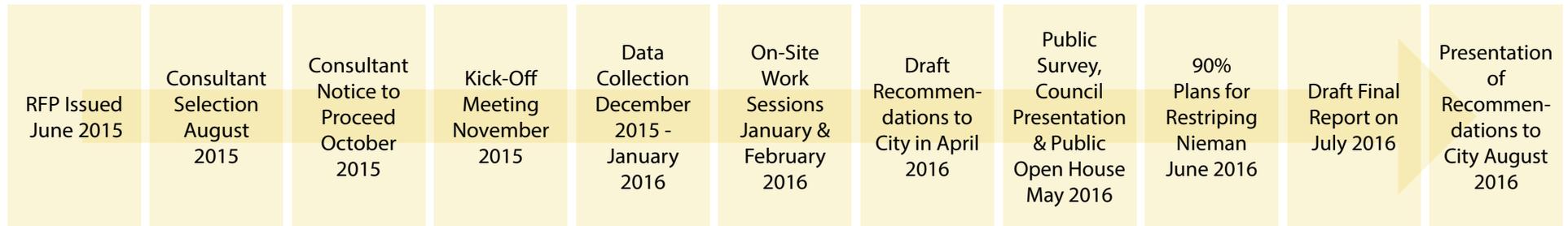
## OVERALL PROCESS

- Identify locations for improved pedestrian access to and across the corridor.
- Community engagement meeting at the preliminary corridor concept phase.
- Coordinate with Linking Historic Places – Planning Sustainable Places project team on future trail connection point to Nieman Road and preliminary layout of connection.
- Address transit stop improvements.
- Final presentation of corridor plan to the community.

## 3.b Schedule

This project used KDOT funds to perform the study and prepare plans for restriping and associated improvements if City desired to change lane configuration of Nieman Road between 55th and 62nd Streets. Key steps are outlined below on a timeline, from consultant selection through submittal of final report:

## OVERALL PROCESS



## 3.c Public Engagement

The public engagement process for the Nieman Road Reallocation of Right-of-Way Study draws on previous work in the corridor, specifically the **Community Connections - Nieman Road Study**, which created a future vision for the corridor. This vision, which was drawn from substantial public engagement, is:

- Implement economic investment strategies
- Restore the natural features in the corridor
- Encourage infill housing
- Elevate the image of the corridor
- Improve the circulation

Because there are three studies underway that branch from the **Community Connections** project (the **Nieman Road Reallocation of Right-of-Way**, the **Linking Historic Shawnee – Turkey Creek Trail Connection**, and the **Nieman Corridor South Stormwater Project**) it was essential the public involvement for the Nieman Road Reallocation of Right-of-Way be connected to the two other projects and be right sized in order to not exhaust the public so they lose interest in the corridor.

The public engagement process for the Nieman Road Reallocation of Right-of-Way study began by sending a kick-off letter to property owners on the Nieman corridor in December 2015. This letter informed them of the process and let them know they would be asked to participate in specific meetings related to their property.

The consultant team held site visits with property and business owners, as well as members of the public in late January and early February of 2016 to discuss access management and multimodal strategies on the corridor. Numerous one-on-one sessions were held with residents, business owners, and officials to discuss existing conditions, desired changes to the corridor, and alternatives for accomplishing their individual visions for Nieman Road.

An open house that included interactive mapping activities was held on May 10, and an online survey was made available through the end of May. Public feedback was extremely important

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to selecting the preferred alternatives for the corridor.



### 3.c Public Engagement

### OVERALL PROCESS

An on-line survey was conducted during May 2016 to capture the community’s opinions regarding several key topics that were presented during the public open house. Respondents were asked for responses on 6 different questions:

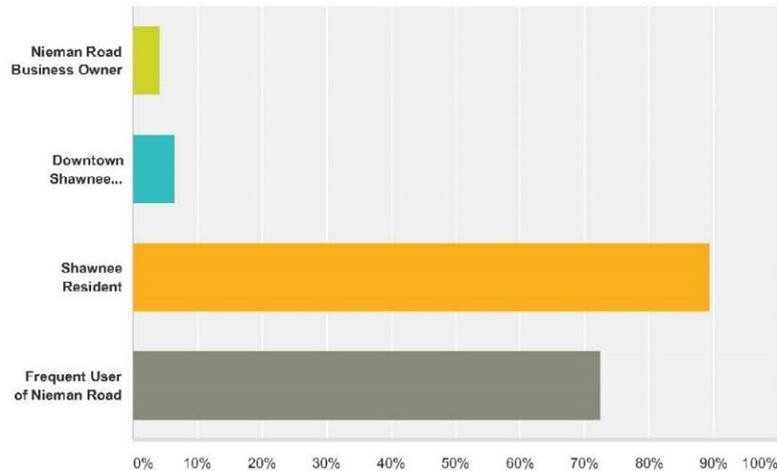
- Establishing each respondent’s connection to the Nieman Road corridor.
- Assessing their support for implementing access management strategies along Nieman.
- Seeking their preference regarding different roadway alternatives.

- Additional opportunities to provide written comments and/or clarification regarding their responses and preferences.

The input received thru this survey were combined with the comments received at the public open house later in the study process to develop recommendations to the City.

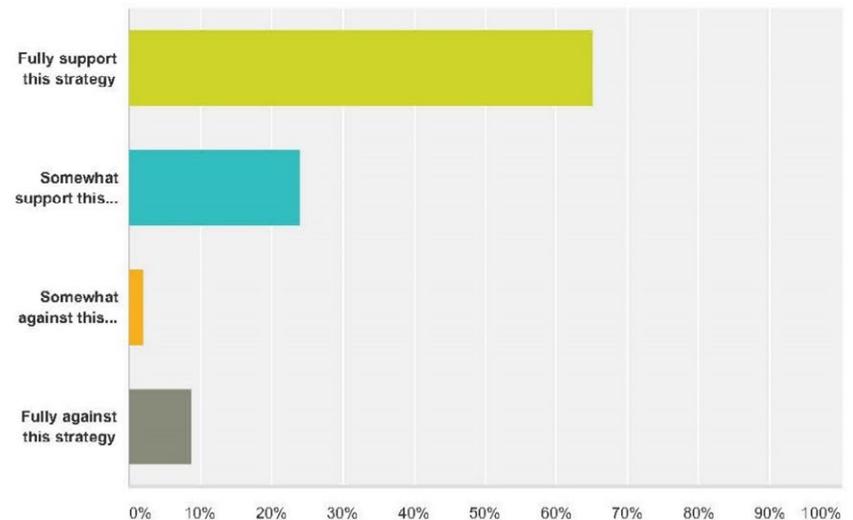
**Q1 What is your relationship to the Nieman Road Corridor? (check all that apply)**

Answered: 47 Skipped: 21



**Q2 The proposed access management strategy for Nieman Road focuses on maintaining access of Nieman for properties, limiting excess entrances along Nieman, and lining up driveways where feasible to reduce vehicle conflicts. What is your level of support for this proposed strategy?**

Answered: 46 Skipped: 22





## 4 EXISTING CONDITIONS

This section examines Nieman Road today, and considers characteristics of the street, sidewalks, utilities, and landscape. It also considers features of land along the corridor, including land use, places of historic interest, access, and redevelopment opportunities.

## 4.a Street

Physical form of the existing Nieman Road corridor has the following characteristics:

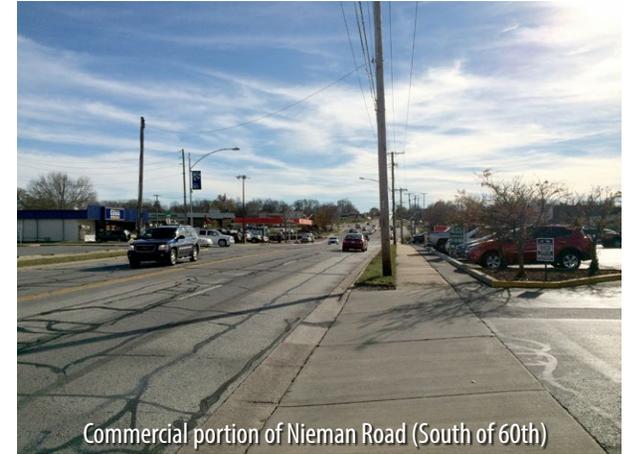
- Nieman Road is currently a 4-lane undivided street functioning as a major collector/minor arterial route in Shawnee.
- With asphalt pavement and concrete curb and gutter, Nieman typically provides two 11-foot wide lanes in each direction, with the inside lane in each direction functioning as a left-turn lane when motorists turn.
- There are a number of intersecting streets and entrances for adjacent businesses and residences along Nieman.
- Existing right-of-way is generally 60 feet-66 feet within the study limits, with more constricted conditions at north end near 55th Street.
- Sidewalk is in place along both sides of Nieman, with widths varying between 4 feet and 10 feet.
- There are existing traffic signals at Johnson Drive and 55th Street intersections.
- The existing traffic signal at Johnson Drive has to operate less efficiently because of a lack of dedicated left-turn lanes for north-

south traffic. The current “split-phase” arrangement means only one direction of Nieman can go at a time, instead of allowing both directions to move simultaneously as is allowed for Johnson Drive traffic. This results in taking more time in each cycle of the signal to address the needs of all 4 legs of the intersection.

- The large number of access points along Nieman, combined with a lack of dedicated turn lanes, has created a situation in which there is a heightened risk of rear-end accidents along Nieman due to inside lanes functioning as intermittent left-turn lanes.

Current average daily traffic along Nieman is approximately 10,000-15,000 along the corridor. The lower part of range is north of Johnson Drive and the higher part of range is south of Johnson Drive. For this study additional traffic data was collected to verify current conditions and allow for more detailed evaluation of improvement alternatives. Traffic volumes were collected in the locations shown with yellow dots on the map on the next page.

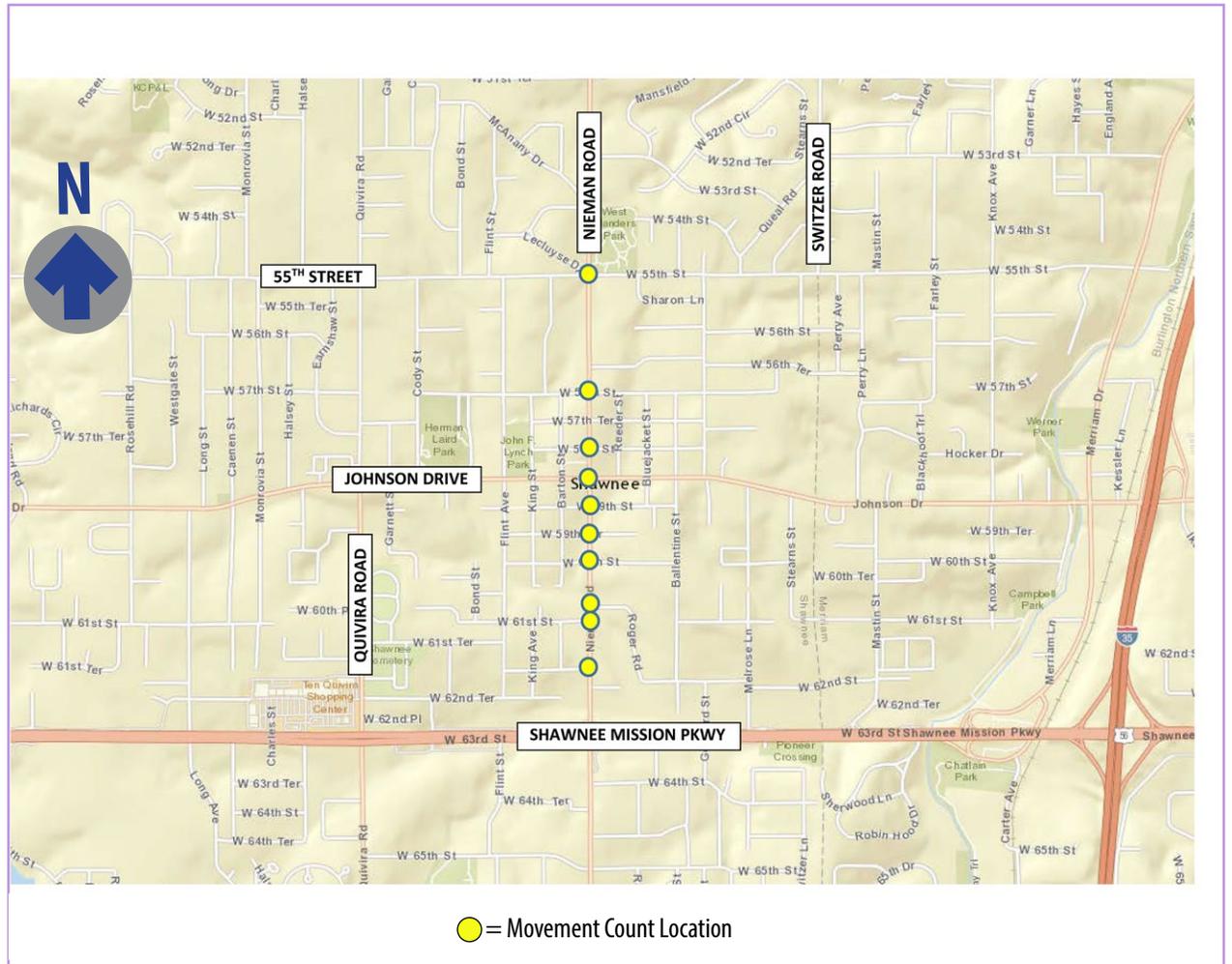
## EXISTING CONDITIONS



## 4.a Street

## EXISTING CONDITIONS

Turning movement traffic counts were done on Wednesday, March 30 and Thursday, March 31 for the peak traffic volume periods. Peak hour traffic of the corridor was determined from 24-hour traffic counts collected as part of this project and was determined to be from 4:45 p.m. until 5:45 p.m. Count collection locations and times were determined to assure that nearby schools were in session so traffic volumes were not underrepresented.



## 4.b Remaining Right-Of-Way

### The Pedestrian Environment

Of the total 60 to 65 feet of space within the public right-of-way, the portion outside the curbs is devoted to sidewalks (ranging from 4 to 10 feet wide) which are set back from the back of curb between zero and four feet. Sidewalks are present on both sides of the street, but the narrow separation from moving traffic produces a generally unfriendly pedestrian environment. This section examines several pedestrian contexts and issues, including Nieman Road sidewalks themselves, pedestrian access across Nieman, and pedestrian connections to the surrounding neighborhood.

### Nieman Road Sidewalks by Segment

#### Shawnee Mission Parkway to 60th Street

- Sidewalks are continuous throughout the segment.
- From 62nd Street south, sidewalks are typically six feet wide and are adjacent to back of the curb. Near the Shawnee Mission Parkway frontage roads, sidewalk setbacks increase to about five feet. Relatively large curb radii and lack of marked crosswalks at the frontage road crossings make crossing difficult. Poor sidewalk definition and the completely paved surface at the now vacant Conoco station on the east side of the street also reduce pedestrian access.



- North of 62nd Street to 60th Street, the sidewalk environment improves slightly with a 4-foot setback from back of curb along this stretch, with the exception of a back of curb segment on the west side of Nieman at 60th Street adjacent to the Enterprise car rental agency. Sidewalk width drops to four feet along the potential redevelopment site on the east side of the street.
- The sidewalk setback, where it exists, is used for electoral distribution poles.
- This south segment lacks marked pedestrian crossings other than a transverse (conventionally lined) crosswalk at Shawnee Mission Parkway.

#### 60th Street to Johnson Drive

Sidewalks are continuous throughout the segment.

## EXISTING CONDITIONS



- The two block segment from 60th Street to 59th Street includes sidewalks varying from six to nine feet wide and adjacent to back of the curb. Utility poles are located either at the back of just behind the sidewalk on private property. Pedestrians are placed close to moving traffic. Frequent and long driveway cuts in this segment reduce definition of the walking path.
- The Johnson Drive to 59th Street block was included in a downtown streetscape program that included sectional pavers and thematic streetlights. Sidewalks are located on both sides of the street directly adjacent to the curb and vary from 6 to 9 feet. Northbound Nieman widens to a five lane section at Johnson, which in turn narrows the sidewalk on the west side of the street. The combination of a narrow sidewalk, an adjacent building line, power

## 4.b Remaining Right-Of-Way

pole obstructions, and poor visibility at the Johnson Drive corner. Pose the most hostile pedestrian environment in the study area. This difficult sidewalk segment is also a bus stop.

- Conventional striped crosswalks are provided at the Johnson Drive intersection.

### Johnson Drive to 57th Street

- Sidewalks are continuous throughout the segment.
- The Johnson Drive to 58th Street segment was part of the downtown streetscape enhancement program, enhanced with street landscaping, sectional pavers, and thematic lighting. The west sidewalk along City Hall is adjacent to the back of sidewalk and varies from eight to ten feet in width, and are separated from the City Hall parking



lot and building by a landscaped strip with street tree plantings. The east sidewalk is approximately ten feet wide between back of curb and building facades along the property line. Street trees along the curb provide a degree of separation for pedestrians, but the sidewalk, bordered by a travel lane and building walls, gives a sense of narrowness.

- Sidewalks along 58th to 57th Street segment are adjacent to the back of curb and range in width from six to eight feet. Relatively wide driveway /aprons reduces sidewalk definition in some areas. Utility poles on the west side are located toward the curb, somewhat reducing the functional pedestrian track of the sidewalk.
- Other than the Johnson Drive intersection, this segment lacks marked crosswalks.

### 57th Street to 55th Street

- Sidewalks are continuous throughout the segment.
- Sidewalks here are residential sidewalks, typically four feet wide and separated from the back of curb by a four foot grass strip. Residential driveway interruptions are relatively frequent on the west side, and very infrequent on the east side.

## EXISTING CONDITIONS



- Utility poles are located within the sidewalk setback.
- Conventional crosswalks are provided across 55th Street. Ladder crosswalks are provided across Nieman Road at the 55th Street intersection.

### Sidewalk Connections to Adjacent Areas

In general, sidewalk linkages from adjacent blocks to Nieman Road are spotty and do not provide a full pedestrian network to the main corridor. Except for Johnson Drive, sidewalks where present are typically a four foot residential width, usually set back by a narrow landscape strip. The table on the following page reviews sidewalk connections of streets that intersect Nieman Road in the study area.

## 4.b Remaining Right-Of-Way

### Sidewalks on Adjacent Streets

Intersecting Street	Sidewalk Conditions West of Nieman Road	Sidewalk Conditions East of Nieman Road	Other Comments
62nd Street	N/A	Sidewalk on north side to terminus. No further connectivity to the east	Connection to Roger Drive with a crossing over drainageway may be included in a planned stormwater management project
61st Place	Sidewalk on north side extends for one lot's depth from nieman road. No further connectivity to the west.		
61st Street	Sidewalk on south side continuously from Nieman to Flint Street	N/A	
Rogers Road	N/A	No sidewalk on rural section street	
60th Street	Sidewalk on south side from Nieman to Barton	Sidewalk on south side of street to edge of clinic building. No further connectivity to the east.	Perpendicular parking on north side obstructs pedestrian access. 60th Street is potential connecting route to Turkey Creek Streamway Trail, which could involve sidepath development.
59th Terrace	Sidewalk on north side between King and Flint, adjacent to St. Joseph campus. No connection to Nieman Road	No sidewalks on cul-de-sac street	

## EXISTING CONDITIONS

### Summary of Issues

- Generally uncomfortable walking environment along Nieman because of relative narrow sidewalks, closeness to travel lanes and fast-moving traffic, poles and other obstructions, and frequency of curb cuts, some of which are wide enough to interrupt walkway definition.
- Poor visibility at several points, most notably the Johnson Drive intersection. The sidewalk on the west side of the 59th to Johnson block is especially problematic because of limited width along a 5-lane street section, adjacent building wall, poles, invisibility to traffic turning southbound from Johnson, and location of a transit stop without shelter or other amenities.
- Absence of marked crossings of Nieman, with conventional striped crosswalks only at Shawnee Mission Parkway, Johnson Drive, and 55th Street.
- For the most part minimal sidewalk amenities, with only a basic sidewalk provided along the street. The enhanced streetscape along Johnson Drive and Nieman from 59th to 58th is an exception.

## 4.b Remaining Right-Of-Way

### Sidewalks on Adjacent Streets

Intersecting Street	Sidewalk Conditions West of Nieman Road	Sidewalk Conditions East of Nieman Road	Other Comments
59th Street	No sidewalk	Sidewalk on north side adjacent to public building west of Bluejacket Avenue. No connection to Nieman or further connectivity to east	Uses along 59th immediately east of Nieman have continuous curb cuts with no pedestrian area definition
Johnson Drive	Enhanced sidewalk with urban streetscape between Nieman and King; back of curb sidewalk from King to Flint	Enhanced sidewalk with urban streetscape from Nieman to Bluejacket. Conventional residential sidewalk on both sides with setback strip east of Bluejacket	
58th Street	Sidewalk adjacent to City Hall's back wall along edge of on-street perpendicular parking. Sidewalk continues on south side at downtown minipark and cross King Street to aquatic center, but interrupted between Barton and the park. Sidewalk on north side connecting senior housing tower to Barton but no further connection to Nieman	No sidewalks	On-street perpendicular parking west of Nieman and wide curb cuts immediately east complicate pedestrian access. Large senior housing tower lacks easy connections to Johnson Drive or Nieman Road.

## EXISTING CONDITIONS

- Poor connectivity from Nieman to adjacent residential blocks and community destinations such as the Splash Cove and senior housing because of lack of sidewalk continuity on east-west intersecting streets.

## 4.b Remaining Right-Of-Way

57th Terrace	Sidewalk on north side between Nieman and King, connecting to sidewalk on east side of King and Splash Cove entrance	Sidewalk on south side on Nieman to Reeder block. No further connectivity	
57th Street	Continuous sidewalk on south side from Nieman to Flint	No sidewalks	
56th Terrace	NA	No sidewalks	
55th Street	Continuous sidewalk on south side from Nieman to Flint	Continuous sidewalk on south side from Nieman to Stearns, switching to north side continuing east	

## EXISTING CONDITIONS



## 4.b Remaining Right-Of-Way



### Landscaping

Street landscaping has a significant impact on the visual appearance and overall “feeling” of the street. However, because of Nieman’s average 45-foot street section in a 60 to 65-foot right-of-way, remaining space is devoted to sidewalks and utilities, leaving little room for landscape. In many cases, private parking lots are also paved up to the edge of (and sometimes encroach on) the right-of-way line. Thus street landscaping is usually either absent or limited to a four foot grass setback that also accommodates utility poles. In some cases, landscaping on private sites reads as part of the street environment.



The following describes landscape conditions at various locations from south to north:

- Formal landscaping at the south entrance to the commercial corridor between Shawnee Mission parkway and the frontage roads.
- No effective street landscaping from 62nd to 61st Place.
- Four foot grass utility strip without trees from 61st Place to 60th Street. Private landscaping at Martin Family Dentistry, Central Bank, and the 6100 Nieman Building on the west side south of 61st Street is close to the right-of-way edge and provides a sense of street landscaping. Private landscaping by Old Shawnee Pizza, State Farm, Radio Shack, and Hertz car rental between Roger Drive and 60th Street; and by the Shawnee Medical

## EXISTING CONDITIONS

Building and DSA between 60th and 59th Terrace providing the same type of apparent landscape and tree cover on the east side.

- No effective street landscaping on the west side between 60th and Johnson Drive, and on the east side between 59th Terrace and Johnson Drive. The Downtown streetscape project repaved and re-lamped the 59th to Johnson block, but did not include street trees or landscape.
- Street trees and formal landscape behind the sidewalk on the City Hall block, street trees in well on the east side between Johnson Drive and 58th Street.
- No effective street landscaping from 58th to 57th Street.
- Four foot grass utility strip between 57th and 55th Streets with mature trees in residential front yards offering some level of tree cover, particularly on the east side of Nieman.

### Utilities

As with any established urban corridor, there are a number of utilities located along Nieman Road. Power, drainage, stormwater, gas, telecommunication, water lines and structures are located above and below the ground within the public right-of-way.

## 4.b Remaining Right-Of-Way

- City of Shawnee (Stormwater) – Stormwater trunk lines run along the west side of Nieman Road from 55th Street to 56th Terrace, near the roadway centerline from 100 feet south of Johnson Drive to 60th Street, and along the west side of Nieman Road from 61st Place to Turkey Creek. From Roger Road to 61st Street, there is a double-cell box culvert that runs under the roadway.
- City of Shawnee (Street Lights) – There are non-LED street lights mounted on both sides of Nieman Road on utility poles and stand-alone light poles. On the blocks north and south of Johnson Drive, there is decorative lighting.
- City of Shawnee (Traffic Signals) – There are traffic signals at 55th Street (controller box in the northeast quadrant) and Johnson Drive (controller box in the northwest quadrant).
- Johnson County Wastewater – An 8 inch sewer runs about six feet west of the roadway centerline from 55th Street to 56th Terrace and Johnson Drive to 59th Terrace. A 10 inch sewer runs about six feet west of the roadway centerline from 59th Terrace to approximately 300 feet south of 60th Street. There are also sewer crossings and laterals.
- Kansas Gas – A 4 inch main line (north of Johnson Drive) and 6 inch main line (south of Johnson Drive) runs along the east side of Nieman Road. There are also valves and services.
- KCP&L – There are overhead power lines along the east side of Nieman Road from 55th Street to 57th Terrace and along the west side of Nieman Road from 57th Terrace to 62nd Street. There are also several crossings within the corridor.
- Telecommunication (known locations)
  - AT&T Distribution – Attached as the lowest line on the utility poles on the west side of Nieman Road from 500 feet south of 55th Street to 57th Street. Also a buried transmission line along the north side of 55th Street crossing Nieman.
  - Consolidated Communications – As per a site visit, the utility is buried in locations on both sides of the roadway.
  - Google Fiber – Attached as the second lowest line on the KCP&L poles on the east side of Nieman Road from 55th Street to Johnson Drive.

## EXISTING CONDITIONS

- Time Warner Cable – Attached as the lowest line on the KCP&L poles on the east side of Nieman Road from 55th Street to Johnson Drive.
- WaterOne – Along the east side of Nieman Road from there is a 6 inch main line from 55th Street to Roger Road (the segment from 57th Terrace to 60th Street is an 8 inch main line). From Roger Road to 62nd Street, a 6 inch main line runs along the west side of Nieman Road. In all segments there are hydrants, valves and services.



## 4.c Bicycle & Transit

### The Bicycle Environment

Bicycle transportation is an important value in Shawnee, and the City has received Bicycle Friendly Community status from the League of American Bicyclists. As a result, the role of bicycle transportation on the Nieman corridor is an important consideration in the redesign of this street, which also serves such important destinations as Downtown Shawnee, the Civic Centre recreation complex, the Shawnee Children’s Museum, and West Flanders Park.

Nieman Road is currently mapped in the City of Shawnee’s Bicycle Map (City of Shawnee, 2012), the Greater Kansas City Area Regional Trails and Bikeways Map (Mid-America Regional Council, 2016), and the Johnson County Trail Guide (Johnson County Park and Recreation District, 2015) as a “share the road” route from Johnson Drive to 47th Street. This category normally suggests routes that provide relatively comfortable bicycle environments with moderate traffic and good continuity, but without space on-street specifically designated for bicycle use, (i.e. conventional or protected bike lanes, sidepaths, or cycle tracks).

The regional and county maps indicate that this segment of Nieman is “marked” or “signed,” usually indicating the presence of bike route and/or “share the road” signs and sometimes shared lane markings or “sharrows,” a pavement marking

that indicates shared use of a lane. Despite this map designation, the 4-lane undivided Nieman street section lacks apparent bicycle route designation or accommodation anywhere along the segment discussed in this study.

Public comments gathered during the planning process indicated disagreement over the role of bicycles on Nieman Road. Some participants believed that the street should be a complete street in its final design, accommodating all forms of transportation. Others considered it primarily a facility for motor vehicles, and believed that bicyclists should be routed elsewhere. Some of the typical compatibility issues between bicyclists and motorists also arose during the process – differences in speed, motorist behavior, bicyclist behavior, and so forth.

Bicycle parking is provided at City Hall and at the Civic Centre Complex near the Jim Allen Aquatics Center, but is not provided anywhere else on the corridor. Bicycle parking facilities are notably absent in the Downtown commercial area.

Regional connection opportunities are discussed later in this document. However, two substantial projects now in the planning stage will have a significant impact on Nieman’s role as a bicycle transportation facility:

## EXISTING CONDITIONS

- **The Linking Historic Shawnee Plan for connecting Downtown Shawnee and the Turkey Creek Streamway Trail.** The Turkey Creek Trail roughly parallels Interstate 35 and Merriam Road and extends from 75th Street to the intersection of Antioch and Merriam Road. Except for a short but difficult gap between the north end of the trail and 34th and Merriam at the Johnson/Wyandotte County line, it provides a viable commuter route to Downtown Kansas City via the Southwest Boulevard bike lane. This study recommended three alternatives to connect Campbell Park and the Turkey



The proposed connection of the Turkey Creek Streamway Trail to Downtown Shawnee has a significant impact on the role of the Nieman Road corridor as a bicycle facility.

## 4.c Bicycle & Transit

Creek Trail to the Nieman corridor. Each has advantages and disadvantages, but the study and public preferences seem to lean toward a connection at 60th Street. A primary issue here is a relatively steep slope on 60th leading down to Nieman.

- **The Nieman Corridor South Stormwater Project, addressing drainageways crossing and surrounding the corridor.** One of these major drainageways follows the rear lot lines of homes along Roger Drive and borders the potential redevelopment site at 61st Street. The current (2016) concept illustrates a path from Roger Drive that would cross the drainageway with a new bridge and follow its southern edge to Nieman Road.

### Summary of Issues

- Lack of bicycle facilities or infrastructure throughout the Nieman Road corridor, including the segment north of Johnson Drive designated as a signed or marked share the road route.
- Resolution of the role of bicycles in the transportation mix of Nieman Road.
- Location of bicycle and pedestrian connections to Nieman Road from the Turkey Creek trail and along the south stormwater drainage corridor.

### Current and Near Term Transit Service

The Nieman Road corridor is currently served by Johnson County Transit's #546 KCK-Johnson-Quivira route along Nieman between Johnson Drive and Shawnee Mission Parkway (generally running between northern Olathe and Kansas City, Kansas) and the #678 Shawnee Xpress route at Nieman and Shawnee Mission Parkway (generally running between western Olathe and downtown Kansas City, Missouri). The #546 route runs hourly during morning and evening rush hours on Monday thru Friday (no weekend service). There are no immediate plans to enhance bus service or rider facilities within the study limits at this time.

**546 KCK - Johnson - Quivira**  
Monday - Friday

546 - KCK-Johnson-Quivira - Weekday Northbound												
	A	B	C	D	E	F	G	H	I	J	K	L
AM	---	---	---	---	5:15	5:23	5:32	5:45	5:55	6:09	6:18	6:25
	---	---	---	---	6:15	6:23	6:32	6:45	6:55	7:09	7:18	7:25
	---	---	---	---	7:13	7:22	7:31	7:44	7:55	8:09	8:18	8:25
PM	---	12:11	---	12:23	12:33	---	---	---	12:55	---	---	Route 672
	---	---	3:04	3:13	3:25	3:33	3:42	---	3:55	4:09	4:18	4:25
	---	3:53	4:02	4:11	4:23	4:32	4:41	---	4:55	5:09	5:18	5:25
	4:55	---	4:59	5:08	5:21	5:31	5:40	---	5:55	6:09	6:18	6:25

## EXISTING CONDITIONS

## 4.d Adjacent Land

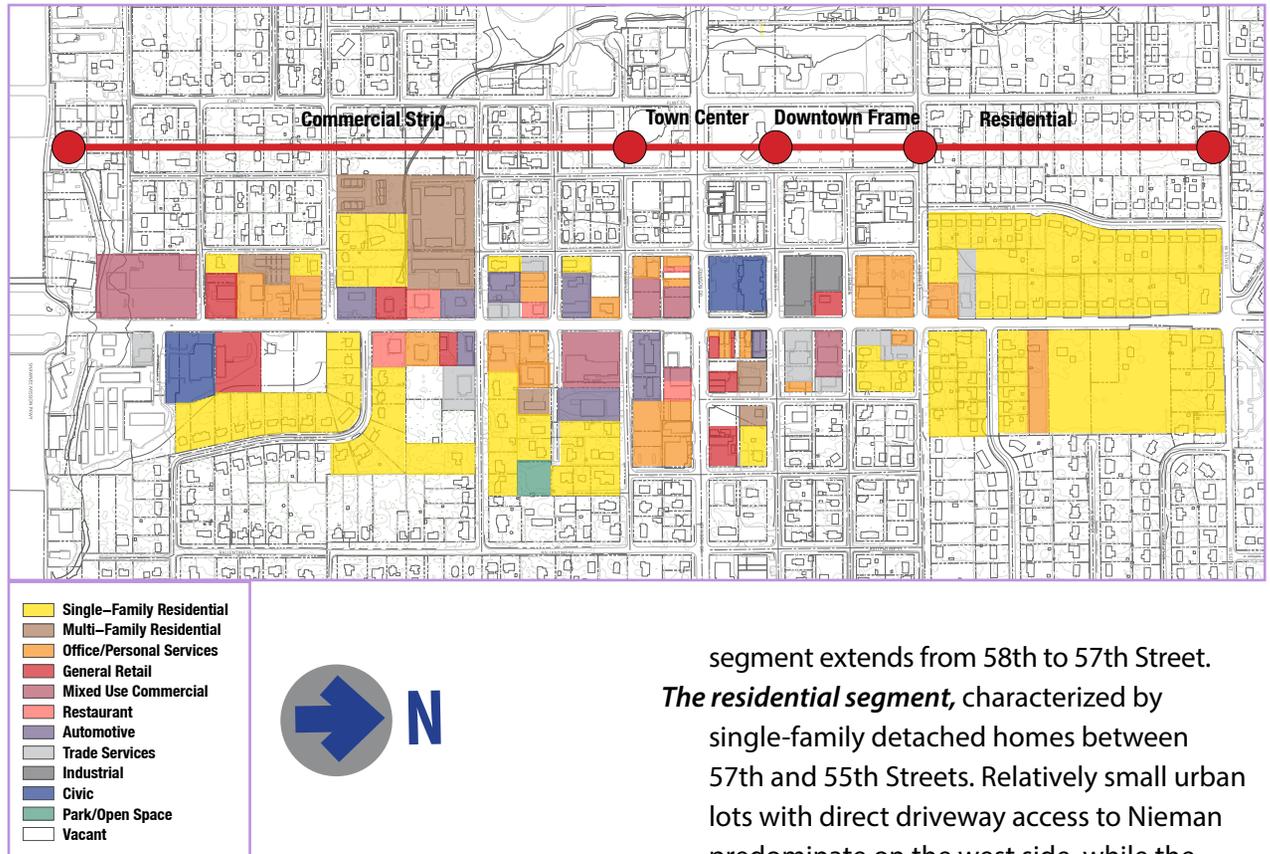
## EXISTING CONDITIONS

### Land Use and Urban Character

The mile-long Nieman Road segment that is the subject of this plan has four distinct land use and character segments:

**The commercial “strip”,** displaying many of the characteristics of an auto-oriented general commercial corridor in an established urban setting. These include a relatively shallow band of commercial development along an arterial corridor. They are bordered by residential uses; a mix of commercial uses that include retail, restaurants, offices, automotive businesses such as repair shops and car rental agencies; strip commercial buildings and free-standing single-use structures. These commercial buildings are served by surface parking typically located in the street yard between the right-of-way line and the front building line. This strip segment extends from Shawnee Mission Parkway to 59th Street.

**The town center,** incorporating the historic core of Shawnee at the Nieman and Johnson intersection. This section includes the two blocks between 59th and 58th Streets. Johnson Drive is the primary “main street” of Shawnee’s downtown. Thus only the east side of Nieman between Johnson and 58th Street displays of the classical pattern of pedestrian-scaled buildings, and zero building line



setbacks. Other blockfaces adjoin parking areas or sidewalks for uses oriented to Johnson Drive (including Shawnee City Hall).

**The downtown frame,** with mixed commercial, light industrial, and automotive uses, typical of the edge zones around a traditional town center. Buildings here are generally set back from Nieman Road, separated by parking, staging, and outdoor work areas. This frame

segment extends from 58th to 57th Street.

**The residential segment,** characterized by single-family detached homes between 57th and 55th Streets. Relatively small urban lots with direct driveway access to Nieman predominate on the west side, while the east side has a much lower density, large lot character.

### Access Management Issues

Development character, land use, site configuration, and setbacks all have an influence on how safely and smoothly a street functions, and Nieman Road is no exception. Along Nieman, as on comparable corridors, the pattern of buildings set back behind parking and staging

## 4.d Adjacent Land

areas, individual access to each property, barriers between parking facilities, and past lack of access management created a large number of curb cuts. Moreover, these curb cuts were located without considering conditions on the opposite side of the street, producing potential conflicts between vehicles turning left from opposite directions.

### Access in the “Strip” Segment

The “strip” character segment from Shawnee Mission to 59th, with 30 separate points of access (excluding street intersections), has the most frequent curb cuts and greatest percentage of linear footage devoted to driveway and parking lot curb cuts. A number of these cuts are wider than necessary or are duplicative, actually reducing the efficiency of site use and the amount of available parking. In many cases, shared or slightly relocated access points can remove conflicts, increase safety, and improve the functionality and efficiency of private sites.

However, access management rules in this segment should be applied judiciously and with common sense. Continuous curb cuts are sometimes unavoidable. For example, the historic Donovan’s Auto Service building has its bank of garages oriented to Nieman Road, and that orientation is essential to both the function and character of the building. Here,



the continuous cut must be maintained in order for the business to function efficiently. In other cases along this section of Nieman Road, basic incompatibilities in the function of adjacent uses or a slight topographic change can make access sharing unfeasible.

### Access in the Town Center Segment

Curb cuts are best controlled in the town center area between 59th and 58th Streets. Other than through alleys and streets, this segment has only two points of access. This is the result of both the “main street” character of the district and a high degree of access management at this intersection of two local arterial streets.

## EXISTING CONDITIONS

### Access in the Downtown Frame

This mixed-use segment encompassing the two blocks between 58th and 57th Streets includes five separate points of access. Several of these are relatively wide curb cuts and are not well aligned on opposite sides of the street. In addition, several businesses along this section of Nieman do not have direct access from the street, but have driveways connected to local streets with curb cuts very close to the Nieman intersection. These issues can generally be resolved with minor adjustments or site redesign.

## 4.d Adjacent Land



Residential curb cuts north of 57th Street would be retained as they exist today

### Access in the Residential Segment

This largely residential section includes sixteen individual points of access, all but four of which are residential driveways. These frequent cuts are the result of land use, and most are on the west side of the street. This leaves relatively little room for consolidation or change.

### Historic and Cultural Features and Opportunities

Nieman Road as a corridor has a number of rich opportunities for historic interpretation. It provides immediate access to two important cultural features: Shawnee Town 1929, a living history and museum that displays and interprets the early history and gradual development of Shawnee into today's city; and the Wonderscope

## EXISTING CONDITIONS

Children's Museum of Kansas City with a variety of exhibits and special programs designed for the needs of children and their families. Directional information can help make Nieman Road a gateway to these important resources.

But as an urban environment, Nieman Road itself can help communicate the stories of its development and that of Shawnee. Signs noting two Santa Fe Trail historic sites – the Gum Springs site at 59th and Nieman and the Shawnee Indian Cemetery at the end of 59th Terrace east of Nieman. Other locations of historic and interpretive interest include the site of the 1854 Governor's Mansion indicated by a wayfinding sign at 60th and Nieman, the 1891 Bousman House on the east side of Nieman between Johnson Drive and 58th Street, the Fangro Building of 1824, the city's oldest building at 57th terrace and Nieman, and the Jeremiah King monument marking the location of the Star Blacksmith Shop along the Santa Fe Trail near present day 61st Place. Historic branding that starts with these established sites can provide a specific and separate identity to Nieman Road and link Nieman Road to Shawnee Town 1929, as well as other Johnson County Historical Society assets. These sites can be unified by such possible storylines as:

- The historic relevance of this location to both the Osage and Shawnee Tribes.

## 4.d Adjacent Land



From top: Shawnee Cemetery; Jeremiah King monument; Bousman House

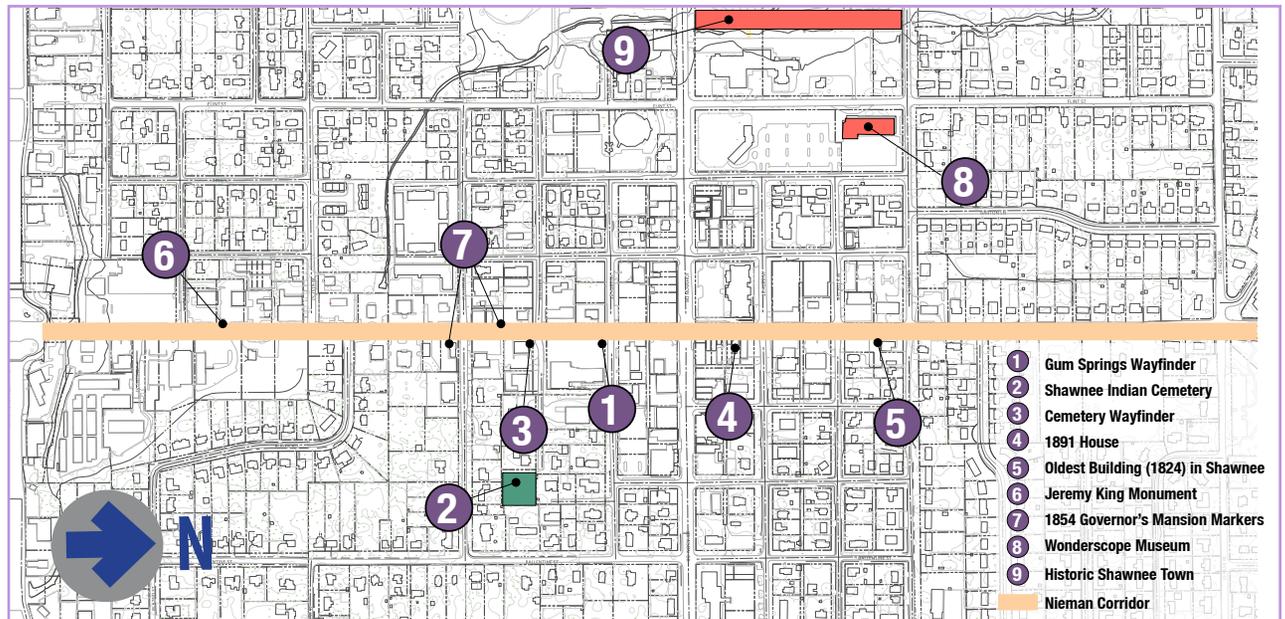
- Shawnee as a key location along the Fort Leavenworth – Fort Scott Military Road: a government organized transportation route that connected military installations before, after and during the Civil War.
- The Oregon, California and Santa Fe Trail all cross through Shawnee.
- Shawnee (at the time Gum Springs) as the first County Seat of Johnson County in 1857 and a center for public life.

Distant history is not the only source of stories on Nieman Road. People and businesses who built the corridor and established their businesses

## EXISTING CONDITIONS

can bring history up to contemporary times, as can topographic features. Examples of more contemporary features and storylines include:

- The history of long-standing businesses in landmark buildings like Donovan’s Service.
- The role of a development-oriented family like the Burke family in building the street and neighborhoods around it.
- Environmental features such as the Turkey Creek watershed, tracing the route of the upstream tributaries like the drainageway that crosses Nieman Road, tracing its path to Turkey Creek and ultimately the Missouri River.



## 4.d Adjacent Land

- The builders and architectural quality of key structures in the town center.

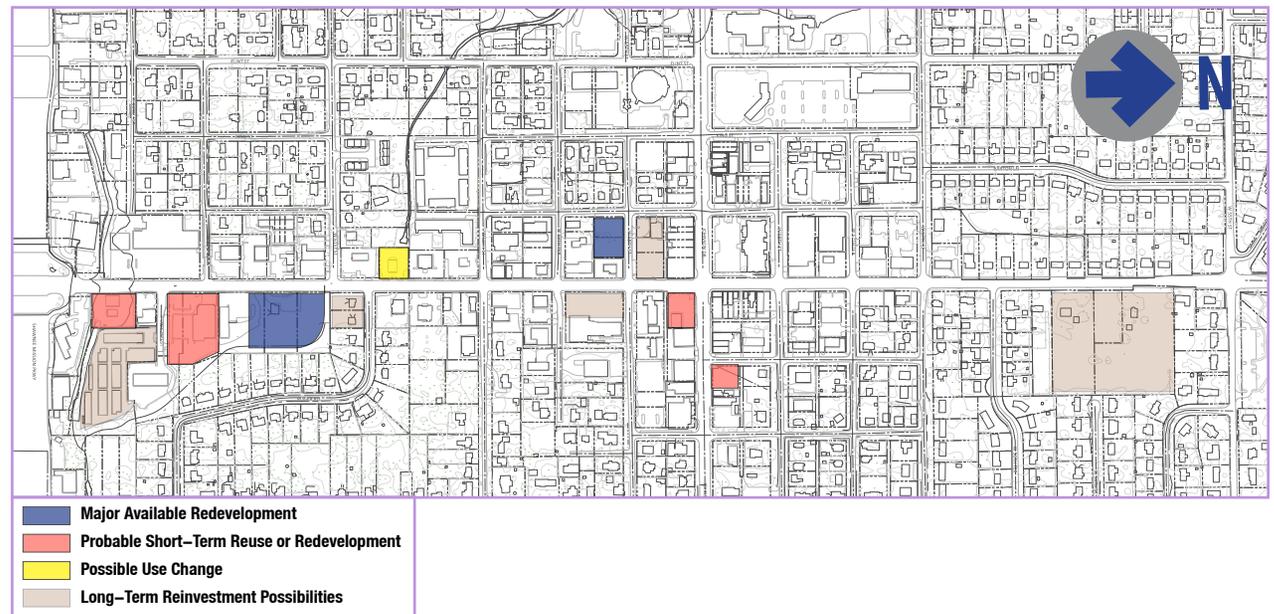
### Redevelopment Opportunities

While the first priority for the Nieman Road project is maintaining and improving transportation operation for all modes of urban travel, a critical outcome of a corridor enhancement is economic development. This creates a public environment that also encourages new private investment that upgrades underused or obsolete sites, increases the value and marketability of surrounding areas, and creates quality that attracts a new generation of businesses and residents. The earlier Community Connections study focused on three redevelopment opportunities with illustrations of potential development on them:

- The “Shawnee Springs Village” site on the east side of Nieman between the drainageway and 62nd Street. Community Connections proposed mixed-use development with retail and restaurant development, townhouses, and small lot single-family homes on the site.
- The “Barton Village” site, redeveloping the parking lot along 59th Street behind Johnson Drive “main street” buildings from Nieman Road to Barton Drive. The study proposed a mixed-use building with apartments over retail along Nieman Road, apartments along

Barton Drive, and surface parking between the street-oriented development. It also proposed rowhouses on a vacant site along Barton on the south side of 59th Street.

These largely vacant sites could be available for short-term redevelopment. Experience shows that corridor enhancements could also create market demand on other sites for physical upgrading or replacement of older commercial and even industrial uses. Identifying some of these sites is important for testing how well different street options perform and pointing out some future development possibilities. This identification by no means suggests any effort

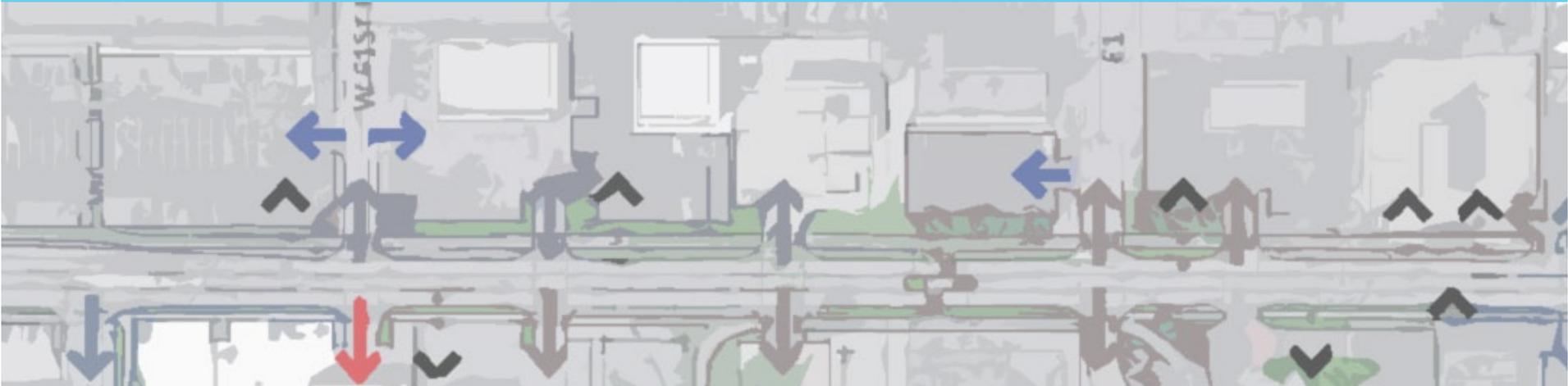


## EXISTING CONDITIONS

to force redevelopment of privately-owned property. Sites are categorized as follows:

- Stable development that is likely to be part of the future Nieman Road, largely in their current condition.
- Stable development that could be voluntarily upgraded if market forces begin to change the land use and development character of the street.
- Redevelopment sites that are now vacant or largely unused, and could be available for short-term investment.

## 5 ALTERNATIVES



**This section discusses various alternatives for Nieman Road and associated features. These include traffic signals, lane configuration, intersecting streets, pedestrian and bicycle accommodation, utilities, access management, and placemaking.**

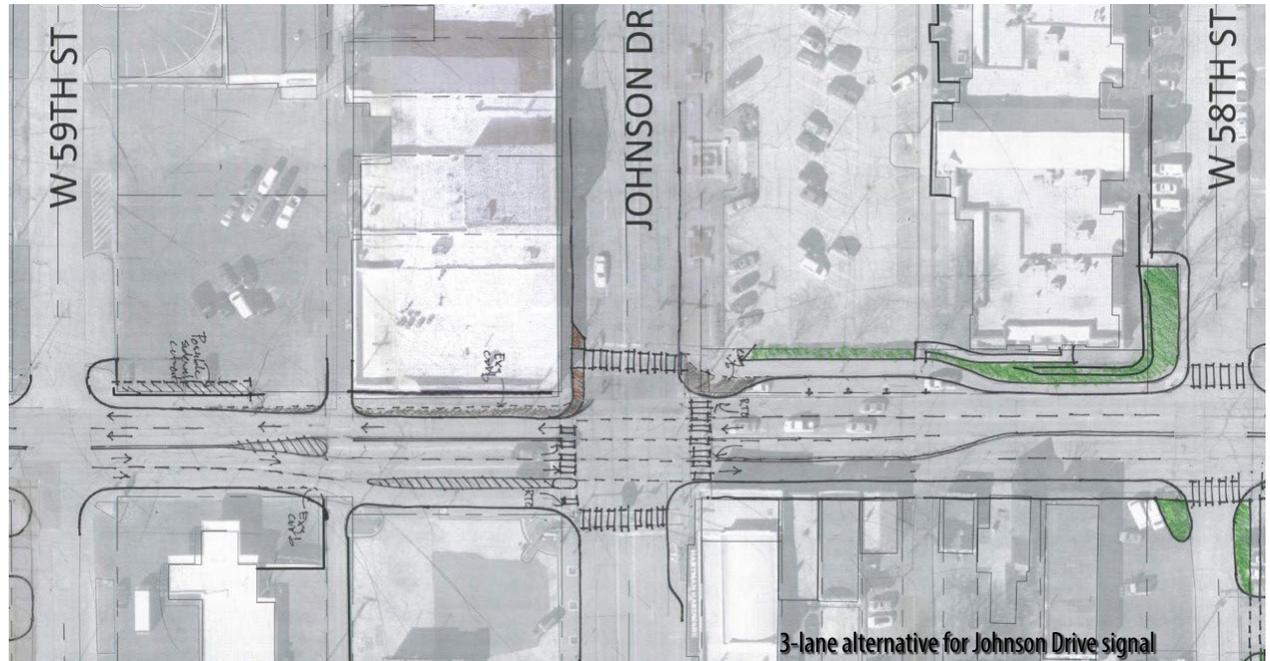
# 5a. Signal Improvements

# ALTERNATIVES

## Johnson Drive Signal

The single most significant delays along the Nieman Road corridor are due to the “split-phase” traffic signal timing currently in operation at Johnson Drive. Making improvements to the signal operation and reducing vehicle and pedestrian delays at this location require the lane arrangement for Nieman Road allow for left turns to occur simultaneously, which means vehicles must use at least one lane dedicated for left turns.

Options to accomplish this are summarized in the table below:



Alternative	Advantages	Disadvantages
3-Lane Section (thru lane in each direction with dedicated left-turn lane) plus any additional right-turn lanes that are needed	<ul style="list-style-type: none"> <li>• Provides dedicated left-turn lane</li> <li>• Fits within existing pavement width</li> <li>• Decreases overall delays at intersection significantly</li> </ul>	<ul style="list-style-type: none"> <li>• Does not fit existing 4-lane roadway without widening</li> <li>• Not enough existing right-of-way to widen street and maintain adequate sidewalks</li> </ul>
5-Lane Section (two thru lanes in each direction with additional dedicated left-turn lane) plus any additional right-turn lanes that are needed	<ul style="list-style-type: none"> <li>• Provides dedicated left-turn lane</li> <li>• Decreases overall delays at intersection slightly more than 3-Lane Section</li> <li>• Fits existing thru lanes</li> </ul>	<ul style="list-style-type: none"> <li>• Does not fit within existing right-of-way while maintaining adequate sidewalks</li> <li>• Would require expensive right-of-way acquisition effort (including possible building purchase)</li> </ul>

## 5a. Signal Improvements

### Pedestrian Crossing Signals

The existing designated pedestrian crossings across Nieman Road in the corridor are at the signalized intersections of 55th Street and at Johnson Drive. Two options for additional pedestrian crossings along the corridor were examined during the study:

Option 1) add pedestrian signals

Option 2) add pedestrian refuge islands

Traditional traffic signals with push buttons can only be constructed at intersections and require higher traffic volumes than are present on Nieman Road at any of the existing stop-controlled intersections. Pedestrian Hybrid Signals (also known as HAWK signals) are another option but can only be placed mid-block. The benefit of a pedestrian hybrid signal is it is only on when triggered by a pedestrian so the delay to vehicles on the corridor would be minimal and they are highly visible to increase the safety of the pedestrian.



## ALTERNATIVES

Two locations have been identified for possible additional pedestrian crossing locations along the corridor. A comprehensive traffic engineering study would be required to determine if these locations are appropriate for installation of hybrid pedestrian crossing signal. Along with the pedestrian hybrid signal, other traffic devices such as a high visibility pavement markings/signage and a pedestrian refuge island can be used to increase driver awareness at the mid-block crossings.



## 5b. Lane Reconfigurations

Changes to the lane configuration of Nieman Road were considered in order to better balance the needs of motorists with those of bicyclists and pedestrians. Three different alternatives were identified:

### 1. 4-Lane

Taking a minimalist approach to changes to Nieman, one alternative would be to leave the roadway generally as it currently exists with two lanes in each direction. In certain locations along Nieman where a center turn lane or pedestrian crossing refuge is desired, the roadway would be widened. This approach would leave much of the existing roadway undisturbed, but would not address the issue of the inside lanes being used unexpectedly as turn lanes whenever vehicles need to turn left. It would be necessary to

acquire new right-of-way in those areas where widening is required.

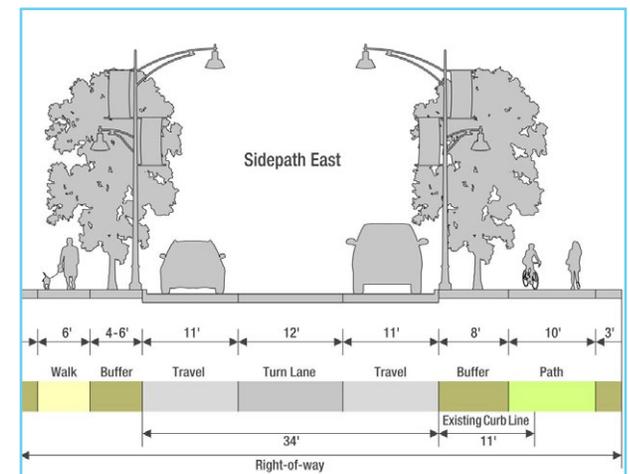
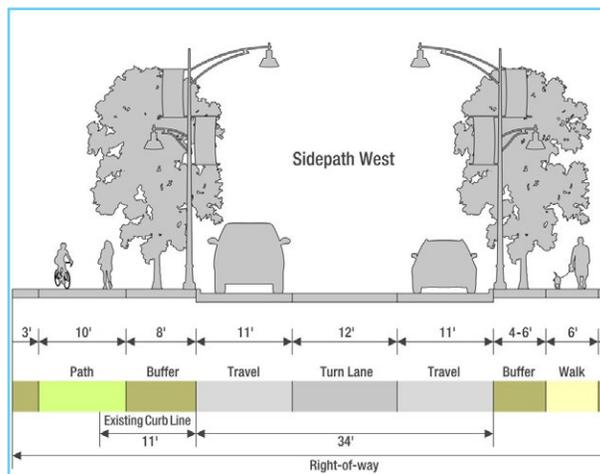
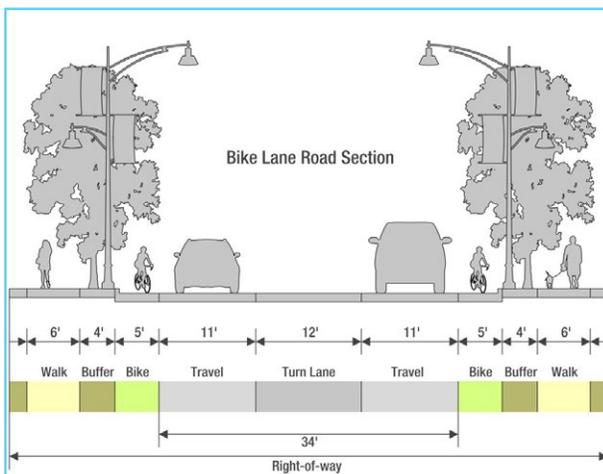
### 5-Lane

Following the approach of keeping the capacity of two lanes in each direction and adding a dedicated center left-turn lane to Nieman to avoid issues with unexpected left turns in the inside lanes, a 5-lane section would create a significant improvement in overall capacity and address safety and intersection concerns. However, considerable right-of-way would need to be acquired along the entire length of the corridor to provide adequate room for the additional turn lane and adequate sidewalks as well as any future off-street bicycle facilities.

## ALTERNATIVES

### 3-Lane

Another alternative is to combine the two inside lanes that are intermittently used as left-turn lanes and create a dedicated center left-turn lane and provide a thru lane in each direction. Narrowing a street section in this manner is commonly referred to as a "road diet" and can work in situations where average daily traffic is under 20,000 vehicles and other conditions allow. This alternative would have the benefit of providing 10-11 feet of additional space within existing right-of-way to be used for other purposes (better bike/pedestrian facilities, landscaping, monumentation, more utilities, etc.).



## 5b. Lane Reconfigurations

## ALTERNATIVES



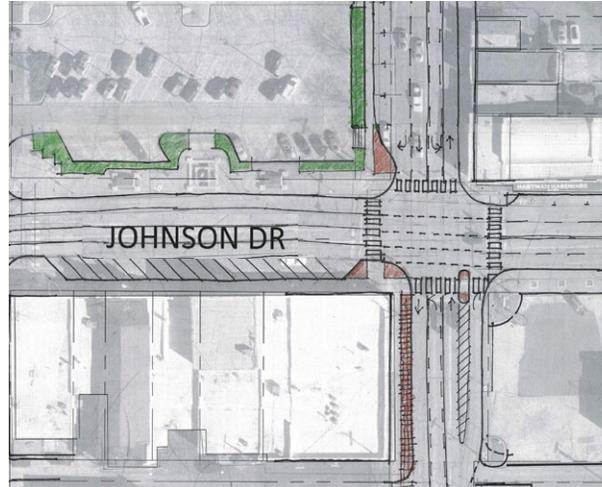
## 5c. Intersecting Streets

### Johnson Drive

While there are currently not any major operational issues with the existing Johnson Drive approaches to Nieman, opportunities to add on-street parking for nearby businesses were brought up during the on-site work sessions. Options for changes to Johnson Drive include:

- Removing one lane from Johnson Drive on the west side of Nieman and use the additional room to convert parallel parking to angled parking on the south side in front of the businesses. The removal of a lane would affect either the number of thru lanes in one direction or eliminate the dedicated left-turn lane.
- Removing one lane from both sides of Johnson Drive to create angled parking on the west side and more room for pedestrians on the east side.

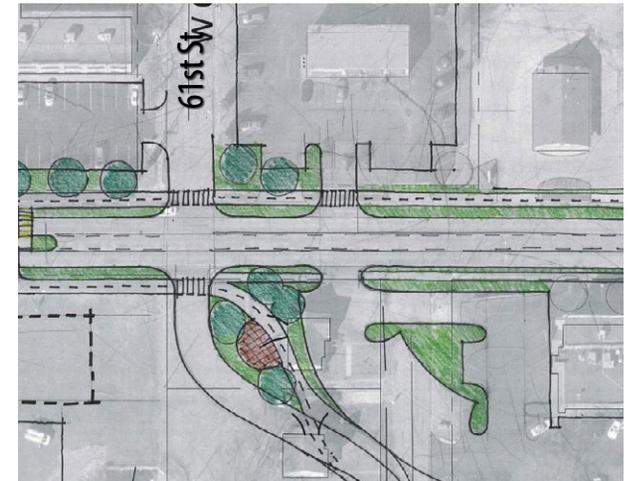
Either option would likely have a negative effect on travel delays at this intersection due to the need to adjust the signal phasing. These options would only be considered if enhance on-street parking facilities are deemed to be a major priority for the community.



Alternative for adding angled parking on Johnson Drive

### Roger Road

An opportunity to better align intersecting streets (61st and Roger Road) while creating an improved parking arrangement for a private business was identified during an on-site work session. It would be possible to shift Roger Road south approximately 130 feet to align with 61st. The vacated right-of-way could be used by the adjacent popular business to provide more parking, as well as provide a location for landscaping, monumentation, an historic marker, or other similar streetscape features to enhance aesthetics.



Opportunity to realign Roger Road to match 61st Street

## ALTERNATIVES

This option would require the purchase of at least two residential lots and several hundred feet of street reconstruction, but could be worthwhile if the adjacent business was considering purchasing some of this property for parking expansion. Safety for motorists, pedestrians, and bicyclists would be improved by eliminating an offset intersection that can create situations where conflicting movements can occur due to reduced awareness of what opposing vehicles may be doing.

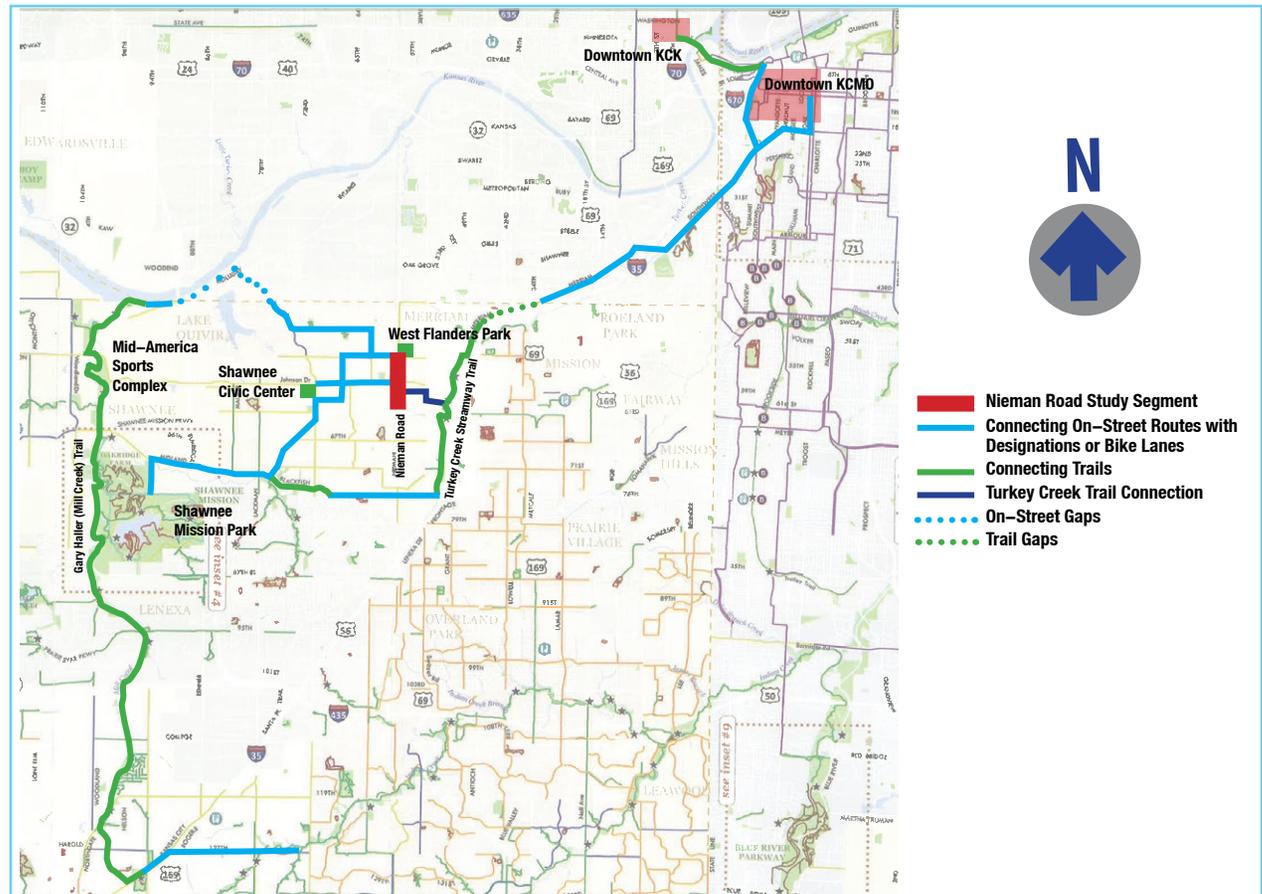
## 5d. Bicycle Infrastructure

## ALTERNATIVES

Shawnee is a bicycle friendly community and Johnson County has a large and active bicycling constituency. In addition, bicycle transportation for both recreational and destination-based trips continues to grow in popularity and the city has a policy to consider complete streets – streets that comfortably accommodate transportation choices and alternatives to private motor vehicles in its major transportation projects. Thus it is logical to consider bicycle access in a plan for the Nieman Road corridor. The question becomes what type of infrastructure is most appropriate and what are the destinations and purposes served by that infrastructure. In considering this question, we think it is best to consider transportation corridors broadly, looking at all routes that serve destinations along or near a major arterial, rather than be limited by the right-of-way lines of the major street alone. This opens the option of providing effective bicycle access along Nieman Road by using streets other than Nieman Road.

### Regional Context and Local Destinations

This analysis of alternatives begins with defining the purposes and destinations served by potential bicycle transportation facilities along or near Nieman Road. As stated earlier, Nieman north of Johnson Drive is identified as a marked “share the road” route in current local and regional bicycle facility mapping. In addition, the current planning and trail development effort



to connect the Turkey Creek Streamway Trail to downtown Shawnee directs the link to Nieman Road. Building on this, bicycle transportation facilities in and around Nieman Road have two primary purposes – acting as part of a regional transportation network that leads to major destinations outside of the local area and leading people to local destinations in the immediate area of the Nieman corridor.

Examples of potential regional systems and destinations include:

- Downtown Kansas City. As discussed earlier, the Turkey Creek Trail connection from Nieman Road opens the possibility of an excellent commuter route to Downtown Kansas City via Merriam Road and the Southwest Boulevard bike lane. Completing

## 5d. Bicycle Infrastructure

this route also requires a facility to fill a gap between 47th and 34th and Merriam Road.

- Mid-America Sports Complex/Shawnee Mission Park. On maps, the most direct route between Nieman Road and these major community features along Mill Creek, as well as the regional Mill Creek Trail from the Kansas River to Olathe, appears to be Johnson Drive. However, despite being identified as a shared route, Johnson Drive's traffic volume and steep hills are uncomfortable for most cyclists other than highly capable road riders. Other regional alternatives include:

- The 55th Street shared route from West Flanders Park from Nieman to Quivira Road; Quivira Road to the 51st Street bike lanes; 51st Street to the Quivira Road bike lanes; Quivira Road to Holiday Drive; Holiday Drive to Wilder Drive; and Wilder Drive to the trailhead of the Gary Haller Trail and the Mid-America Sports Complex. Holiday Drive also includes bike lanes/shoulders from the west ramps of the I-435 interchange to Wilder. Major gaps in service on this regional route include Quivira Road from Shawnee's city limit to Holiday and Holiday Drive from Quivira Road to the I-435 interchange. Shoulders along these links would close this gap.

- 55th Street (with bike lanes from Quivira to Rosehill) to Rosehill Drive; Rosehill Drive (with bike lanes from 55th to Johnson Drive) to 61st Street; 61st to Pflumm Road; Pflumm to Midland Drive; and Midland Drive (with bike lanes from Lackman to Renner Road) to the Gary Haller Trail (Mill Creek Streamway) and associated parks. For more experienced cyclists, Johnson Drive also can be used to Rosehill Drive.

In addition, the 127th Street bike lanes in Olathe connect the Gary Haller Trail to the Indian Creek Trail.

- Shawnee Civic Centre/Library/Veterans Park. This important civic destination is linked to the Nieman corridor by several routes, including 55th Street (with bike lanes from Quivira to Rosehill) and Quivira Road/Pflumm Road; Johnson Drive from Nieman to Pflumm; or Johnson/Rosehill/61st/Pflumm.

Local destinations directly served by the Nieman corridor include:

- Wonderscope Children's Museum at 57th and Flint

## ALTERNATIVES

- Splash Cove Aquatics Park at Johnson and King
- Shawnee Town 1929 between Johnson and 57th between Flint and Cody
- Herman Laird Park at Cody and Johnson
- Downtown Shawnee and Shawnee City Park
- West Flanders Park

### Bicycle Facility Alternatives

An array of facility types can be applied to ensure bicycle mobility in the Nieman Road corridor and to potential regional routes. These include the following:

- **Share-the-road (STR) streets:** On STR streets, bicyclists and motor vehicles operate in common right-of-way. These streets usually have relatively low volumes and adequate continuity to be useful parts of the system. In many cases, they have on-street parking and are not wide enough to provide specific space for bicyclists. STR routes are sometimes identified by the sharrow or shared lane pavement marking and MUTCD "Bike Route," "Share the Road," or "Bicycles May Use Full Lane" signage.

In a 4-lane or status quo alternative for Nieman Road, average daily traffic on Nieman Road are above those recommended for

## 5d. Bicycle Infrastructure

a conventional width shared use lane. In a lane diet scenario from four to three lanes, shared use of a travel lane may be acceptable if the shared lane is wide enough to afford safe passage of a bicycle by a motor vehicle (minimum three foot passing clearance) without encroaching into an oncoming travel lane (typically 14 to 18 feet). This technique may be most appropriate on alternate, low-traffic streets that serve local destinations and provide regional continuity.

- **Striped Shoulders.** The four to three lane diet conversion provides adequate space for three standard lanes (34 feet) and shoulders of 5 to 6 feet. These shoulders may be defined by a white line without specific designation as a bike lane. This shoulder may be used for vehicles to pull out of a travel lane to let emergency vehicles pass or in breakdown situations, for transit stops, and for bicycle use as an allowed but not explicitly intended use.
- **Bike Lanes.** Bike lanes are shoulders specifically marked as lanes reserved for bicycle use. Conventional bicycle lanes usually provide for one-way movement in the same direction as motor vehicles, and are ordinarily identified by Manual compliant bike lane pavement markings and optional signs.

Bicycle lanes are appropriate on streets that can comfortably accommodate bicyclists, but have higher traffic volumes than shared streets and are wide enough to accommodate both motor vehicles and bicycles in their current channels – conditions applicable to a lane dieted Nieman Road. Some contemporary bike lane installations are using new techniques to increase visibility and separation. These include buffered bike lanes, providing a painted separation between the bicycle and travel lanes, and colored or “green” bike lanes, painting all or part of the bike lane. Sometimes, paint is used to distinguish such conflict zones as driveway crossings.

- **Sidepaths.** Sidepaths are wide paths (typically ten foot minimum width but eight feet in constrained situations) located within a street right-of-way but fully separated from travel lanes, usually by curbs. They are sometimes referred to as “widened sidewalks” or “sidewalk trails.” These facilities are popular with road designers and provide a degree of separation that many users find comfortable. However, they have been controversial because of potential bicycle-motor vehicle conflicts at intersections of streets and driveways, uncertainties about who has the right-of-way, and lack of visibility or awareness of drivers of the presence of

## ALTERNATIVES



Example of a multi-use trail (sidepath)



Example of a bicycle boulevard



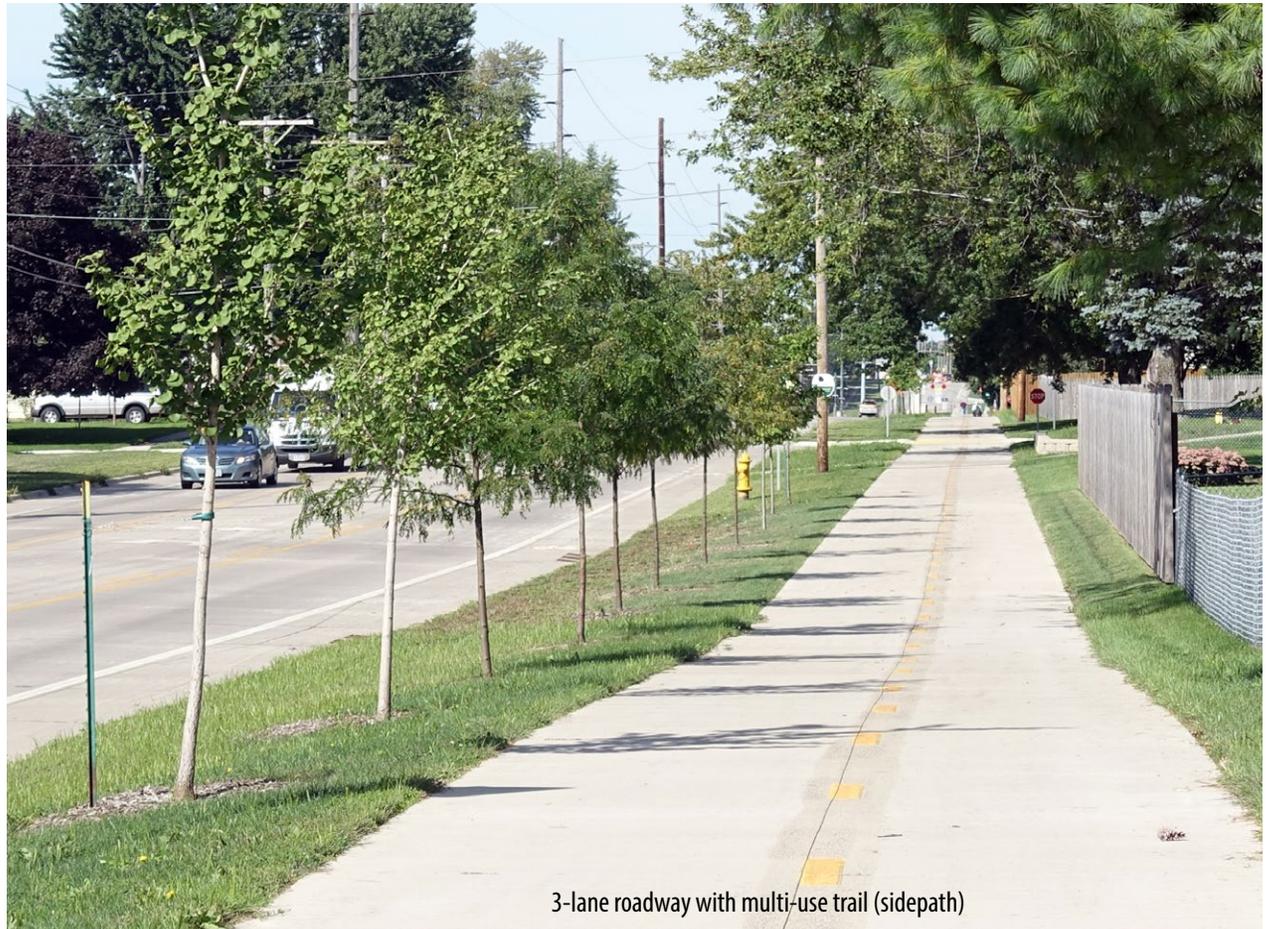
Example of a “Share The Road” route

## 5d. Bicycle Infrastructure

## ALTERNATIVES

the path. Good sidepath design requires standards that require high visibility and signage to increase motorist awareness and inform users of responsibilities and possession of right-of-way. These facilities are especially useful along the street frontages with few interruptions from driveways or intersecting streets. The Nieman Road right-of-way outside the existing street channel is not sufficiently wide to permit a properly designed sidepath without acquiring additional property. However, in a lane diet scenario, narrowing the curb-to-curb width from the existing 45 feet to a standard 34-foot section can provide adequate space for a well-designed sidepath.

- **Bicycle Boulevards.** Bicycle boulevards are direct segments parallel major streets, and serve the same destinations as busier arterials. In the study corridor, bicycle boulevards are streets or combinations of streets that provide alternatives to Nieman Road that serve the same destinations and provide similar regional continuity. Examples of candidate streets include Barton Drive, King Street, or Flint Street. Bicycle boulevards utilize the pavement marking conventions discussed for shared routes, but include other identifying and functional enhancements. These can include special signage, intersection priority, traffic calming devices,



3-lane roadway with multi-use trail (sidepath)

detection loops at signalized intersections, and other methods.

## 5e. Pedestrian Facilities

Safer and more attractive pedestrian access is a priority for a Nieman Roads project. Of the facilities identified above, only sidepaths, which are multi-use facilities, also serve pedestrian needs. Pedestrian continuity then can be provided in one of two ways: a multi-use sidepath on one side of the street and a standard sidewalk on the opposite side; or, if an on-street bicycle solution is adopted, standard sidewalks on both sides.

### Sidewalk Standards

Desirable standards for a sidewalk include:

- A six-foot unobstructed width (may be reduced to an absolute minimum of five feet if severely constrained).
- Wherever possible outside of the town center segment, a sidewalk setback of six feet from back of curb to front edge of the sidewalk. Poles and other vertical obstructions will ordinarily be located either behind the sidewalk or within the sidewalk setback. In limited situations, the sidewalk setback may be reduced to four feet.
- Transverse painted crosswalks of Nieman Road sidewalks intersecting local streets.
- Enhanced visibility continental crosswalks at specified crossings of Nieman Road and at all four points of the Johnson Drive intersection.

- Crossing refuge medians with offset crosswalks at any midblock crossing of Nieman Road without full signalization.

### Sidepath Standards

Good sidepath design goes beyond the paving surface alone and must address the safety issues that have compromised this type of facility, including:

- Hazardous intersections. On two-way paths, motorists do not expect, and often do not see, bicyclists in the counterflow direction. Right-turning motorists in many cases ignore path users moving straight ahead, creating the possibility of a crash. This always places path users on the defensive.
- Right-of-way ambiguities at driveways and intersections. Usually, cyclists on a sidepath along a major street are forced to yield to intersecting traffic. Cyclists traveling on streets, on the other hand, have the same right-of-way rights as motorists.
- Path blockages. Cross traffic on driveways and intersecting streets frequently blocks the sidepath by stopping across it.

Fortunately, several state departments of transportation have done research on safe operation of these popular facilities, and several

## ALTERNATIVES



Continental crosswalk at a sidepath, St. Louis County

localities have completed especially safe sidepath projects. The following standards are partially based on these state of the art advancements and apply to the Nieman Road situation. Studies show that sidepaths (multi-use trails), are safer as the number of lanes are reduced because of increased motorist awareness. Therefore, they are more appropriate on 2 or 3-lane facilities than on 4 or 5-lane streets. Similarly, they are more appropriately used along streets with a minimum number of interruptions. Desirable standards for a sidepath include:

- A ten-foot unobstructed width (may be reduced to an absolute minimum of eight feet only in severely constrained areas). Dashed yellow line to separate directions.
- A minimum sidepath setback of five feet from back of curb to front edge of the path. Poles and other vertical obstructions must

## 5e. Pedestrian Facilities

be located at least two feet from the edge of the path. A minimum two foot clear buffer separation, preferably with a soft surface, must be provided from the inside edge of the sidepath to the edge of a parking lot or any other vertical obstruction.

- Solid or dashed lines and/or painted paths or other clear delineation at all crossings of the sidepath and driveways.
- Separation of no more than 6.5 feet of the forward edge of the sidepath from the curb of Nieman Road at crossings of intersecting streets.
- Signage along Nieman Road advising of the presence of a parallel sidepath. This warning sign is analogous to the W10-2 and W10-3 signs warning of parallel railroad tracks.
- Trail crossing warning signs (W11-15) facing streets that approach the sidepath before entering Nieman Road.
- Clear establishment of right-of-way. The sidepath has priority over intersecting driveways accessing Nieman Road, and signs at driveway accesses should establish that priority. Ideally, pathway users paralleling Nieman Road should have equivalent right-of-way priority over intersecting local streets.

However, most motorists on intersecting streets will assert their right-of-way. Therefore, the safety of vulnerable pathway users is best served by installing trail-sized stop signs oriented to sidepath users at intersecting local streets.

### **Pedestrian Access on Intersecting Local Streets**

A full pedestrian network requires connections to surrounding residential areas from a revitalized Nieman Road corridor. Section Four discussed the general lack of sidewalk connectivity on side streets to neighborhoods. With features like the senior tower on 58th and Barton, Splash Cove, Shawnee Town 1929, parks, churches, and shopping that are poorly connected to the main corridor, these discontinuities significantly reduce access. The difficulty of sidewalk construction is increased by opposition to special assessments by adjacent residents and businesses that have effectively appropriated public right-of-way for private uses such as parking and driveway or work area aprons.

- Sidewalk development on intersecting local streets should incorporate these general directions:
  - Standard residential street sidewalks should provide a continuous, fully accessible facility on at least one side of

## ALTERNATIVES

specified residential streets. Minimum sidewalk unobstructed width should be four feet.

- Accessibility ramps should be provided at all corners with sidewalks in the direction of the sidewalk.
- Sites that are using public right-of-way should be reconfigured to include sidewalks where necessary within a specific period of time such as five years. In the meantime, a pedestrian path that continues a sidewalk alignment should be established with painted lines.
- A joint public/private financing program should be considered to encourage sidewalk development. When sidewalks are proposed on only one side of the street, the benefit and private portion of costs should be shared by both sides of the street.

This plan proposes development of the following sidewalk segments, considering the area between Flint Street and Goddard Street.

## 5e. Pedestrian Facilities

### West Side of Nieman

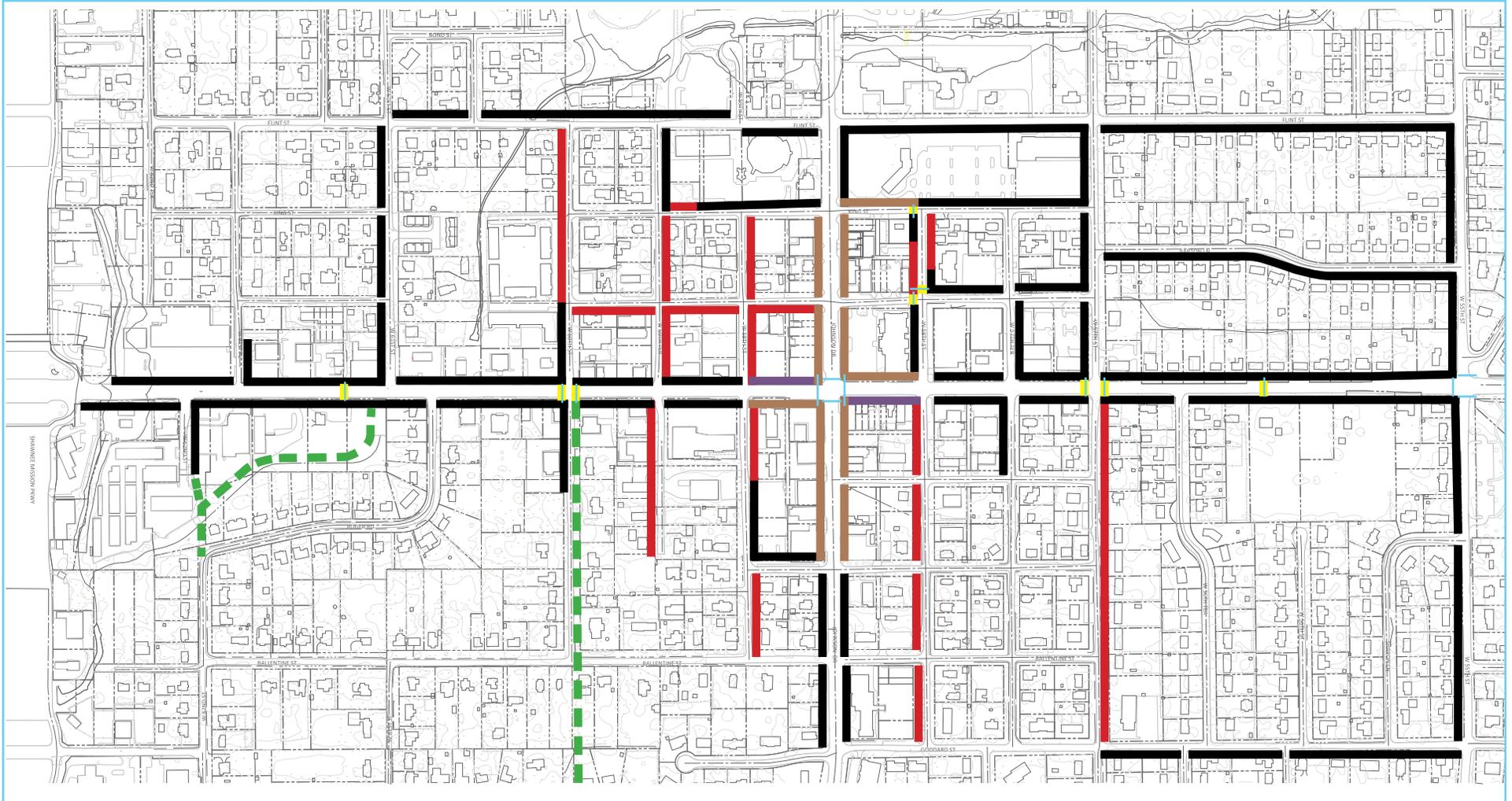
- 61st Street, north side from Nieman to Flint
  - 60th Street, south side from Nieman to Flint
  - 59th Terrace, north side from Nieman to King
  - 59th Street, north side from Nieman to King
  - 58th Street, south side from City Hall to minipark with crosswalks at Flint Street to Splash Cove
  - 58th Street, north side from Barton to King with crosswalks to City Hall block sidewalks
  - Barton Drive, east side from 60th to Johnson Drive
- 59th Terrace, south side from Nieman to historic cemetery
  - 59th Street, north side from Nieman to Goddard
  - 58th Street, south side from Nieman to Goddard
  - 57th, north side from Nieman to Goddard
  - 56th Terrace, south side from Nieman to Goddard

### East Side of Nieman

- Path associated with South Stormwater project, with drainageway crossing from 62nd/Roger Drive and path adjacent to the drainageway. Path alignment could change with design of potential redevelopment project on Shawnee Springs Village site.
- Path associated with the Turkey Creek Trail connection plan, probably along 60th Street and Ballentine Street.

## ALTERNATIVES





- Existing Conventional Sidewalk
- Existing Streetscaped Sidewalk
- Existing Crosswalks
- Proposed New Crosswalks
- Proposed New Sidewalk Links
- Potential Pathway Connections
- Upgraded Streetscaped Sidewalk

## 5f. Street Crossings

Nieman Road's 4-lane section with signalization only at Shawnee Mission Parkway, Johnson Drive, and 55th Street makes it difficult for pedestrians or bicyclists to find gaps allowing safe crossing of the street at other locations. The alternative concepts in Section 6 show specific concepts and possible locations for crossing, but all are based on the following standards:

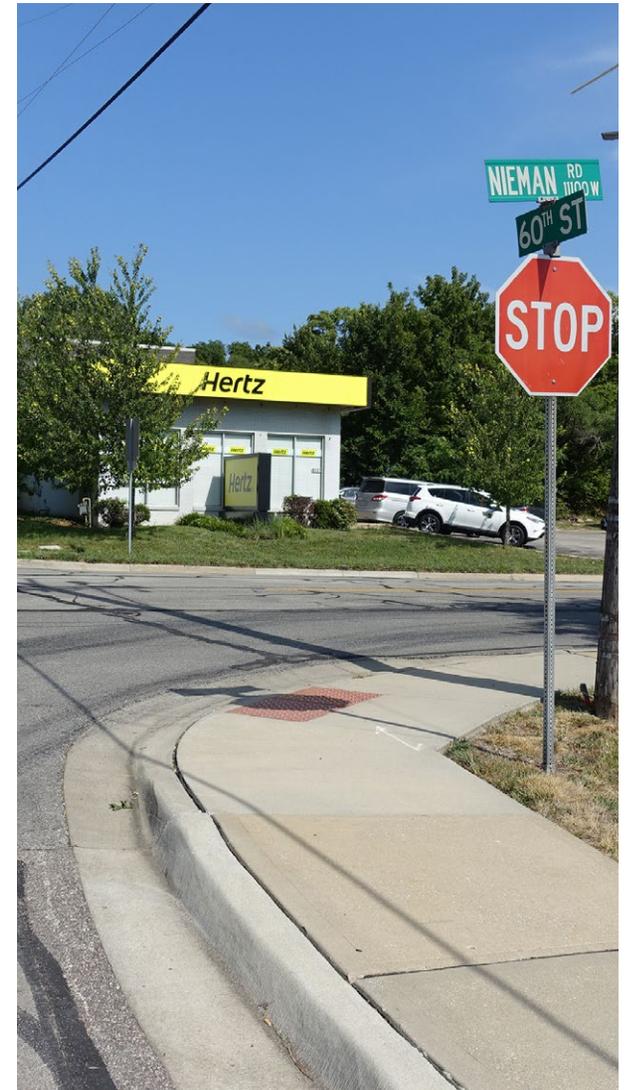
- Providing a clear and safe pedestrian crossings of Nieman Road at no more than quarter mile intervals.
- Establishing an intersection crossing at 60th Street, assuming that 60th Street becomes the primary outlet of the Turkey Creek Trail connection on Nieman Road.
- Providing at least two midblock crossings with refuge medians and offset crosswalks, one between 60th Street and Shawnee Mission Parkway on the south reach and one between Johnson Drive and 55th Street. Locations for midblock crossings should be both strategic in terms of their usefulness and in places that do not require left-turn access. In 3-lane options, the refuge median is established by using a section of the center left-turn lane not needed for turning movements. In a 4-lane option, it is achieved by separating the opposing lanes to provide space for the crossing median.

- Using high visibility crosswalk markings to increase motorist awareness of pedestrians.
- Using adequate or traffic control devices at crossings, with minimum technique being a warning sign and flashing beacon at otherwise unsignalized crossings.



From top: Pedestrian crossing median, Atlanta, GA; enhanced visibility crosswalk and median, Santa Monica, CA

## ALTERNATIVES



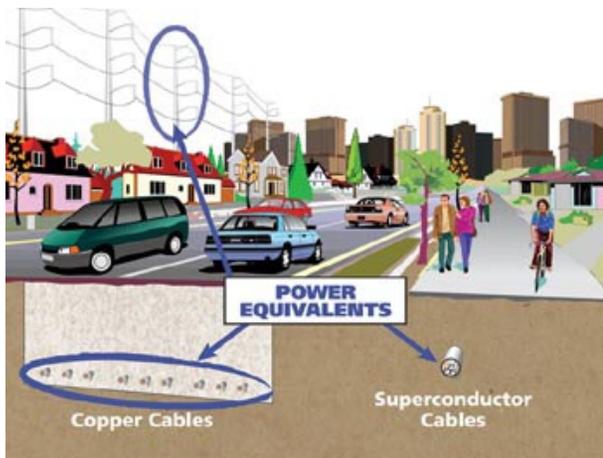
60th Street and Nieman Road intersection

## 5g. Utility “Cleanup”

Reducing the visibility of utilities within the Nieman right-of-way is one strategy to enhance the appearance of the corridor. There are several options identified to reduce the “eye clutter”:

### 1. Undergrounding

The most effective alternative would be to remove all of the above-ground utility poles, wires, and cabinets and relocate them into underground conduits and vaults. This strategy very effectively removes unattractive poles and wires from view, but there is still some need for above-ground equipment in cabinets or enclosures, and the cost to “underground” all utilities is often at the City’s cost and very expensive.



Overhead power lines can be shifted to underground conduits

### 2. Relocating Farther from Nieman

An alternative strategy would be to shift the location of above-ground utilities farther away from the street to make them less obvious. Power lines could be moved to run behind many of the structures along Nieman rather than in front of them (near the street). This strategy would make a significant difference in the visibility of utilities but would still require service enclosures near the businesses. This alternative would likely involve cost to the City for the relocations, but would not be quite as expensive as converting utilities to underground installations.

### Reduction of Visual Signature

Instead of moving the above-ground utilities, it may be possible to change the appearance of the poles, wires, and enclosures to be more attractive or less obtrusive. Utility poles can be replaced with painted, powder-coated, or decorative poles and cabinets that promote a new look rather than distract from it. Using taller poles may allow for increased spacing and fewer poles as well as reducing the visibility of wires. It may be difficult to find decorative equipment that local utility providers have approved and are willing to maintain. The City would likely be required to pay for this decorative equipment.

## ALTERNATIVES



Alternative poles and attachment hardware could be used to reduce the visual signature of overhead power

# 5g. Utility "Cleanup"

## Service Cabinets

As with decorative poles, it may be possible to replace existing aboveground service enclosures with more decorative or "camouflaged" structures that are more aesthetically pleasing. Combining service cabinets with historic markers, landscaping, or other amenities could allow these structures not to be noticed at all. Such alternative enclosures would likely be provided at the City's cost and would require discussion with utility providers to assure compatibility and maintenance.



Service cabinets can be decorated or "camouflaged" like this enclosure that was painted to look like what was on the other side of the street



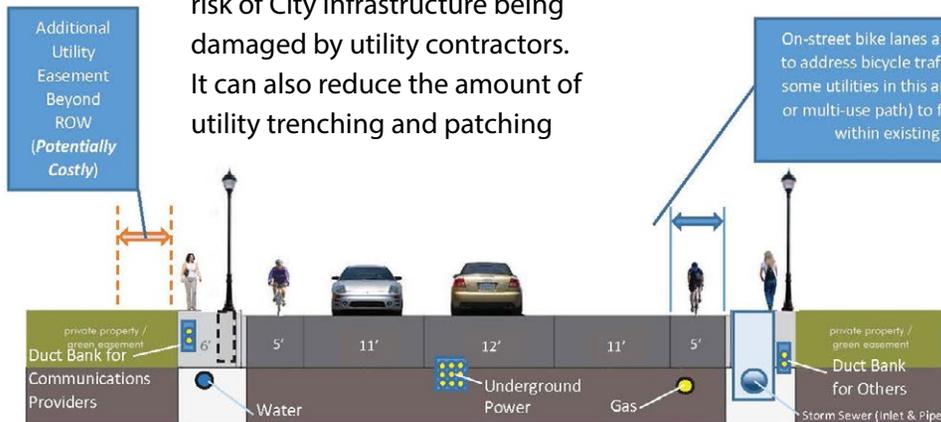
Nieman Road with existing overhead utilities (left) and



after placement of electric lines and equipment underground.

## 5. Utility Corridor Planning

The City may choose to develop a coordinated plan for utility placement along Nieman Road over time in order to create a more orderly and efficient way to maximize the number of utilities that can be located in public right-of-way while minimizing the risk of City infrastructure being damaged by utility contractors. It can also reduce the amount of utility trenching and patching



under pavement that can create maintenance issues for City street crews.

In some cases cities will install empty conduit when doing street construction to allow for future utility installations to be made with much less disruption and excavation along a street.

This reduces traffic and aesthetic impacts to the neighborhood, as well.

## 5h. Access Management

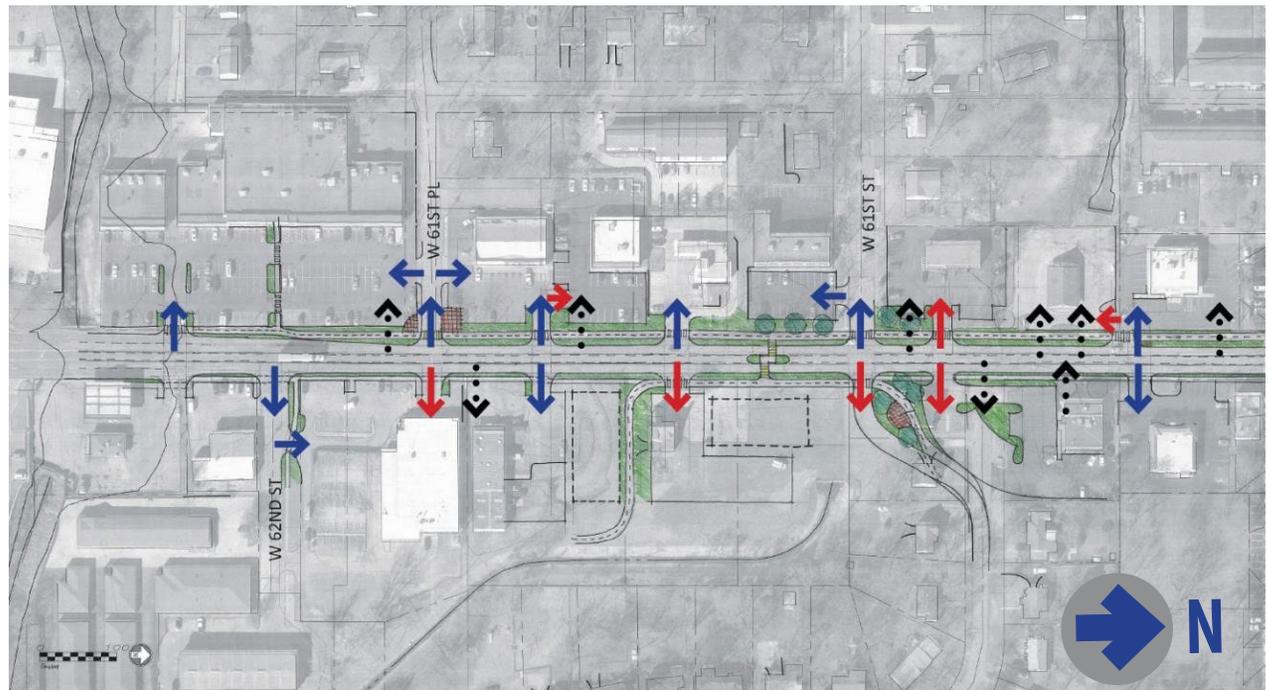
Corridors like Nieman must balance the competing purposes of moving vehicles efficiently, while also providing convenient access to all properties along the street. One purpose calls for avoiding any disruption in the movement of vehicles, while the other is predicated on vehicles changing speeds to enter and exit the corridor. Potential improvements to access management require that both needs are considered. The following alternatives to access management along Nieman were identified:

- “No change” - Leave access points (intersections and driveways) as they currently exist. This would maintain the existing high frequency of access points and provide all options for motorists entering and leaving the roadway (unrestricted left turns). Through traffic would still be affected by frequent need for vehicles to slow or stop for turns leaving the roadway.
- Limited “clean up” – Identify properties with multiple drives and adjacent properties that already have connecting parking lots that may be candidates for closure of “extra” drives or consolidation of the number of drives serving each block of Nieman. No significant changes would be made to the ability of vehicles to make left turns. This could provide some improvement to safety and traffic flow by reducing the number potential locations

for vehicles to cross paths and choose to turn into adjacent properties.

- Significant consolidation of entrances – More aggressively consolidate driveways and direct more access to properties via intersecting streets south of Johnson Drive. This would involve widespread use of cross-access

connections between parking areas and the use of rear lot access. Improvements in safety and traffic flow would be made due to the reduced number of turning locations and vehicles slowing. Legal terms for easements and long-term maintenance responsibilities for cross-access would need to be worked through by the City.



- ← New or relocated access points
- ← Retained access points
- Closed access points

More extensive consolidation of entrances would improve safety and potentially reduce congestion along Nieman

## ALTERNATIVES

## 5h. Access Management

## ALTERNATIVES

- Full access control – Consolidate the number of entrances and construct medians along Nieman to physically limit the locations where vehicles can turn left. Combined with dedicated left-turn lanes, this approach would have greatest improvement in the efficient movement of traffic along Nieman, while significantly limiting options for entering and existing the roadway for adjacent properties. The City would have to pay for construction costs for medians and driveway reconstructions/closures, as well as resolving the complaints from property owners as to reduced convenience.

It became very clear during on-site work sessions with property owners and discussions with City representatives it was desired Nieman maintain as much access to adjacent properties as possible. Any implemented improvements along Nieman would likely be limited in magnitude.



## 5i. Placemaking & Urban Design

A goal of a Nieman Road project should be to increase the corridor's value by making the entire street into an attractive and positive urban environment. Nieman is not a walkable "main street" in the conventional sense, and is unlikely to transform into one in the foreseeable future. Many of its businesses will remain oriented to automobile travel, with freestanding buildings and individual parking lots. Yet, rather than unrealistically trying to convert environments like Nieman Road into something that they simply are not, we feel it is important to accept contemporary streets as valid and functional urban environments with their own integrity and value – to show the "strip" can be a good place. This approach is woven into the concepts presented in Section Six. Placemaking components implicit in these concepts include landscaping, lighting, nodes, stories and streetscape elements. These elements should be integrated into the detailed design of the street but are outlined here at the master plan phase to provide guidance as detailed plans are developed.

### Landscaping

The relatively limited right-of-way and fairly "busy" street environment of individual sites, business identification signs, and utilities both limits options and provides opportunities. Options that maintain current curb lines do not provide enough room for significant

street landscaping. For example, maintaining a desirable 6-foot sidewalk standards with a ten foot space between curb and property line provides only four feet of remaining space, inadequate for healthy tree plantings in an urban street environment. Tree plantings would require either additional land acquisition or easements or cooperation with adjacent private properties to plant trees behind the sidewalk line. This suggests an approach that uses hardy ground covers or grasses and lower level landscaping in sidewalk setbacks, with complementary private landscaping. Flower or planting baskets incorporated into light poles can also add color and life into the street environment.

Concepts that actually alter the curb lane and narrow the street channel open other landscape options by virtue of adding an additional eleven feet to the public domain outside of the street channel. Even when incorporating a sidepath, this permits sidewalk setbacks in the range of six to eight feet, large enough for some street tree planting. A detailed planting plan should be strategic though because of the need for businesses in an auto-oriented environment to maintain visibility. Depending on utility redesign, trees are likely to be clustered and avoid conflicts with overhead electrical distribution. Specific nodes along the street can accommodate groupings of shade and overstory trees. These nodes become distinct places along the street

## ALTERNATIVES

that provide both function and interest.

### Lighting

Street lighting is an important communicator of the feeling of street by both day and night. Current lighting is providing by conventional "cobra-head" fixtures, some free-standing and others attached to electrical distribution poles.



Street lighting options: Contemporary LED sharp cut-off lamp (left); "teardrop" lamp provides a more traditional look (right)

## 5i. Placemaking & Urban Design

So-called “acorn” lights, a fixture commonly used in “main street” districts, are deployed as part of the downtown streetscape project along Nieman between 59th and 58th and Johnson Drive between King and Bluejacket. New street lighting outside of the town center will be important from an economic, functional, and placemaking perspective. However, replacing “cobra heads” with “acorns” is not appropriate to the history or character of the street outside the historic core. Lights that are attractive but more reflective of a corridor environment are more appropriate. Character drawings shown later in this document are illustrated showing a “teardrop” fixture that has a more timeless look, is more suitable to the demands of a road environment, and directs light in a more controlled way than either of the two existing lighting types. A contemporary, sharp cut-off fixture can provide an attractive, efficient alternative. These or a similar light can be found with varying degrees of nostalgic or contemporary style.

### Nodes

Nodes are geographic sites along a corridor where something of note takes place, a special place that stands out in the background of the street environment. They can be thought of as pools of light along a corridor. Some nodes, like bus stops or rest stops, are functional and serve a specific purpose. Some are contextual, places where history occurred and there is a story to

be told. And sometimes, they are opportunistic – there because there’s space to do something. Each of the concepts shown in the following section incorporates nodes along the sidewalk or path. Again, the actual number, location, and design of these nodes will be determined by final design, and the placements shown here can guide the design process. But each of them follows certain rules and anticipates a common vocabulary that include:

Locations and designs that do not obstruct normal commerce or movement. In some cases, a node may be an arc bisected by the sidewalk. In other areas, they are adjacent but completely off the sidewalk at a location that can accommodate them spatially. Options with a multi-use sidepath, designed to accommodate bicycles rather than pedestrians only, use the off-path siting.

Contrasting paving surfaces. The pavement used within hard-surfaced parts of a node should distinguish it from the normal concrete of the sidewalk or path, establishing the node as a place of special importance on the way.

Shelter and interpretation. An attractive but minimalist shelter structure could be used at selected node locations to provide information on historic significance, orientation, wayfinding, or functional information like bus schedules, as well as some seating and weather protection. An

## ALTERNATIVES

attractive bus shelter used on the City of Santa Monica’s system is illustrated to show how a collection of parts can work in limited space and provide a vocabulary of features.



Family of streetscape and shelter elements, Santa Monica, CA



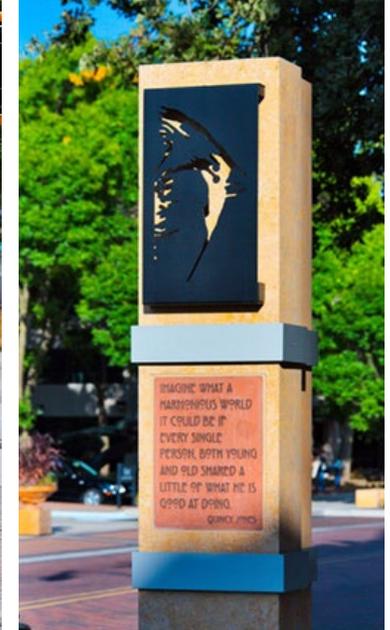
Interpretive node, Shenandoah, IA

### Stories

Section Four investigated some of the historical and cultural features along Nieman Road and surrounding blocks. These themes and stories can be incorporated into the character and meaning of the street. Nodes at specific historic locations can provide information and direction to nearby sites. Most of these sites relate to nineteenth century history and the very early days of Gum Springs and Shawnee. Thematically, these historic nodes can be complemented by more contemporary stories about the people, businesses, and builders of Shawnee as well as the stories of cultural and recreational features, how they were built, and who they were named for. This is consistent with the historical/contemporary dichotomy explored at the museum of Shawnee Town 1929. Graphics mounted to lighting fixtures can also provide symbols and color that establish key themes expressed along the street.

### Streetscape

Streetscape elements include functional elements like seating, shelter, trash receptacles, and bicycle parking; and special features like public art and lighting. Landscaping may be clustered around nodes or in places that provide a reasonable of space. Adjacent development can provide opportunities for larger scale green spaces. For example, public space should be incorporated

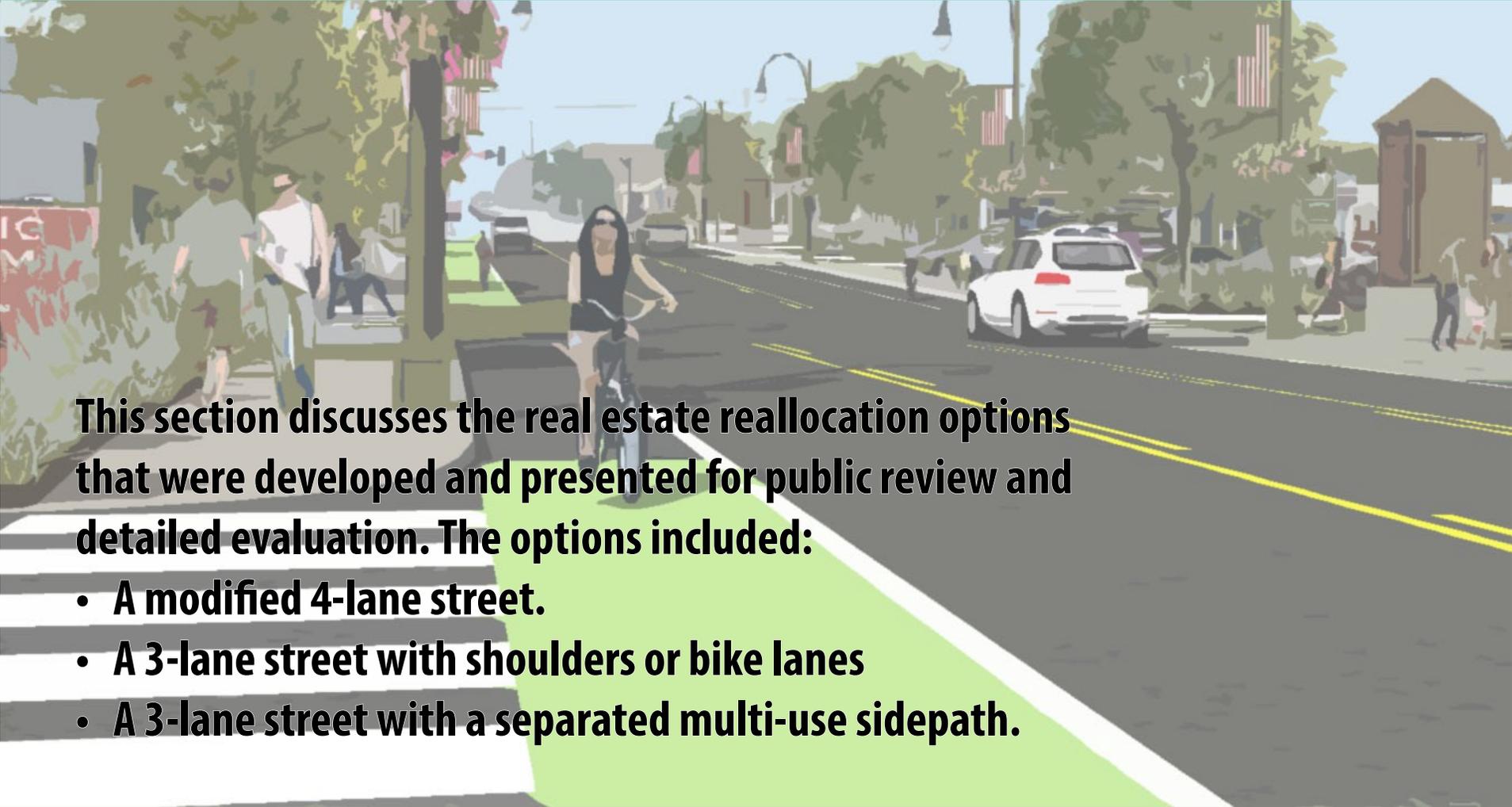


Interpretive and storytelling features. From left, The Embarcadero, San Francisco; Broadway in Council Bluffs, IA; Capitol Avenue, Springfield, IL

into redevelopment projects on sites identified in this plan or the earlier Community Connections study.



## 6 OPTIONS PRESENTED



**This section discusses the real estate reallocation options that were developed and presented for public review and detailed evaluation. The options included:**

- **A modified 4-lane street.**
- **A 3-lane street with shoulders or bike lanes**
- **A 3-lane street with a separated multi-use sidepath.**



People in Shawnee have a significant stake and care a great deal about the ultimate function and character of this key corridor. Some see it as a largely functional trafficway, whose sole purpose is to move motorists to businesses and through town. They are very skeptical of changes in the street section and very concerned that change can affect traffic operations. Others have a different vision of an enhanced community street that conveys a positive image, attracts new investment, and adds value to surrounding neighborhoods. The key is to find the mix of features and street modifications that meet a variety of goals and expectations for this important street.

This is best done by developing and evaluating alternatives for both objective testing for traffic function and presented for community comment and reaction. Three basic options with variations were developed for public input, including detailed and annotated conceptual plans, traffic operations evaluation, and renderings to

communicate the character of these alternatives. The options presented included:

- Option 1: A modified 4-lane section, maintaining existing curb lines but making some beneficial adjustments to the status quo.
- Option 2a and 2b: A 3-lane section, maintaining existing curb lines but reducing the street section to 2-11 foot direct travel lanes and a two-way center left turn lane. The remaining street area would be devoted either to a 5 to 6-foot shoulder separated from travel lanes by a white line; or a shoulder of the same width designed specifically as a bike lane.
- Option 3a and 3b: 3-lane section that narrows the street channel by eliminating one of the outbound travel lanes and moving the curb in accordingly. This new space would then be used for a multi-use sidepath, designed according to the guidelines outlined above, and associated setbacks. Two variations were tested: removing the outer southbound travel lane and establishing the sidepath on the west side of the street; or removing the outer northbound travel lane and establishing the sidepath on the east side of the street.

All four options have several important features

in common:

- Aligning left turn movements at Johnson Drive. This improves traffic flow by eliminating one left-turn signal cycle, minimizing delays at that busy intersection.
- Increasing sidewalk width to twelve feet on the west side of Nieman from 59th to Johnson Drive. This addresses one of the biggest problem points for pedestrians – the narrow and obstructed sidewalk against the wall of the Danco/Dodge City Beef Building.
- Providing protected pedestrian crossings with crossing refuge medians. These are accomplished in different ways but all improve people’s ability to cross the street at strategic locations.
- Establishing nodes and relatively equivalent streetscape and enhancement features. Options 3a and 3b, narrowing the street channel, provide better opportunities, but all improve the street environment.
- Managing access. Access management concepts are the same for all options.

The following pages present key features of each option.

## 6a. Option 1: Modified 4-Lane

## OPTIONS PRESENTED

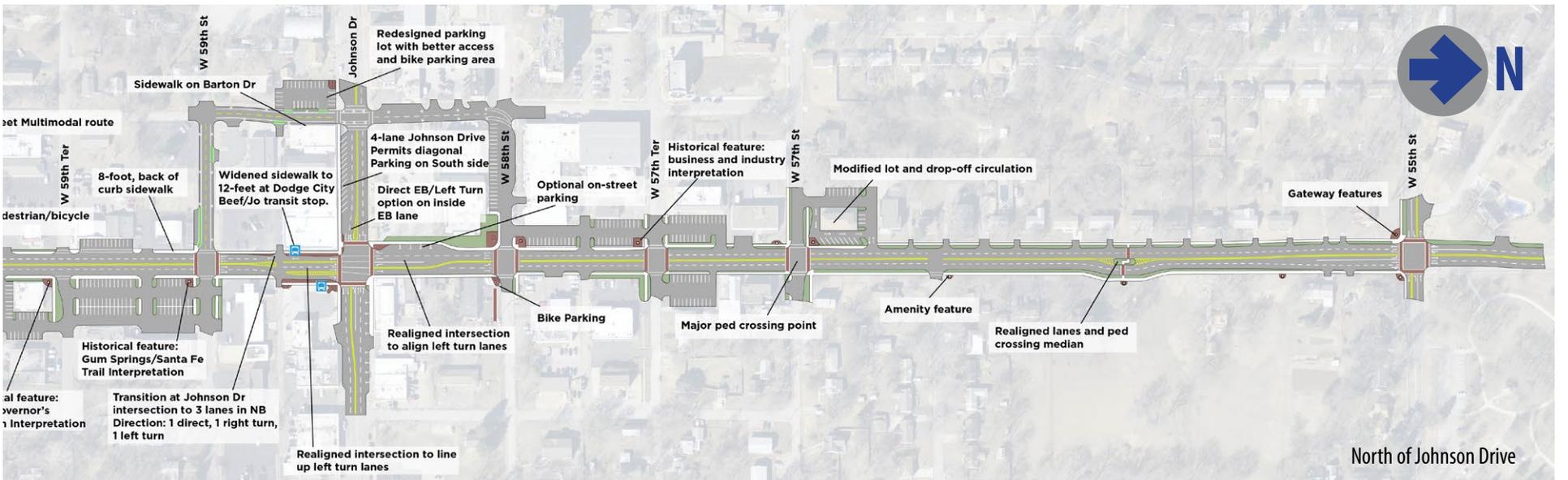
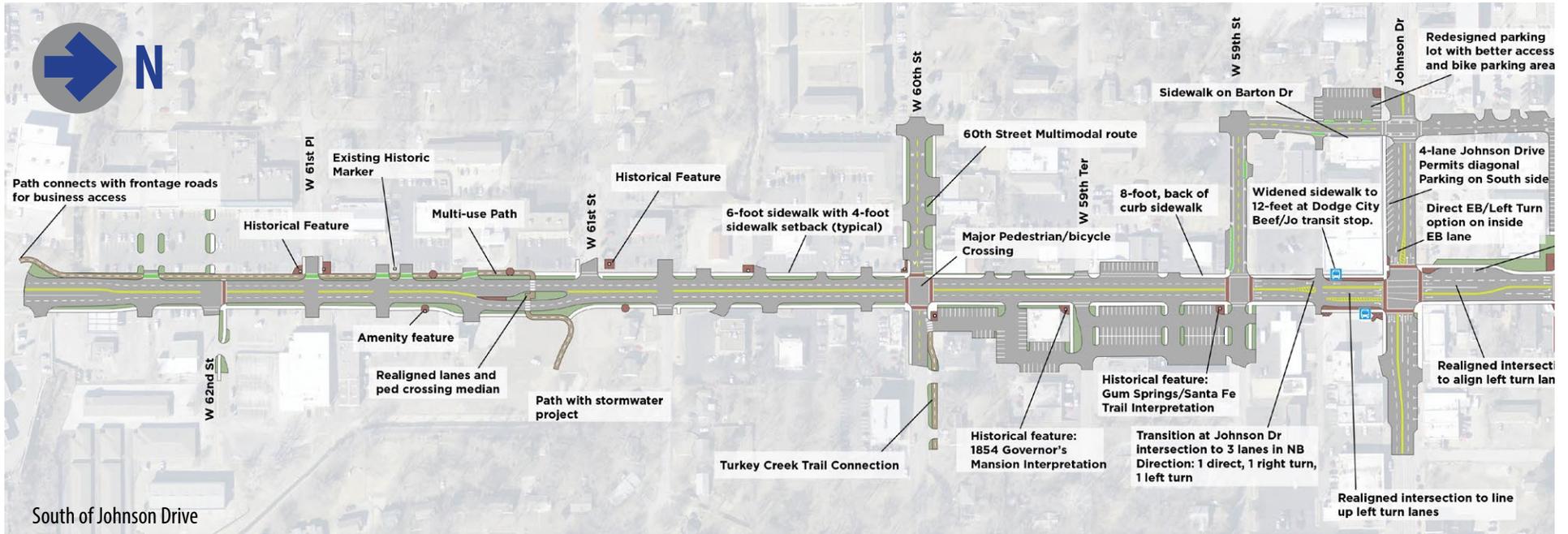
### Key Features

- 4-Lane section maintained from Shawnee Mission Parkway to 55th Street.
- 6-foot sidewalk with typical 4-foot setback from Shawnee Mission to 60th Street. Back of curb sidewalk, typically 6 to 8 feet from 60th to 57th Terrace. 6-foot sidewalk with typical 4-foot setback from 57th Terrace to 55th Street.
- Widened sidewalk with curb realignment on Dodge City Beef block, west side of Nieman from 59th to Johnson.
- New Nieman Road intersection crosswalks at 60th Street and 57th Street. 60th Street crossing is coordinated with Turkey Creek Trail connector route. Potential for intersection signalization here.
- Midblock crossings with refuge medians between 61st Street and 61st Place and between 57th Street and 55th Street. South midblock crossing is coordinated with south stormwater path. Space for median is created by shifting northbound travel lanes at crossing points with adequate transition curves.
- Sidepath on west side of Nieman between midblock crossing and Shawnee Mission Parkway frontage road. This connects the Turkey Creek corridor to major retail development along Shawnee Mission west of Nieman Road.
- Intersection redesign and alignment of left-turn lanes to eliminate separate left-turn signal cycles at Johnson Road intersection. Each leg of Nieman provides one right-turn only lane, one direct lane transitioning back to two lanes past the intersection, and one left-turn only lane.



# 6a. Option 1: Modified 4-Lane

# OPTIONS PRESENTED



## 6b. Option 2a and 2b: 3-Lane (Shoulder / Bike Lane)

## OPTIONS PRESENTED

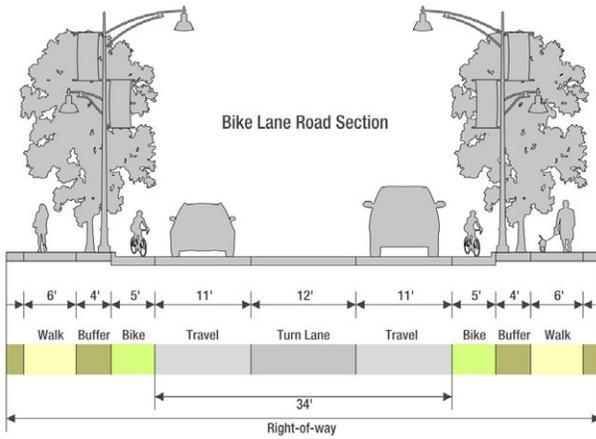
### Key Features

- 3-Lane section (34 feet, with 2-11-foot travel lanes and a 12-foot two-way turn lane), maintaining existing curb lines. Balance of street channel used for painted shoulder (option 2a) or bike lane (option 2b) with typical width of 5-6 feet.
- 6-foot sidewalk with typical 4-foot setback from Shawnee Mission to 60th Street. Back of curb sidewalk, typically 6 to 8 feet from 60th to 57th Terrace. 6-foot sidewalk with typical 4-foot setback from 57th Terrace to 55th Street.
- Widened sidewalk with curb realignment on Dodge City Beef block, west side of Nieman from 59th to Johnson.
- New Nieman Road intersection crosswalks at 60th Street and 57th Street. 60th Street crossing is coordinated with Turkey Creek Trail connector route. Potential for intersection signalization here.
- Midblock crossings with refuge medians between 61st Street and 61st Place and between 57th Street and 55th Street. South midblock crossing is coordinated with south stormwater path. Medians are located in center lane at points where left-turns do not occur.
- Intersection redesign and alignment of left-turn lanes to eliminate separate left-turn signal cycles at Johnson Road intersection. Each leg of Nieman provides one right-turn only lane, one direct lane transitioning back to two lanes past the intersection, and one left-turn only lane. In bike lane option 2b, the bike lane is established between the right-turn and direct lanes.



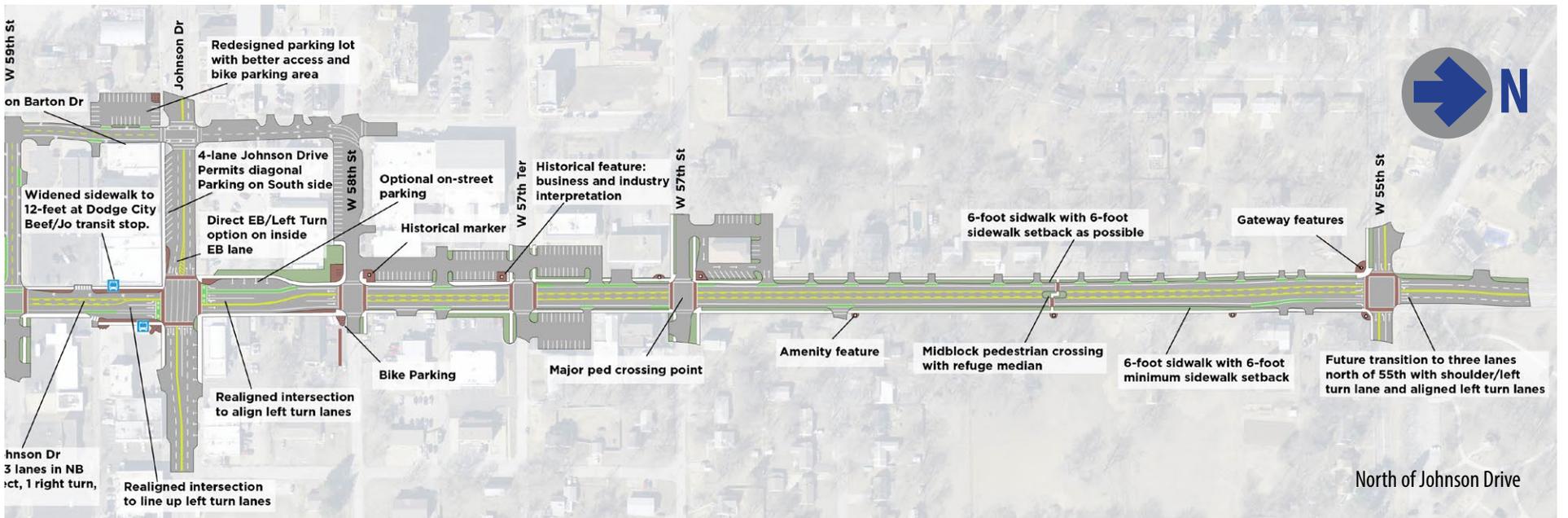
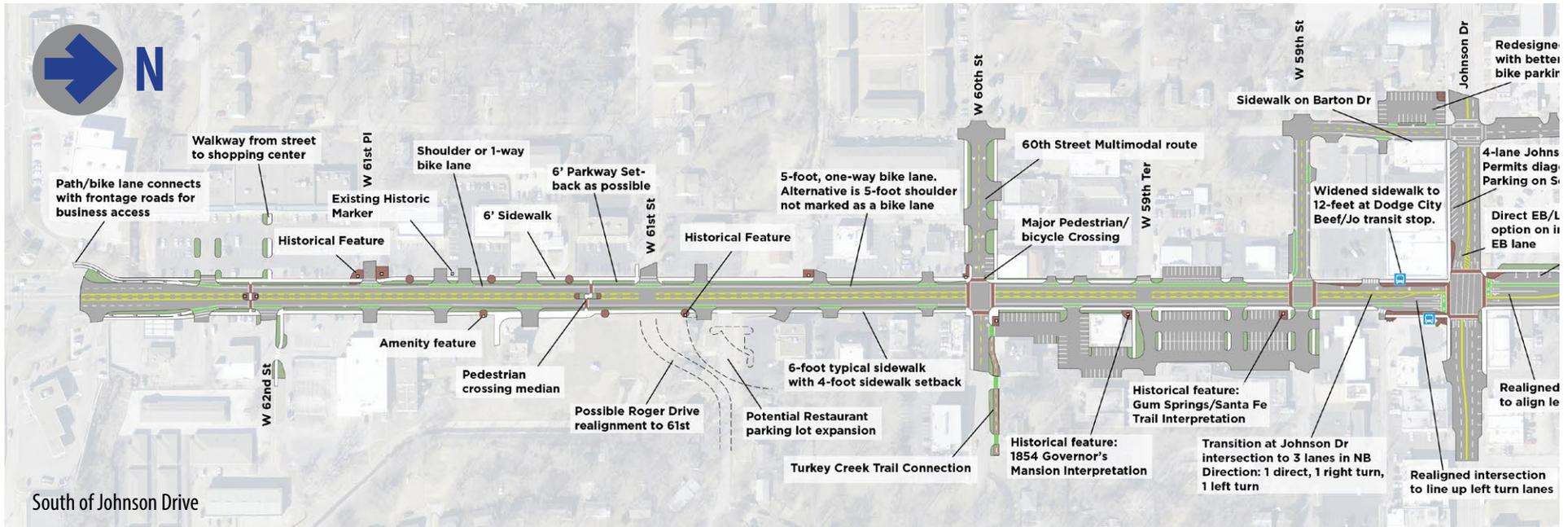
# 6b. Option 2a and 2b: 3-Lane (Shoulder / Bike Lane)

# OPTIONS PRESENTED



# 6b. Option 2a and 2b: 3-Lane (Shoulder / Bike Lane)

# OPTIONS PRESENTED



## 6c. Option 3a/b: 3-Lane (Sidepath)

## OPTIONS PRESENTED

### Key Features

- 3-Lane section (34 feet, with 2-11-foot travel lanes and a 12-foot two-way turn lane), with curb line modified on one side. Option 3a maintains the east curb line in its current position and moves curb to inside line of southbound travel lane, providing space for a sidepath on the west side of Nieman. Option 3b maintains the west curb line in its current position and moves curb to inside line of northbound travel lane, providing space for a sidepath on the east side of Nieman.
- 10-foot wide sidepath with typical 8-10 foot setback on sidepath side. Nieman sidewalks are a pedestrian-only district between 59th and 58th with bicycle parking provided at these limits. Bicycles are routed around the Nieman intersection using the bicycle boulevard technique.
- Widened sidewalk with curb realignment on Dodge City Beef block, west side of Nieman from 59th to Johnson. In Option 3b, the sidewalk on the east side of Nieman is also widened to approximately fifteen feet.
- New Nieman Road intersection crosswalks at 60th Street and 57th Street. 60th Street crossing is coordinated with Turkey Creek Trail connector route. Potential for intersection signalization here.
- Midblock crossings with refuge medians between 61st Street and 61st Place and between 57th Street and 55th Street. South midblock crossing is coordinated with south stormwater path. Medians are located in center lane at points where left-turns do not occur.
- Intersection redesign and alignment of left-turn lanes to eliminate separate left-turn



Option 3a: West Side Sidepath

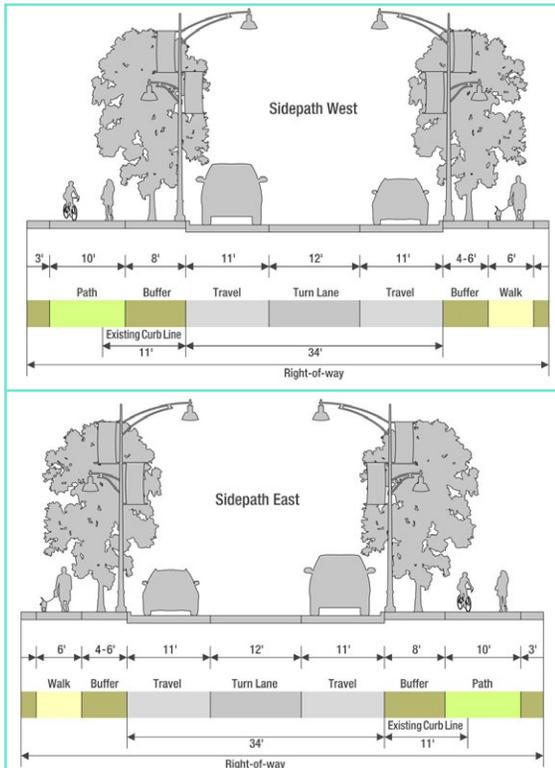


Option 3a: West Side Sidepath

## 6c. Option 3a/b: 3-Lane (Sidepath)

signal cycles at Johnson Road intersection. Each leg of Nieman provides one right-turn only lane, one direct lane transitioning back to two lanes past the intersection, and one left-turn only lane.

- In option 3b, a minor and almost imperceptible west to east shift in the street channel approaching the 60th Street intersection to move the roadway away from buildings built on or close to the property line on the west side of the street. This very minor shift greatly increases visibility and safety at the 60th Street intersection, addressing a major safety hazard identified by stakeholders during the planning process.







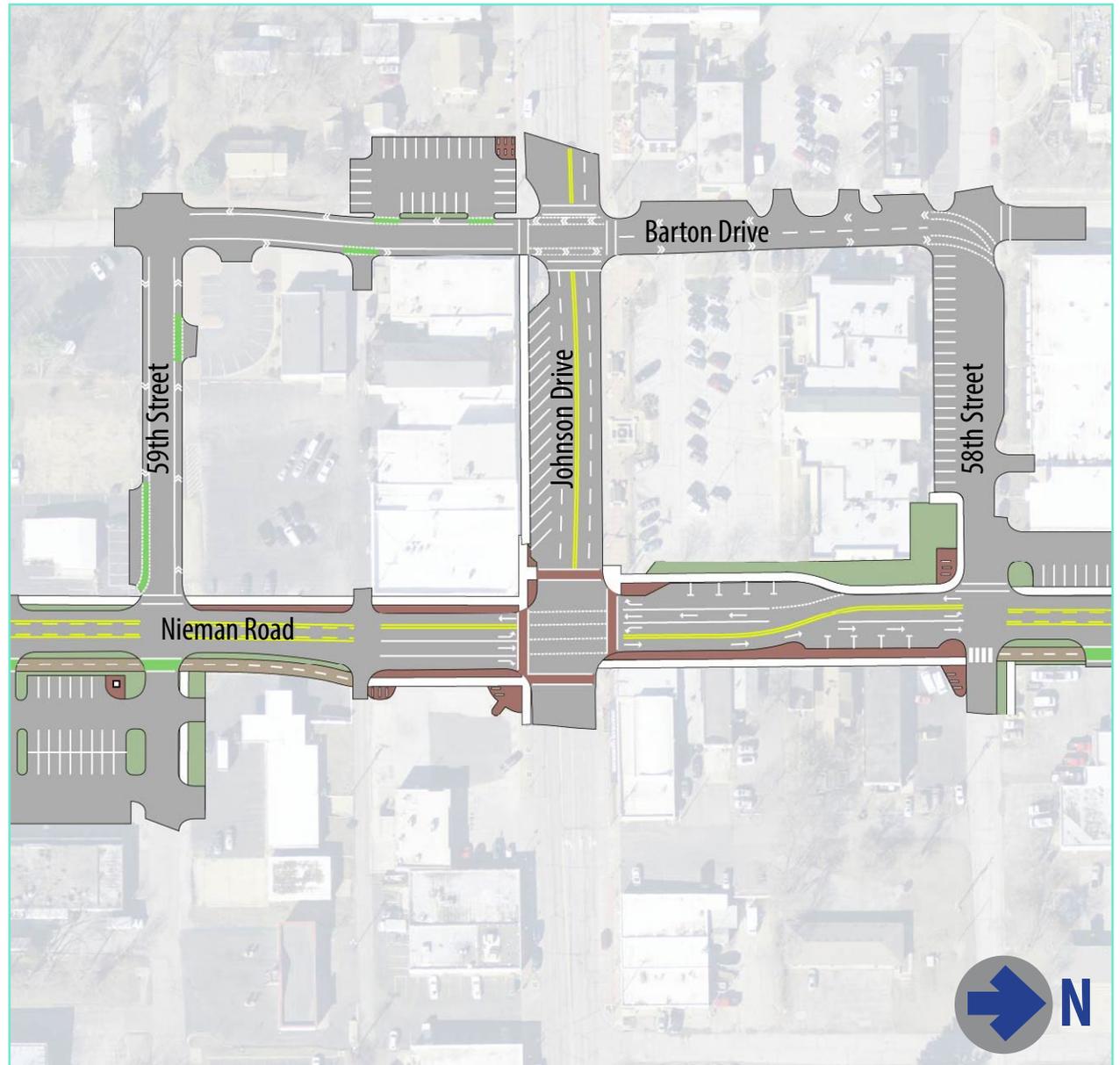
## 6d. Johnson Drive

## OPTIONS PRESENTED

During the planning process, several downtown stakeholders with businesses along Johnson Drive indicated a need for diagonal parking on the street between Barton Drive and Nieman Road. This block currently provides parallel parking on its south side only. The current Johnson Drive section is four lanes, widening to provide a left-turn lane at the Nieman Road intersection. The north, or city hall, side of the street features a very wide, plaza like sidewalk including a fountain.

In addition to maintaining the existing section, this plan's analysis investigated two alternatives for this block of Johnson:

- A three lane section, with Johnson Drive transitioning from four to three lanes furnishing one direct travel lane in either direction and a protected center left turn lane. This provides adequate space for diagonal parking with no effect on plaza width or the city hall fountain.
- A four lane section, maintained through the Nieman Road intersection. The inner lanes would offer both a direct or left-turn option. Reduction from five to four lanes provides enough space for diagonal parking with minor modification of the north side curb. This curb relocation changes the plaza design somewhat but does not threaten the fountain.

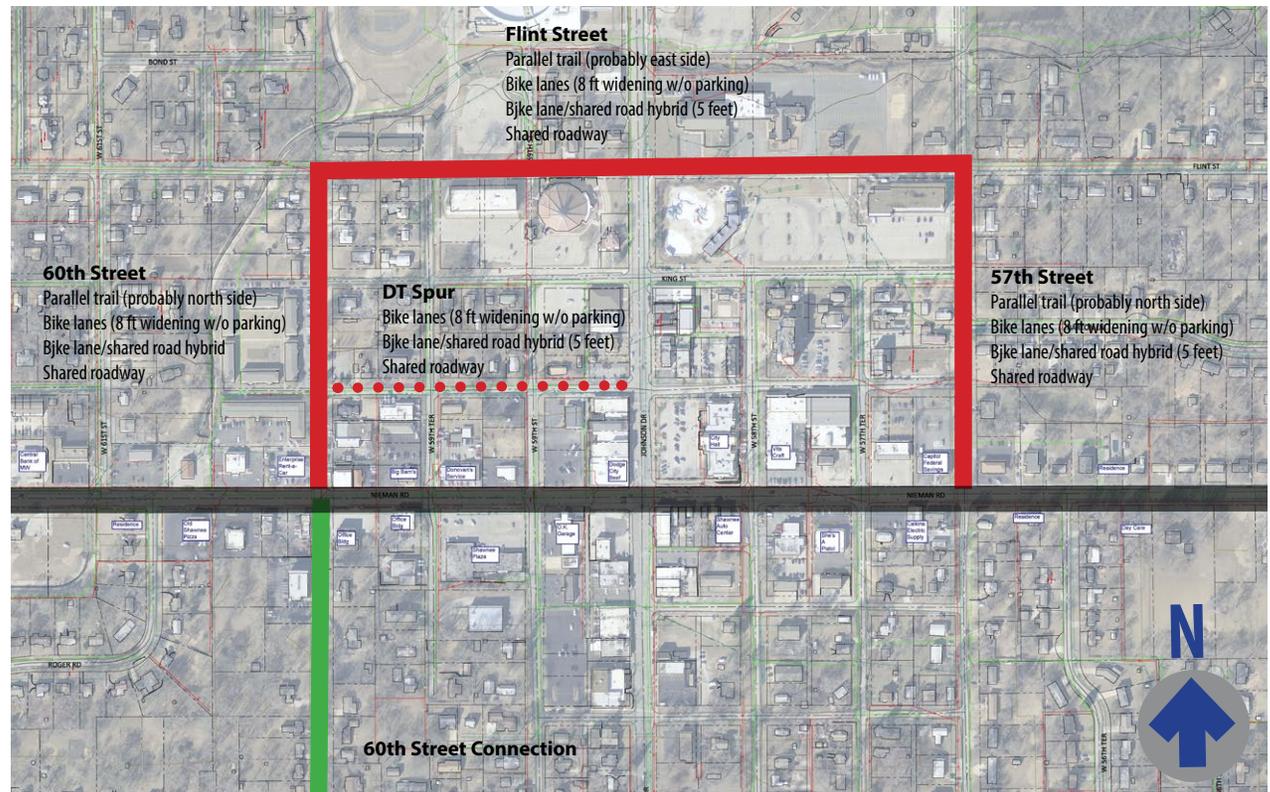


## 6e. Bicycle Circulation

Each of the option categories above has implications for bicycle circulation through and to Downtown Shawnee. This is particularly important because the Turkey Creek Trail connection's objective is linking the trail to Shawnee's historic center; downtown is an appealing destination in any case; and major local attractions including the children's museum, aquatics park, Herman Laird Park, and Shawnee Town 1929 are clustered together and themselves create an important regional destination.

- Option 1, the 4-lane option, provides no additional accommodation for bicycle travel. It implies that bicycle traffic will be routed along parallel, lower volume streets that serve Downtown and local destinations.
- Option 2, the three lane street with shoulders or bike lanes, provides various degrees of bicycle accommodation. The shoulder only version (option 2a) provides a shoulder that can be used by bicyclists but does not continue through the center of the city. This also implies routing bicycle travel around the central intersection. The bike lane option (option 2b) provides a reserved bike lane to Johnson Drive. The block in either direction after Johnson includes a shared lane, with the bike lane resuming as the street leaves the two central district blocks.

## OPTIONS PRESENTED



- Option 3, the 3-lane street with sidepaths, continues a wide sidewalk through the central Nieman Road blocks between 59th and 58th Streets. However, routing bicycles on a sidewalk in a pedestrian precinct through a major intersection with significant turning traffic creates a number of hazards. Therefore, both sidepath versions also imply directing bicycle traffic around downtown and reserving the sidewalks in this district for pedestrians only.



## 6e. Bicycle Circulation

Because several of the potential options bicycle traffic off at least part of Nieman Road, true multi-modalism in the corridor requires defining the route that best serves both destination and connectivity requirements. This planning process evaluated several alternatives, including use of Barton, King, Flint, 59th, 58th, and 57th. We concluded that the best alternative uses 60th Street from Nieman to Flint; Flint Street from 60th to 57th; and 57th Street back to Nieman. A secondary spur route would use Barton Drive from 60th to Johnson Drive, terminating in a redesigned public parking lot that includes bicycle parking facilities. This solution is most advantageous for the following reasons:

- The route aligns directly with Turkey Creek connection route apparently favored by that connection study.
- 60th Street and Flint Street are high priorities for the city's neighborhood street reconstruction program, making it easier to incorporate "bicycle boulevard" features into the street redesign.
- North-south bicycle traffic can cross Johnson Drive most safely at the Flint Street signalized intersection. In addition, the Flint alignment provides best access to major local destinations west of downtown.
- Both 57th and 60th Streets are logical locations for crosswalks across Nieman Road.

## OPTIONS PRESENTED



## 6g. Traffic Analysis

Three traffic scenarios were evaluated as part of the Nieman Road right-of-way Reallocation study:

**Existing Conditions** – Existing traffic volumes and existing lane configurations on Nieman Road through the study corridor.

**Reallocation Conditions** – Existing traffic volumes with a two-way left turn lane and protected-permissive left turn phasing (flashing yellow signal) for all directions at Nieman Road and Johnson Drive.

**Redevelopment Conditions** – Existing traffic volumes plus additional traffic from expected redevelopment areas using the lane configurations from the Reallocation Conditions.

The entire corridor was studied and for the sake of presenting the results, only the intersections of Nieman Road and Johnson Drive along with Nieman Road and 61st Street are discussed in detail. Nieman Road and 61st Street was selected as a “worst case scenario” stop-controlled intersection as it had the greatest amount of side street traffic. All other stop-controlled side streets in the Nieman Road corridor operated at comparable or better than the “worst case scenario” intersection for all scenarios.

### Capacity

The capacity analysis for the study intersections was completed using the methodology outlined in the Highway Capacity Manual, 2000 Edition. The volume and capacity analysis was completed using Trafficware SYNCHRO software (latest version - 9.0). The criteria for determining Level of Service (LOS) of the signalized and unsignalized study intersections and access point is based on the average vehicle delay and is outlined in the table below.

Level of service (LOS) is defined as the measure of the quality of traffic flow, with “A” representing optimal conditions, and “F” representing worst-case conditions. Making changes to a roadway or intersection are generally a priority when LOS reaches “D”, or when LOS deteriorates rapidly from an existing LOS.

Intersection Level of Service		
Level of Service (LOS)	Average Control Delay (sec)	
	Unsignalized	Signalized
A	< 10	< 10
B	< 15	< 20
C	< 25	< 35
D	< 35	< 55
E	< 50	< 80
F	≥ 50	≥ 80

## OPTIONS PRESENTED

### Existing Conditions

The Existing Conditions scenario was analyzed with the existing afternoon traffic counts and the existing lane configuration.

### Johnson Drive and Nieman Road

The signal operation of Johnson Drive and Nieman Road is split phased because of the lane configuration and is less efficient than a signal where the turning movements are synchronized to run at the same time. There is adequate space for the northbound through movement to queue but the delay for the movement is a LOS F. All other intersection approaches operate at a LOS D or better and have sufficient capacity for queuing vehicles.

### 61st Place and Nieman Road

Traffic along Nieman Road is free-flowing and operates at a LOS A. The westbound movement is stop-controlled and operates at a LOS E. The gaps in traffic on Nieman Road are not frequent enough for vehicles to turn from the side street without significant delay. Excessive delay on side streets can contribute to a higher crash rate as drivers become frustrated with excessive wait times and take risks turning into traffic when there isn't sufficient gap distance between vehicles.

The results of the Existing Conditions analysis for the afternoon peak hour conditions along with

## 6g. Traffic Analysis

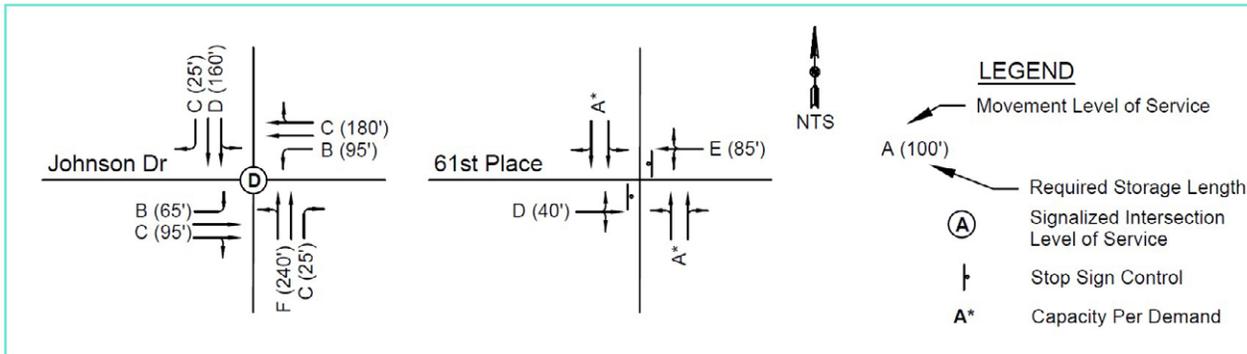


Illustration of existing afternoon peak hour LOS and queuing for current roadway along Nieman

lane configuration and queue lengths are shown in the figure above.

### Reallocation Conditions

The traffic volumes for the Reallocation Conditions are the same as the Existing Conditions. In addition the lane configurations are updated to show how the corridor will operate with a 3-lane section (one through lane in each direction and a two-way left-turn lane (TWLT)). The lane configurations for the stop-controlled side streets remain unchanged. The Johnson Drive and Nieman Road intersection has been analyzed with no changes on the Johnson Drive approaches and the Nieman Road approaches are updated with a left-turn lane, through lane, and a right-turn lane.

### Johnson Drive and Nieman Road

The new lane configuration allows the northbound and southbound through

movements to run simultaneously instead of the existing split phase movement, and the overall LOS for the intersection increases from a LOS D to a LOS C. The northbound through/left-turn movement improves from a LOS F to a LOS D. All other movements at the traffic signal operate a LOS D or better. The queue lengths increase, however there is sufficient room for the additional queue vehicles.

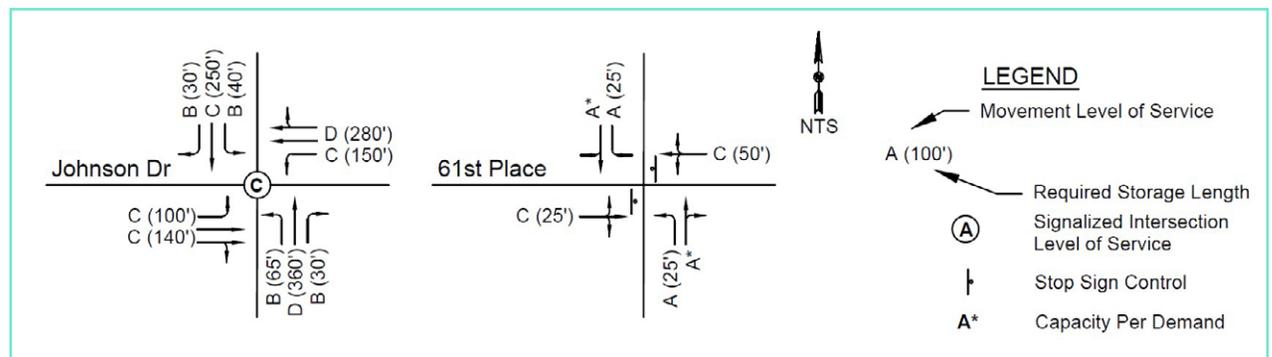


Illustration of afternoon peak hour LOS and queuing for a 3-lane section along Nieman (TWLT)

## OPTIONS PRESENTED

### 61st Place and Nieman Road

The addition of a TWLT lane decreases the delay for turning movements at the 61st Place intersection. The LOS for the westbound movements increases from a LOS E to LOS C and the northbound and southbound movement remains a LOS A.

The results of the Reallocation Conditions analysis for the afternoon peak hour conditions along with lane configuration and queue lengths are shown in the figure below.

## 6g. Traffic Analysis

## OPTIONS PRESENTED

### Redevelopment Conditions

Estimated traffic volumes from proposed developments on the southwest corner of Nieman Road and Johnson Drive and the east side of Nieman Road near 61st Place were added to the existing traffic volumes for the Redevelopment Conditions scenario. The lane configurations remain the same from the Reallocation scenario.

### Johnson Drive and Nieman Road

The additional traffic does not cause significant changes to the operation of the intersection and all movements continue to operate at a LOS D or better.

### 61st Place and Nieman Road

The additional traffic does not cause significant changes to the operation of the intersection and all movements continue to operate at a LOS D or better.

The results of the Redevelopment Conditions analysis for the afternoon peak hour conditions along with lane configuration and queue lengths is shown in the figure to the right.

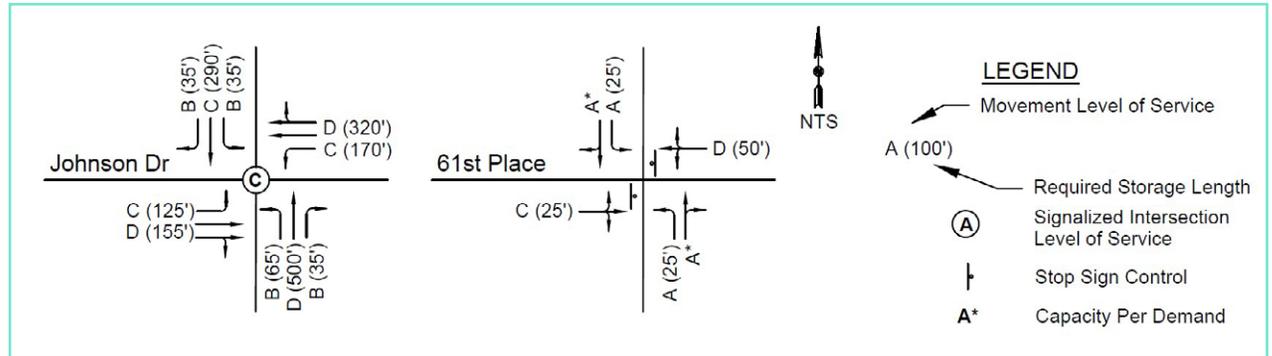


Illustration of afternoon peak hour LOS and queuing for a 3-lane section along Nieman (TWLT) under future conditions (redevelopment)

# 6h. Access Management

Based on previous discussions with corridor stakeholders and property owners, and a review of existing conditions, only limited access management improvements were presented to the public. **It was clear it would not be prudent to implement very extensive measures to change access along Nieman until significant street reconstruction or property redevelopment occurs.**

- Under this more feasible approach several properties that have multiple drives onto Nieman could have at least one entrance eliminated, especially if those properties also have access to a side street.
- In other locations, drives could be shifted within the properties to better align with access points on the opposite side of Nieman,

- improving safety and simplifying traffic movements.
- Limited cross-connections between adjacent parking lots could be implemented, to increase mobility while reducing the number of Nieman entrances, if desired by the involved property owners.

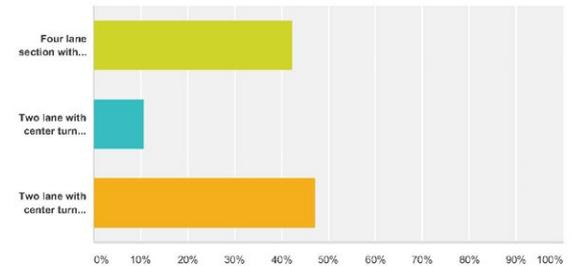


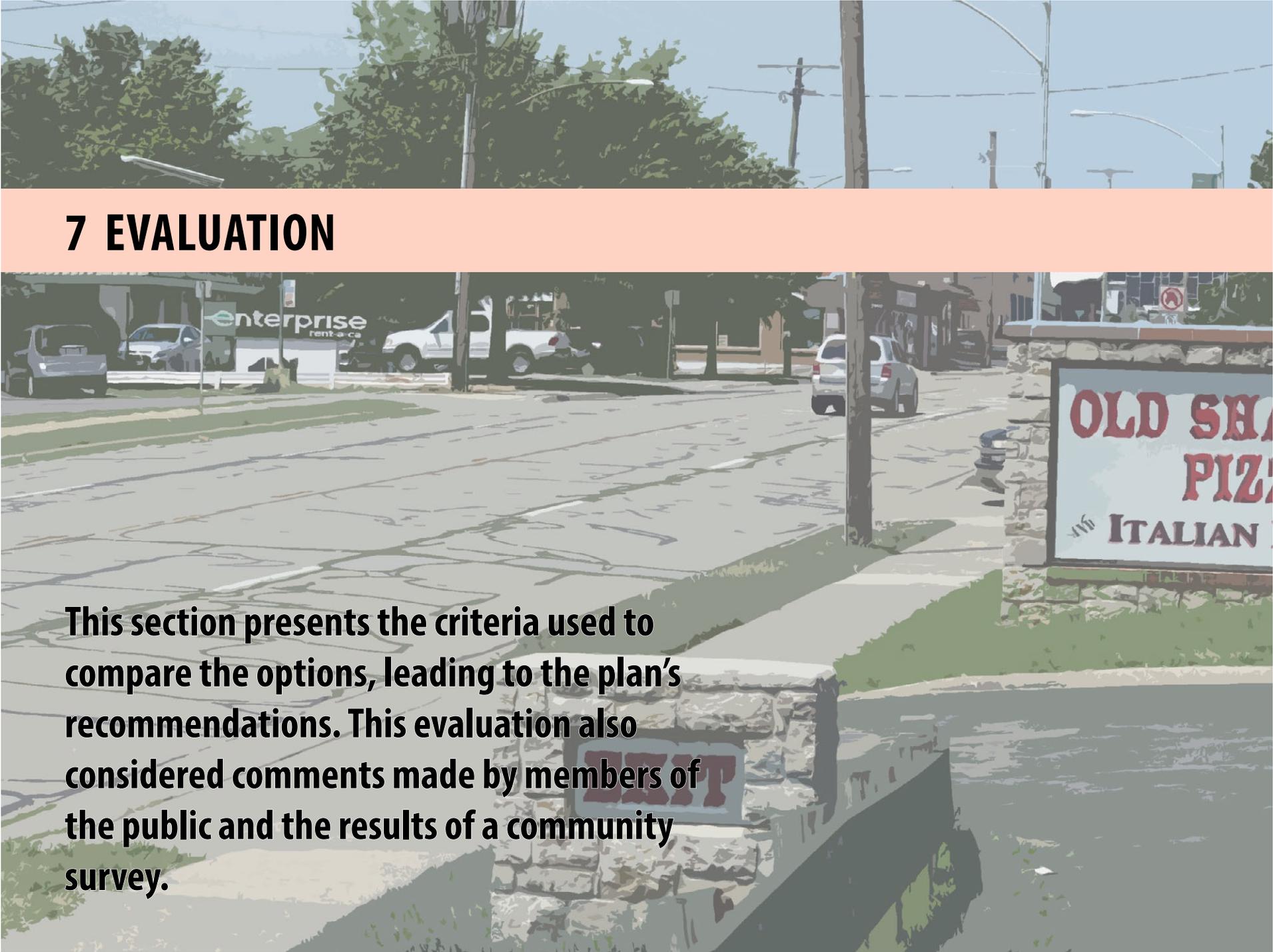
- ← New or relocated access points
- ← Retained access points
- ⬅ Closed access points
- Continuous curb cut

As part of the public engagement effort, members of the community were invited to share their opinions regarding the presented alternatives for Nieman Road. At right are the final results of the on-line survey regarding their preferences regarding the roadway section alternatives. Additional details and comments can be found in Appendix C.

Q4 Three alternatives were presented for the reallocation of right of way on Nieman Road. These alternatives were: \*Four lane section with sidewalks \*Two lane with center turn lane and shoulder/bike lane \*Two lane with center turn lane and multiuse side path Of the three options presented, which would you prefer to see implemented on Nieman Road?

Answered: 123 Skipped: 4



A photograph of a street scene. In the background, there is an Enterprise Rent-A-Car store with several cars parked. In the foreground, there is a stone wall with a sign that reads "OLD SEA PIZZA ITALIAN". The street is paved and has some utility poles and trees. The sky is clear and blue.

## 7 EVALUATION

**This section presents the criteria used to compare the options, leading to the plan's recommendations. This evaluation also considered comments made by members of the public and the results of a community survey.**

## 7. Consistency With Criteria

## EVALUATION

All options presented to the public were designed to present valid concepts for a future Nieman Road corridor, and each produces important improvements for traffic circulation, safety, and visual quality. However, while each offers advantages and disadvantages, some solutions would meet overall community goals and aspirations better than others. Specific criteria, derived from such sources as the Community Connections Plan, stakeholder and staff input, and the experience of the consulting team were applied to each option to help determine the best way forward. These criteria were:



### Consistency with Corridor Goals Established by Previous Work

- Would the option attract new businesses of a desired nature?
- Does the option promote a positive sense of place and attractiveness?
- Does the option improve choices for pedestrians and bicycles?
- Does the option improve drainage and utility services?
- Is the option consistent with other recent and planned infrastructure improvements nearby?

### Traffic Operation (ability to handle existing and projected volume, impact on delays, etc)

- Does the option improve the flow of traffic under existing volumes?
- Does the option adequately meet expected increases in traffic from future redevelopment activity?
- Does the option reduce delays at Johnson Drive?



### Traffic Safety (visibility, crash reduction, etc)

- Does the option reduce the likelihood of rear-end accidents involving turning vehicles?
- Does the option “simplify” the corridor and reduce the number of entrances and exits for vehicles along Nieman?
- Does the option better align access points on opposite sides of the street?

## 7. Consistency With Criteria

## EVALUATION

### Pedestrian Equipment and Safety

- Does the option provide an environment that is visually attractive and pleasant for the pedestrian?
- Does it offer a high degree of comfort and visibility?
- Does it provide separation from moving traffic?
- Does it provide sufficient width to provide a sense of generous space?



### Bicycle and Transit Environment

- Does the option provide a safe and comfortable environment for bicyclists of a variety of capabilities?
- Does it provide a sufficient level of separation from motor vehicles for cyclists uncomfortable with mixed traffic?
- Does it serve the goals of safe and direct access to destinations and regional connectivity?
- Are major street crossing points controlled and safe for crossing?
- Does the bicycle facility design minimize interruptions with driveways and intersecting streets? Is possession of the right-of-way clear to both bicyclists and motorists?
- Does it accommodate buses and provide adequate space for bus stops, including some level of information and accommodation for passengers?

### Beneficial Impact on Corridor Design and Image

- Does the option have the ability to transform the image of the street?
- Does it provide space for landscaping, streetscape, and placemaking features?
- Does it meet the visual and design objectives established by previous studies?



### Impact on Private Reinvestment

- Does the option create an environment that encourage private sector reinvestment and redevelopment?
- Does it create a safe and more functional business climate?
- Does it encourage multiple-purpose trips and consumer spending?

## 7. Consistency With Criteria

## EVALUATION

### Service to Adjacent Businesses

- Does the option provide adequate access to each property?
- Does the option allow for more interconnection of parking lots to improve internal circulation?
- Does the option present good utility service to businesses?
- Does the option provide a good route for pedestrians and bicyclists to access the property from Nieman?



### Links to Local and Regional Features

- Does the option provide direct access to major local features and destinations?
- Does it serve the interest of connectivity of pedestrian and bicycle networks?
- Does it affect motor vehicle access to heavily used destinations?

### Impact on Land Use, Property Value, and Marketability

- Does the option respect existing business operations?
- Does it tend to encourage an upgrade in land use?
- Will it tend to increase property values and desirability of land on and around the corridor?
- Does it make surrounding neighborhoods more attractive as living places?

### User Comfort and Experience

- Does the option create a positive visual and functional experience for all types of users?
- Do users feel safe and have a perception of a hazard-free environment?
- Does the option provide user security with a high degree of visibility?

### Permeability (ability to get from one side of the street to the other)

- Does the option provide safe ways to cross Nieman Road?
- Are crossings frequent enough to serve user needs?

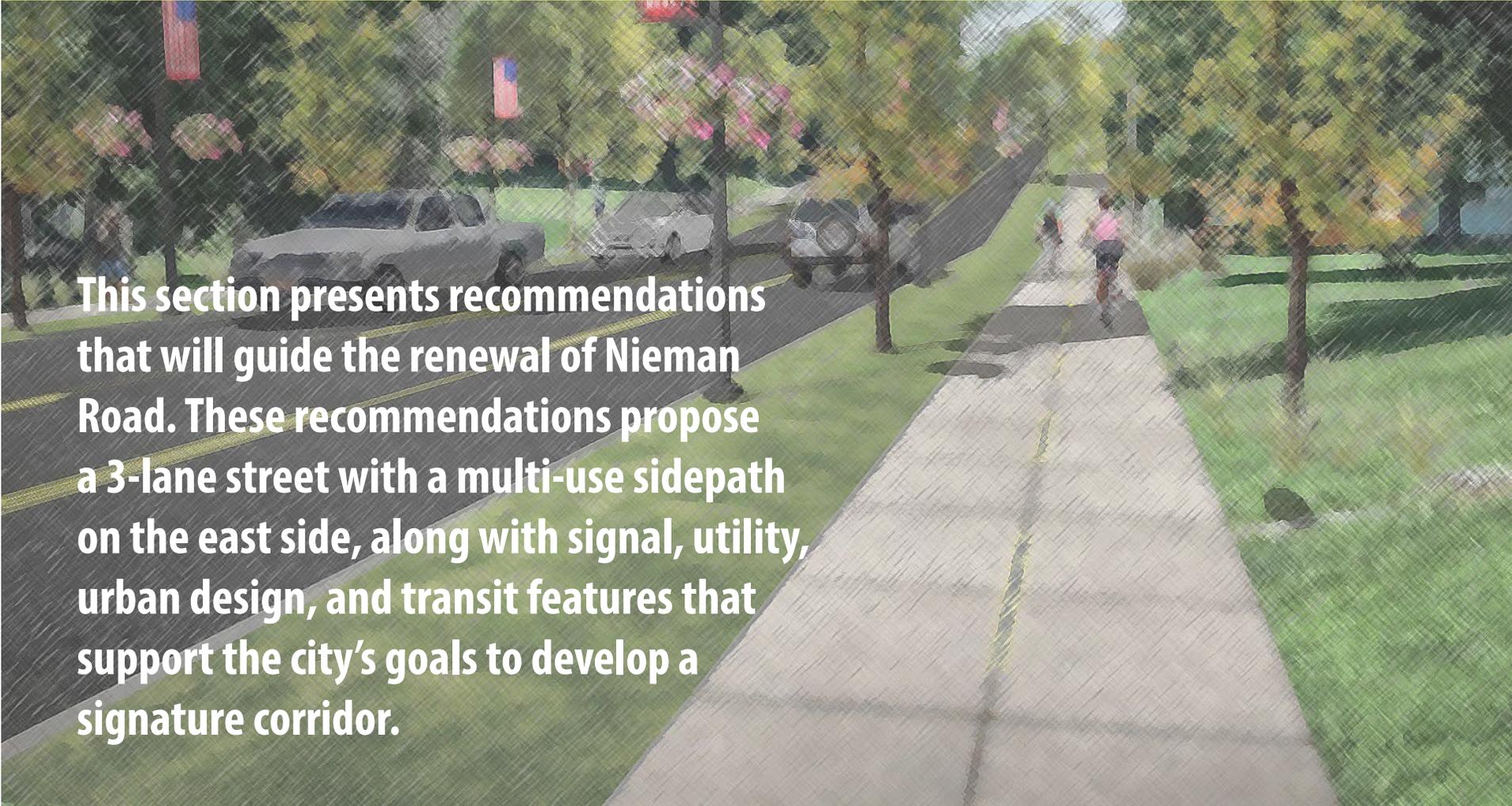


### Phasing and Construction Impact

- Is the option able to be constructed while maintaining through traffic on Nieman throughout construction?
- Is the option able to be constructed in small portions so that access to businesses is maintained during construction?
- Will the option create unacceptable economic stress on businesses during construction?



## 8 RECOMMENDATIONS



**This section presents recommendations that will guide the renewal of Nieman Road. These recommendations propose a 3-lane street with a multi-use sidepath on the east side, along with signal, utility, urban design, and transit features that support the city's goals to develop a signature corridor.**

## 8. Preferred Roadway

Different people prefer different options because of varying priorities. For example, people who see the street as a traffic artery will only tend to prefer a 4-lane or status quo solution, because they equate more lanes with more capacity, fewer delays, and ultimately more speed. Yet, experience and studies show a 3-lane section performs well, moves traffic smoothly at a more desirable speed, reduces the risk of rear collisions, and is easier for pedestrians and motorists on connecting streets to cross.

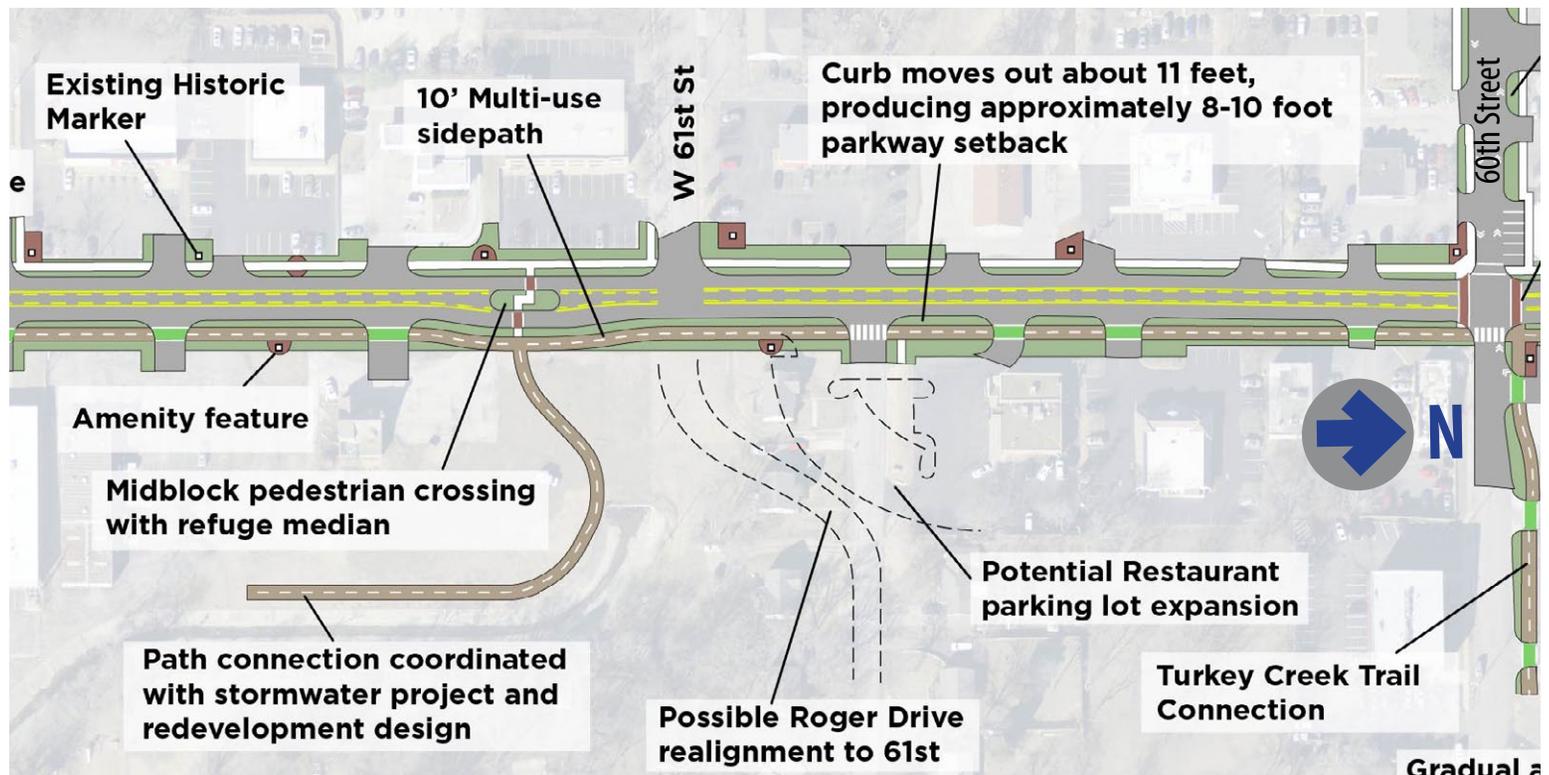
Similarly, a road bicyclist comfortable with riding on-street in mixed traffic is likely to be most satisfied with the bike lane or even a shoulder solution that does not require contending with pedestrians for space on a multi-use sidepath and clearly places the bike equal to the car in possession of right-of-way when traveling on Nieman Road. On the other hand, a majority of bicyclists are uncomfortable with on-street cycling and often do not trust a conventional bike lane to keep them and their families safe.

Based on our evaluation of the criteria; discussions with businesses, residents, and other stakeholders, and the results of the community survey; we conclude that **Option 3, with the sidepath on the east side of Nieman, is the best course of action for the future of the Nieman Road corridor.** The reasons for this recommendation are:

- The 3-lane option with a 34-foot street section (except at major intersections) provides appropriate capacity and traffic flow.

## RECOMMENDATIONS

- It reallocates real estate in the right-of-way in a way that provides the space necessary to create an attractive streetscape and provide a more comfortable environment for non-motorized users. In options 1 and 2, an average of 45 of a typical 65 feet (69.2%) are allocated to the street channel. In option 3, 34 of 65 feet (52.3%) are allocated to the street, close to an equal split. A comparison of drawings displays the impact of the added separation and wider promenade-style walkway.



A representation of Option 3 applied near 61st Street/Roger Road with the sidepath on the east side of Nieman

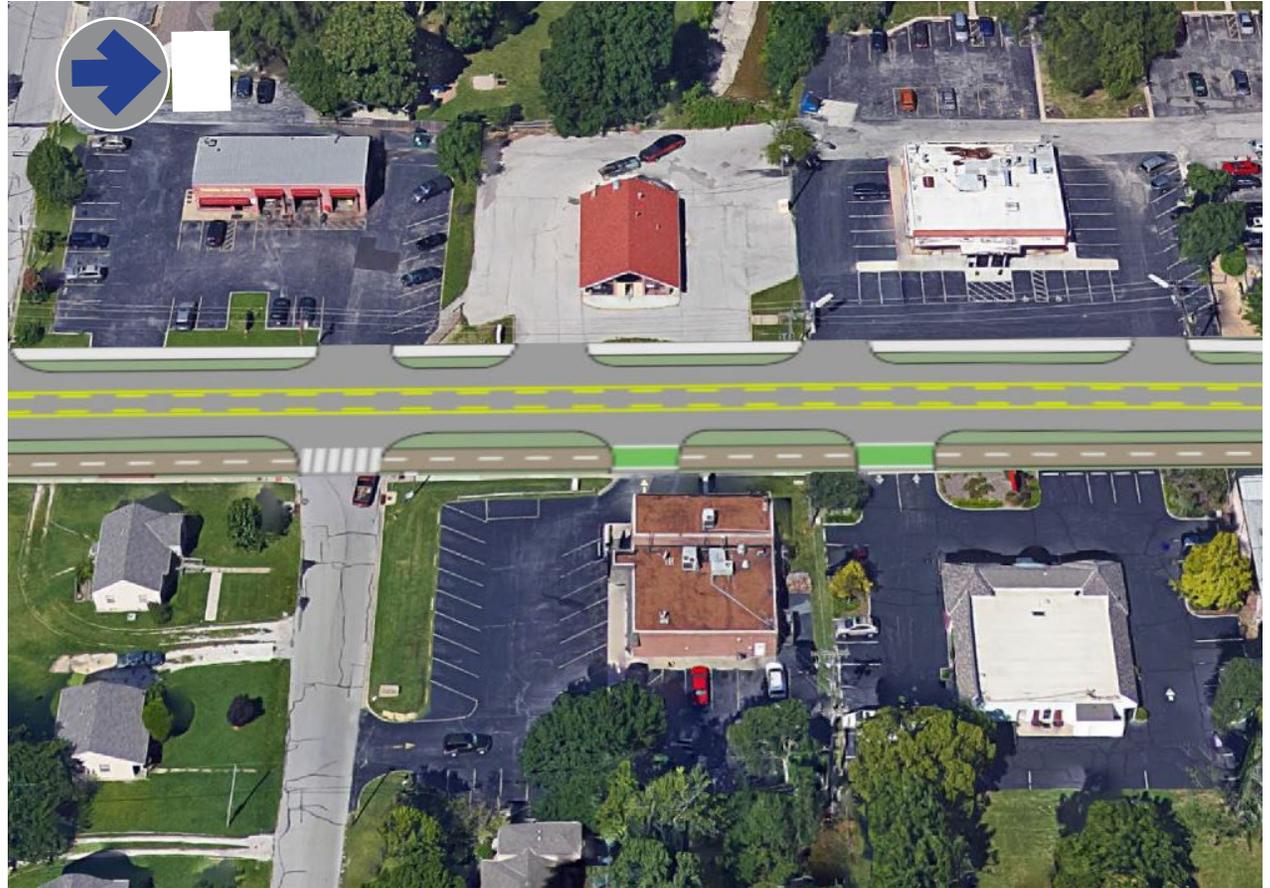
## 8. Preferred Roadway

- It provides the greatest level of comfort for users of all capabilities. It is important to note that sidepaths do present significant issues at intersections, requiring application of the standards identified in Chapter 6.

With regards to constructing the sidepath on the east side of Nieman Road, the sidewalk should also be built to sidepath standards from the south midblock crossing to the Shawnee Mission frontage road. We recommend the sidepath on the east side because it:

- Has considerably fewer driveway conflicts than using the west side, especially north of 57th Street, but also within the commercial segment of the street.
- Is directly adjacent to the corridor's major immediate redevelopment opportunity and amenities and connections created by the Turkey Creek Trail link and the South Stormwater project.
- Provides space for a slight realignment of Nieman Road as it approaches 60th Street, solving the visibility hazard on the northwest corner of 60th Street.
- Permits widening of the sidewalk and creates potential for on-street parallel parking on the east side of Nieman between Johnson and

## RECOMMENDATIONS



58th Street. It will also allow for the widening of the sidewalk adjacent to the Dodge City Beef building.

- Provides direct, same-side of street access to West Flanders Park.

**See Appendix D for illustration of this reconfiguration of Nieman Road for the entire study area**

## 8. Preferred Roadway

## RECOMMENDATIONS

### Other Roadway Recommendations

Fog seal/microsurface for “temporary” restriping – If the City chooses to go ahead and restripe Nieman as a 3-lane roadway prior to physically reconstructing as a narrower roadway. A contractor would typically simply grind off the existing striping before placing new striping. This can often result in some confusion for drivers who see variations in the color of the pavement that don’t match the new pavement markings. It may be preferable to first apply some form of simple surface treatment to the asphalt pavement in order to create a fresh surface before applying new pavement markings. Any such surface treatment would require temporary lane restrictions for traffic on Nieman Road.



A fresh surface would provide much better contrast and make new pavement markings more visible.

Address aged concrete at Johnson Drive – The pavement at Johnson Drive is older concrete rather than asphalt, such as is on much of Nieman. Old concrete is very challenging to get new pavement markings to adhere to. The City should consider options for treating the concrete surface in order to increase the durability of new striping.

## 8. Signal Improvements

The following recommended traffic signal changes to the Nieman Road corridor will improve the traffic signal phasing and operation for motorists, bicyclists, and pedestrians within the corridor.

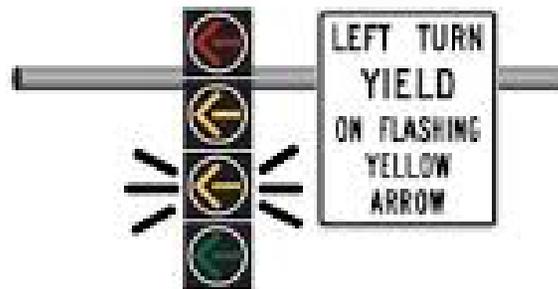
### 55th Street and Nieman Road

The necessary changes to the lane configuration at this signal are minimal. The addition of a right lane must turn right sign at the intersection and a marked right turn lane is recommended. No equipment changes would be required.

### Johnson Drive and Nieman Road

The northbound and southbound lane configuration should be changed significantly at Johnson Drive and Nieman Road. Split phase signal timing should be replaced with simultaneous northbound and southbound movements. A traffic signal modification to include flashing yellow left turns will allow the signal to run permitted/protected northbound and southbound. The existing permitted/protected signal heads for the eastbound and westbound directions can also be modified to flashing yellow signals. The through signal heads for the northbound and southbound should be field adjusted to be as close to centered on the receiving lane as possible with the existing traffic signal mast arms. The detection zones and mast arm mounted signs should be adjusted as necessary.

## RECOMMENDATIONS



ADA upgrades for the signal and adjacent curb ramps may be considered necessary as part of any significant improvements along Nieman. If the City chooses to reconstruct Nieman Road as a 3-lane section, then the City may choose to incorporate the ADA upgrades as part of the street reconstruction for programmatic reasons.

## 8. Access Management

It is recommended the “limited” access management measures shown at the public open house should be implemented. These recommendations call for the following:

- Eliminate drives on properties that have multiple entrances on Nieman, especially if they also have access to a side street.
- Several drives should be moved slightly within the respective properties to better align with drives or intersecting streets on the opposite side of the street.
- Work with future redevelopment initiatives to reduce the number of drives on Nieman and direct more traffic to use the side streets.

## RECOMMENDATIONS

See Appendix D for a larger copy of the recommended access management modifications along Nieman Road

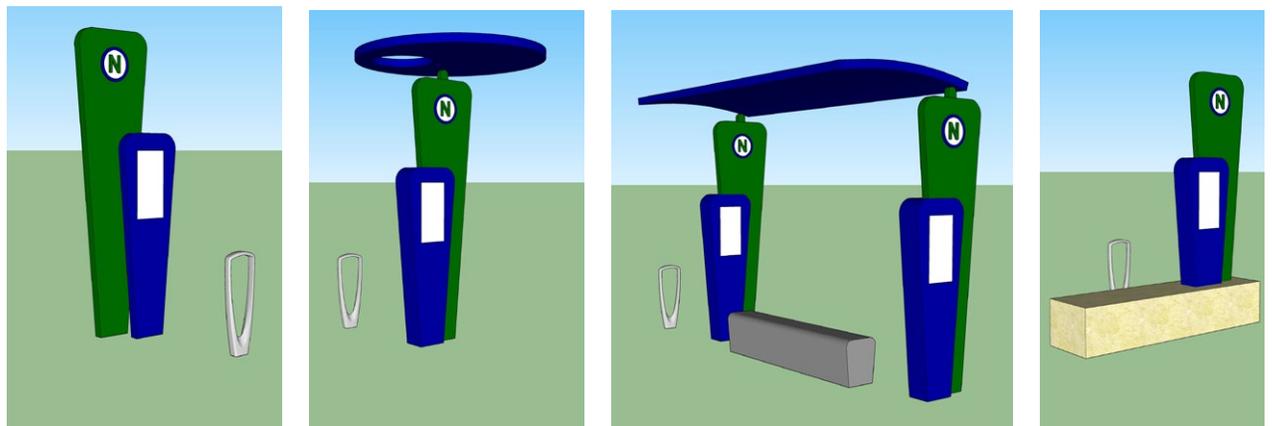


## 8. Nodes & Streetscape

Section Five discussed standards, content, and criteria for lighting, landscape, nodes, and major streetscape elements. These standards should be applied during the actual detailed design process for the ultimate Nieman Road project. The concept for option 3b suggests three types of nodes:

- **Historic nodes**, located at or near sites of historic note. These include the six existing sites along this segment of the street; other locations of more contemporary note yet to be defined; and other historic locations along the way, to be determined in consultation with the Shawnee Town Museum and the Johnson County Museum. The basic menu of features at historic nodes will be:
  - A vertical marker, potentially sheltered that includes interpretive information and photographs to illustrate the story of the site. A vertical blade marker will offer the best combination of economy of space and visibility. Historic markers should be designated by a graphic symbol. Symbols should be consistent with a graphic family that includes the other types of node features. Historically notable or artistically distinctive existing markers, such as the Jeremiah King monument, should be a featured part of the node.

- A pedestrian scale wayfinder, to direct visitors if the historic location is off the main corridor. An example is the Shawnee Indian Cemetery.
- Seating and a trash receptacle in a unified family with the marker structure, if the marker site is appropriate, as an amenity node.
- Landscaping or street tree if space is available.
- **Amenity nodes**. These include locations along the corridor where seating and shade appear appropriate, but which are not associated with a specific event, person, or action. The basic menu for these nodes include:



A family of streetscape features. A consistent group of features can serve as a simple marker, a place to sit, park a bike, get some shade, or wait for a bus.

## RECOMMENDATIONS

- Seating and a trash receptacle in a unified family with other street furnishings. A vertical blade and shelter structure similar to that recommended for the historic nodes may be located at larger nodes. Shelters should include an identifying graphic.
- Landscaping or street tree if space is available.
- Public art. These nodes provide opportunities for art installations, which could be either permanent or on consignment. Some cities have developed rotating art programs, where a corridor becomes a place for sculptors to display art for a fixed period and that can be exhibited for sale. Any art display must

## 8. Nodes & Streetscape

meet curatorial standards and selections should be juried.

- **Transit nodes.** These nodes are bus stops for the Ride KC (Johnson County Transit). These stops should include a shelter structure, seating, and receptacle consistent in design with other streetscape elements along Nieman, and adapt the Ride KC logo to the indentifying graphic for other street features.

### Node Configurations

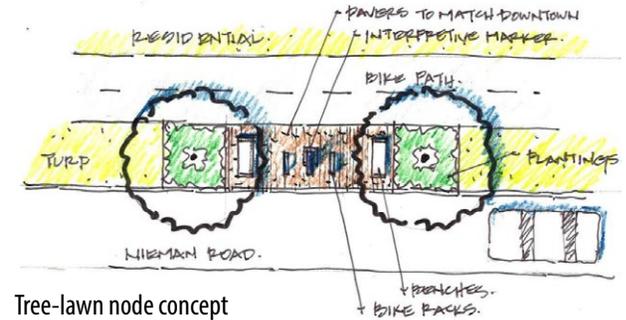
Proposed node sites generally fit in three configurations:

- **Off-path nodes.** These tend to be larger spaces in the commercial portions of the corridor and are located behind the sidewalk and sidepath. They are often used to improve corner areas that might be paved or landscaped, but are not typically usable for private purposes like parking or work areas. Some of these may be located on private property and site use should be negotiated through grant of easements or donations of right-of-way. The off-path nodes are most appropriate for historic and more extensive amenity nodes.
- **On-path nodes.** These are circular or square nodes that can be adjacent to or bisected by a sidewalk. They should not be located

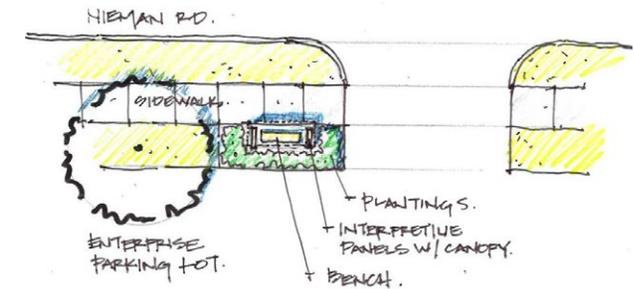
along a multi-use sidepath. These areas are relatively small and provide a place to rest briefly, dispose of trash, and find a small amount of shade. They are located entirely within the public right-of-way.

- **Tree-lawn nodes.** These are located primarily in the residential area and are designed to expend the feeling of West Flanders Park toward the center of Shawnee. They are located in the deep setback area between the curb line and the front edge of the sidepath. They consist of a paved area that contrasts with the sidepath's basic surface, bench seating, trash receptacles, and street trees at their edge for shade.

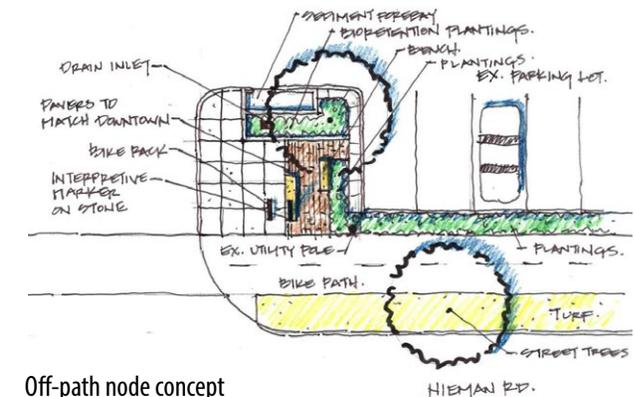
## RECOMMENDATIONS



Tree-lawn node concept



On-path node concept



Off-path node concept

## 8. Wayfinding

Wayfinding graphics should be incorporated into the Nieman Road at three levels: vehicular, pedestrian, and bicycle signage.

Vehicular signage should be incorporated into an overall community wayfinding system for Shawnee. Locations for vehicular wayfinders on the Nieman Road corridor, with identifying destination and direction of wayfinding arrows.

- 59th Terrace, directional to the Shawnee Indian Cemetery (EB)
- Johnson Drive, directional to I-35 (EB), Shawnee Town 1929, Shawnee Library, Shawnee Civic Centre (WB)
- 58th Street, directional to Splash Cove (WB)
- 57th Street, directional to Wonderscope Children’s Museum, Herman Laird Park, Shawnee Town 1929 (WB)

Bicycle wayfinding signage should use standard MUTCD signs and includes three orders of signs:

- The D11-1 and D11-1c Bicycle Guide sign identifying bike routes (D11-1) or regional or endpoint destinations (D11-1c) to which the path or route takes its users. Examples are the Turkey Creek Trail, West Flanders Park, Pierson Park, or Downtown KC. These should be coordinated by MARC as part of a metropolitan bicycle wayfinding system,

but in the short term can be used locally for nearby destinations. Northbound signs on the sidepath and bicycle boulevard bypass would identify Downtown or West Flanders Park as destinations. Southbound signs would identify Downtown and Turkey Creek Trail as possible destinations. These signs should be used to guide cyclists through the 60th/ Flint/57th bicycle boulevard bypass around the Nieman/Johnson intersection.

- The D1 series Bicycle Guide signs that direct users to specific, finer-grained locations. These are located at intersections where decisions must be made. On the Nieman Road system, these signs will advise turns off the main corridor and in some cases provide reinforcement for direct destinations. D1 signs should provide guidance to at least the following destinations:
  - o Turkey Creek Trail
  - o Merriam Park School
  - o Veterans Park
  - o Shawnee Library
  - o St Joseph School
  - o Downtown Shawnee
  - o Herman Laird Park
  - o Wonderscope
  - o Splash Cove
  - o Shawnee Town 1929
  - o Downtown KC

## RECOMMENDATIONS

Sometimes, special street signs can be used effectively to identify bike routes. These are occasionally used on identified bicycle boulevards and can both guide bicyclists and provide a subtle message to motorists to reduce speed and look for cyclists on a specific segment of street.

Pedestrian signs are typically non-standard, small-scale blade signs that lead people on foot to specific buildings or features. A pedestrian system need not duplicate bicycle signage but should provide guidance in areas that are not signed for bicycle travel (such as the downtown center in option 3b), or to points of interest not identified by transportation oriented signage (like the Shawnee Indian Cemetery). Pedestrian signs may show the distance to points of interest in blocks or feet.

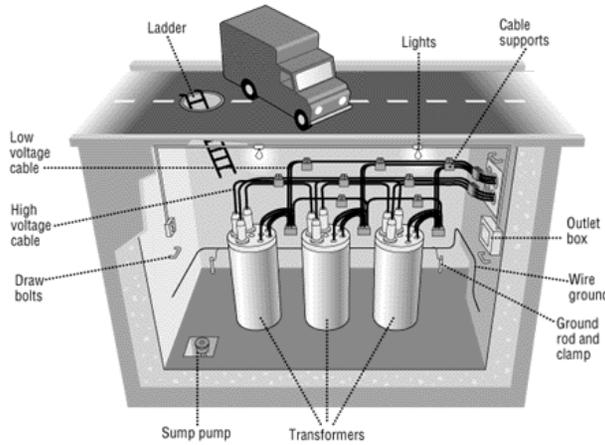


## 8. Utility “Beautification”

We recommend the City determine whether adequate funds are available to have overhead utilities relocated to underground facilities. The cost differential between “undergrounding” and relocating overhead utilities to be behind the buildings on Nieman is small enough the City would likely be able to afford “undergrounding” if relocation to the rear of properties were feasible.



If funds are not available for “undergrounding”, it is recommended the City work with overhead utilities to use poles and enclosures that are more decorative in appearance. It may also be a consideration to mount banners or other items on these poles that would draw the eye to something more attractive and away from wires and unattractive enclosures.

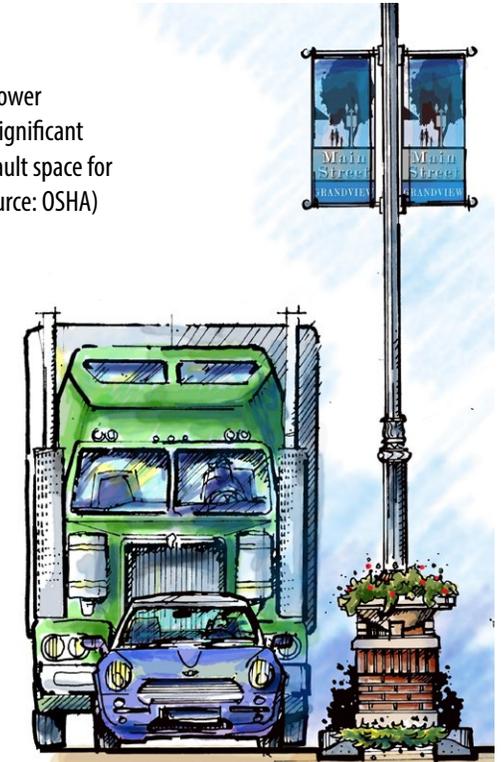


The City should engage utility providers to begin a dialogue as to which aesthetic equipment choices are most compatible with each utility’s operational and maintenance standards. Over time it may be possible to have the utilities incorporate new, more attractive equipment along Nieman Road as part of normal replacement efforts.



## RECOMMENDATIONS

Underground power often requires significant underground vault space for equipment (Source: OSHA)



Banners, decorative bases, and other features can be used to take attention away from overhead wires

Utility enclosures could be camouflaged within public amenities along Nieman (bus shelter, information kiosk, historical marker, etc.)

## 8. Transit

Currently, Johnson County has limited transit service that focus mostly on peak hour, and peak direction service. There are two current routes that touch the corridor. Route 546 (KCK-Johnson-Quivira) has a stop at Nieman and Johnson. Route 678 (Shawnee Xpress) has a stop at Nieman and Shawnee Mission Parkway. Those who choose to transfer between the two routes would need to walk down Nieman Road between Johnson Drive and Shawnee Mission Parkway (made easier with recommended pedestrian enhancements along Nieman).



There have been discussions of enhanced transit in northern Johnson County and specifically on the Nieman Road corridor. There is currently a regionally transit planning effort underway sponsored by the Mid-America Region Council. This effort will identify the regional priorities for enhanced transit in the region. Once priorities are identified, locations can be identified for fixed assets based on typologies (urban center, suburban node, residential node). This could include:

- Shelters
- Seating
- Trash receptacles
- Concrete pads
- Traveler information
- Technology (next vehicle information/ free Wi-fi, etc.)
- Public art/landscaping
- Signage
- Transit station as part of a development

## RECOMMENDATIONS



## 8. Off-Corridor Actions

In order to complete Nieman Road as an attractive, multi-modal transportation corridor that serves both the community and adjacent residents, businesses, and property owners, several actions should be implemented off the mainline. This plan has covered several of these already and are repeated here. These major actions include:

- Completion of City's Nieman Road Corridor stormwater projects (North, Middle, and South), with design beginning in late 2016, and construction beginning in 2017 and being complete by 2019. These projects will include property buy-outs, bridge/box culvert construction, and channel improvements.
- Completion of the link to the Turkey Creek Streamway Trail as a cooperative project of Shawnee and Merriam.
- Rehabilitation/reconstruction of 60th Street and Flint Street, including bicycle and pedestrian-friendly components. These have been identified as priority neighborhood street projects because of population density and destinations. They will also serve as the primary bicycle bypass route around the Nieman/Johnson intersection. Bicycle friendly features could include shared lane markings on 60th and 57th and bike lanes or shared lane markings on Flint; bicycle boulevard street signs; and Bicycle Guide signage.

- Upgrade of Barton Street. Barton Street, one block west of Nieman, is potentially a significant neighborhood access route to Downtown Shawnee and the direct spur from the 60th/Flint bicycle bypass route to the main street retail district along Johnson Drive. This street between 60th and Johnson is now a narrow, rural section that should be reconstructed for all types of local movement.
- Barton and Johnson Parking Lot. This parking lot is relatively underused, does not circulate well, and does not feel integrated into the main downtown district. This plan proposes a redesign for the lot and adjacent Barton Street that provides a sidewalk and parking along the east side of Barton Street and provides a properly circulating lot with two access points to Barton. The design also provides place for a bank of inverted-U bicycle posts at its corners. Because of the design, these bike parking areas could also be covered for rain protection.
- Sidewalks on intersecting streets. Section Five presented a program for addressing necessary sidewalk connections on local streets that intersect Nieman Road. A cost sharing program by which 1) a portion of sidewalk development is funded publicly as part of the Nieman Road project and 2) owners on both sides share in both the

## RECOMMENDATIONS

benefit and construction cost of the sidewalk on one side could encourage completion of these important connections.



From top: Barton Drive and downtown parking lot at Barton Street and Johnson Drive

## 8. Sequencing & Implementation

## RECOMMENDATIONS

The most effective method of implementing these recommendations would be done in two phases:

### PHASE 1

- Temporarily re-stripe Nieman Road as a 3-lane street (a 14 foot center left-turn lane with outside lanes 13 feet-15 feet wide). It would not be necessary to mark off shoulders except at each end of the project.
- Begin coordination with utility providers to develop options for more aesthetically appealing options above-ground equipment.

### PHASE 2

- Reconstruct Nieman Road and shift the east curb line (both curb lines in select areas) to narrow the street to a standard 3-lane section and construct new sidewalks and a sidepath on the east side of the street.
- Signal modifications would be done at that time to accommodate the narrowed street and satisfy ADA requirements.
- Drives would be shifted or eliminated where called for, and the remaining drives would be reconstructed.
- Limited streetscape elements can be incorporated within right-of-way.
- Aboveground utility poles and enclosures can be replaced, as they would often be required to be adjusted or relocated for the street construction work regardless.

The design of the 3-lane street section and sidepath can also provide spaces along Nieman for future landscaping, historic markers, or other aesthetic enhancements to be added as funds allow.

Using this approach, Nieman could be transformed and start serving as a magnet for redevelopment within 3 years of the City committing to the effort (2 years for design, utility relocations, and easement acquisition and a year for construction).

**For conceptual cost estimates of the recommended improvements see Appendix E**