

Executive Summary

BACKGROUND

The K-68 corridor between US-75 and the Kansas / Missouri state line is an important east / west arterial roadway located in the southwest corner of the Mid America Regional Council metropolitan planning area. The rapidly growing communities of Olathe, Overland Park, Gardner, and Spring Hill in Johnson County, Kansas are located just north of this corridor. The portion of K-68 in the Corridor Management Plan study area, links the communities of Ottawa, Paola, and Louisburg, as well as providing access to Missouri Route 2 and Missouri Route D. Within the boundaries of this corridor plan, K-68 intersects the major north / south highways of I-35 on the west at Ottawa, US-169 in the middle of the corridor at Paola, and US-69 at Louisburg on the east.

The cities of Ottawa, Paola, and Louisburg, as well as the counties of Miami and Franklin, have all identified K-68 as a major traffic carrier and growth area for their communities. All of these communities are situated on the next ring of expansion of the Kansas City metropolitan area and anticipate significant residential, commercial, and industrial growth within the next 20 to 30 years. These agencies partnered with KDOT and were awarded funding for a corridor plan through KDOT's Corridor Management Program.

PLAN OVERVIEW

The purpose of the K-68 Corridor Management Plan is to be a useful coordination tool that each of the partner agencies agree to follow and update as necessary. Its intent is to set a common vision for the type of roadway that K-68 will be in the future and to facilitate orderly growth throughout the K-68 corridor.

The planning boundary for the K-68 Corridor Management Plan stretched 34 miles along K-68 from I-35 in eastern Ottawa to the Missouri State Line, approximately two miles east of Louisburg. The K-68 corridor planning limits included areas about 1 mile north and south of K-68 and the urban development area of Paola between K-68 and the Paola City limits.

During the development of the Plan, the consultant team focused on major components in detail:

- Public Involvement
- Future Land Use Projections
- Traffic Analysis
- Improvement Recommendations
- Implementation Strategies
- Gap Analysis

PUBLIC INVOLVEMENT

The public involvement process for the K-68 Corridor Management Plan focused on achieving quality public participation that brought people together to resolve issues, established communication between different stakeholder groups, and found solutions to problems. The public involvement process supported the idea that public involvement should be timely, useful, and used. In keeping with this idea, the

goals for the K-68 Corridor Management Plan public involvement process included:

- Maximizing the effectiveness of communication between stakeholder groups
- Increasing responsiveness to stakeholder key issues and concerns
- Securing informed consent from stakeholders regarding the management plan and its outcomes

Steering committee meetings, public officials' briefings, stakeholder meetings, public meetings, internet, and the media were used to share information about and gather feedback for the corridor management planning process.

During the planning process, the public involvement activities complimented each phase of the project. See the following table for a detailed schedule of public involvement meetings.

Table: Detailed Schedule of Meetings

| Meeting | Date | Location | Topic |
|------------------------------|---|------------------------------|--|
| Kick Off | March 4, 2008 | Paola | Project Purpose and Goals, Project Expectations, Market Growth Methodology, Public Involvement Plan |
| Steering Committee #1 | May 5, 2008 | Ottawa | Project Purpose and Goals, Project Expectations, Market Growth Methodology, Public Involvement Plan, Existing Data Collection |
| Public Officials Briefing #1 | May 22, 2008 | Ottawa | Goals and Outcomes of Corridor Plan |
| Stakeholders | June 6, 2008 June 23, 2008 August 4, 2008 | Paola Conference Call | Corridor Vision, Land Use and Economic Development, Growth Constraints |
| Steering Committee #2 | October 9, 2008 | Louisburg | Market Demand for 2010, 2020, 2030 |
| Steering Committee #3 | February 12, 2009 | Ottawa | Future Land Use, Projected 2030 Traffic Volumes, Existing and Future Deficiencies |
| Steering Committee #4 | April 2, 2009 | Paola | Revised Future Land Use, Future VISUM Traffic Model, Revised Projected 2030 Traffic Volumes, Future Levels of Service with No Improvements, Improvement Alternatives |
| Public Officials Briefing #2 | April 30, 2009 | Paola | Review Improvement Alternatives |
| Open House #1 | May 5, 2009 May 7, 2009 May 14, 2009 | Louisburg Paola Ottawa | Review Improvement Alternatives |
| Steering Committee #5 | May 21, 2009 | Louisburg | Preferred Improvement Alternatives and Corridor Plan Plates, Improvement Priorities, Gap Analysis and Corridor Regulations |
| Steering Committee #6 | June 11, 2009 | Louisburg | Revised Corridor Plan Plates, Revised Corridor Regulations, Draft Plan Outline, Review Plan Acknowledgements |
| Steering Committee #7 | July 9, 2009 | Paola | Review Draft Plan |
| Public Officials Briefing #3 | August 27, 2009 | Ottawa | Review Draft Plan |
| Open House #2 | September 3, 2009 September 10, 2009 September 15, 2009 | Paola Ottawa Louisburg | Review Draft Plan |

FUTURE LAND USE PROJECTIONS

In order to develop future land use projections for the K-68 corridor, a market analysis was completed for Ottawa, Paola, and Louisburg. The analysis included a review and projections of each city's primary market sectors (residential, retail, industrial and office) from 2000 to 2030. Three growth projection scenarios were developed for each of the cities: low, intermediate, and high.

As a result of the market analysis and input from the Steering Committee members, public officials, and other stakeholders about development constraints, opportunities, and priorities, a series of land use maps were prepared for the K-68 Corridor Management Plan. The maps included general location and type of development associate with each scenario. As expected, the Low scenarios show minimal growth and the High scenarios show significant growth in each city. The High Land Use Scenario exhibit displays the projected future land use for Ottawa, Paola, and Louisburg.

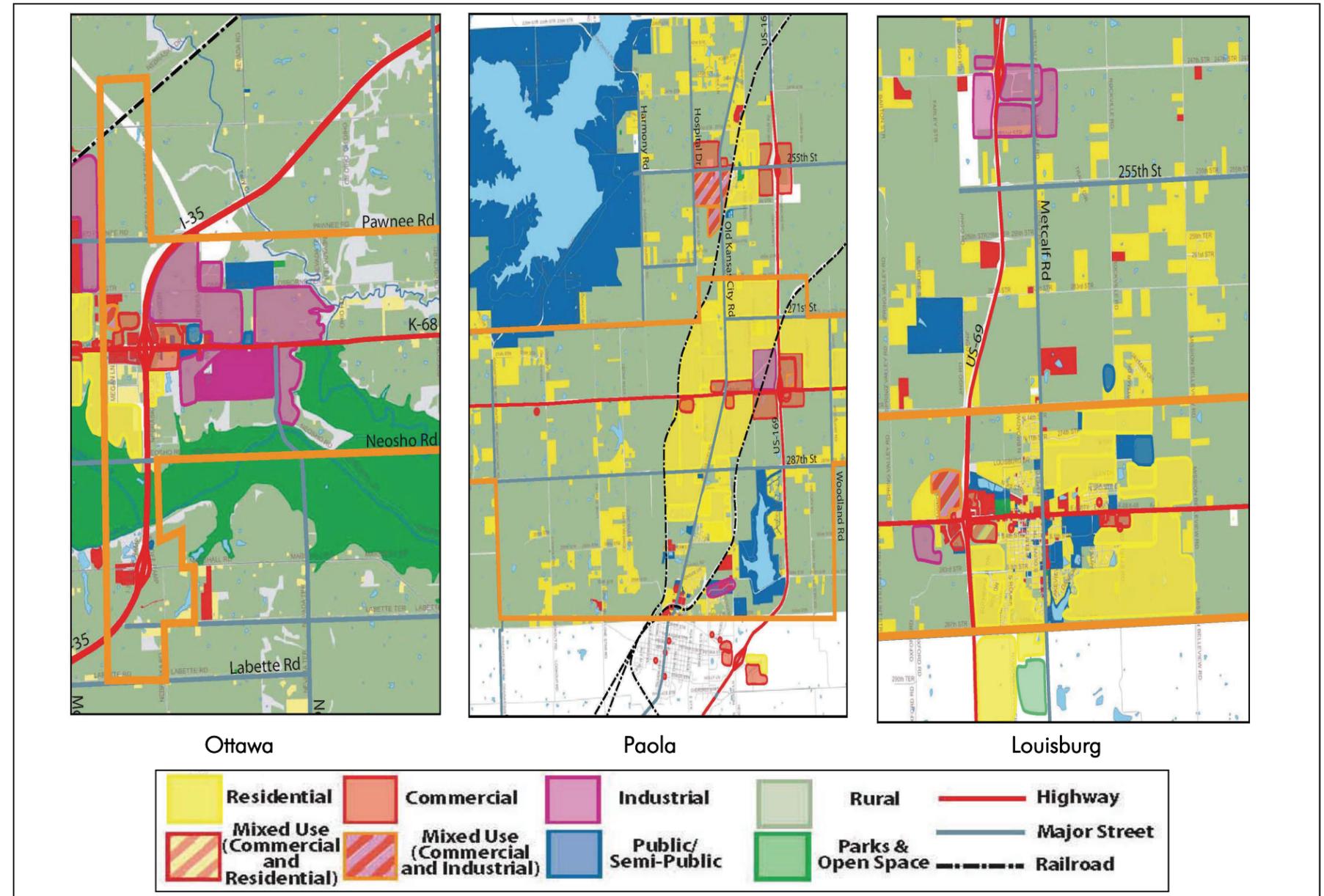


Exhibit: High Land Use Scenario

TRAFFIC ANALYSIS

The traffic analysis component of the K-68 Corridor Management Plan incorporates information on the existing transportation network, such as traffic volumes and intersection features, with existing land use data to create a computer travel demand model that replicates existing traffic conditions. Using information gathered from the general public, area agencies, and future land-use plan, the computer model was used to project future traffic growth scenarios along the K-68 corridor. The consultant team used these computer generated traffic projections to identify future traffic congestion at intersections and along segments of the corridor and to determine improvements projects needed to keep traffic flowing efficiently along the corridor.

The Travel Demand Model exhibit depicts the street network and the traffic analysis zones that were used to generate future traffic volumes.

IMPROVEMENT RECOMMENDATIONS

Using the information from the traffic analysis, the consultant team identified some localized deficiencies, which should be addressed as time and budgets allow. The team also identified future improvement needs as a result of the expected continued increases in land use development and traffic volumes.

As part of Chapter 5, a summary of the existing and future improvement recommendations was created. This summary identifies locations, timeframes, triggers, and construction cost estimates for the various improvement recommendations. This summary also includes alternatives which should be considered to address capacity and / or safety concerns at some locations.

A series of schematic improvement plan “plates” were also developed to illustrate the types and locations of the recommended improvements. These plates are included in Appendix B.

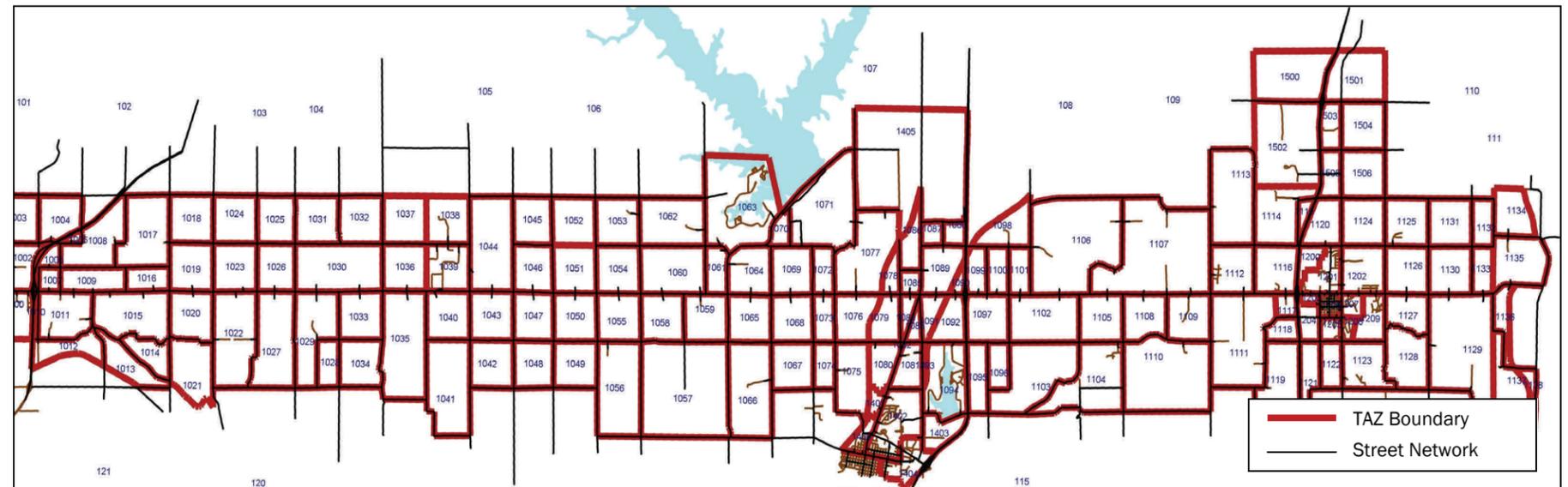


Exhibit: Travel Demand Model with Traffic Analysis Zones

IMPLEMENTATIONS STRATEGIES

This Chapter of the Plan describes a series of techniques that can be used by the partners to help turn the maps, illustrations, policies, goals, strategies and recommendations of the Plan into the actual facility improvements and the associated development patterns envisioned by the Plan.

The tools described in this Chapter, when put into place, have the supplemental benefit of establishing additional criterion against which state, county, municipal and utility improvement plans and private development proposals can be evaluated, as each is brought forward through time. The techniques described in the Implementation Strategies chapter is divided into three major sub-sets: Corridor Preservation Strategies; Access Management Strategies and Financing Strategies.

Having these supplemental criterion in place will give all parties greater assurance that all the resources the parties put toward creation of the K-68 Corridor Management Plan are realized upon and that the vision for this Corridor becomes a well-functioning component of each community.

GAP ANALYSIS

The Gap Analysis is one final, critical part of the K-68 Corridor Management Plan, providing each of the local partners detailed information to assist in full implementation of the Plan recommendations within their individual jurisdictional boundaries.

The chapters, Implementation Strategies and Gap Analysis, are intended to be used in conjunction with one another to implement this Plan. The objective of the Implementation Strategies chapter is to identify an array of techniques communities along the corridor can employ to implement the recommendations of the Plan while the Gap Analysis is designed to identify instances where techniques discussed in the Implementation Strategies can be added to the communities arsenal of tools to be used, when the situation dictates, to implement the Plan

As a part of the Gap Analysis, the Consultant team carefully analyzed the development codes of each of the five local community partners, with the goal of identifying locations within those codes where each community should consider making revisions to their codes to give them additional authority to implement the separate recommendations of the Plan and to help make the short and long term vision for the K-68 Corridor, as expressed in the Plan, become a reality.

