



BASEHOR DOWNTOWN CORRIDOR IMPROVEMENT PLAN

PREPARED FOR:

City of Basehor KS

February 2024

Olsson Project Number:

023-03696

olsson[®]

TABLE OF CONTENTS

Executive Summary	1
1. Introduction.....	3
2. Existing Conditions	5
2.1 Sidewalk Review	5
2.2 Parking Review	5
2.3 Existing Plan Review	6
3. Public Engagement	9
3.1 Stakeholder Visioning Session 1	9
3.2 Stakeholder Visioning Session 2	10
3.3 Public Open House 1	11
3.4 Public Open House 2	11
4. Downtown Banner Concepts	13
4.1 Banner Concept 1	13
4.2 Banner Concept 2	14
4.3 Banner Concept 3	14
4.4 Banner Concept 4	15
5. Tree Canopy	17
5.1 Existing Tree Canopy	17
5.2 Existing Tree Species	17
5.3 Existing Tree Conditions	18
6. Corridor Improvement Plan Development	22
6.1 Proposed Roadway Section	22
6.2 Proposed Bicycle and Pedestrian Improvements	22
6.3 Parking and Opportunities	24
6.4 Lighting and Power	24
6.5 Tree Canopy	24
7. Summary	29
Recommendations	29

LIST OF FIGURES

Figure 1 Vicinity Map	3
Figure 2 Basehor Town Center Master Plan	7
Figure 3 Banner Concept 1	13
Figure 4 Banner Concept 2	14
Figure 5 Banner Concept 3	14
Figure 6 Banner Concept 4	15
Figure 7 Existing Tree Canopy.....	18
Figure 8 Existing Tree Species	19
Figure 9 Existing Tree Condition	20

LIST OF TABLES

Table 1 Parking Summary	5
---------------------------------	---

APPENDICES

Appendix A: Existing Conditions

Appendix B: Public Engagement



EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

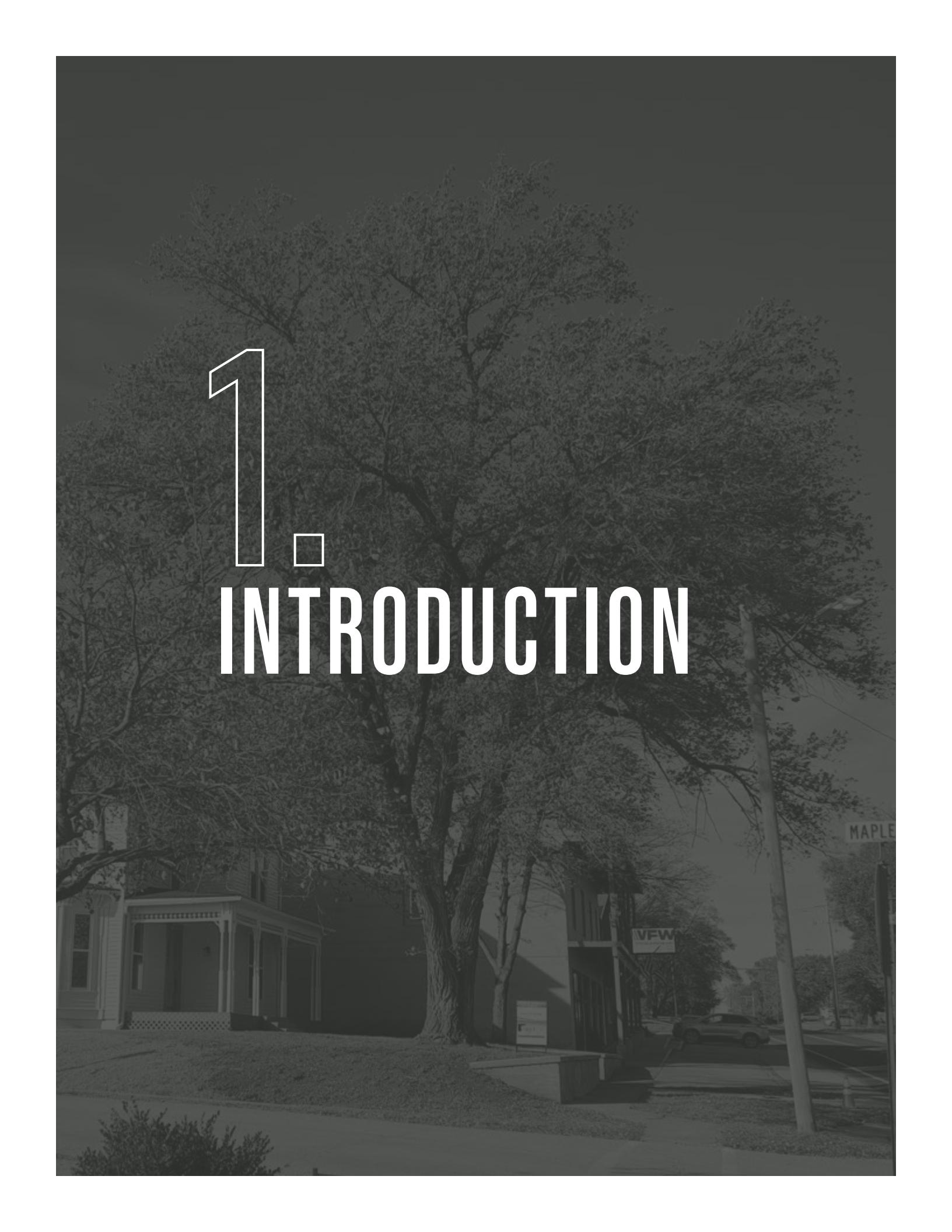
This report reviews 155th Street between Basehor Boulevard and Leavenworth Road in Basehor, Kansas to understand the needs and desires of the surrounding community and recommend improvements. This report provides implementable, realistic recommendations for moving forward into a design project.

To help develop the project's core design elements, several public engagement meetings were conducted to understand the needs and goals of the community. Additionally, a review of existing conditions, including reviewing the existing tree canopy, sidewalk condition, and traffic control, was conducted to determine the baseline conditions of the corridor today.

Drawing on insights and data from the public engagement and existing condition review, a concept plan was developed to showcase key design elements. The concept plan highlights roadway, sidewalk, and streetscape improvements that could be implemented along the corridor.



High level recommendations include extending the MetroGreen Trail along the east side of 155th Street for the full length of the project, reconstructing the existing sidewalk on the west side of the road, and establishing an urban two-lane section throughout the corridor. Pedestrian and bicycle amenities, as well as targeted landscaping elements should be provided along the corridor at key intersections and focal points. Additionally, there may be opportunities to utilize landscaping elements to buffer sections of the trail and sidewalk while also beautifying the corridor. Streetlights and street trees should be added within the right of way should be added to increase safety and environmental efficiency within the corridor. Streetscape enhancing elements to celebrate Basehor's historic downtown and generations of veterans, including streetlight banners, public art displays, and gateways, should be included.

A black and white photograph of a street scene. In the foreground, a large, leafy tree stands on a grassy area. Behind it is a two-story house with a porch. To the right, there's a building with a sign that reads "VFW". A street sign for "MAPLE" is visible. The background shows a road with a car and some other buildings.

1. INTRODUCTION

1. INTRODUCTION

This report reviews 155th Street between Basehor Boulevard and Leavenworth Road in Basehor, Kansas to understand the needs and desires of the surrounding community and recommend improvements. This report provides implementable, realistic recommendations for moving forward into a design project. The study area is detailed in Figure 1.

To help develop the project's core design elements, several public engagement meetings were conducted to understand the needs and goals of the community. Additionally, a review of existing conditions, including reviewing the existing tree canopy, sidewalk condition, and traffic control, was conducted to determine the baseline conditions of the corridor today.



Figure 1. Vicinity Map



2.

EXISTING CONDITIONS

2. EXISTING CONDITIONS

The study corridor's existing infrastructure was reviewed to identify deficiencies and needed improvements. A site visit was conducted on September 29th, 2023. In general, several Rapid Rectangular Flashing Beacon (RRFB) pedestrian crossings were noted along the corridor and a school zone was noted along Leavenworth Road at the northern end of the project.

The existing cross-section along 155th Street south of Hickory Street is a three-lane cross-section with the middle lane being a two-way left-turn lane (TWLTL). North of Hickory the cross-section transitions to a two-lane cross-section. Right-of-way width is 60 feet through the study area with the exception of two parcels south of Olive Street where the right-of-way width is 70 feet. The speed limit is not signed near the study corridor, but appears to be 30 mph.

2.1 Sidewalk Review

Along 155th Street south of Hickory Street, five-foot sidewalks are provided along the east and west sides of the road. North of Hickory Street, a four-foot sidewalk is provided on the west side of the road. No sidewalk is provided on the east side of the road through this section. Several sections of sidewalk were noted as needing to be repaired. These are noted in Exhibit 1, attached to Appendix A.

Reviewing the connecting and parallel streets, no sidewalks are provided except on the recently constructed Basehor Boulevard.

2.2 Parking Review

Parking is provided throughout the corridor in the form of on-street, off-street, and along adjacent side streets. Location, type, and quantity of parking along the corridor is summarized in Table 1. As minimal curb is provided along the study corridor, residents will pull off the street into the grass. Locations where it appears this often occurs are included in the parking counts.

SECTION ALONG 155TH STREET	ON STREET PARKING	OFF STREET PARKING	SIDE STREET PARKING
Basehor Boulevard to Hickory Street	0	44	4
Hickory Street to Maple Street	19	38	5
Maple Street to Ripley Street	28	3	0
Ripley Street to Leavenworth Road	30	0	0

Table 1. Parking Summary

2.3 Existing Plan Review

Two documents were provided by the city and reviewed as part of this study: Active Transportation Plan and the master plan for the proposed Basehor Town Center east of 155th Street along Basehor Boulevard.

ACTIVE TRANSPORTATION PLAN

Reviewing the Active Transportation Plan, trails are planned east of 155th Street, north and south of Basehor Boulevard. South of the Basehor Boulevard the Active Transportation Plan shows a future trail along the east side of 155th Street. Currently, a separate project along 155th Street, south of our study corridor, is underway that adjusts this plan. With the south 155th Street project, a multiuse trail is located on the west side of the project and 5-foot sidewalk on the east side. Additionally, the south 155th Street project redefines the cross-section of 155th Street from a two-lane road to be a three-lane cross-section with a TWLTL in the middle.

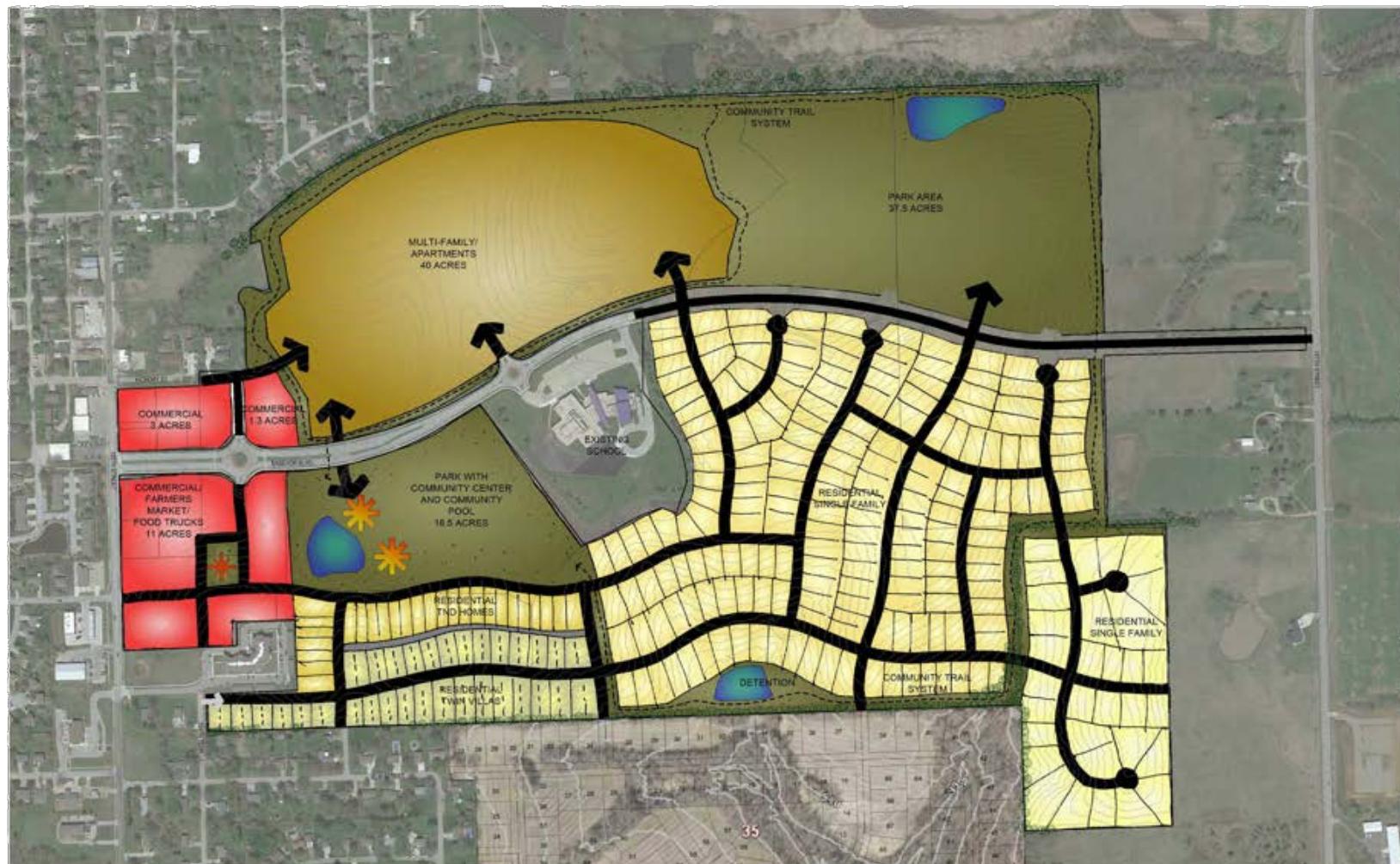
In addition to the planned trails, a community park is recommended near the southeast quadrant of 155th Street and Basehor Boulevard according to the Active Transportation Plan.

BASEHOR TOWN CENTER MASTER PLAN

The Basehor Town Center Master Plan lays out a 240-acre mixed use development along Basehor Boulevard that abuts the study corridor between Hickory Street to south of Crestwood Drive, Figure 2. Commercial, single family residential, multi-family residential, and parks are all included in the master plan. More than 15 acres of commercial development are planned immediately adjacent to 155th Street. There may be a potential for utilizing parking within this proposed district for existing uses along 155th Street.



BASEHOR TOWN CENTER MASTER PLAN



1 CONCEPTUAL LAND USE PLAN

Figure 2. Basehor Town Center Master Plan

MEIER
LANDSCAPE
ARCHITECTURE
15245 Metcalfe Ave.
Overland Park, KS 66223
913.787.2817



CLIENT:
City of Basehor
2620 155th St.
Basehor, KS 66007

PROJECT:
Basehor Town Center
Property Masterplan
Basehor, KS 66007



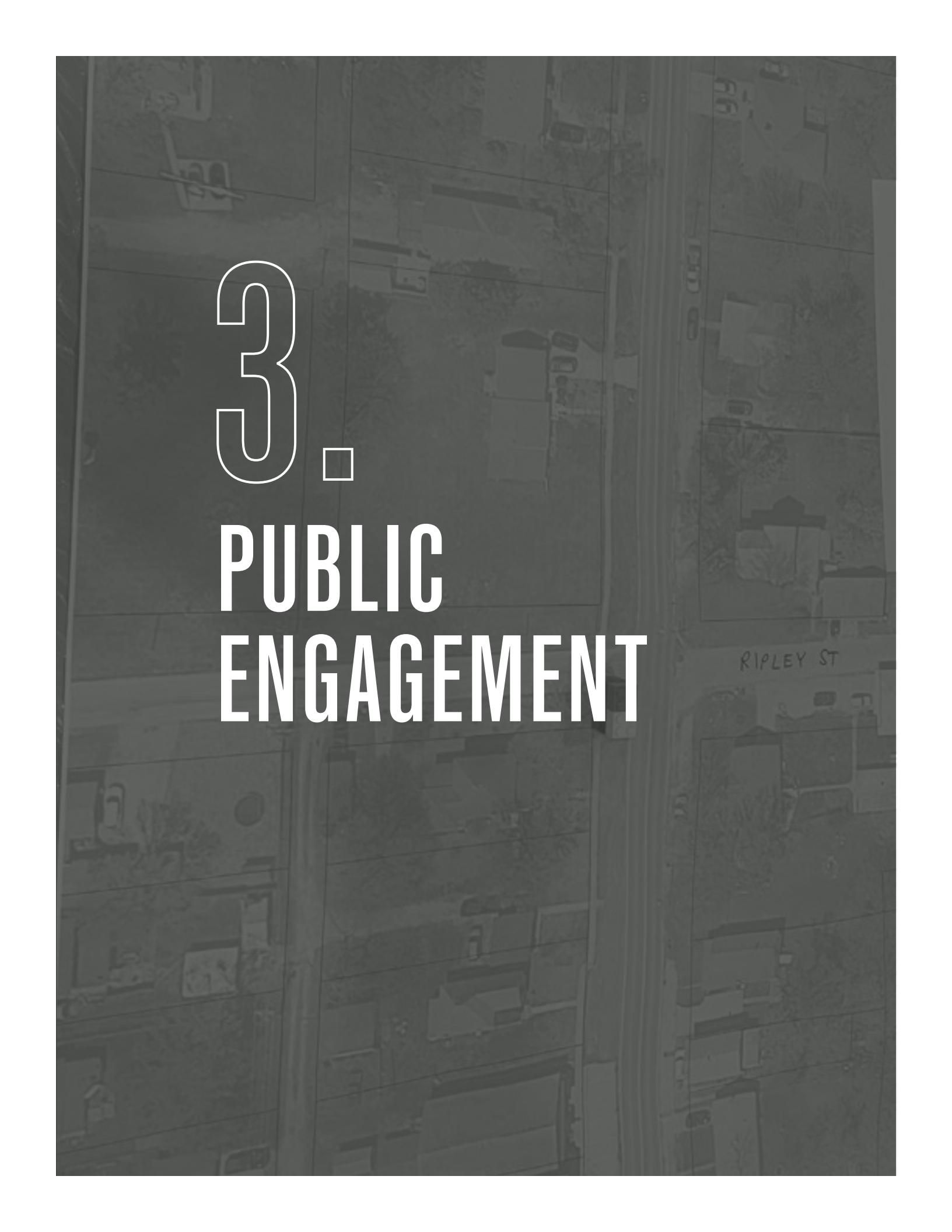
Site Data:

TND Single Family Acres	7.5
Single Family Acres	82.8
Twin Villa Acres	12.3
Multi-Family/ Apartment Acres	40.0
Commercial/Town Center Acres	15.3
Park Acres	54.0
Open Space/BMP/ROW Acres	28.6
Total Acres	240.5

Dated 5.26.2023
Project # 747
Concept Plan

L1



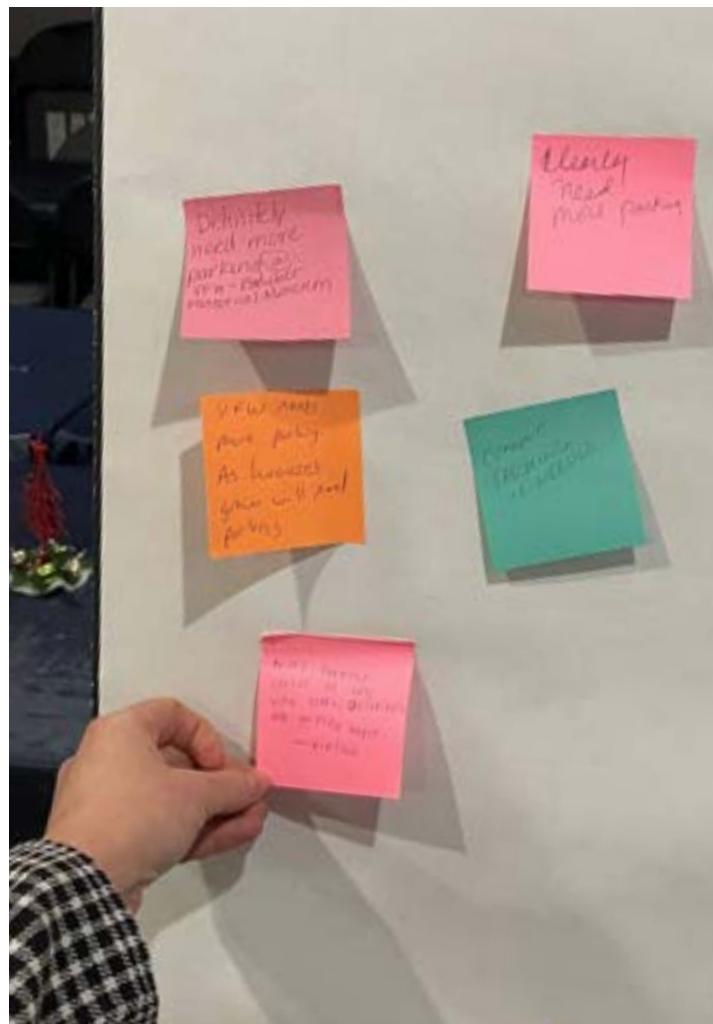


A grayscale aerial photograph of a city street, showing buildings, trees, and a road. The street is labeled "RIPLEY ST".

3. PUBLIC ENGAGEMENT

3. PUBLIC ENGAGEMENT

Public engagement is a critical component of this project not only for informational purposes, but also as opportunities for the community to voice their needs, wants, and desires for the future of the corridor. Through engagement activities, members of the community made an impact on design decisions by sharing their thoughts and opinions with the project team. Three public engagement sessions were held for this project, including two stakeholder visioning sessions and a public open house. Each event is detailed out in the subsequent sections. All public comments are included in Appendix B.



3.1 Stakeholder Visioning Session 1

The first Stakeholder Visioning Session took place on Monday, October 30, 2023, from 10:00am to 12:00pm at the Basehor VFW Lodge (2806 North 155th Street, Basehor, KS 66077). In this meeting, the project team met with a small group of stakeholders to brainstorm ideas for the banner design to be attached to light poles throughout the corridor. This group of stakeholders included individuals with businesses along the corridor and those with other vested interests.

The desired banner would pay homage to the City of Basehor and to Veterans in the community and serve as a placemaking element throughout the downtown corridor. Stakeholders were asked to brainstorm symbols and icons that came to mind when thinking about these two categories, along with the desired overall look and feel of the potential design.

Stakeholders talked through using colors and symbols that had existing associations to the City of Basehor, including the blue and gold used in the city logo, wheat strands, and the gold and green from Basehor-Linwood High School. There is a desire to honor local Veterans by providing dedicated banners for individual community members who have served. Another idea presented at the meeting is to have rotating banners for a variety of holidays, events, and seasons. The general consensus was to make the banners easy to read, colorful, and recognizable. Results from the brainstorming session have been attached to Appendix B. Banner concepts are presented in Section 4.

3.2 Stakeholder Visioning Session 2

A second Stakeholder Visioning Session took place on Thursday, November 16, 2023 from 10:00am to 12:00pm at the Basehor VFW Lodge (2806 North 155th Street, Basehor, KS 66077). The goal of this session was to talk through element placement along the project corridor using the existing design elements that are a part of the south 155th Street project.

These elements included the following:

- Bike rack
- Litter receptacle
- Bicycle repair station
- Water bottle filling station
- Bench
- Light poles
- Greenery/plants
- Public art

Stakeholders were split into two groups. Each group had a large map of the project area and a box of Legos. Each of the design elements were assigned a Lego color and stakeholders were instructed to place elements as they saw fit along the corridor. After both groups completed the exercise, the entire group shared their thoughts with each other.

Generally, both groups concluded that there should be more pedestrian-centered elements and amenities concentrated along the southern portion of the corridor, close to commercial uses and attractions. It was also agreed that element placement in front of the existing residential properties along the corridor should be more minimal and focused on more decorative elements, such as greenery. Both groups also identified a need for more parking around the commercial section of the corridor. The city may wish to explore shared parking lot in this area that could be utilized for the businesses as well as events such as farmers markets. Additionally, the groups thought that there should be some sort of smaller gateway element at either end of the project near Basehor Boulevard and Leavenworth Road to help delineate the downtown area.

Results from the element placement exercise are included in Appendix B.



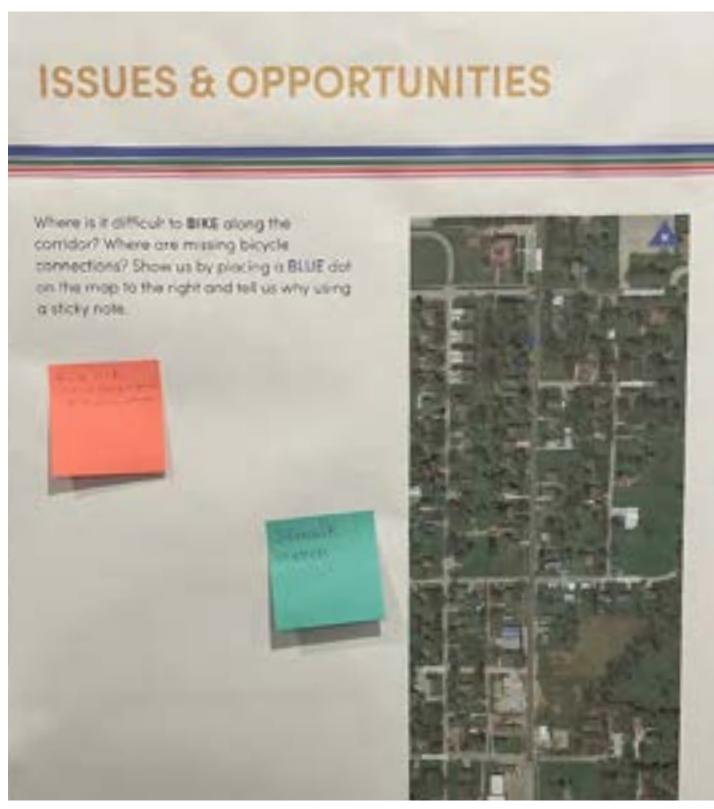
3.3 Public Open House 1

The first Public Open House took place on Tuesday, December 5, 2023 from 5:00pm to 7:00pm at the Basehor VFW Lodge (2806 North 155th Street, Basehor, KS 66077). The open house was a self-guided event with project staff and City Staff members present to answer any questions. Community members were presented with information on the project and current progress on the south 155th Street project. Participants were then prompted with questions related to existing issues and opportunities along the corridor, including traffic safety, walking, bicycling, and parking concerns. Community members were asked about element placement and if they agreed or disagreed with ideas from the stakeholder group exercise.

General findings show that parking availability and safety of the existing parking areas are a main concern for the community. While the corridor is often traveled by pedestrians, sidewalk conditions were noted as poor with updates needed. Additionally, there was interest and excitement for the addition of new elements throughout the corridor and there was positive reception to the stakeholder group's ideas. Results from the Public Open House are included in Appendix B.

3.4 Public Open House 2

The second Public Open House took place on Tuesday, January 30, 2023 from 4:30pm to 6:30pm at the Basehor VFW Lodge. It was in a similar self-guided format as the first open house with project staff and City Staff members present to answer any questions. Community members were presented with information on the project, progress to date, and the final concept plans for the downtown corridor along with recommendations and next steps for the project. At this phase of the project, there were no specific questions asked of the public, but overall response to the information shown was positive.



4.

DOWNTOWN BANNER CONCEPTS



4. DOWNTOWN BANNER CONCEPTS

The following conceptual banners were developed based on feedback from Stakeholder Visioning Session 1, presented in Section 3.1. These concepts are intended to help guide the city when making decisions for final banner design(s) that will be affixed to light poles throughout the project area. As noted in Section 3.1, the final banner design(s) will help to promote community identity and add a sense of vibrancy as users traverse both road and trail alike. The banners will also help delineate the downtown area from other parts of Basehor.

To promote community engagement, the city could create a contest where local artists, schools, and citizens can submit their own designs and vote on their favorite.



4.1 Banner Concept 1

Banner concept number one, shown in Figure 3, emphasizes the Basehor Connected logo as well as the City's blue and gold colors to both welcome visitors and represent Basehor's bright future as the community continues to grow and develop.

Figure 3. Banner Concept 1

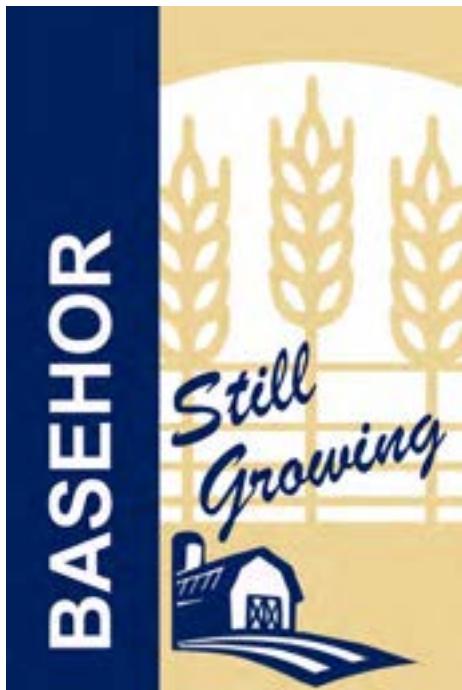


Figure 4. Banner Concept 2

4.2 Banner Concept 2

Similar to banner concept number one, banner concept number two, shown in Figure 4, incorporates the Basehor Connected logo in the background. The motto 'Still Growing' is incorporated as a nod to the City's logo and the fact that Basehor continues to be one of the fastest growing cities in the Kansas City metro area. Agricultural icons are added to highlight the important role agriculture has played in Basehor's growth.



Figure 5. Banner Concept 3

4.3 Banner Concept 3

Banner concept number three, shown in Figure 5, touches on the deeper history of Basehor and incorporates graphic icons representing the Delaware Indian Tribe and the City's founding brothers, Reuben and Ephraim Basehor, in addition to agricultural icons.

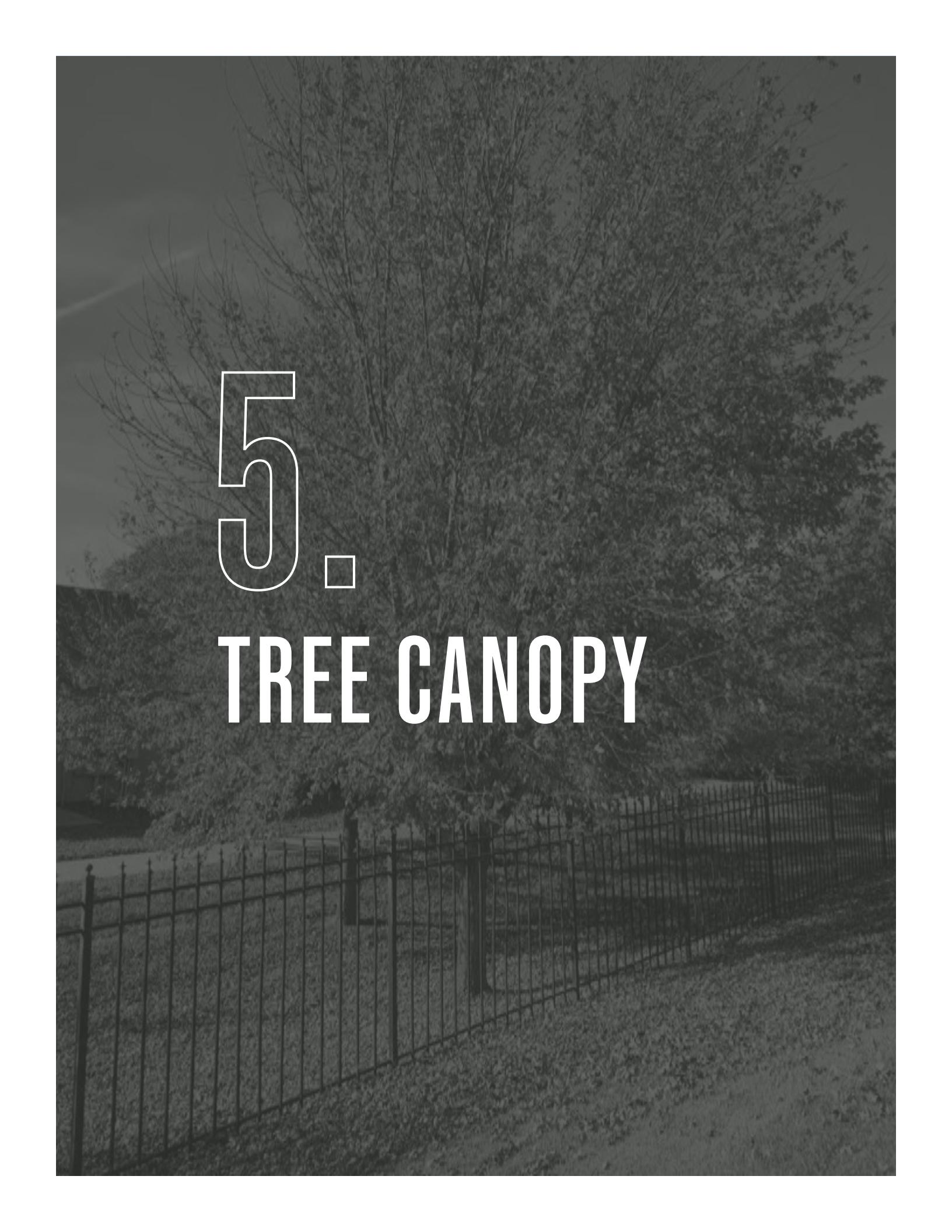


4.4 Banner Concept 4

Banner concept number four, shown in Figure 6, address additional feedback received from the visioning session for the desire to honor local Veterans or Hometown Heroes within the community. A portrait of the Honoree would be placed to the right of the waving flag. Five stars across the top and bottom of the banner represent the five original branches of the military (Army, Navy, Air Force, Marines and Coast Guard).

Figure 6. Banner Concept 4



A black and white photograph of a dense tree canopy with a metal fence in the foreground.

5.

TREE CANOPY



5. TREE CANOPY

Trees play an important part in the urban streetscape by providing both practical and economic benefits. They provide shade and safety to pedestrians and serve as a habitat for many species of mammals and birds. In addition, they contribute to energy reduction, stormwater runoff control, carbon sequestration, and improved overall public health.

According to the Arbor Day Foundation “Urban tree canopy assessment is an important tool that can help communities gauge their environmental sustainability and plan for improvement.” Tree canopy assessments are useful for providing a snapshot of the urban forest, the layer of leaves, branches, and stems that cover the ground of a specified area, when viewed from above.

As part of the corridor study, a tree canopy assessment was conducted using a combination of a bottom-up and top-down approach to assess various aspects of tree canopy coverage within the corridor. The bottom-up approach involved walking the corridor to assess tree species, size, and condition. The top-down approach involving review of aerial imagery to assess overall tree canopy coverage of the corridor which will assist in providing recommendations for improving overall canopy coverage.

5.1 Existing Tree Canopy

Based on on-site and aerial observations, the existing tree canopy within the corridor provides coverage for approximately 60 percent of the corridor. This coverage is predominantly limited to the residential portion of the corridor north of Maple Street in the form of yard trees. The existing tree canopy is presented in Figure 7.

There is a notable absence of street trees along the corridor south of Maple Street due to large concrete pads, commercial parking facilities, and vacant or undeveloped land adjacent to the corridor. The exception to this is the landscape trees planted within the property of the Pebble Rock Senior Living facility that have grown to extend their canopies within the 155th Street right of way.

No trees are planted within the 155th Street right of way.

5.2 Existing Tree Species

Existing tree species, within the corridor but outside of the Right of Way, were visually evaluated and consist predominantly of Elms, Maples, and Oaks, and, to a lesser degree, Redbuds, Birch and Pear trees. The Pear trees and some of the Redbud trees appear to be naturally occurring and not intentionally planted. A map of the existing tree species is presented in Figure 8.

5.3 Existing Tree Conditions

Existing conditions of the trees along the corridor were evaluated based on the observed physical appearance and assigned a condition of one to three. Trees evaluated to be Condition 1 (54%) appear healthy and aesthetically appealing, trees evaluated to be Condition 2 (34%) appear to be in decline or healthy and impacted by severe pruning, and trees evaluated to be Condition 3 (12%) appear to be severely damaged or deteriorated. A map of the existing tree conditions is presented in Figure 9.

Many of the Elms observed appear to be older American Elms that have not succumbed to the Dutch Elm Disease (DED) epidemic; however, many exhibit varying degrees of damage that may be attributed to the disease or storm related issues.

Existing tree conditions were impacted by the overhead power line which runs on the east side of 155th Street from Leavenworth Road and transitions to the west side of 155th Street south of the Veterans of Foreign Wars (VFW) facility. Many of the trees adjacent to the overhead power line on the east side of 155th Street appear physically healthy, but are aesthetically diminished due to preventative pruning required by Evergy.



Figure 7. Existing Tree Canopy



Legend
● Tree Canopy



Figure 8. Existing Tree Species

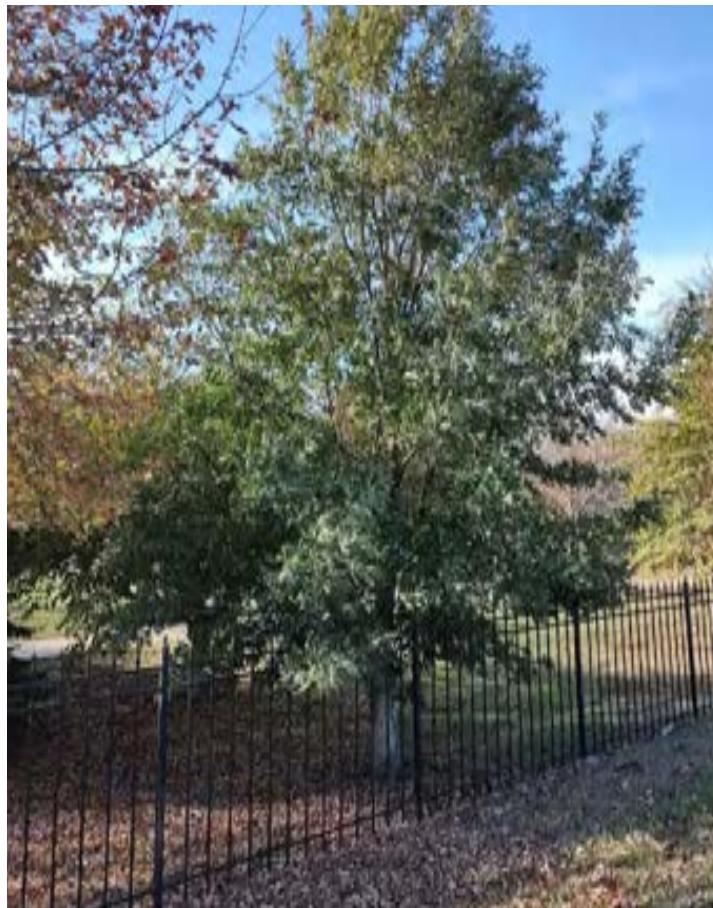


Figure 9. Existing Tree Condition



Legend

- Condition 1
- Condition 2
- Condition 3





6. CORRIDOR IMPROVEMENT PLAN DEVELOPMENT

6. CORRIDOR IMPROVEMENT PLAN DEVELOPMENT

Utilizing the existing plan review in Section 2.3, public feedback presented in Section 3, and the tree canopy review presented in Section 5, a concept plan was developed for the study area. The concept plan is presented in Figure 10, Figure 11, and Figure 12.

6.1 Proposed Roadway Section

As noted in Section 2.3, the corridor improvement plan discussed in this report will connect to the south 155th Street Project. The south 155th Street project cross-section consists of a 10-foot multiuse trail on the west side of 155th Street, a three-lane section, curb and gutter, and a 5-foot sidewalk on the east side of 155th Street. This corridor improvement plan continues the elements provided in the south 155th Street Project to provide a consistent look and feel throughout the corridor. Due to right of way constraints, existing parking facilities, and a desire to control speed and maintain the historic downtown, continuing a three-lane cross-section through the project area is not feasible or desirable. It is recommended to maintain the existing two-lane cross-section through the project area. This will allow room to continue the 10-foot multiuse trail (MetroGreen) and 5-foot sidewalk from the south 155th Street project through this project. Additionally, it is recommended that the existing 11-foot lanes are maintained throughout the project area to keep the cross-section narrow and encourage lower speeds.

With the installation of curb and gutter throughout the corridor and the reconstruction of 155th Street, additional reconstruction for driveway connections, grade changes, and ADA cross slopes/ grading will likely be needed throughout the project.

It should be noted that some areas may require right-of-way acquisition. Due to using GIS data to develop the concept plan, exact areas will need to be determined once survey data is acquired.

6.2 Proposed Bicycle and Pedestrian Improvements

As shown on Figure 10, the 10-foot multiuse trail is proposed to connect to the trail from the south 155th Street Project on the west side of 155th Street south of Basehor Boulevard. At Basehor Boulevard it is proposed to cross the trail from the west side of 155th Street to the east side due to the on-street parking present near the VFW building, right of way constraints on the west side of the corridor, and the connection to Basehor Middle School. It is recommended to provide a Rapid Rectangular Flashing Beacon (RRFB) crossing at this location for pedestrian and cyclist safety. It is also recommended to make this crossing a raised crossing to increase driver awareness of the crossing while simultaneously slowing drivers down through downtown Basehor. A pedestrian refuge island is also proposed in this area further promoting pedestrian safety and lower speeds. Discussed further in Section 6.3, a gateway or other vertical feature at this intersection as well as the intersection of 155th Street and Leavenworth Road will also promote lower vehicular speeds through the corridor.

North of Basehor Boulevard it is proposed that the 10-foot multiuse trail continue north to Leavenworth Road along the east side of 155th Street. Similarly, it is recommended to continue the 5-foot sidewalk along the west side of 155th Street.



In addition to the sidewalk and trail, it is recommended to provide bicycle and pedestrian amenities along the corridor to encourage multimodal transportation. Amenities that could be included are presented in Figure 12.

As presented in Figure 10, Figure 11, and Figure 12, additional RRFB crossings are recommended in the project area to enhance pedestrian and cyclist safety and visibility. The installation of RRFBs also help make walking and biking more accessible for all ages and abilities along the corridor.

The fire station currently has a wide driveway width of approximately 180 feet. Due to the layout of the site, it may not be feasible to reduce the driveway width and still accommodate emergency vehicles. To help encourage pedestrian connectivity between the sidewalk to the north and south of this drive, a painted art sidewalk could be installed across the driveway. This would help alert pedestrians to the drive and potential conflict point with emergency vehicles and could also be a tribute to Basehor's rich history.

To further promote safety for pedestrians and bicyclists, policies could be changed and/or adopted by the City. Some example policies and programs that support walking and biking as safe comfortable and healthy forms of transportation, recreation, and physical activity include:

- Springfield Yields – Pedestrian Safety Program
 - <https://www.springfieldmo.gov/3519/Pedestrian-Safety---SGF-Yields>
- Kansas City, Missouri Complete Streets Program
 - <https://www.kcmo.gov/city-hall/departments/public-works/complete-streets-ordinance#:~:text=Complete%20Streets%20promotes%20multi-modal%20access%20of%20roadways%20and,impact%20of%20the%20City%20is%20minimized>
- MARC Complete Streets Policy
 - <https://www.marc.org/sites/default/files/2022-04/Complete-Streets-Policy.pdf>
- Lawrence Complete Streets Policy
 - https://lawrenceks.org/mpo/complete_streets/
- USDOT Complete Streets Information
 - <https://www.transportation.gov/mission/health/complete-streets>





6.3 Parking and Opportunities

With the addition of curb and gutter throughout the project area, most on street parking will need to be removed. This impacts approximately 61 parking areas that are utilized today. It should be noted that most of these 61 parking areas are not official parking stalls and are instead pull off locations citizens use for parking in front of residences.

In order to mitigate potential parking issues it is recommended to provide public parking at one of the existing city lots, or acquire new lot(s) to provide public parking. If a new public parking lot is developed it could also serve as a gathering place for the citizens and host weekend farmers markets, and other outdoor community events. Side streets also provide opportunities to add parking. Widening the side street pavement and promoting parking outside of intersection influence areas can help replace more localized parking.

In order to enforce no street parking in the project area, it is recommended to install no parking signs at key locations along the corridor.

To help create a downtown area, stakeholders and citizens mentioned during public engagement that adding archways or other architectural elements at each end of the corridor would be desired. It is also likely that such features would help calm traffic speeds through the project area.

6.4 Lighting and Power

To enhance driver, pedestrian, and cyclist safety throughout the corridor it is recommended to install street and trail lighting throughout the project area. As noted in Section 4, the street and trail lighting can also be a way to highlight Basehor's history and enhance the downtown feel of the corridor by attaching banners to the poles.

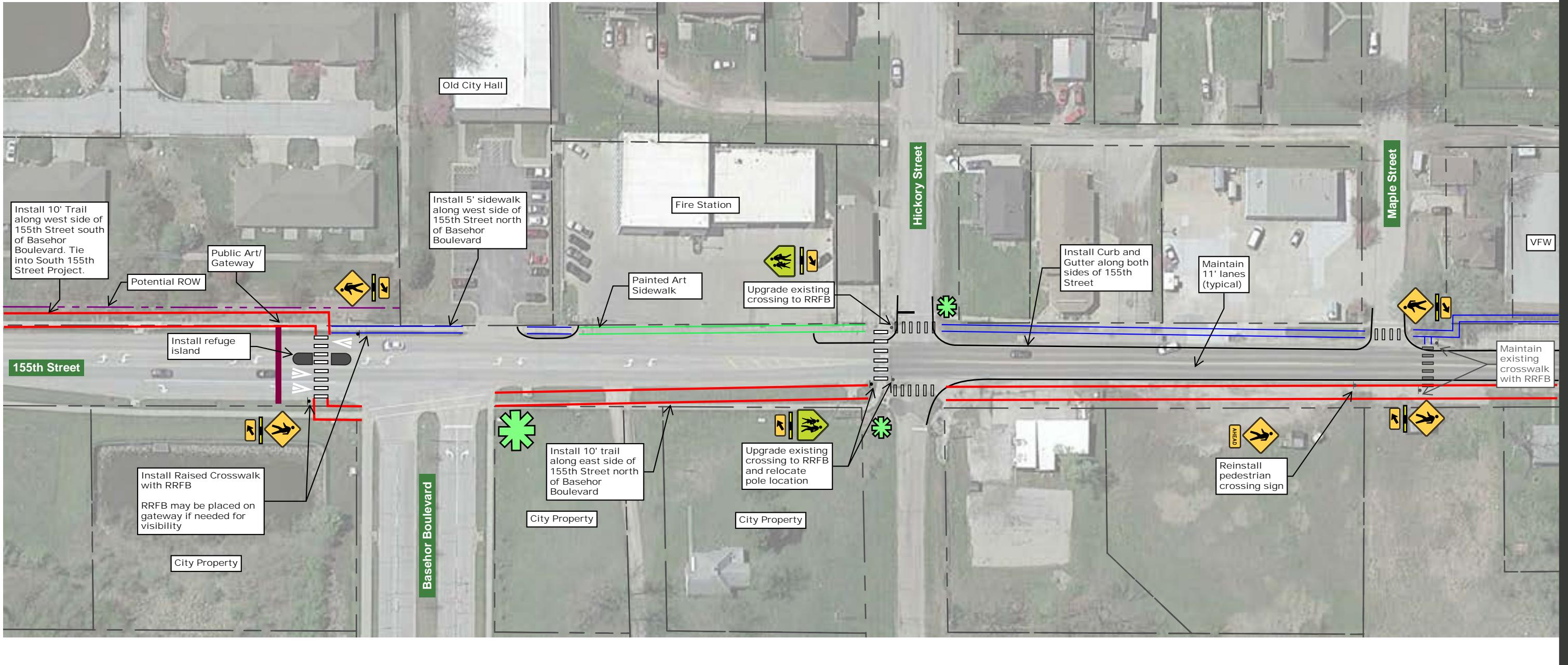
In order to maximize the existing right of way improve the look of downtown, relocating the existing overhead power to underground should be considered. In discussions with Evergy this relocation is feasible, would cost approximately \$500,000, and could potentially require easements.

6.5 Tree Canopy

As noted in Section 5, no trees are currently located within the project area right of way. The existing tree canopy is provided exclusively by trees located outside of the right of way. In order to provide shade and enhance the downtown feel it is recommended to install native trees and other plantings within the right of way throughout the corridor.

Consideration should be given to the additional of local native grasses and plants with low or no maintenance requirements to help keep maintenance costs down.

CONCEPT PLAN



LEGEND

- General Amenity Zone
- 10' Multi-use trail (Metro Green)
- 5' Sidewalk
- 5' Painted Art Sidewalk

- Public Art/ Gateway
- Potential Property Line
- Existing Property Line*

- Crosswalk**

*All property lines are based on GIS information for planning purposes only. Property surveys will be required to identify any impacts.

**Crosswalks are visually shown with continental bars, alternatively exclusively transverse lines may be used instead

- Planting/ Beautification Zone

- Curb and Gutter

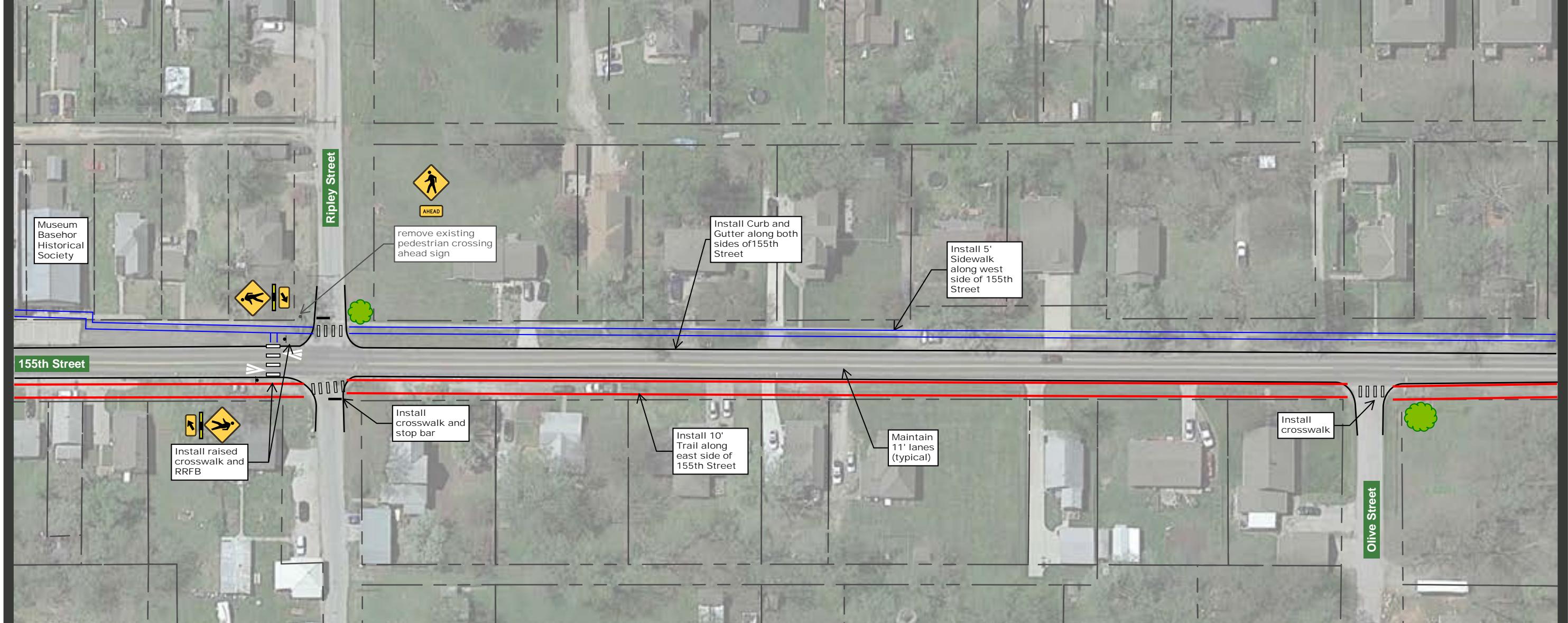
- Rapid Rectangular Beacon



CONCEPT PLAN



MATCH LINE A



MATCH LINE B

LEGEND

- General Amenity Zone
- 10' Multi-use trail (Metro Green)
- 5' Sidewalk
- 5' Painted Art Sidewalk
- Public Art/ Gateway
- Potential Property Line
- Existing Property Line*
- Crosswalk**
- Planting/ Beautification Zone
- Curb and Gutter
- Rapid Rectangular Beacon

**Crosswalks are visually shown with continental bars, alternatively exclusively transverse lines may be used instead

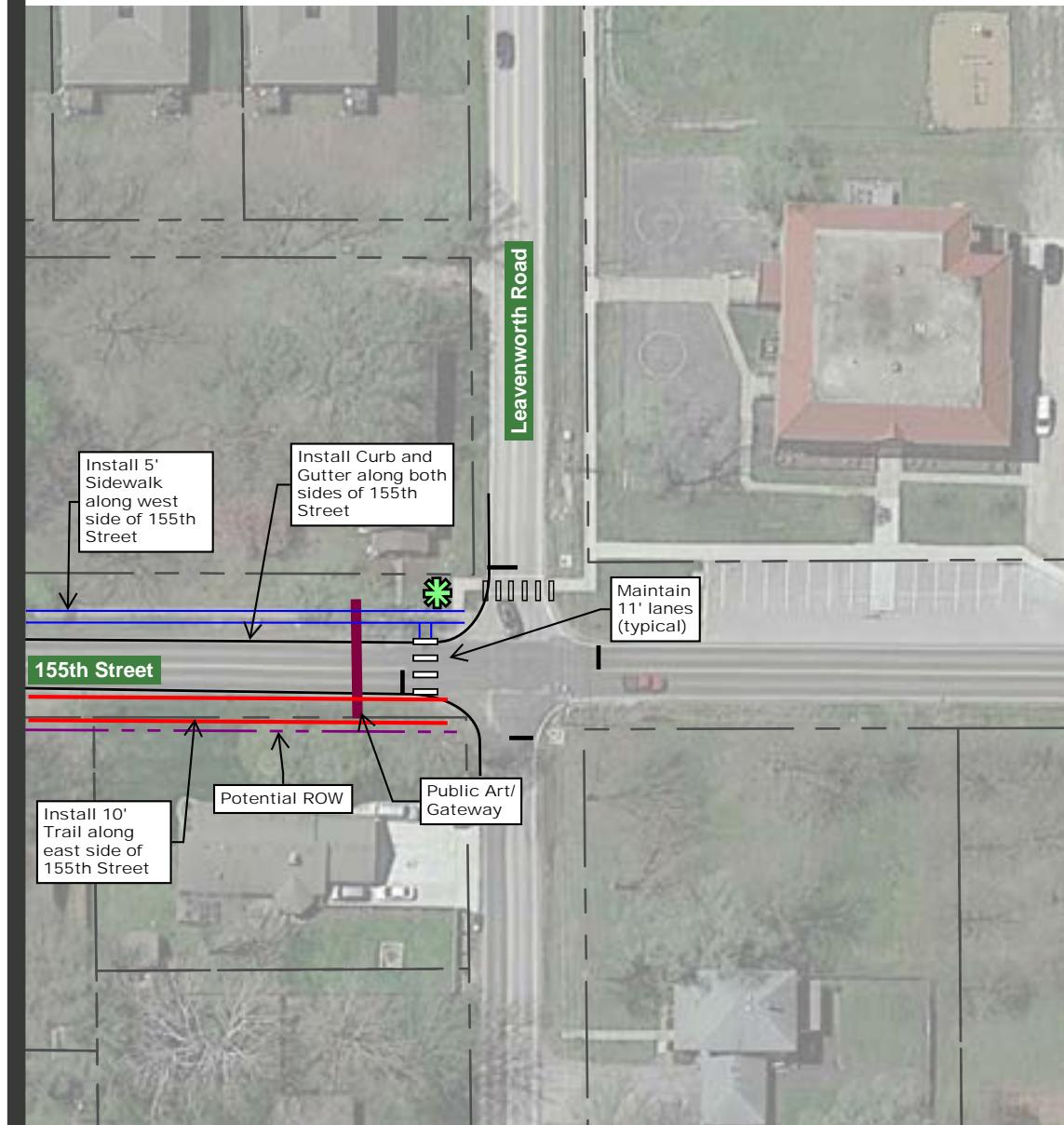
*All property lines are based on GIS information for planning purposes only. Property surveys will be required to identify any impacts.



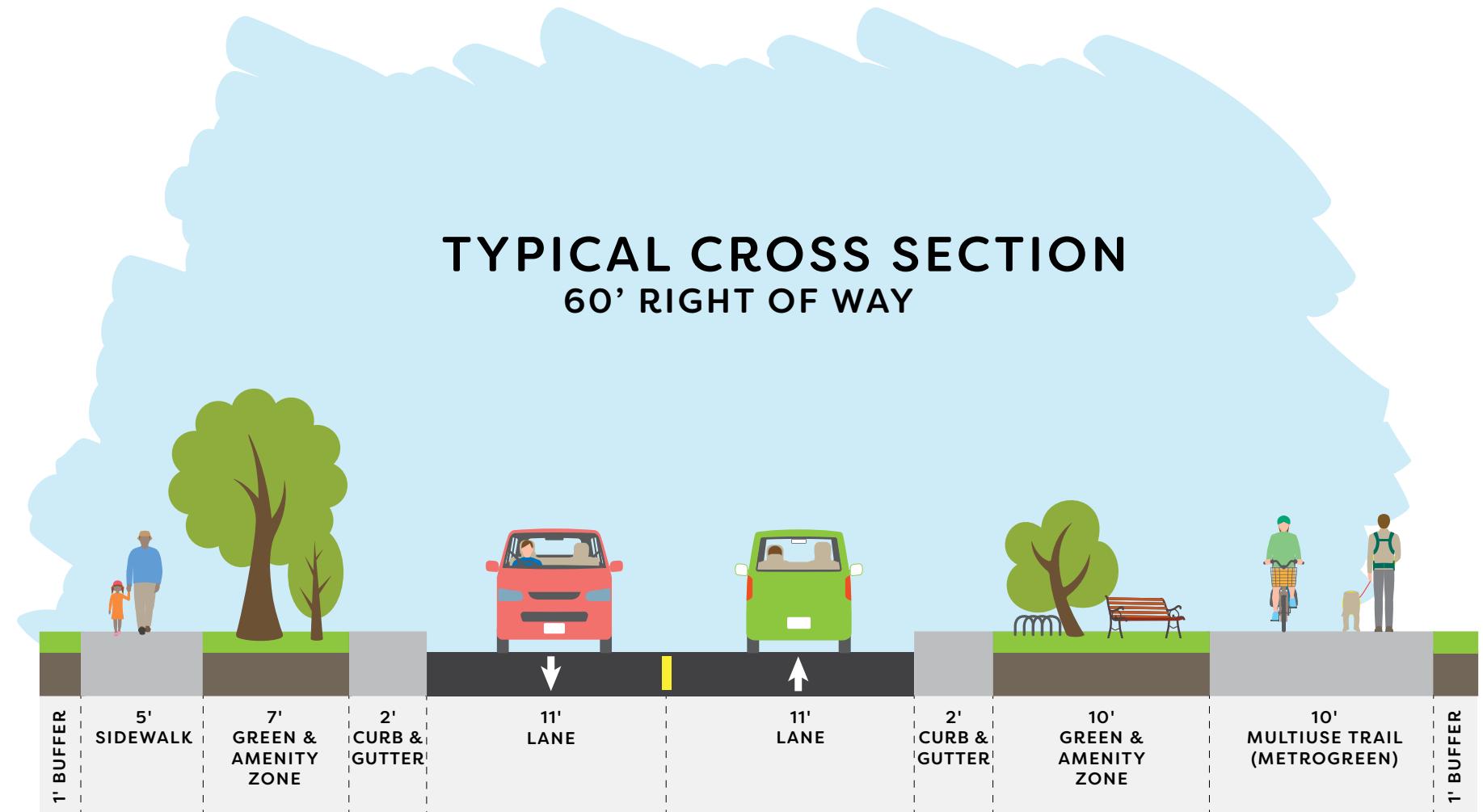
CONCEPT PLAN

N►

MATCH LINE B



TYPICAL CROSS SECTION 60' RIGHT OF WAY



LEGEND

- General Amenity Zone
- 10' Multi-use trail (Metro Green)
- 5' Sidewalk
- 5' Painted Art Sidewalk
- Public Art/ Gateway
- Potential Property Line
- Existing Property Line*
- Crosswalk**
- Planting/ Beautification Zone
- Rapid Rectangular Beacon

*All property lines are based on GIS information for planning purposes only. Property surveys will be required to identify any impacts.

**Crosswalks are visually shown with continental bars, alternatively exclusively transverse lines may be used instead.

7
□

SUMMARY

7. SUMMARY

From public engagement and existing condition review, a concept plan was developed to showcase a potential design and highlight other potential improvements that could be made along the corridor.

7.1 Recommendations

Recommendations along the project corridor include the following:

- Install street and trail lighting throughout the corridor.
- Add artwork and other elements to showcase the history of Basehor and honor the city's veterans.
- Provide a gateway feature at the north and south end of the project.
- Provide a two-lane vehicular section through the project area.
- Provide a 10-foot multiuse trail and 5-foot sidewalk to enhance pedestrian and cyclist use of the corridor.
- Identify potential locations for public parking.
- Relocate existing overhead power lines underground to maximize the existing right of way.
- Plant trees and other native vegetation within the city right of way.

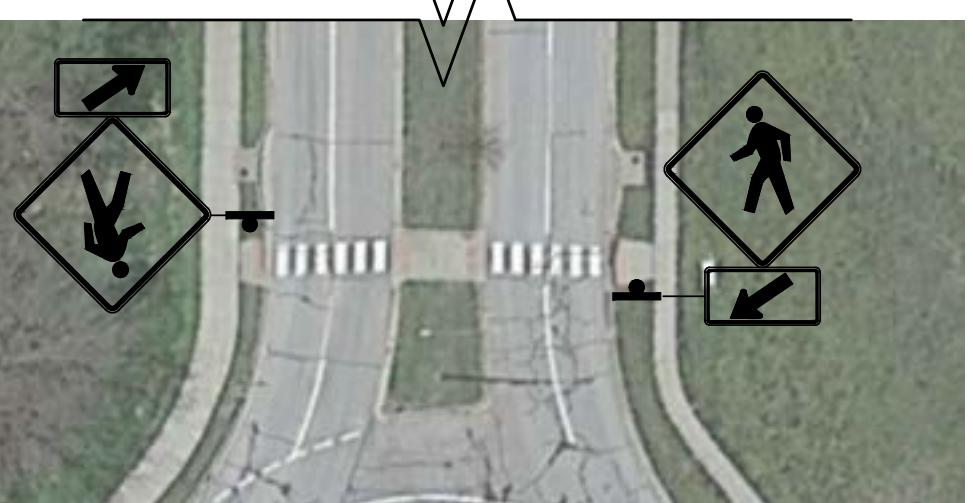


APPENDIX A

EXISTING CONDITIONS

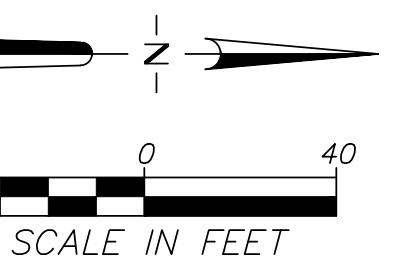
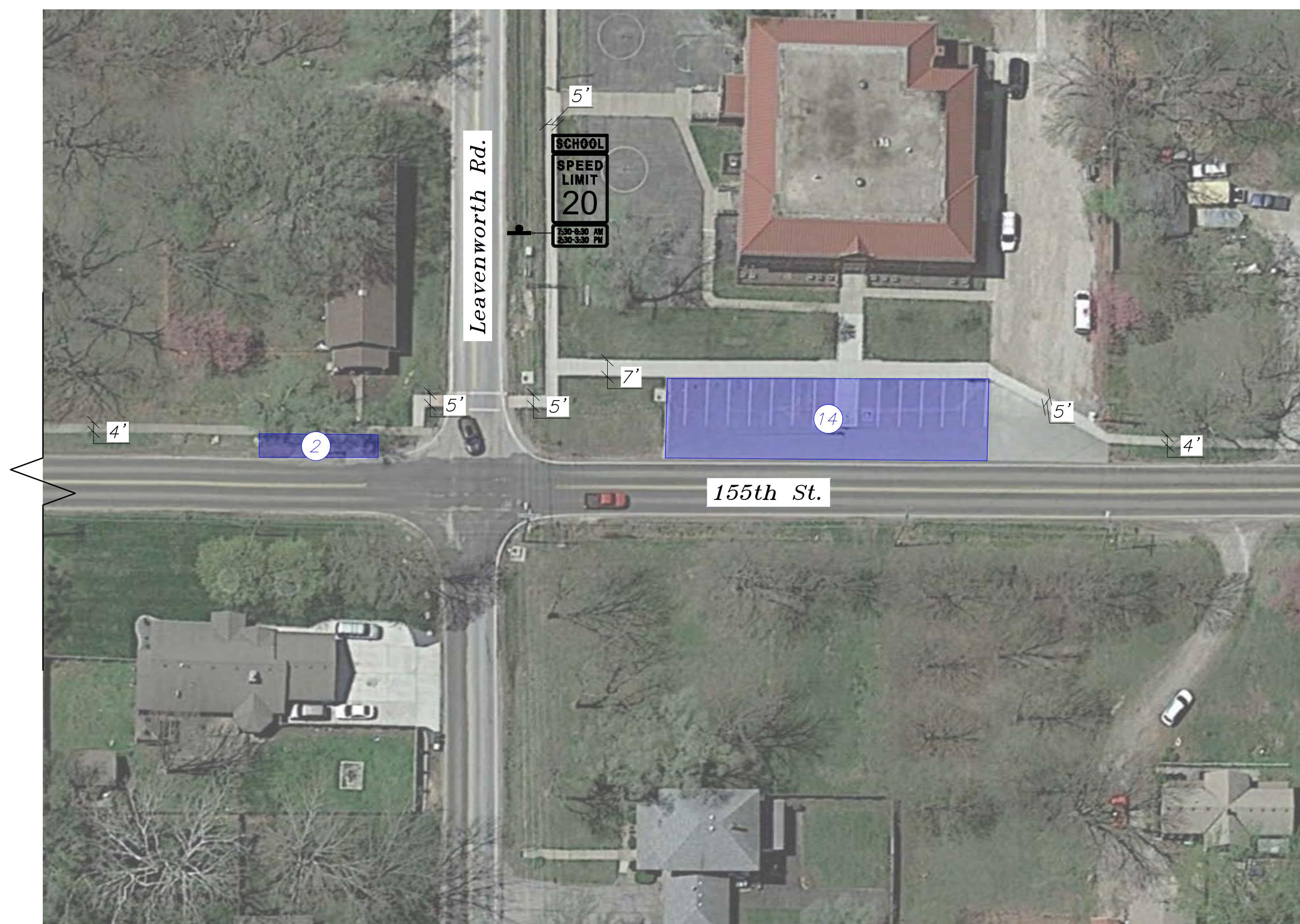
Exhibit 1

CITY OF BASEHOR, KS
BASEHOR DOWNTOWN CORRIDOR
IMPROVEMENT PLAN



CITY OF BASEHOR, KS
BASEHOR DOWNTOWN CORRIDOR
IMPROVEMENT PLAN

Exhibit 1



APPENDIX B

PUBLIC

ENGAGEMENT

LEAVENWORTH RD



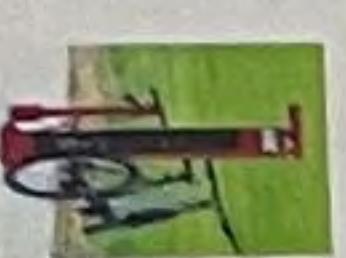




LITTER RECEPTACLE



WATER BOTTLE FILLING STATION



BICYCLE REPAIR STATION



BIKE RACK



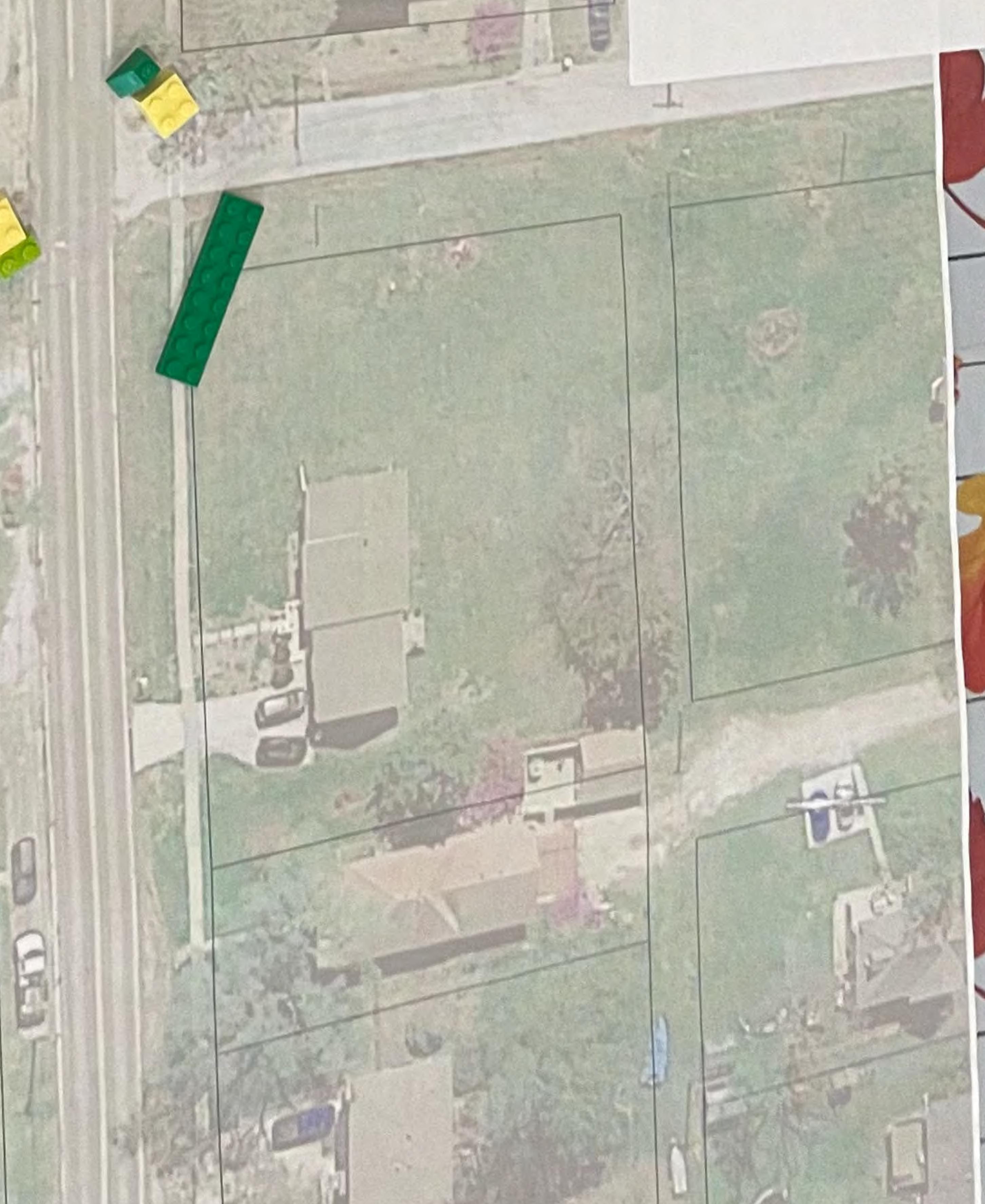
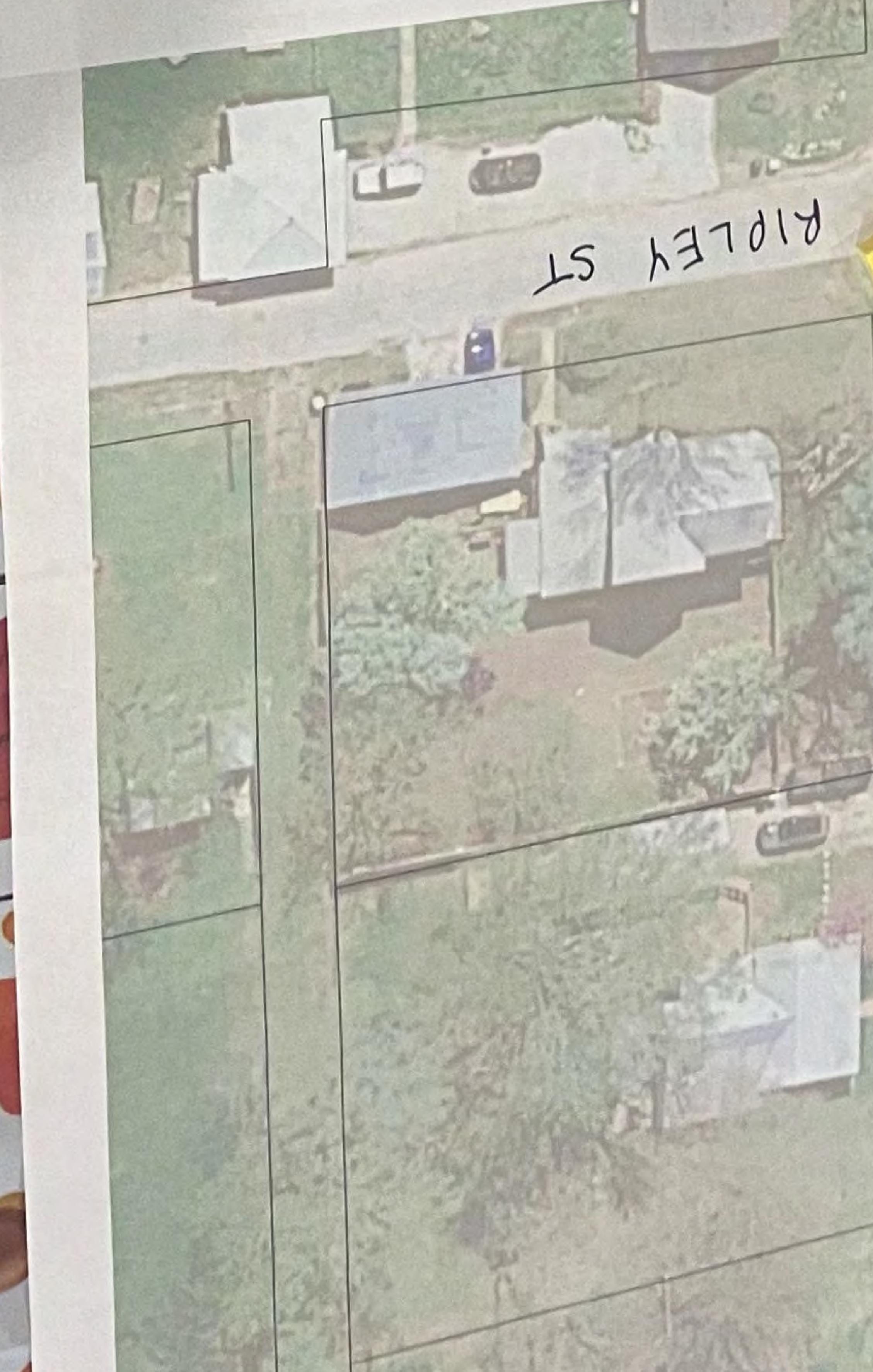
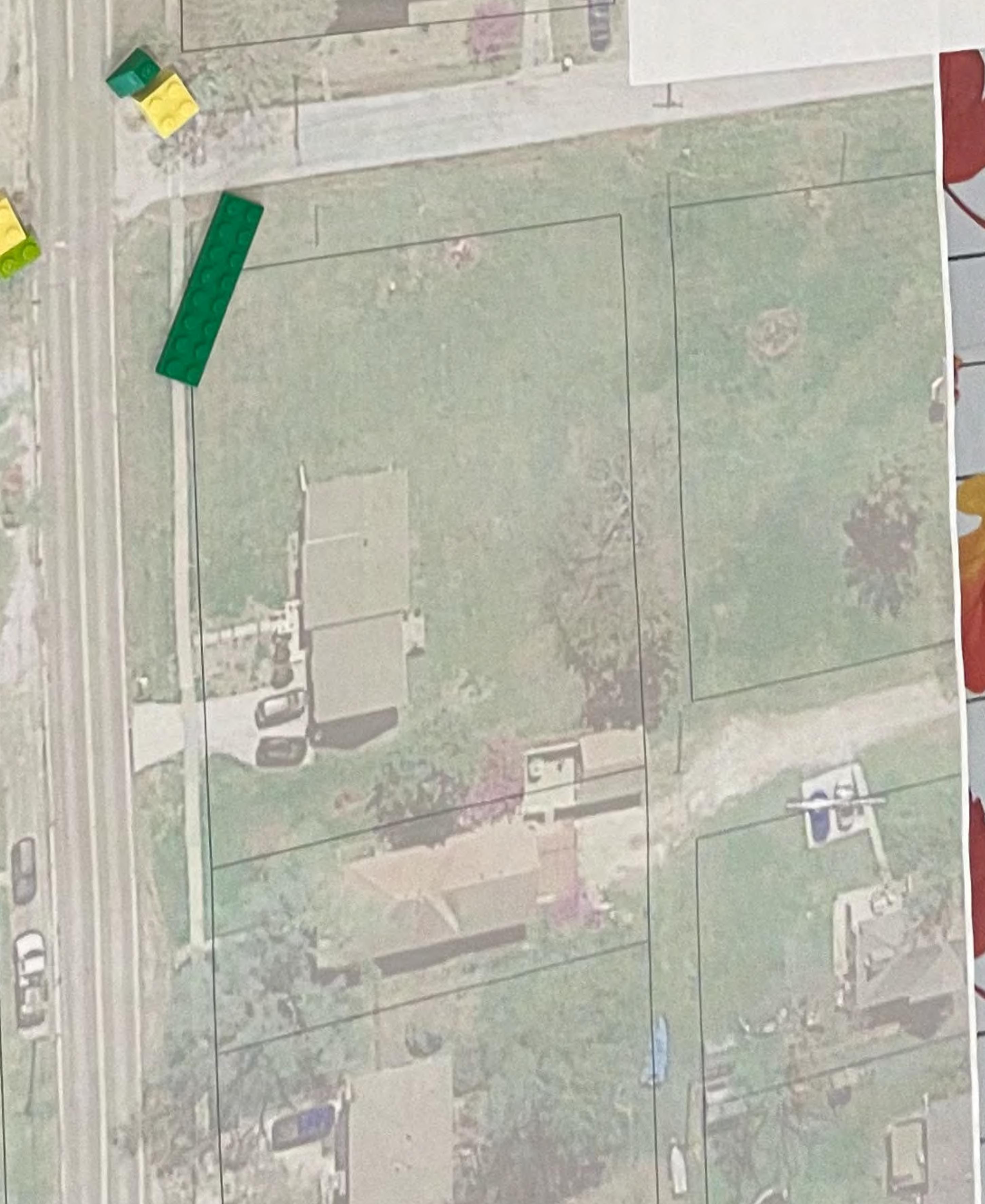
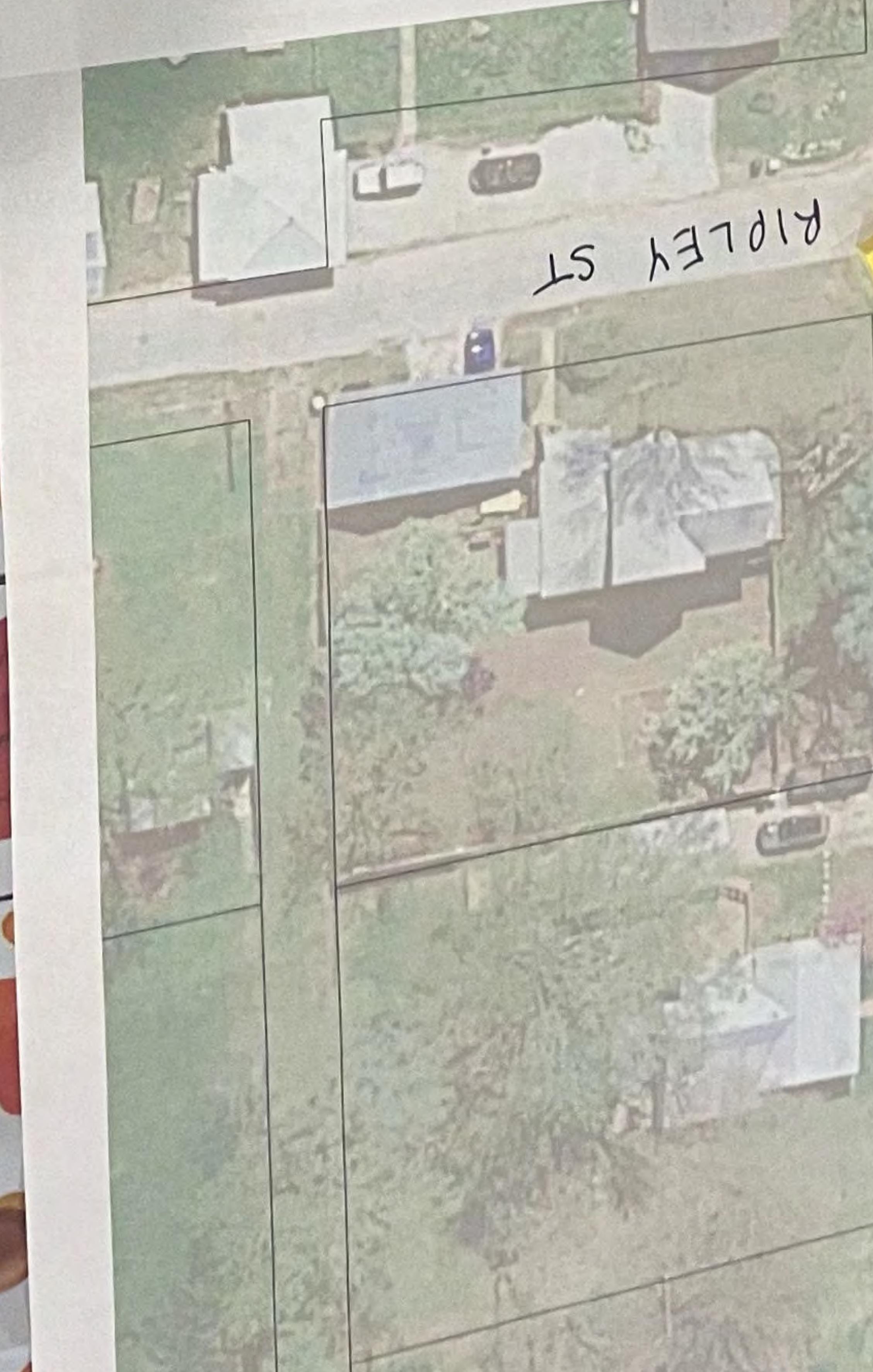
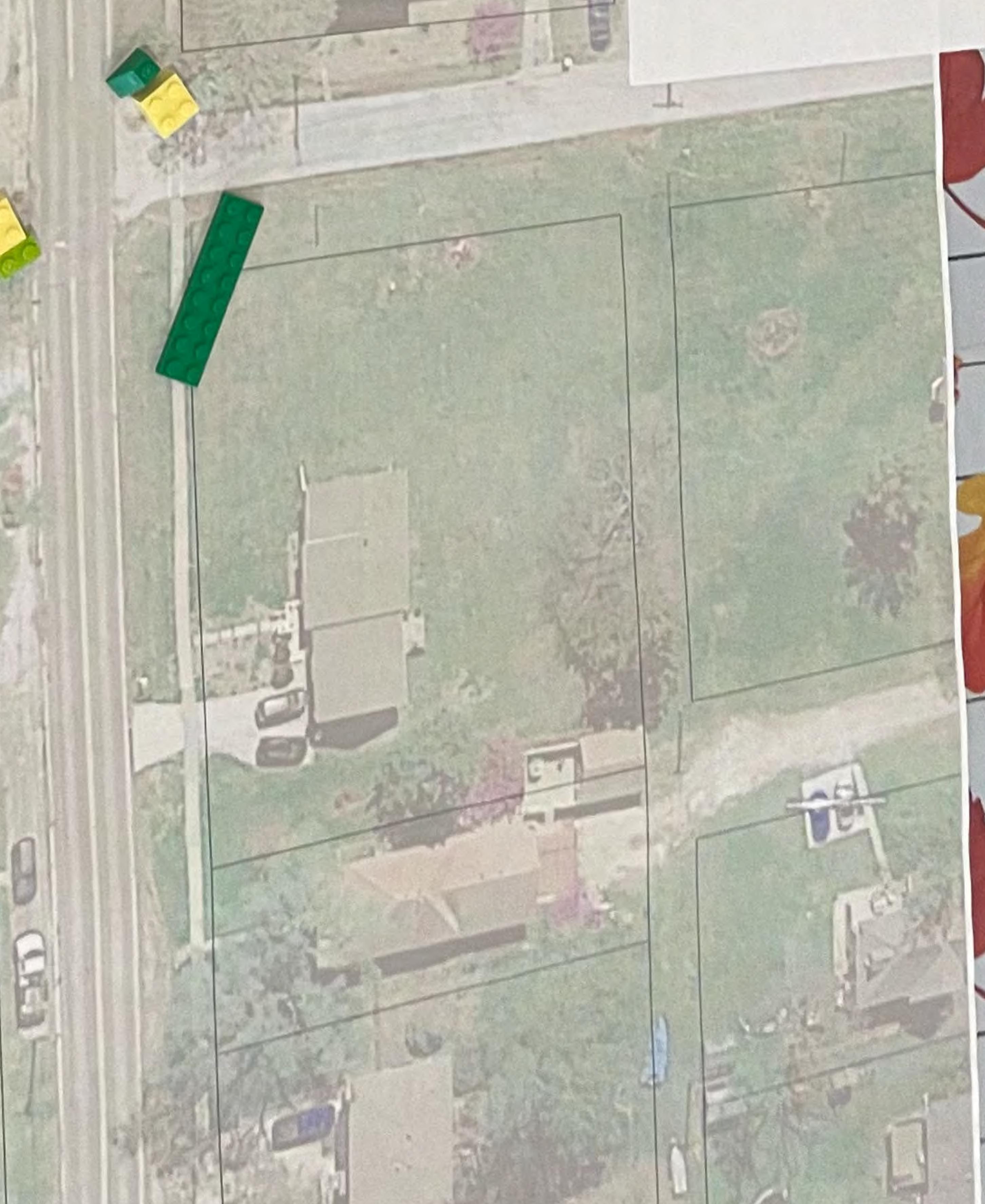
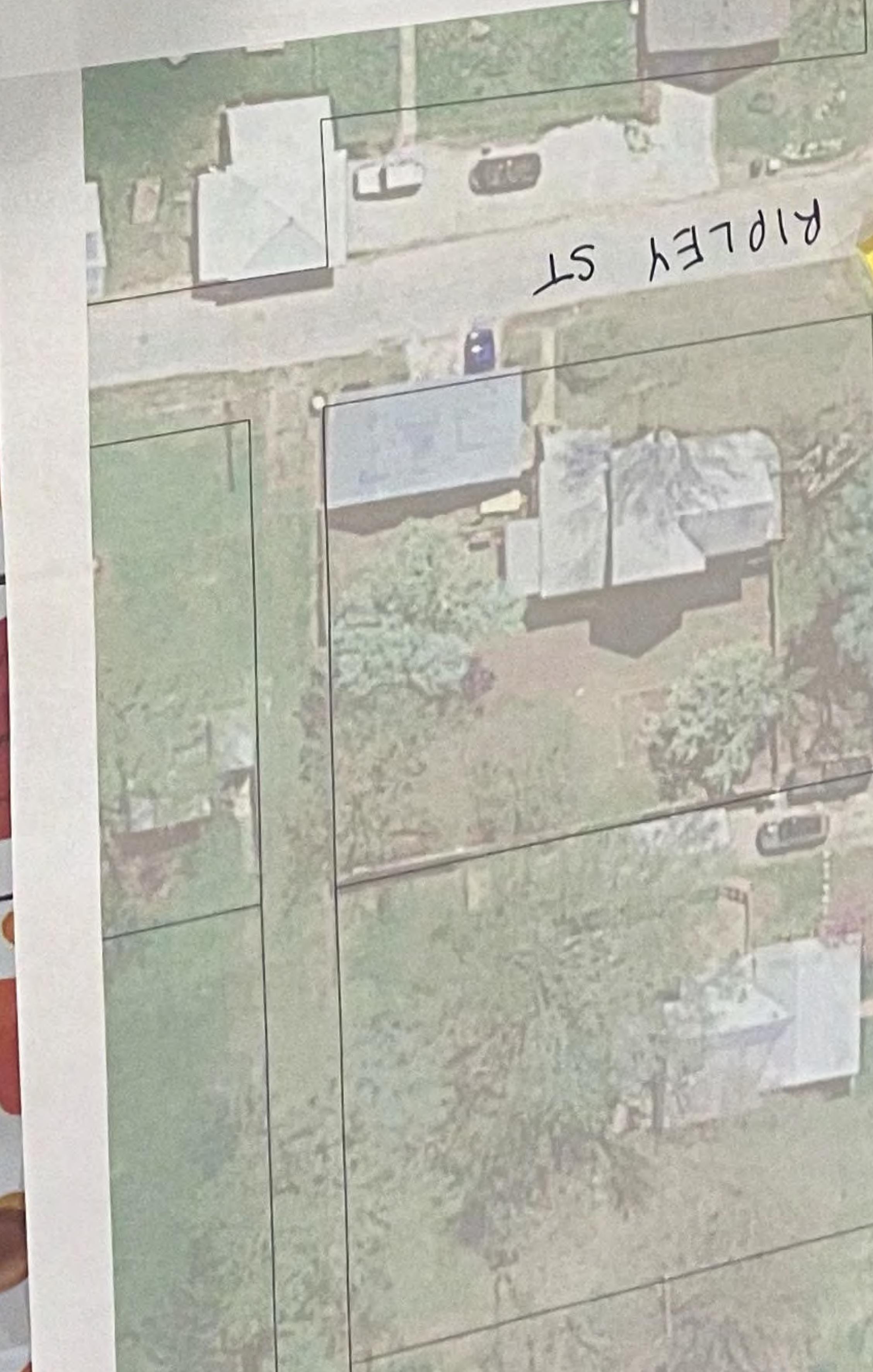
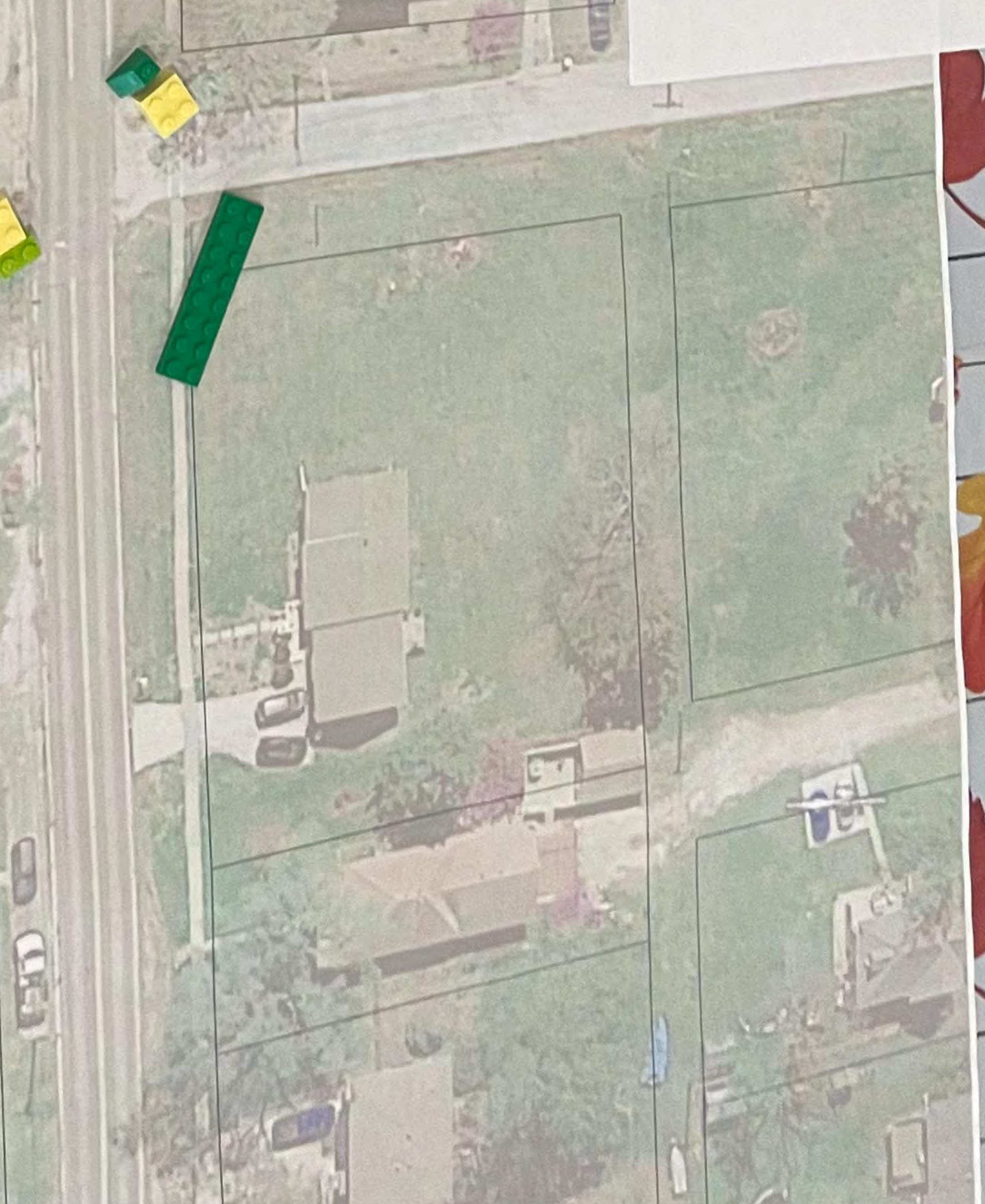
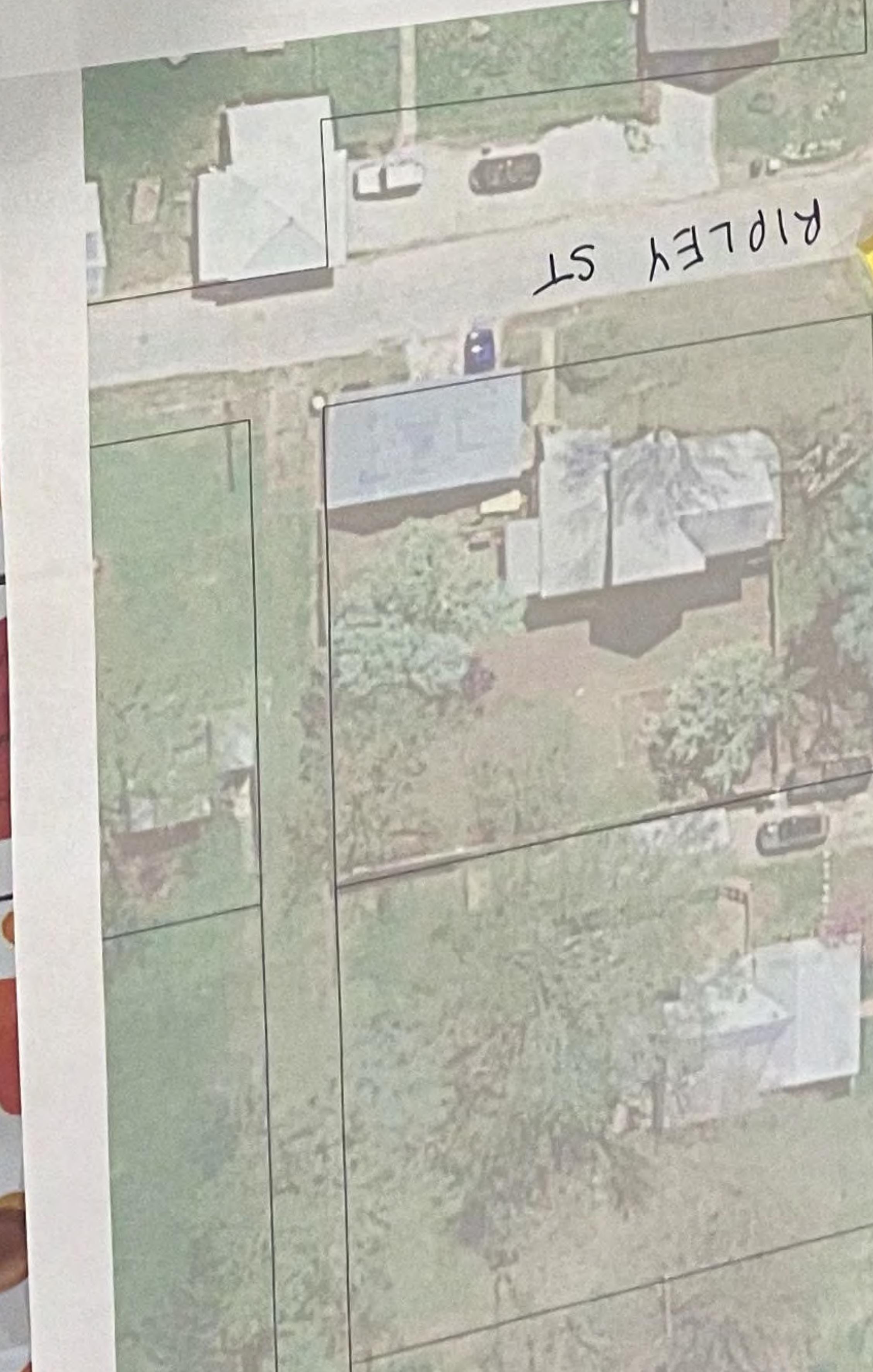
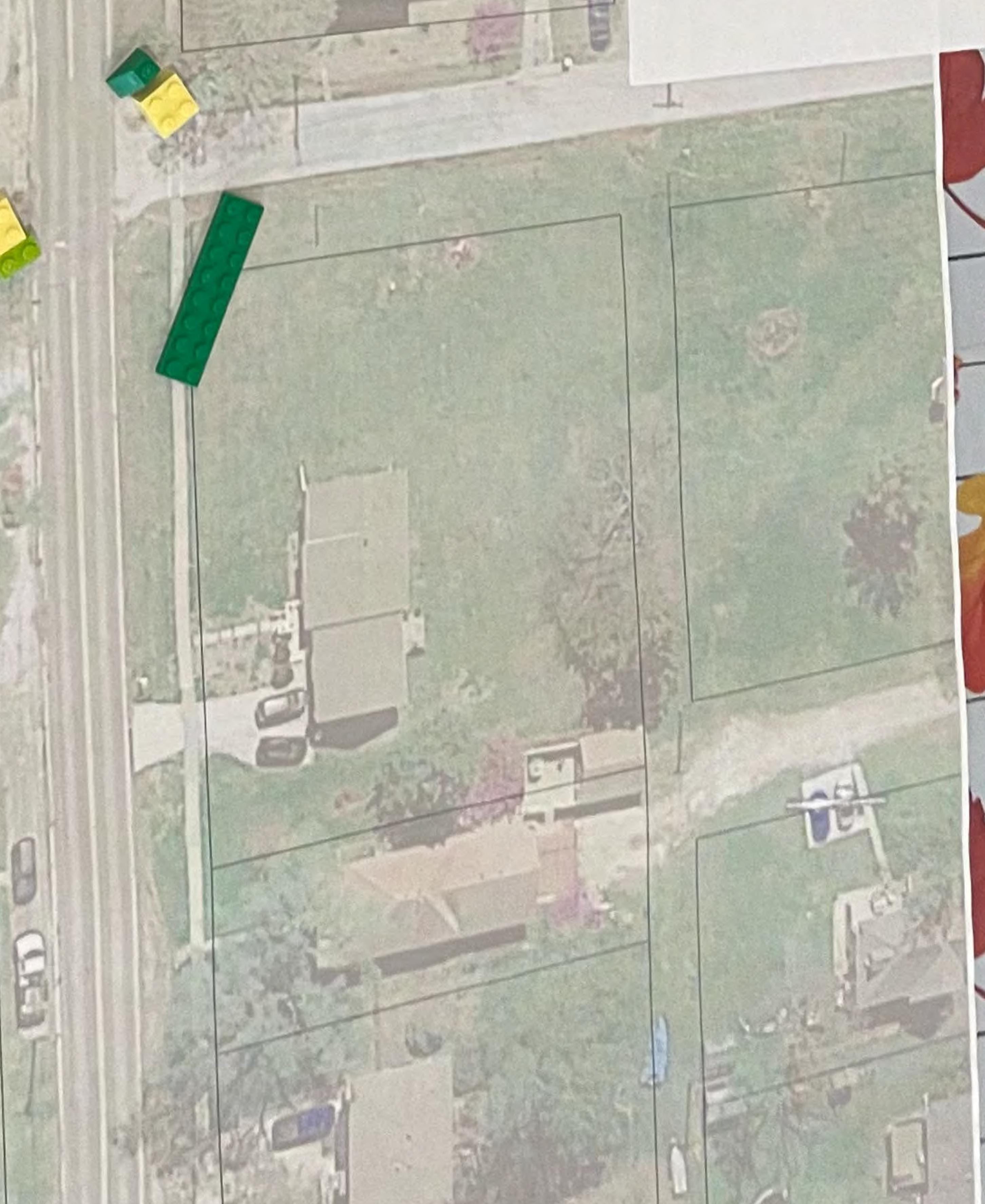
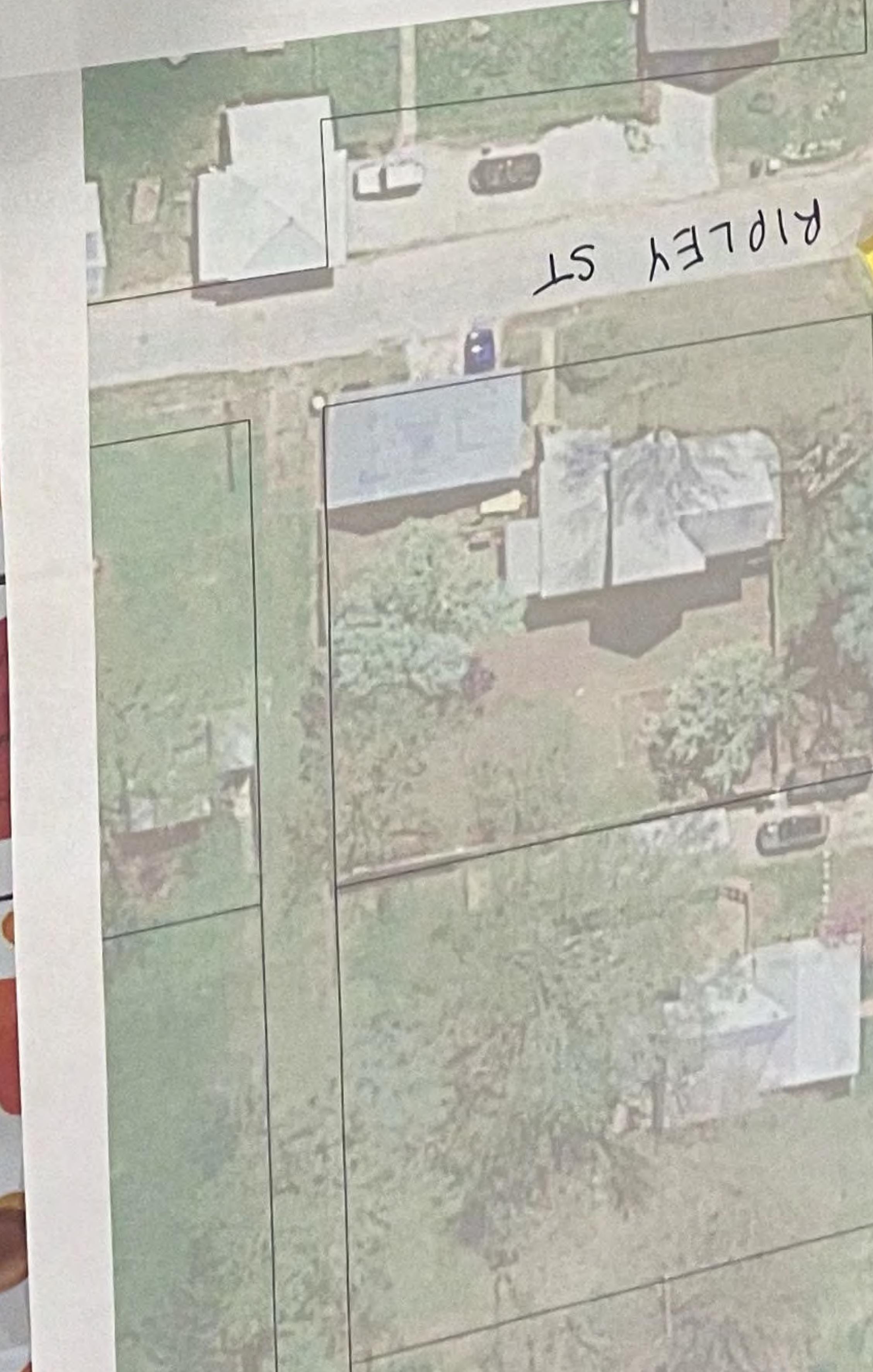
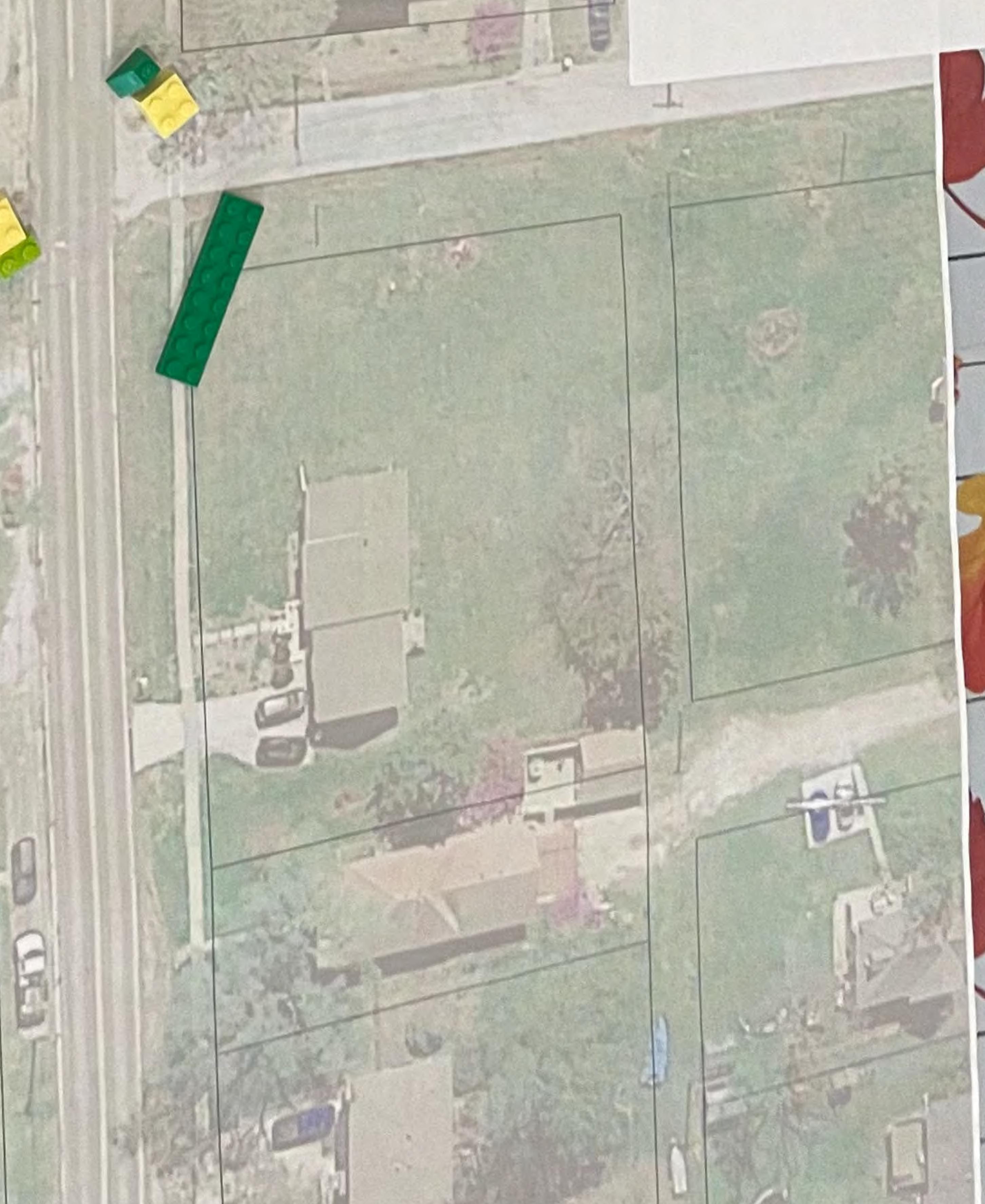
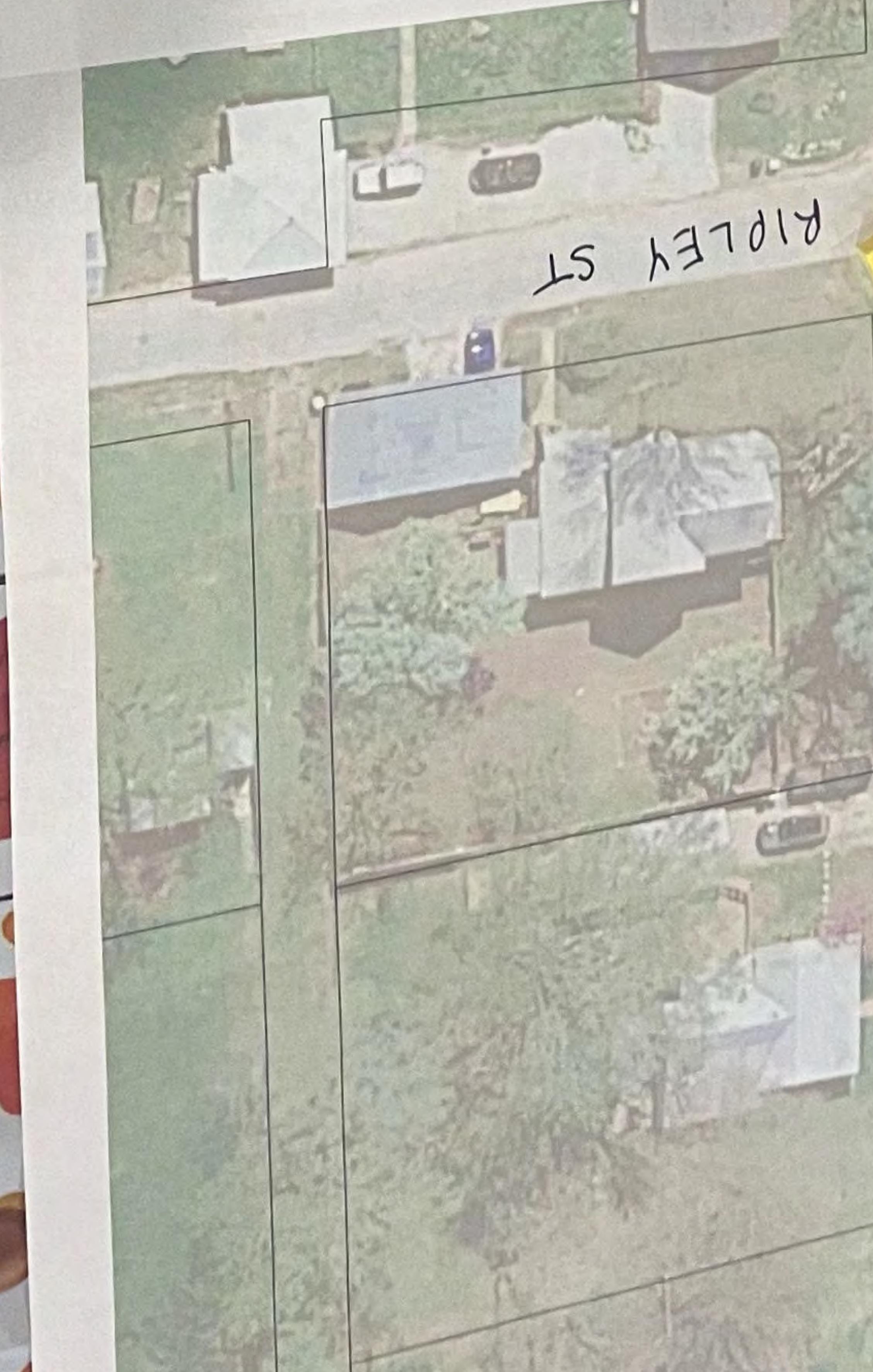
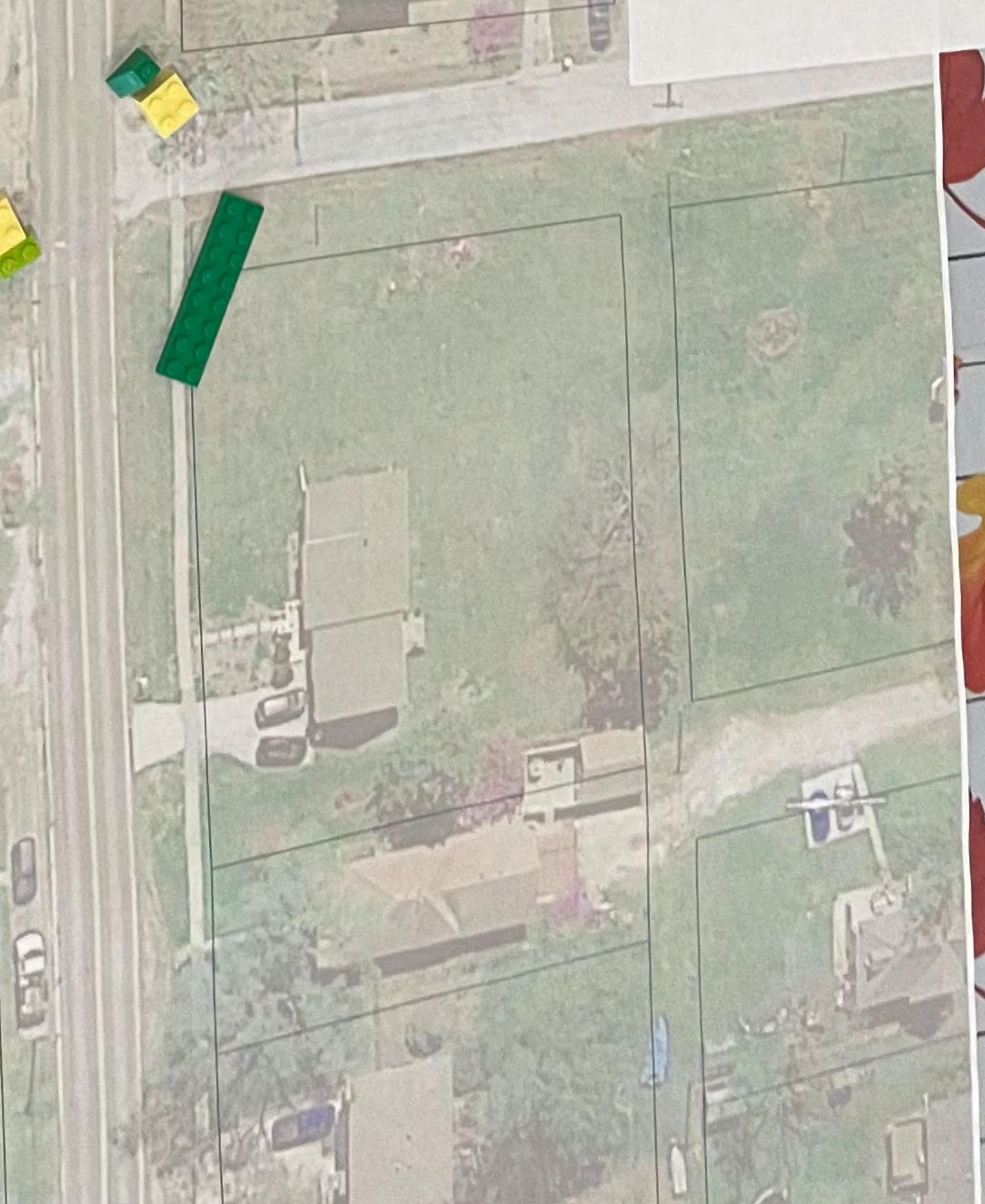
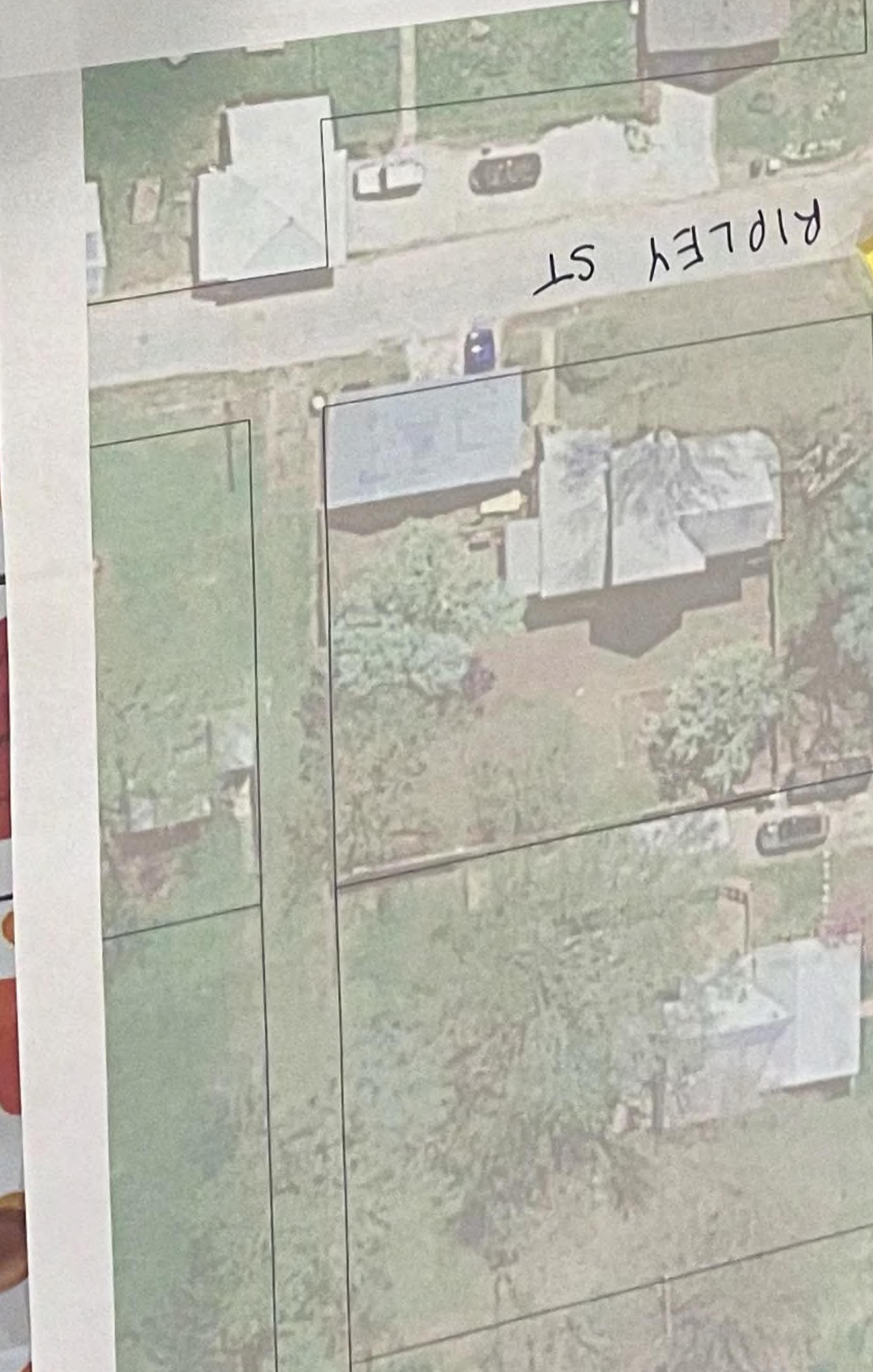
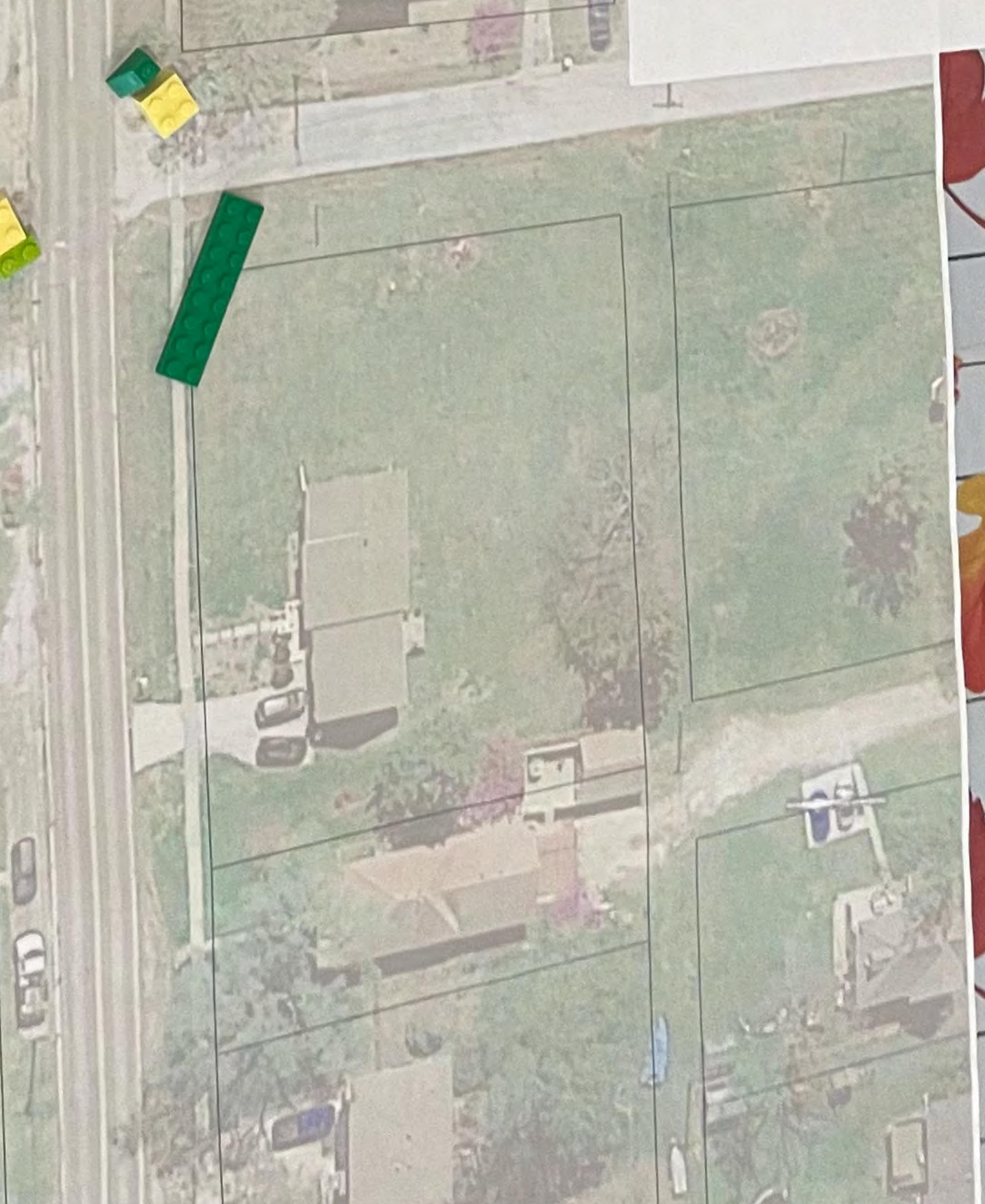
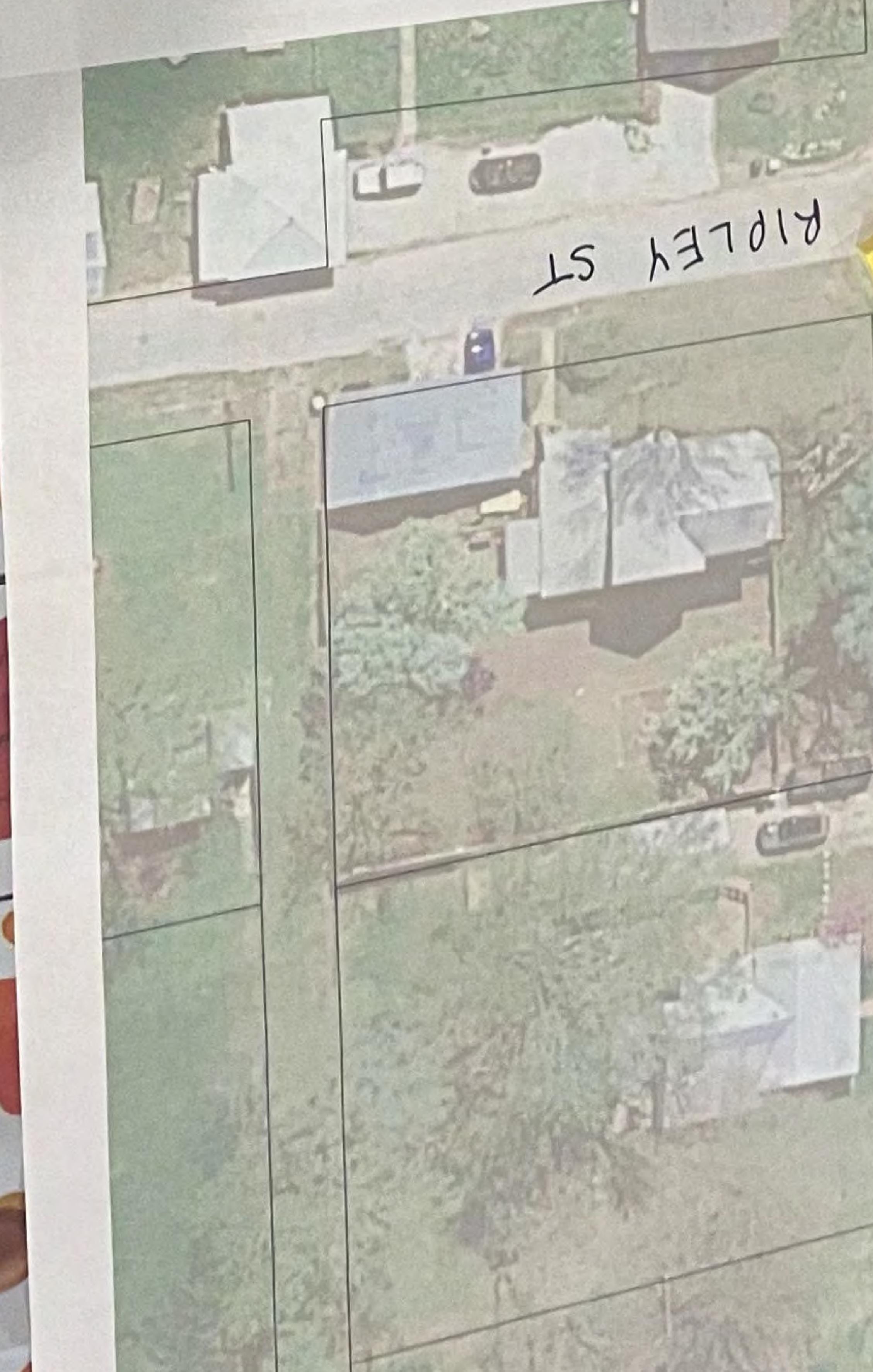
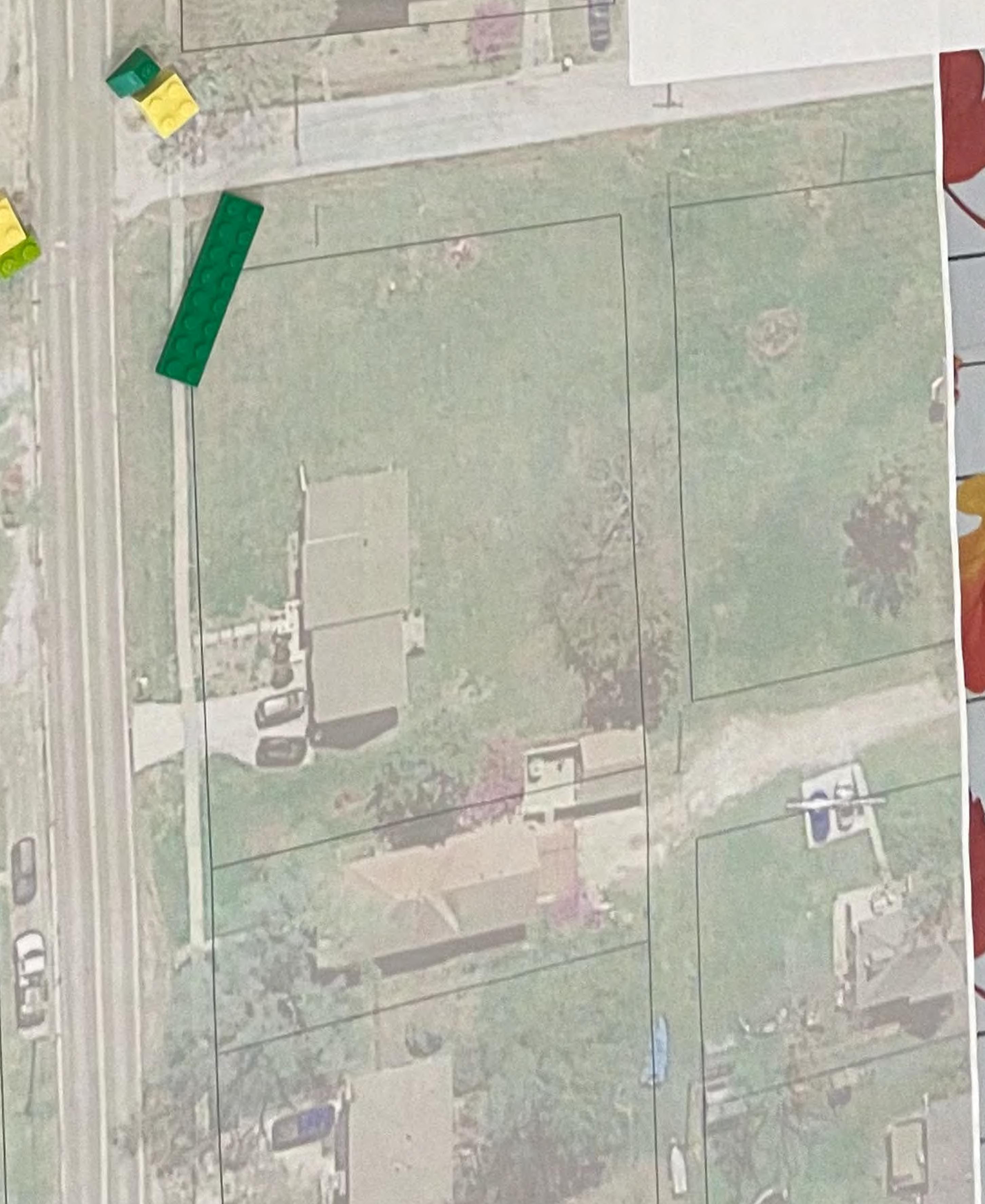
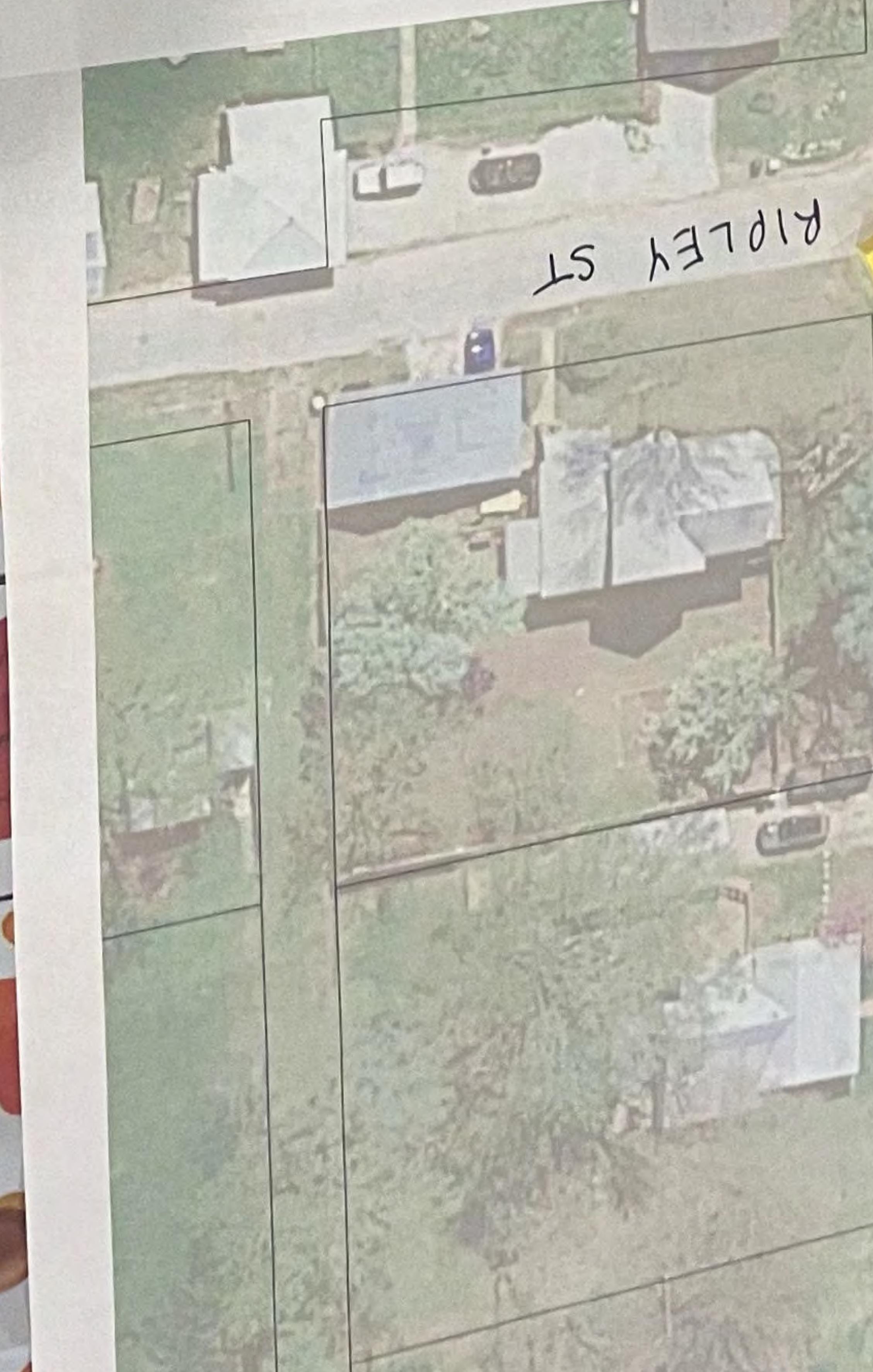
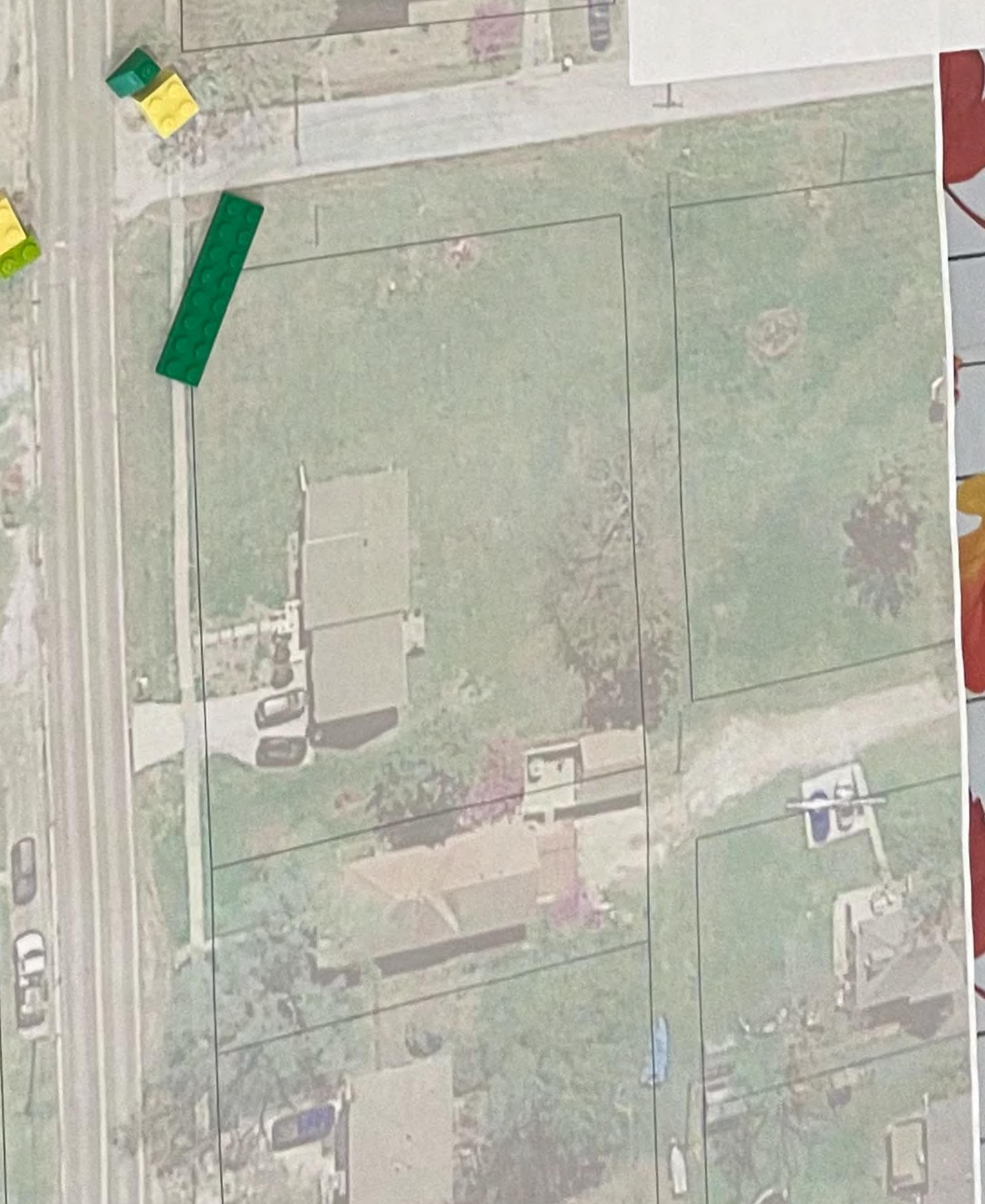
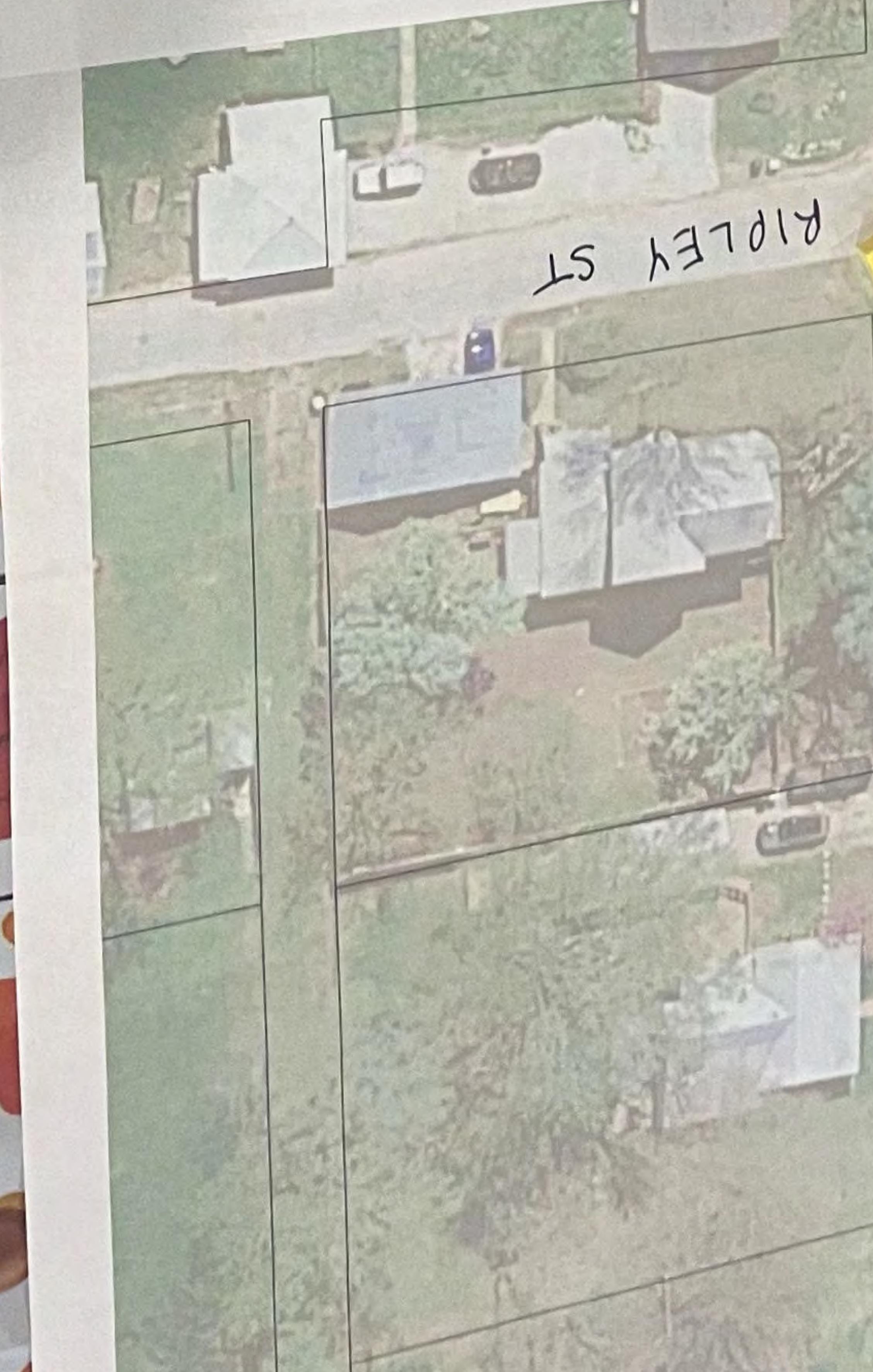
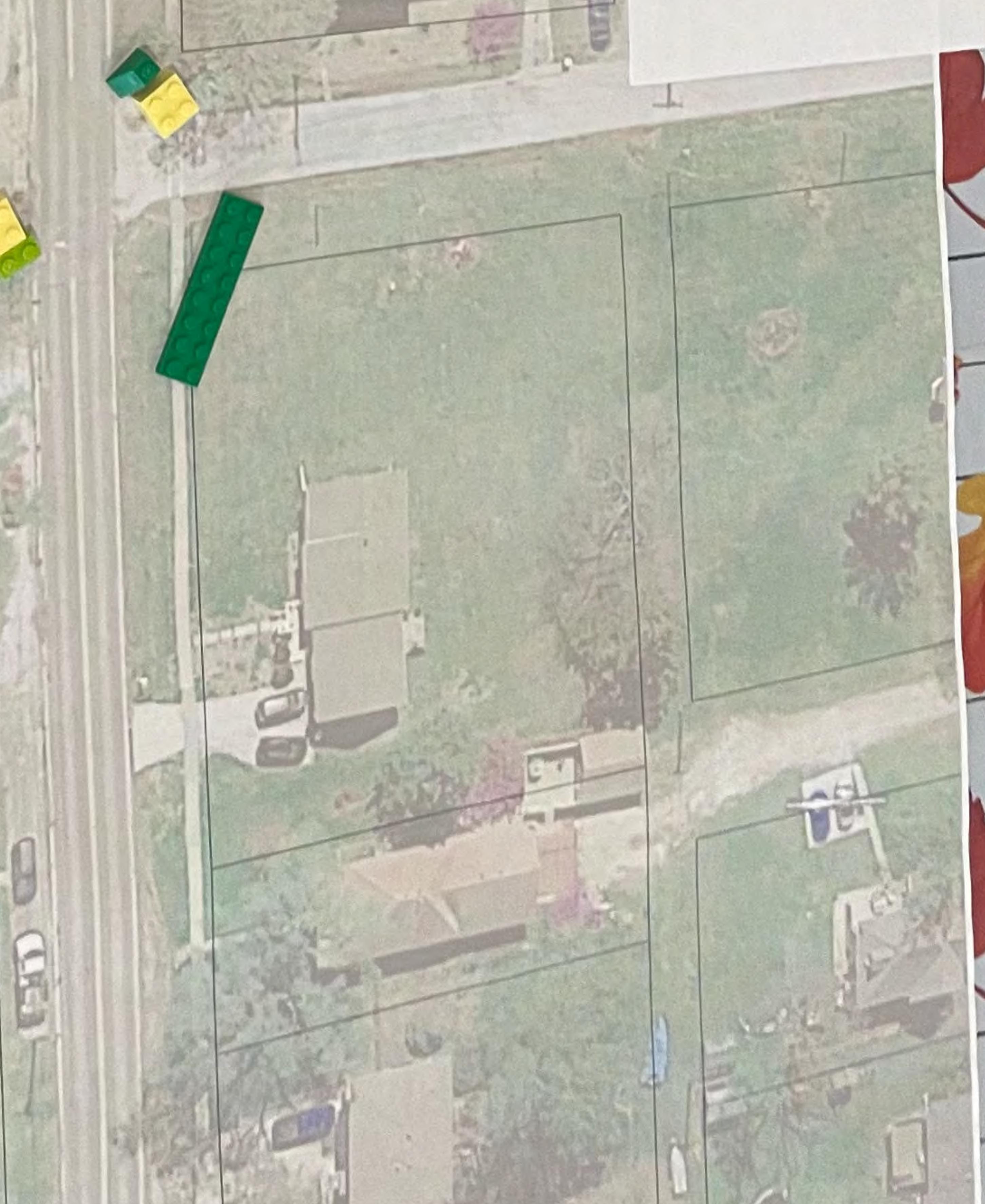
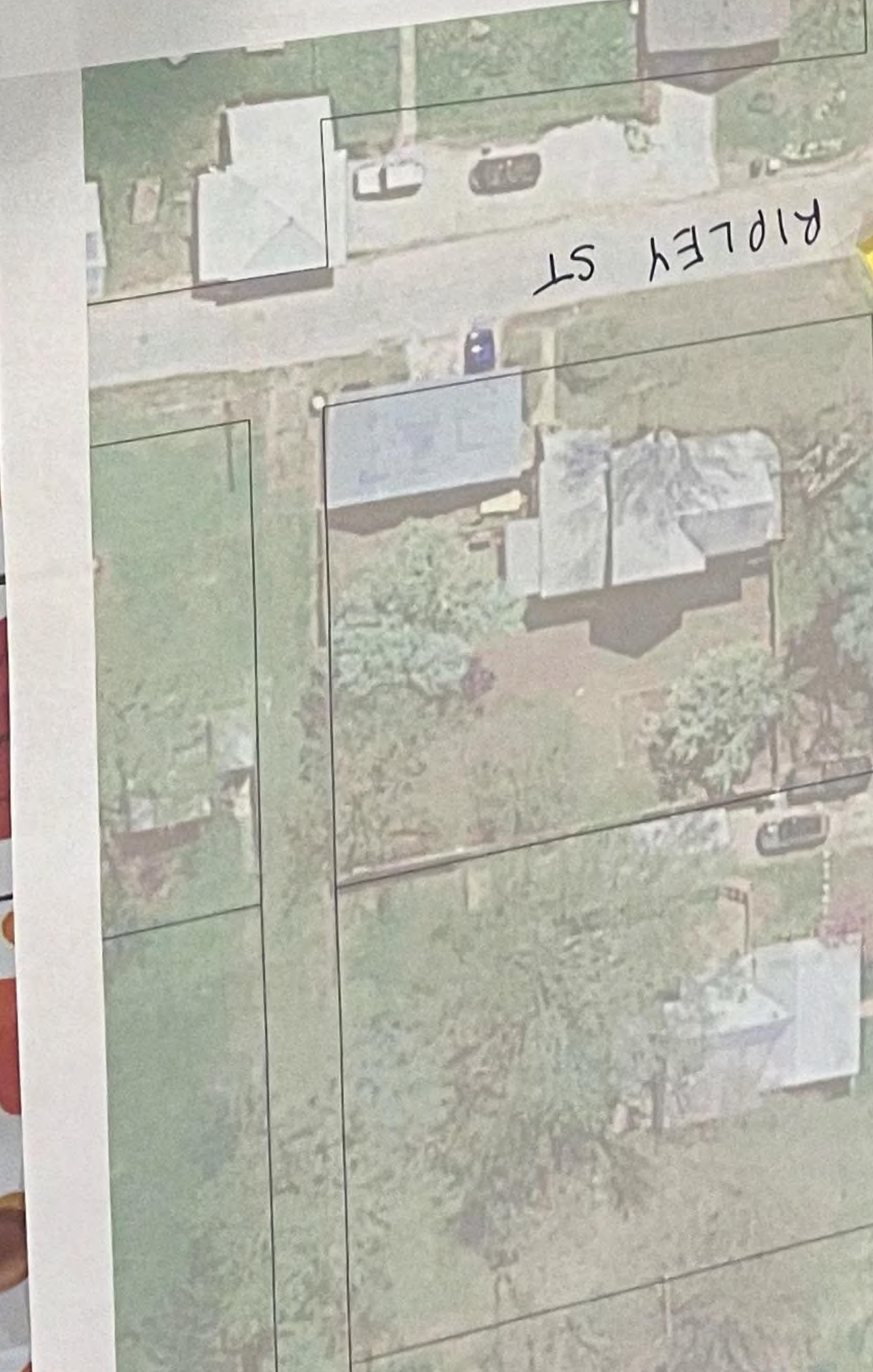
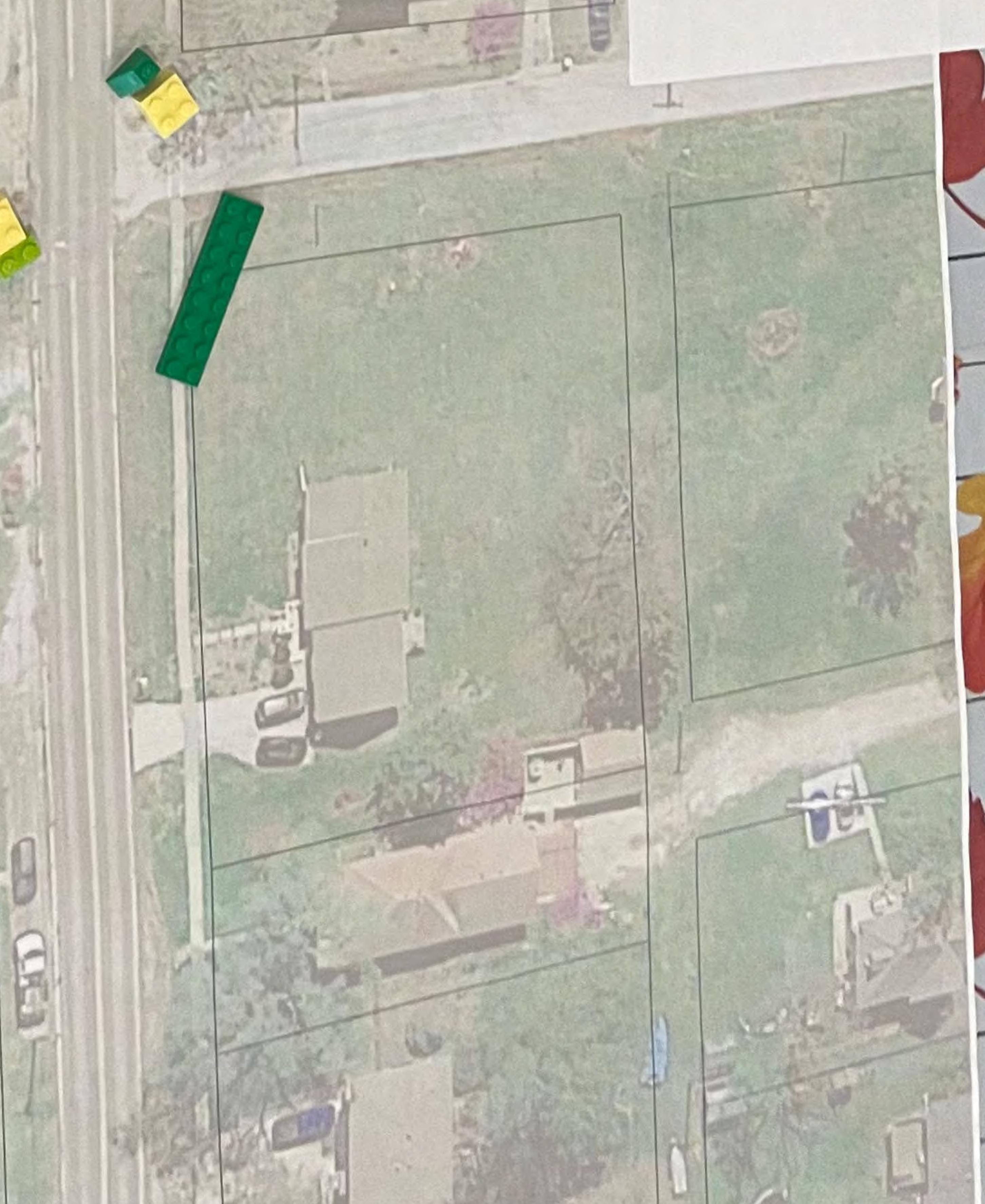
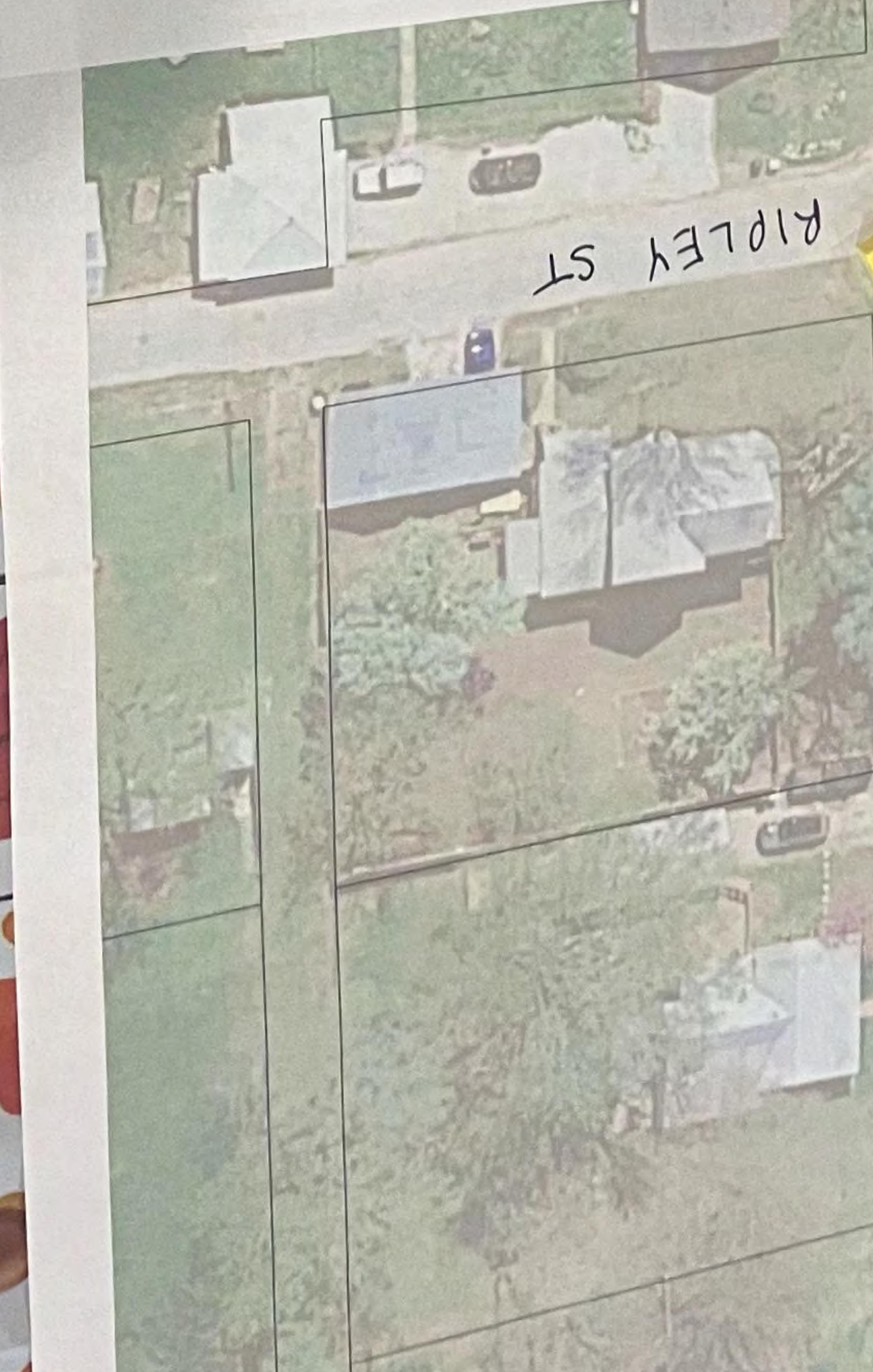
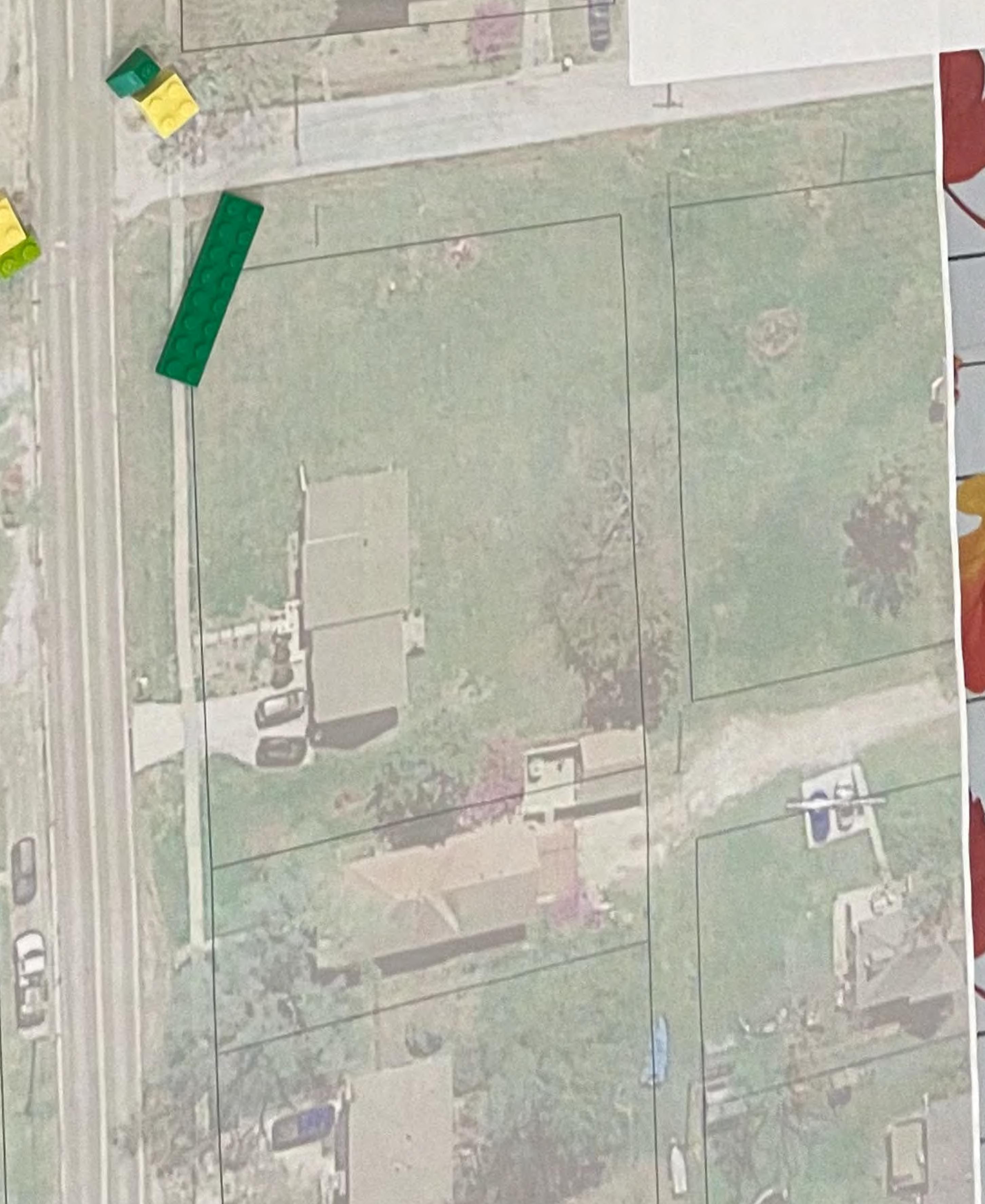
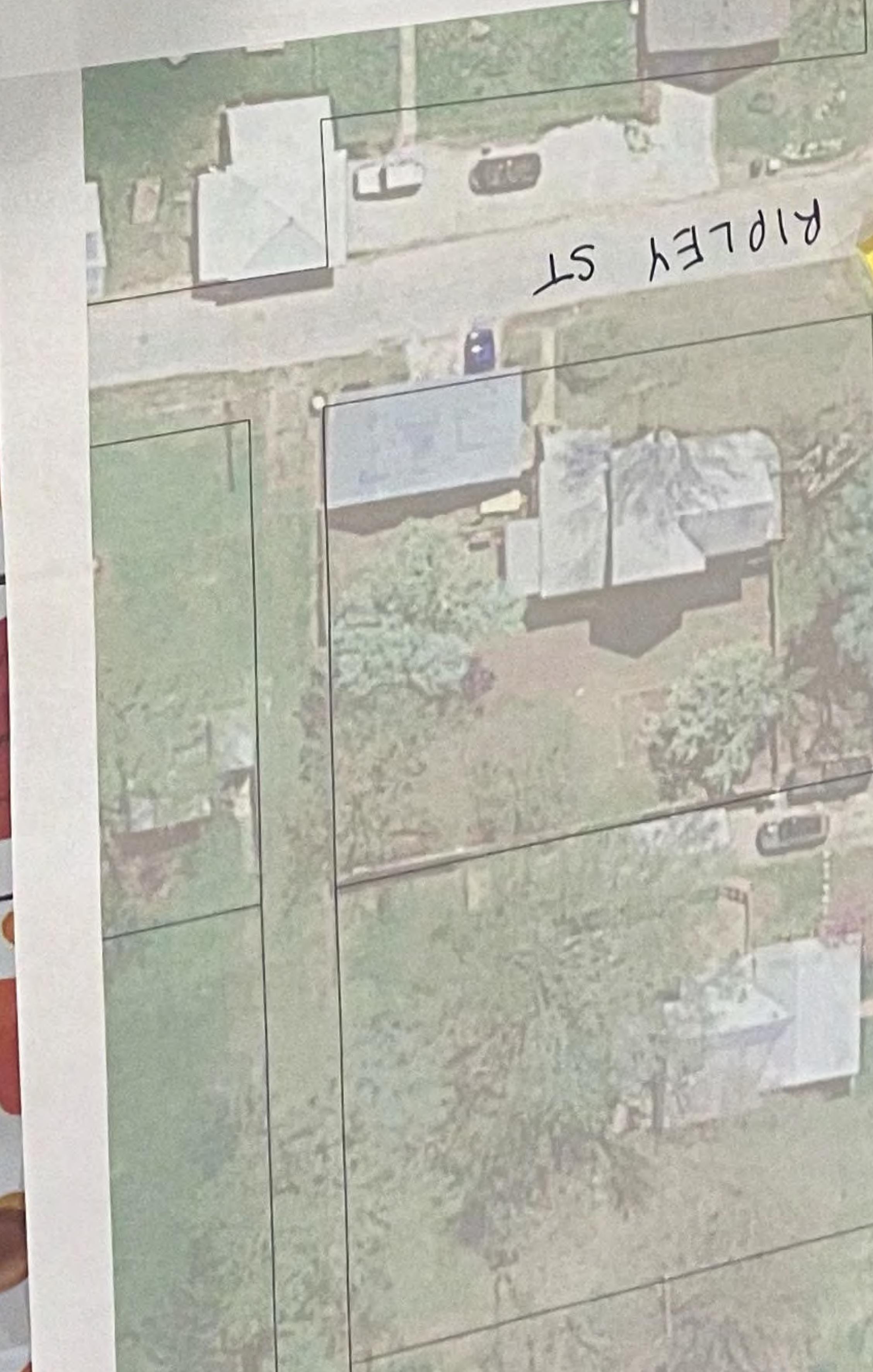
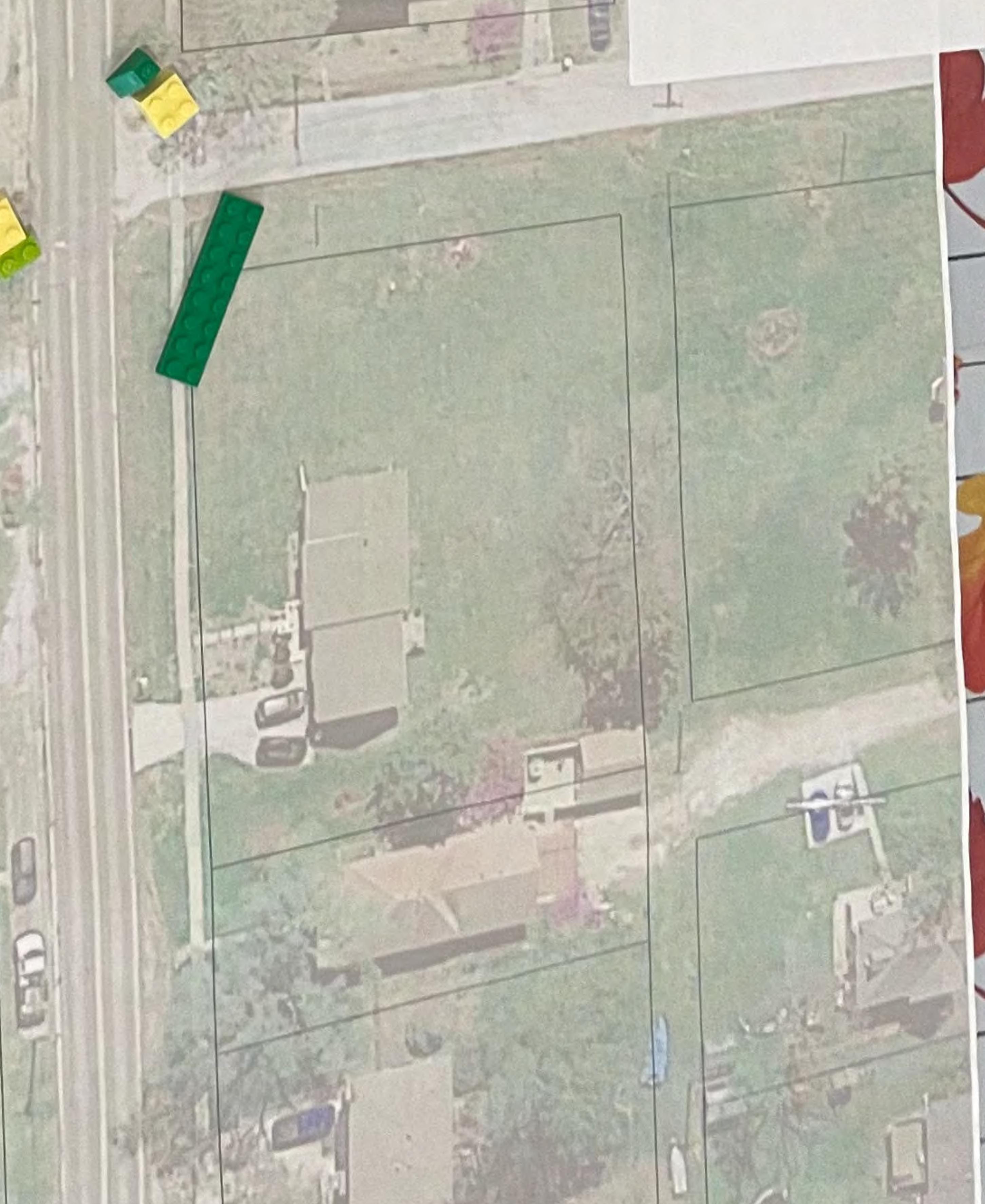
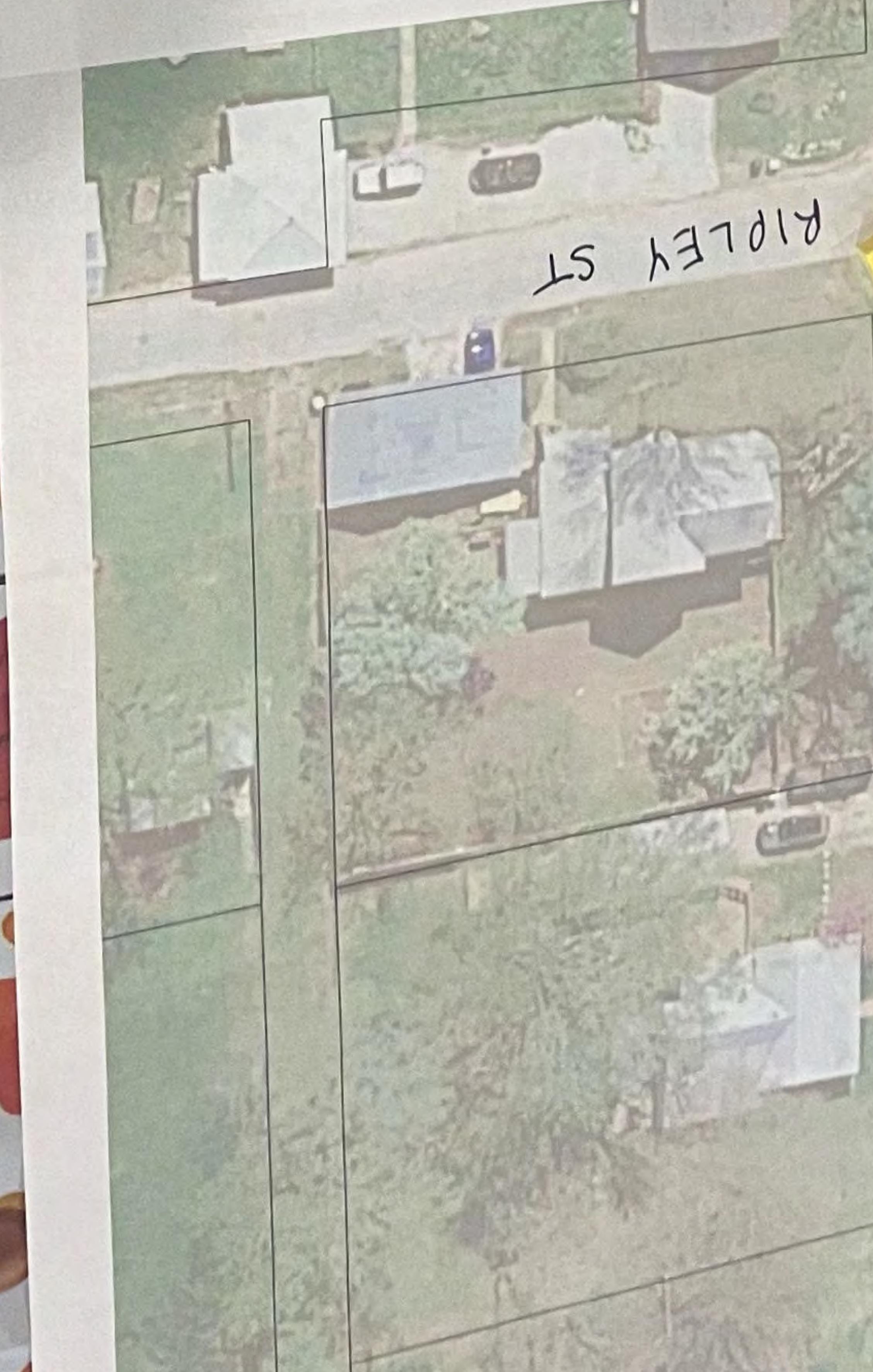
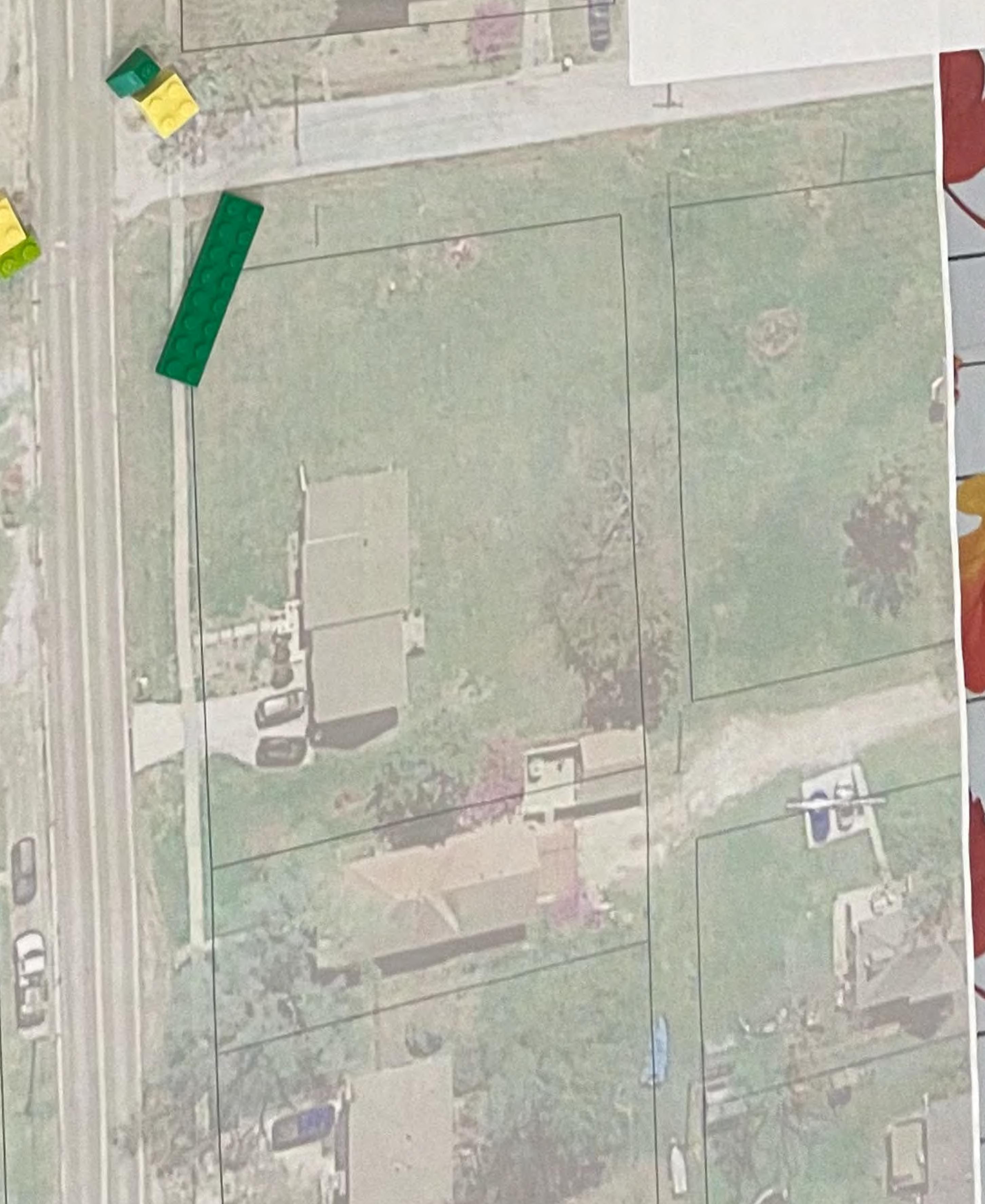
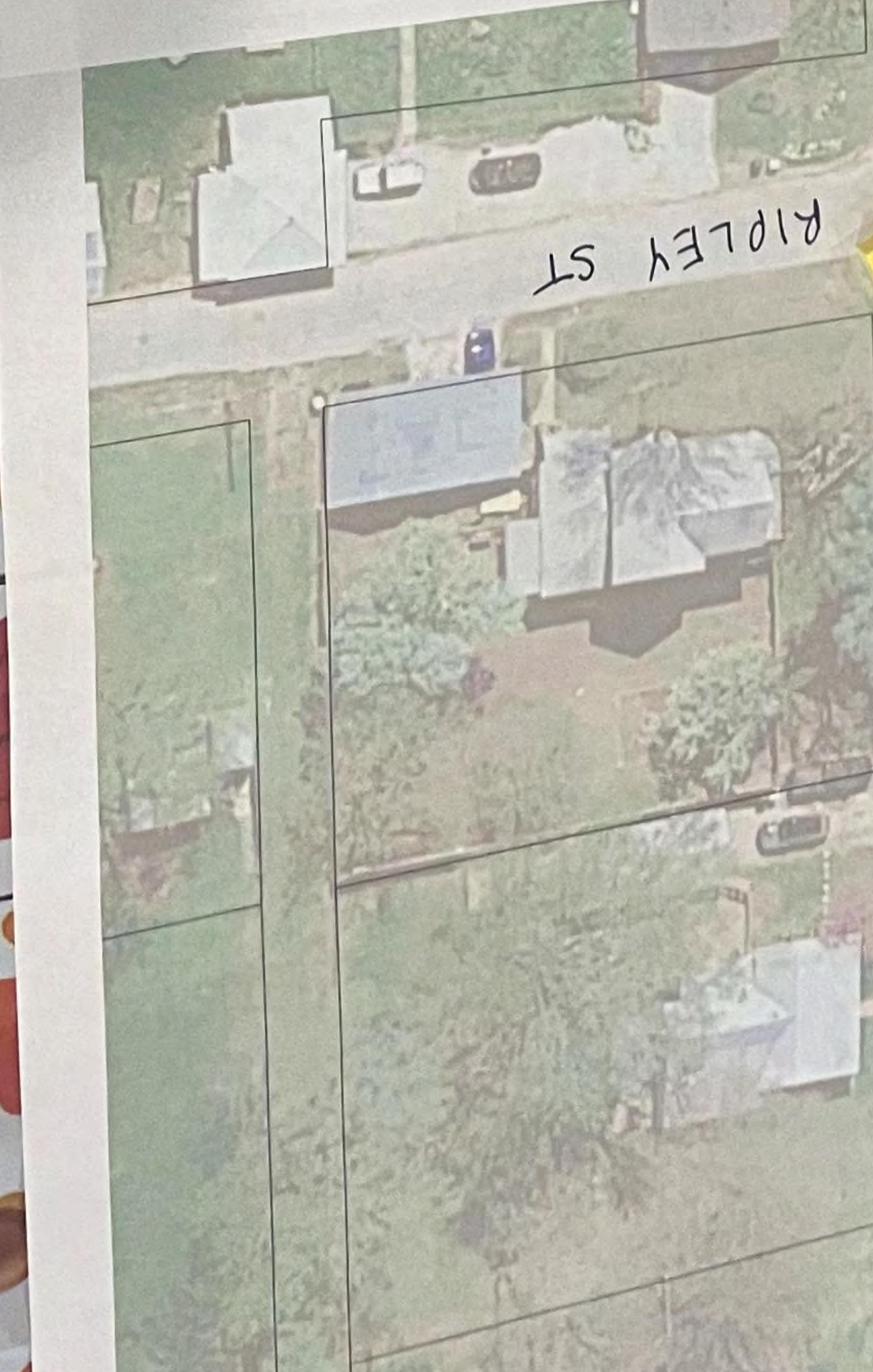
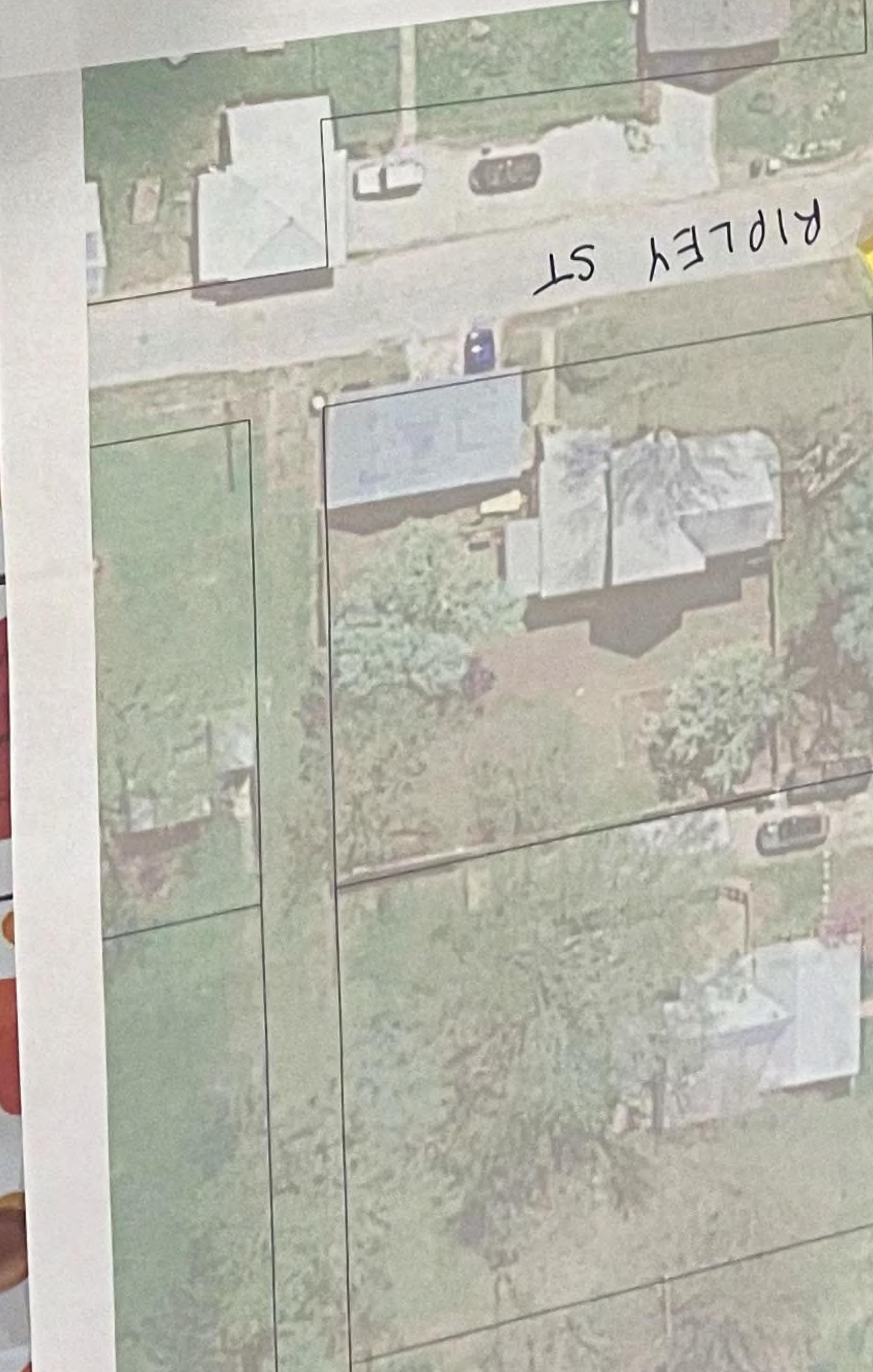
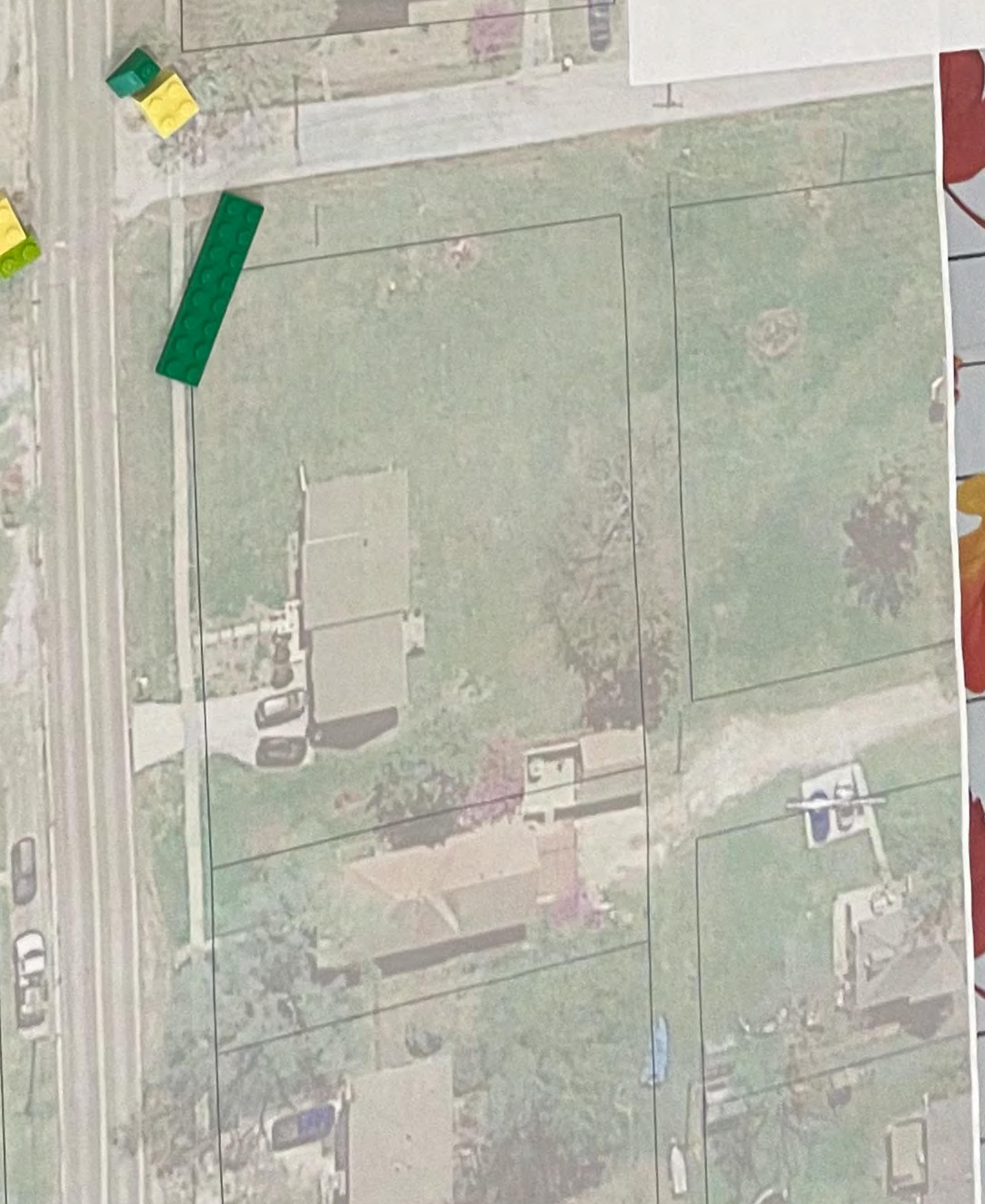
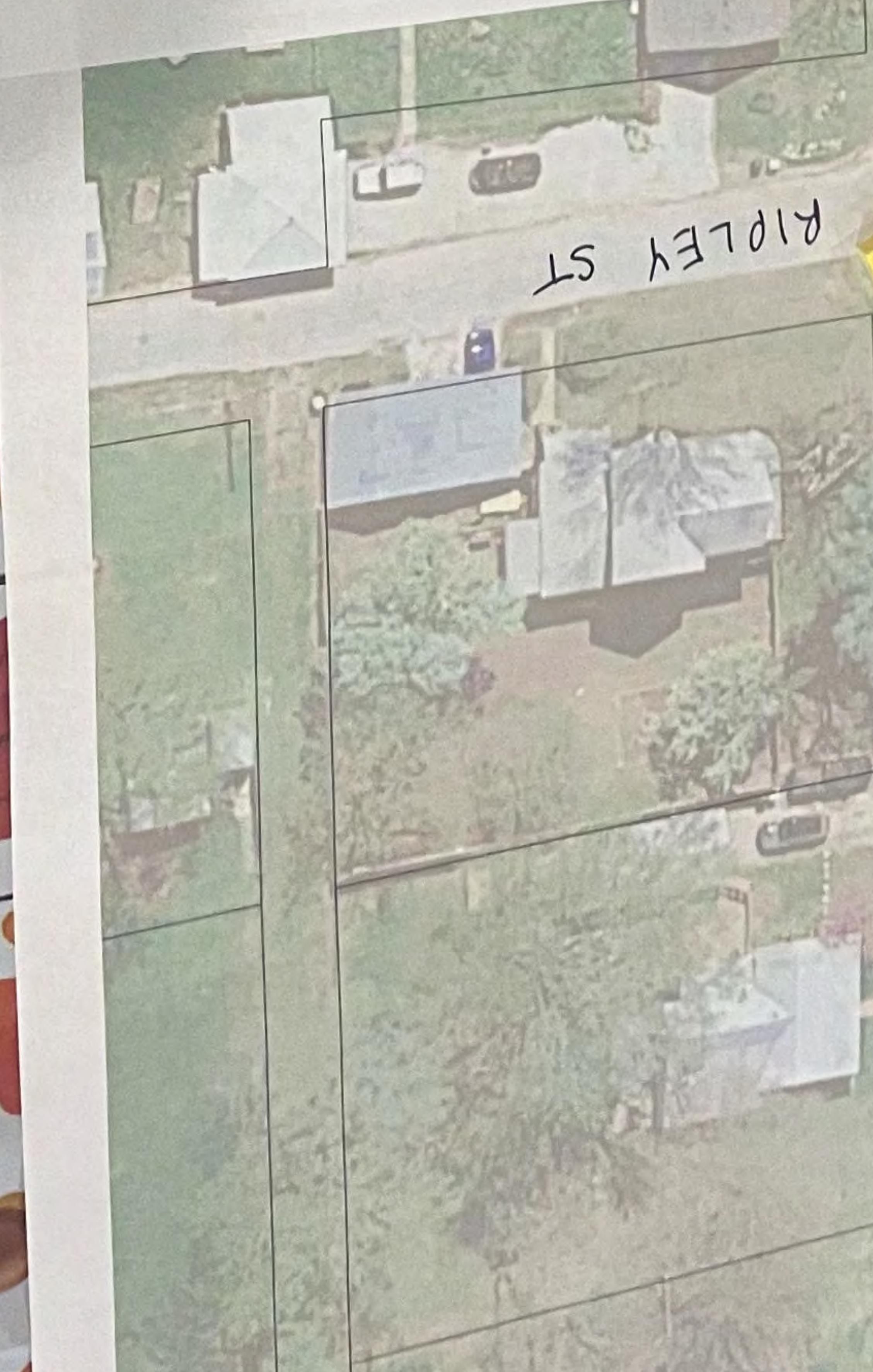
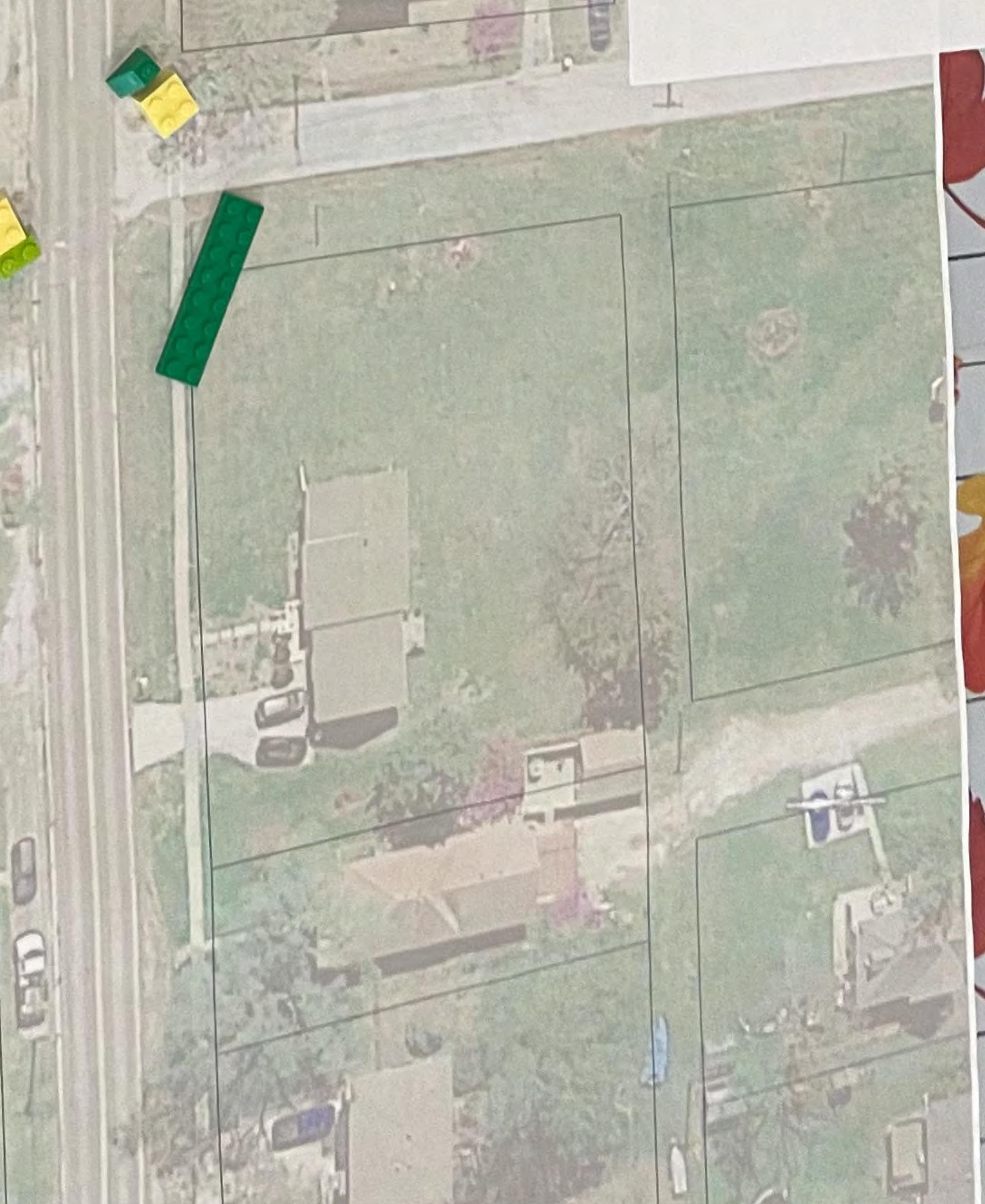
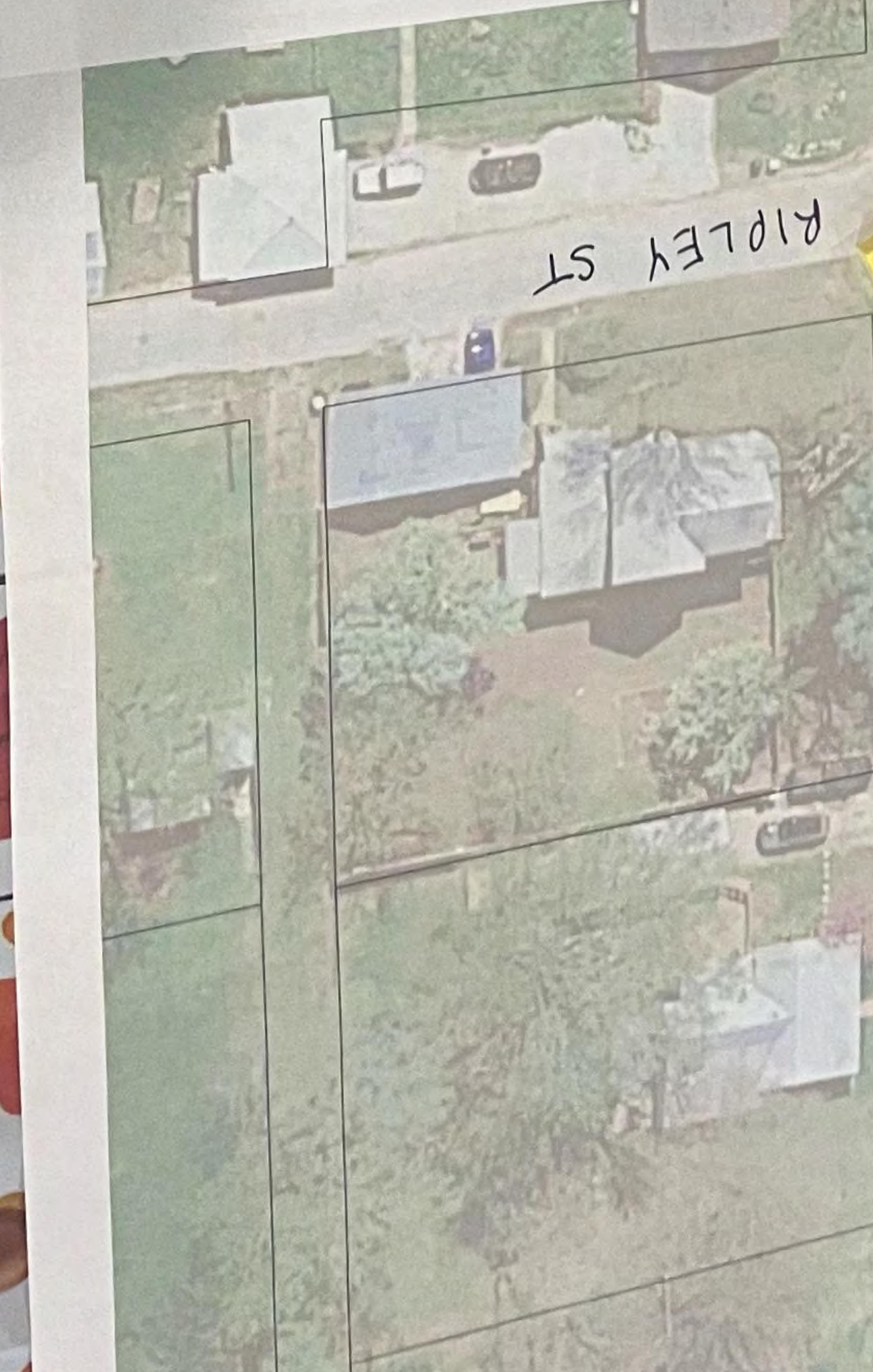
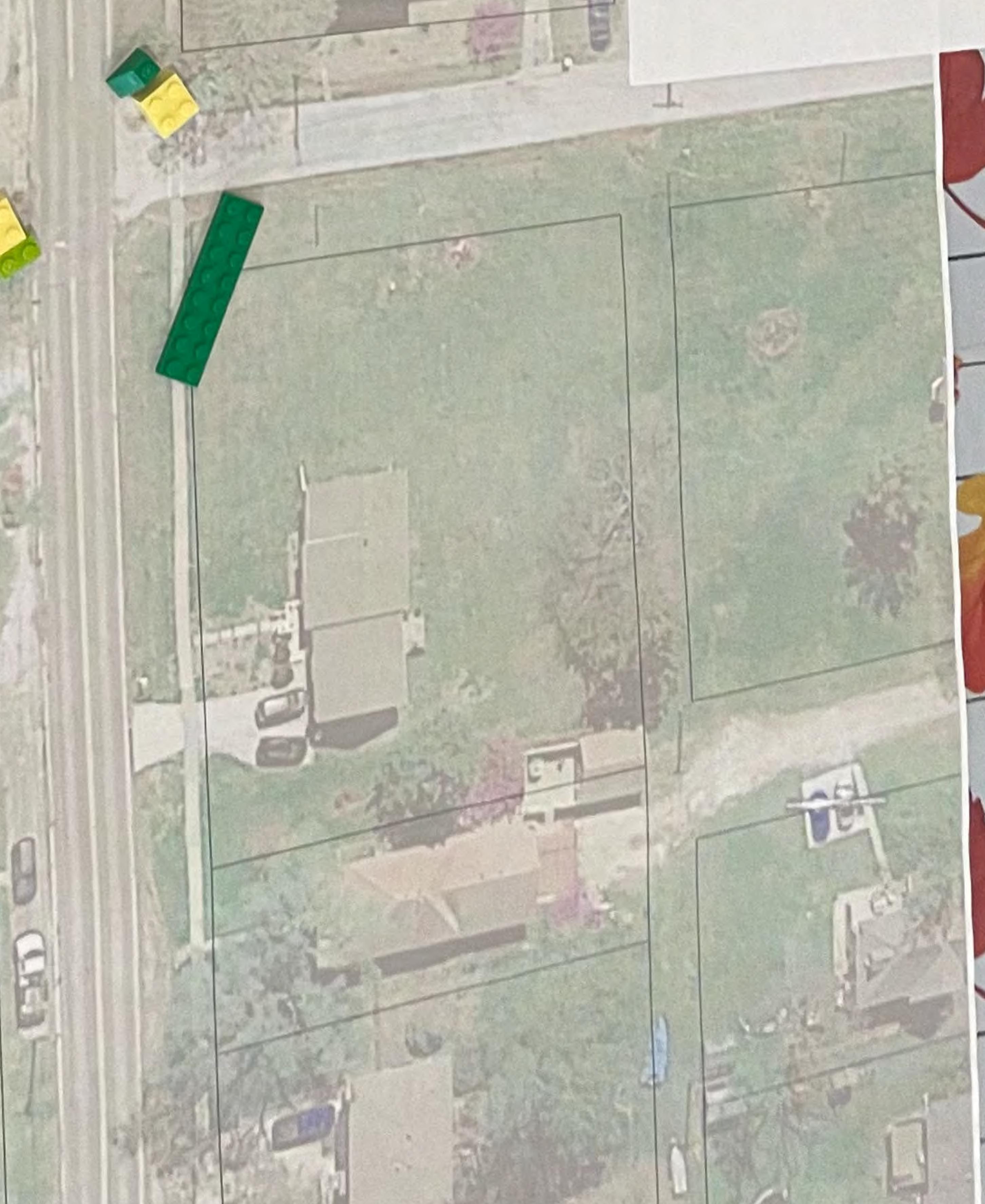
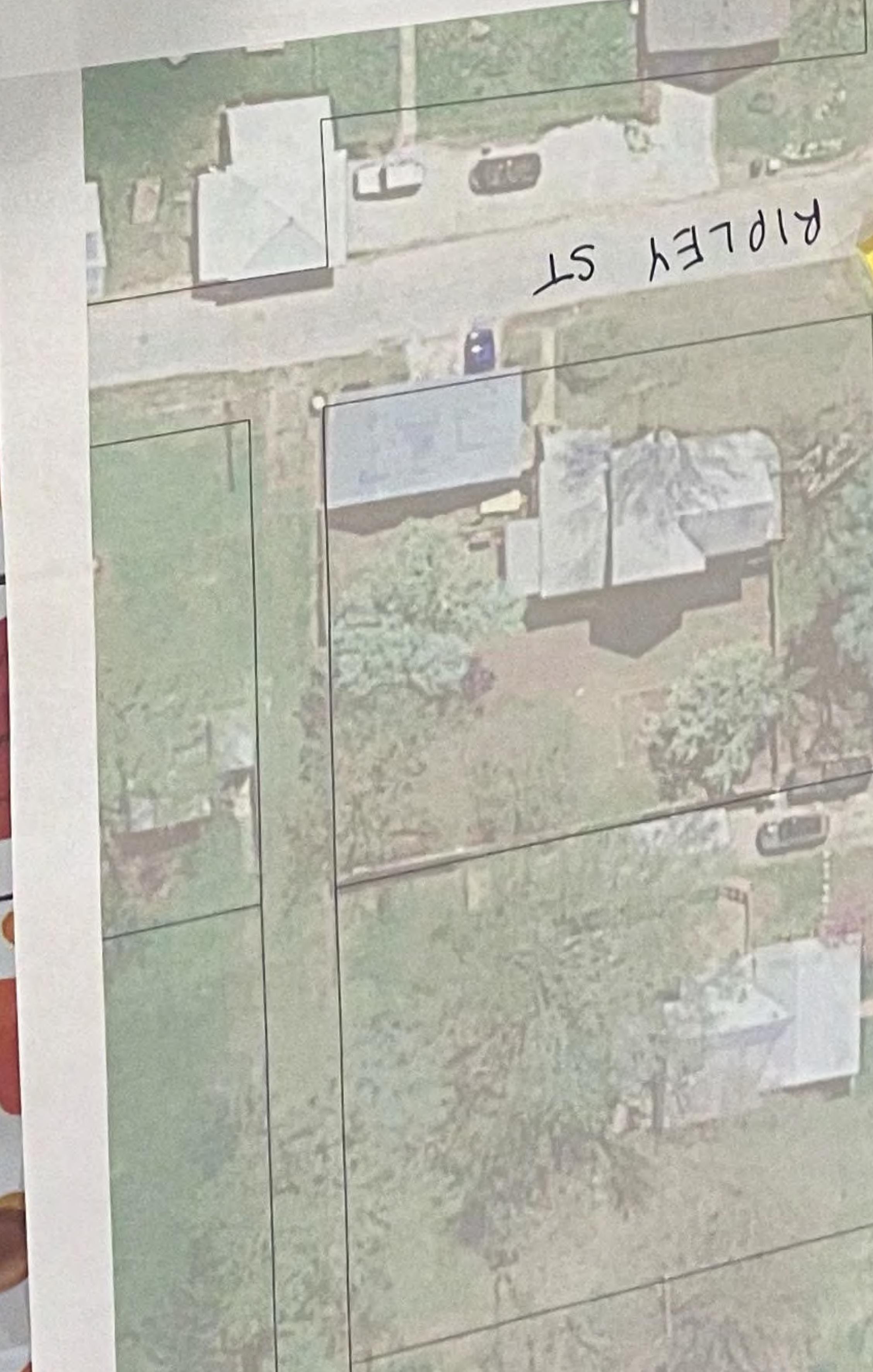
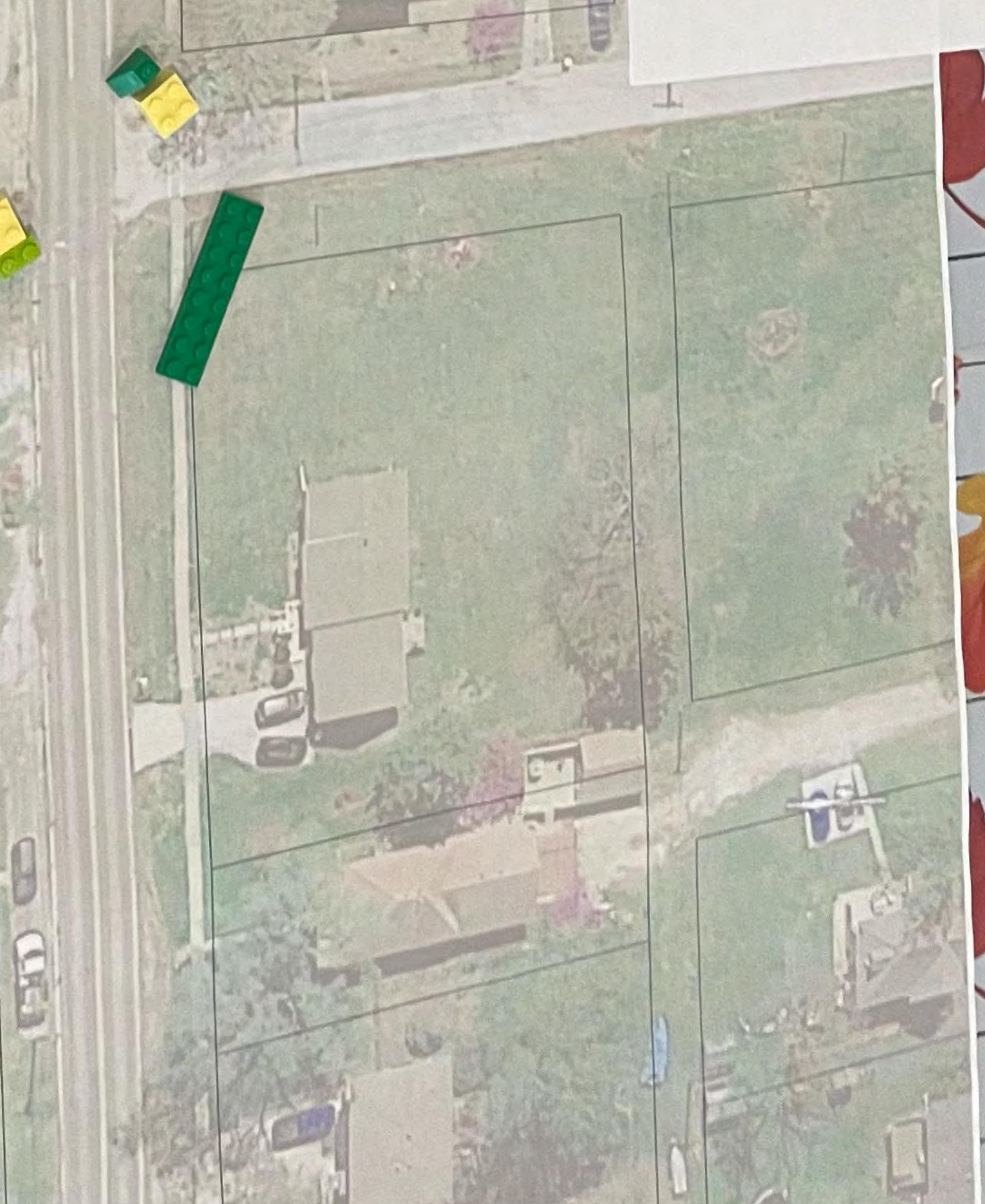
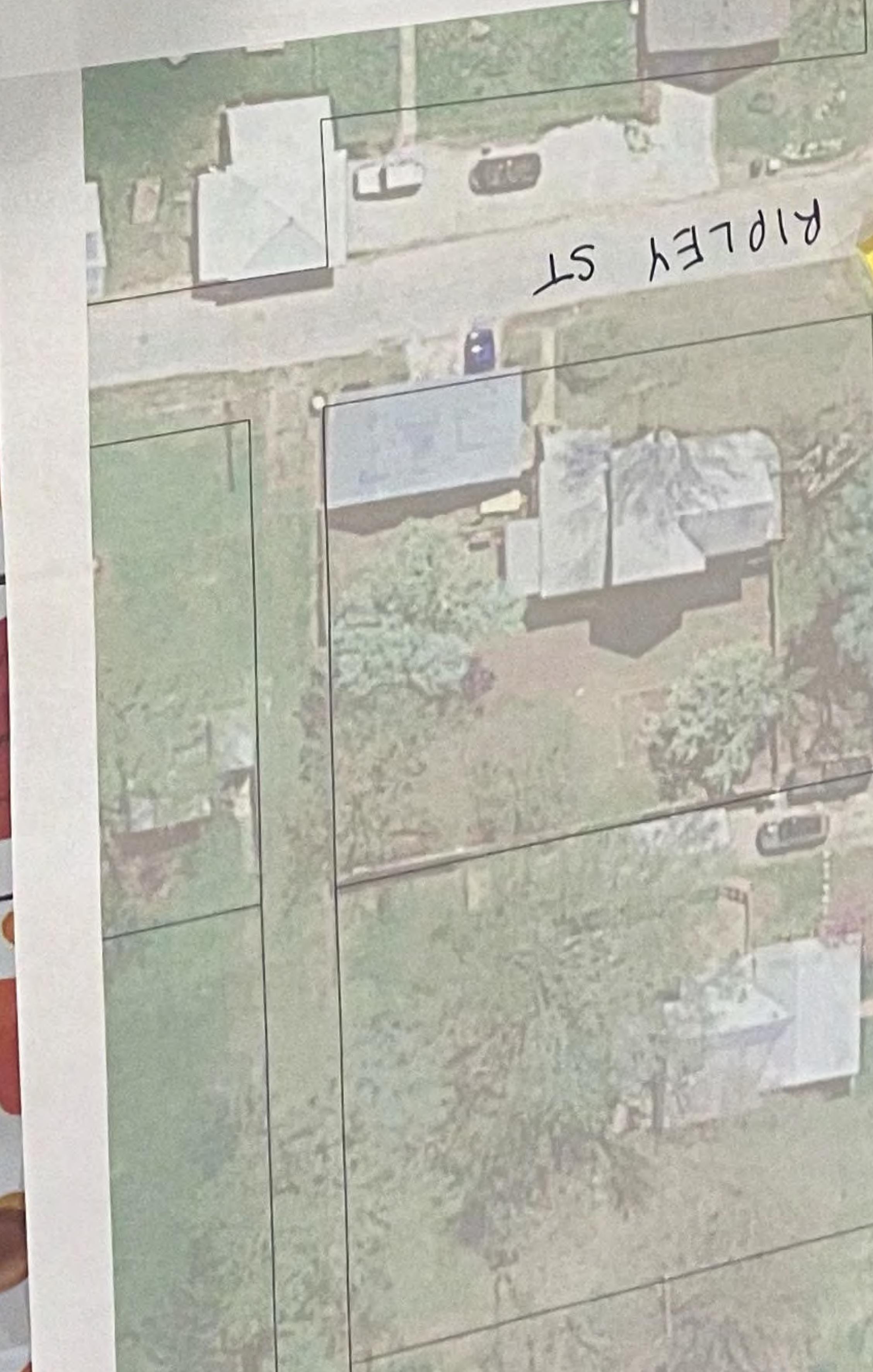
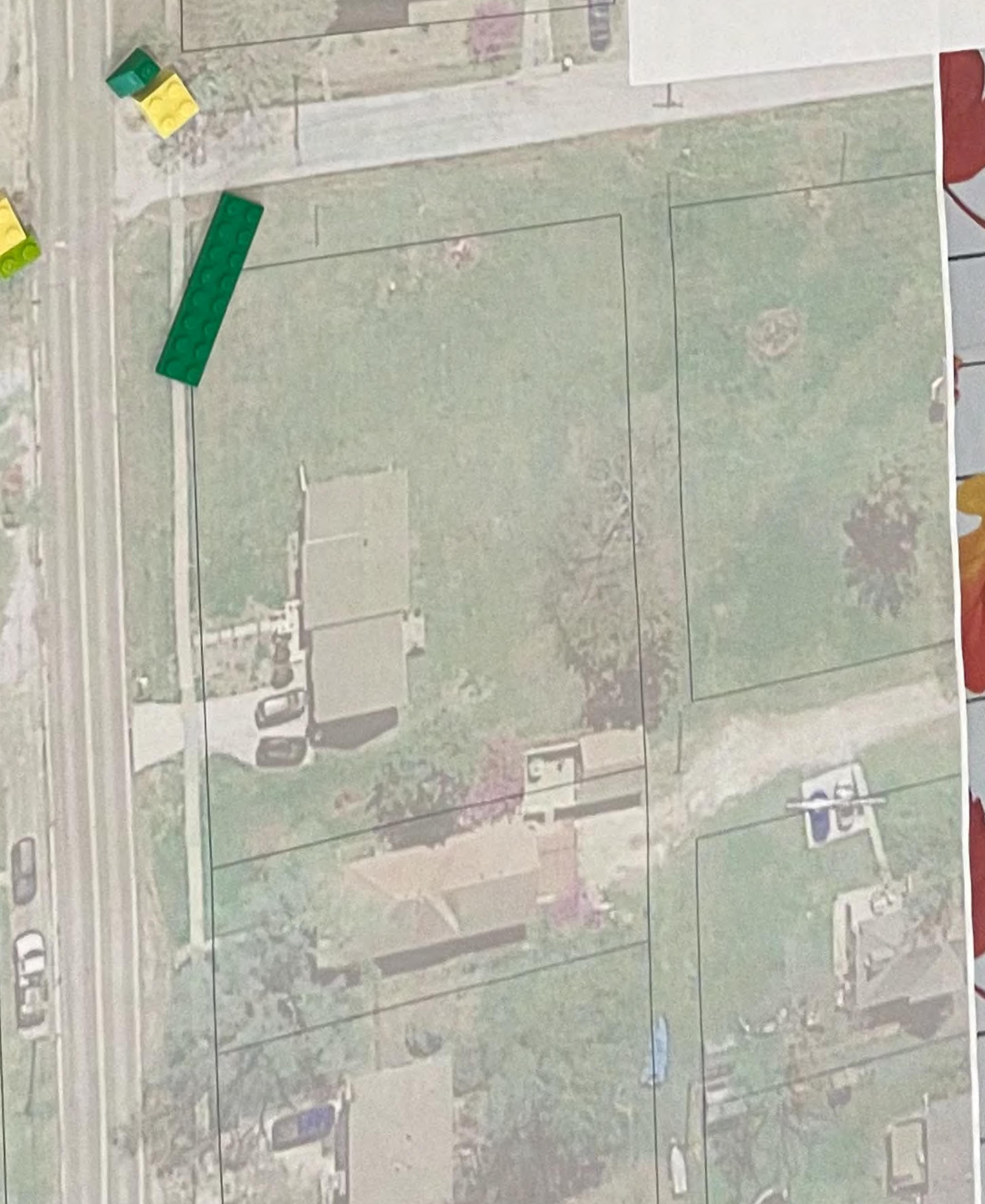
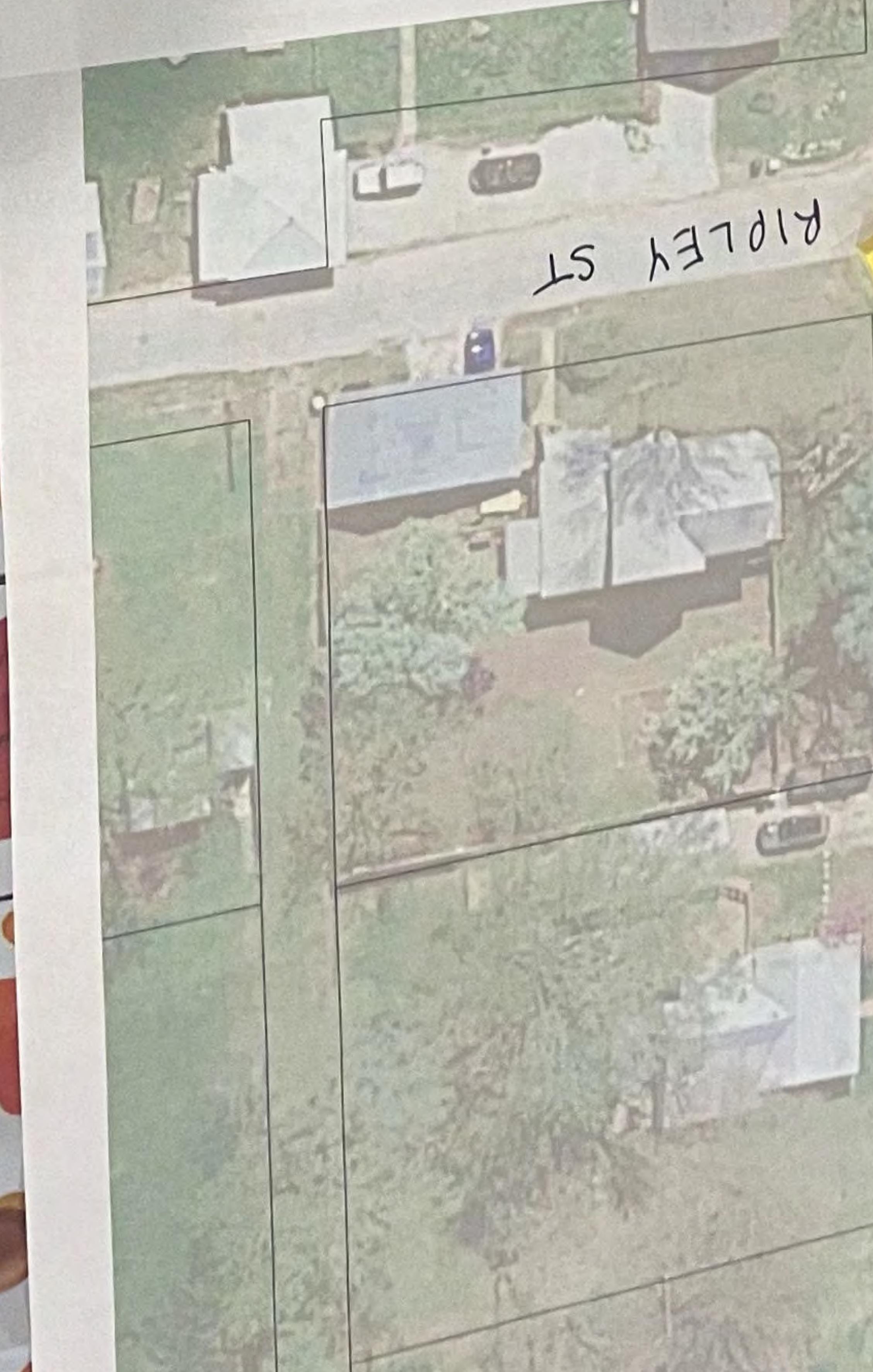
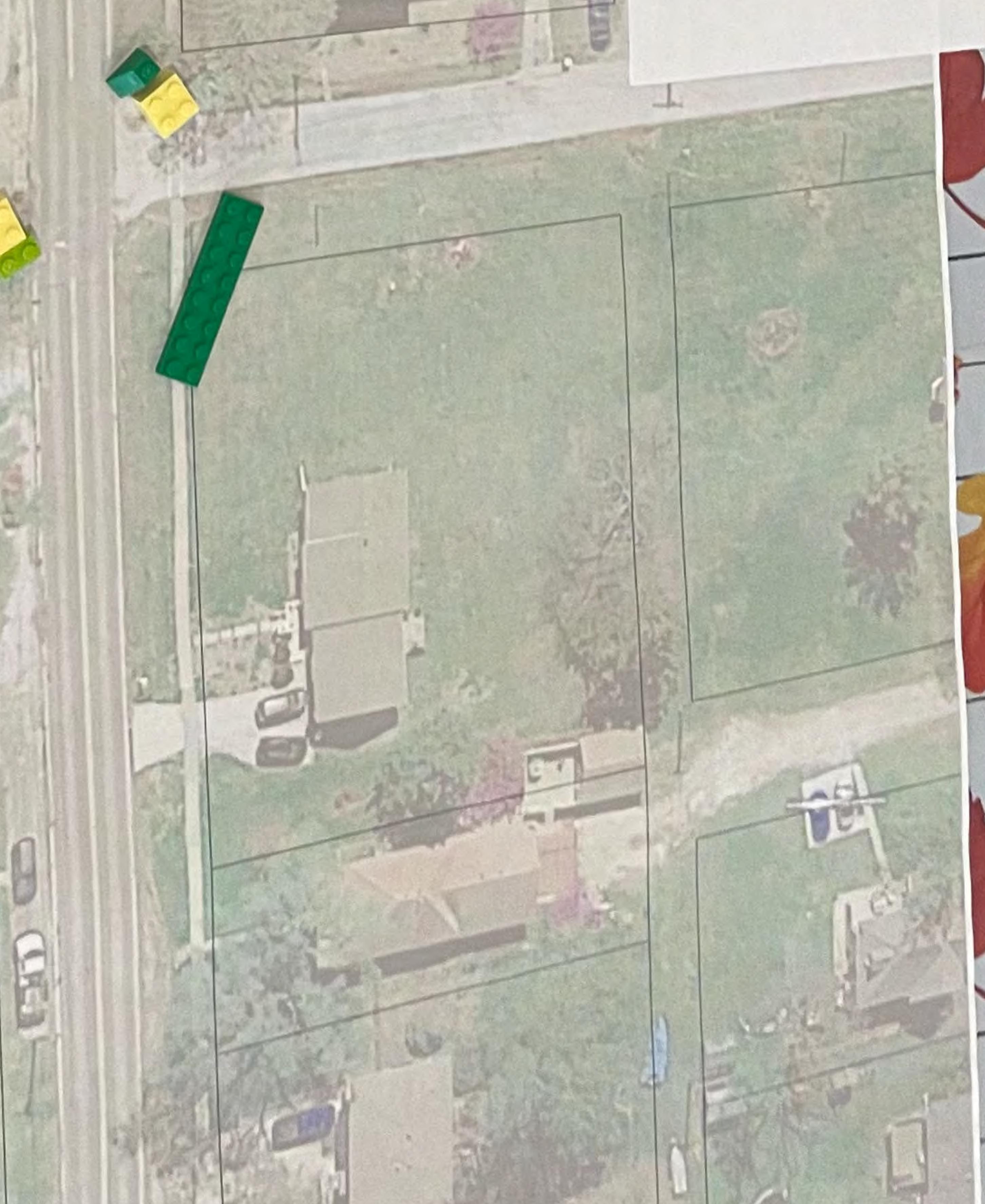
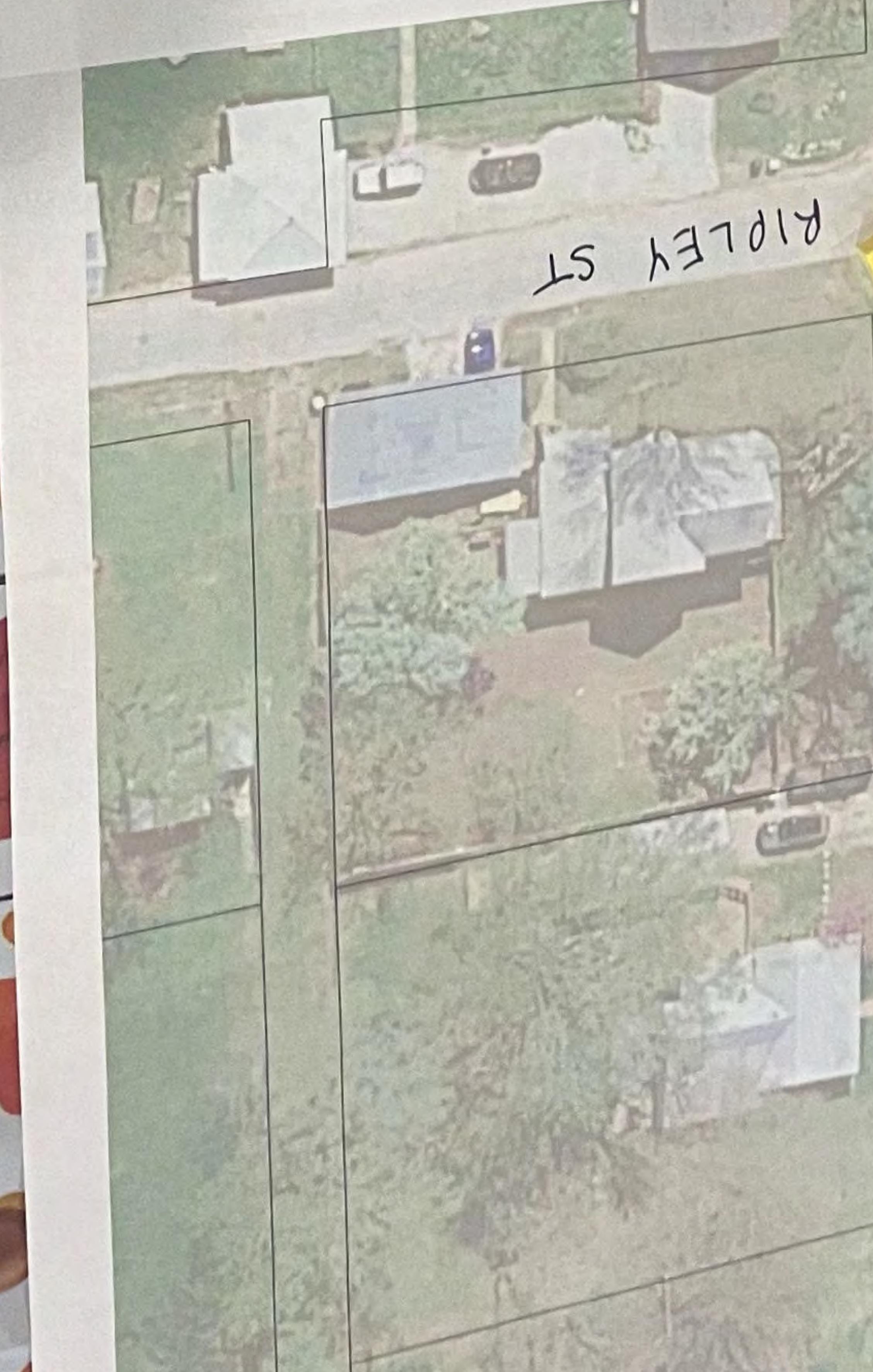
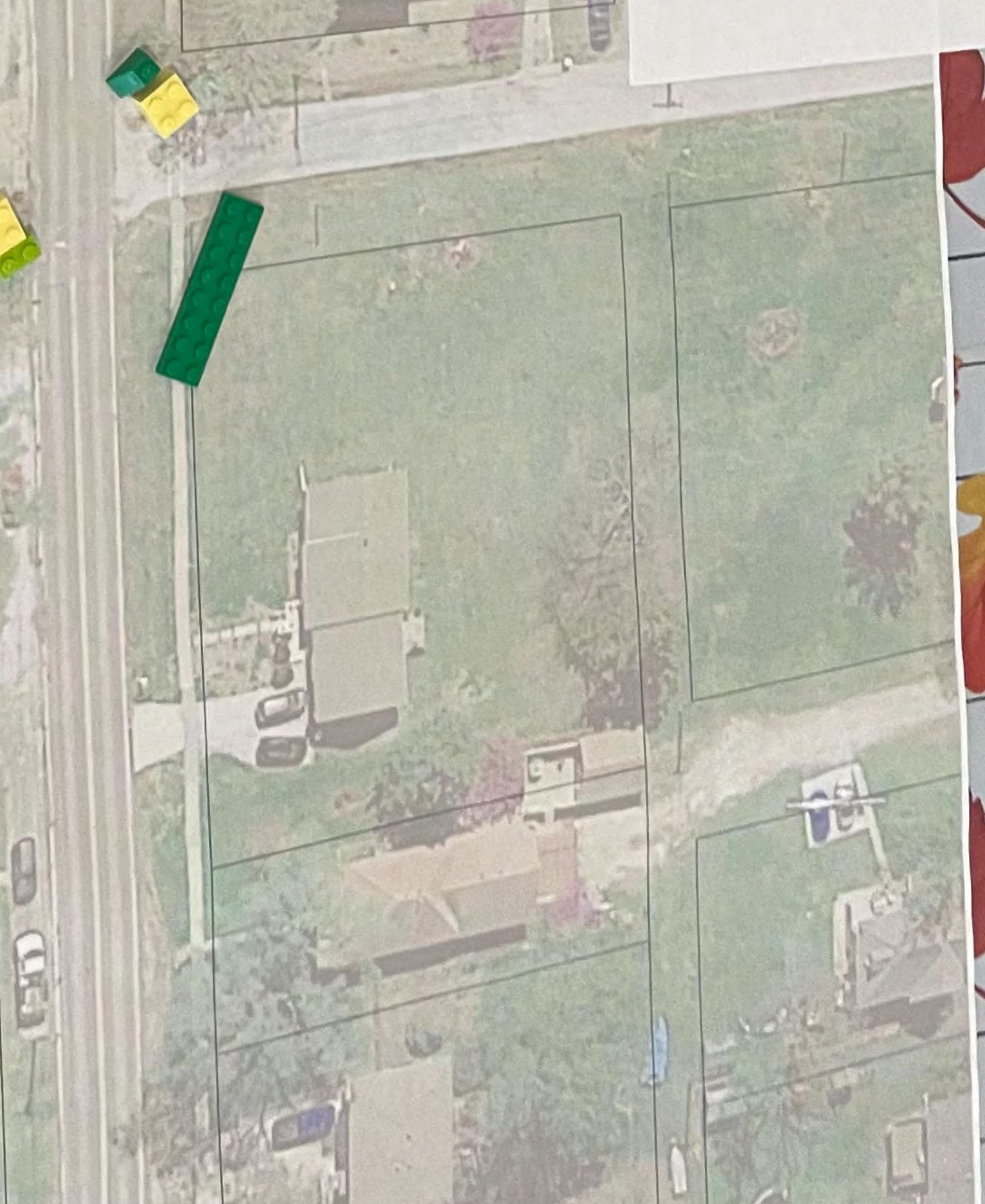
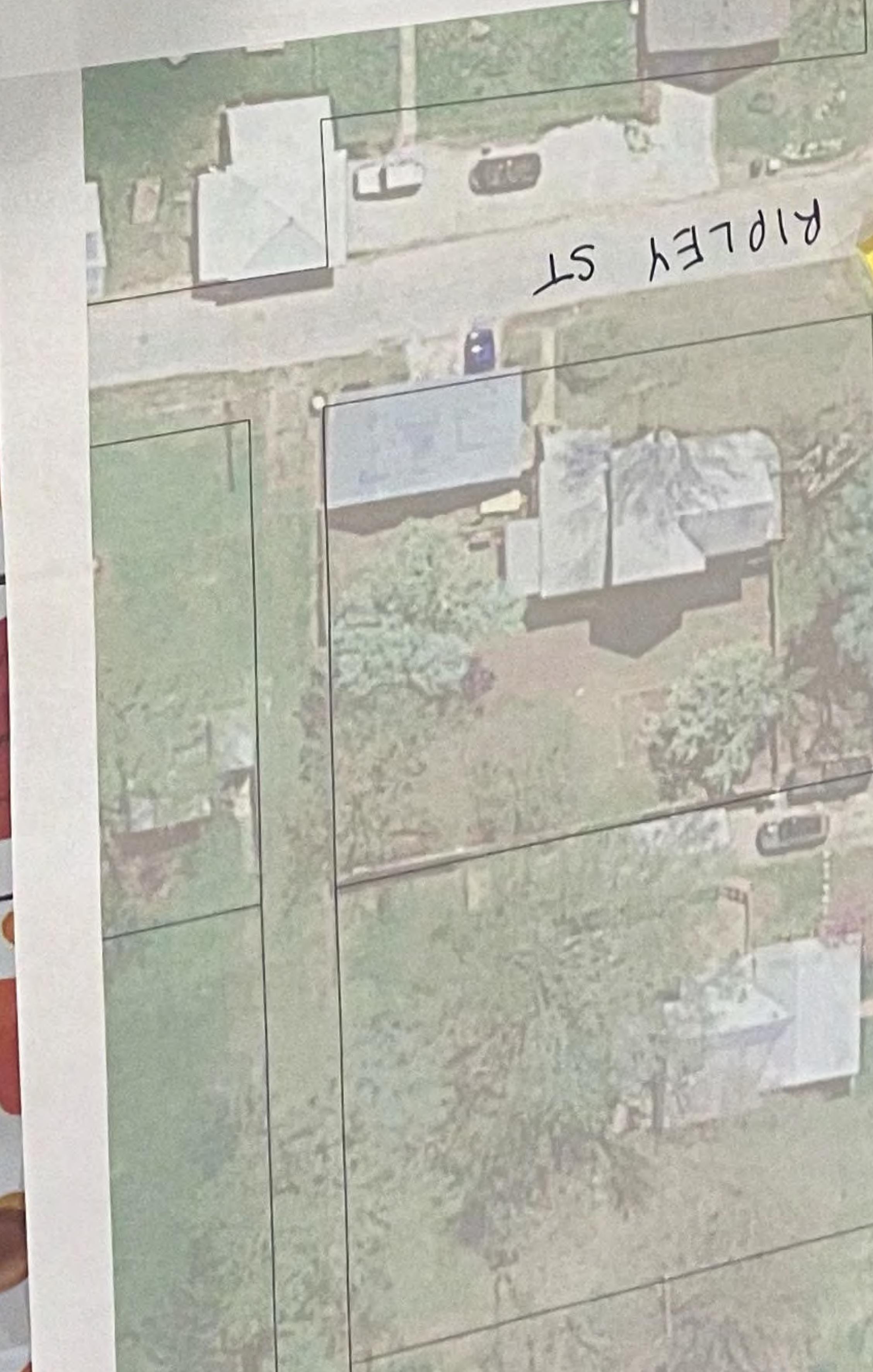
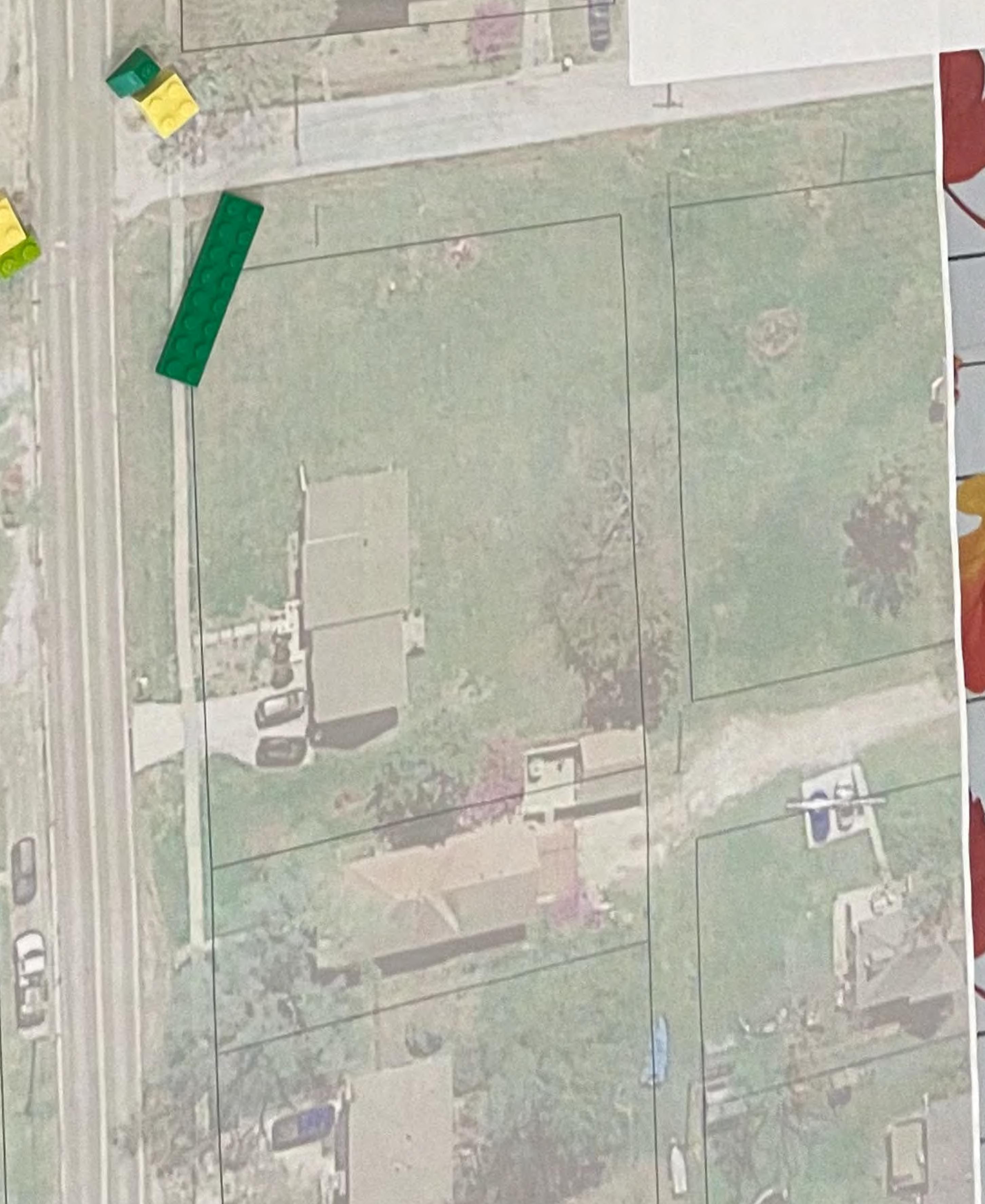
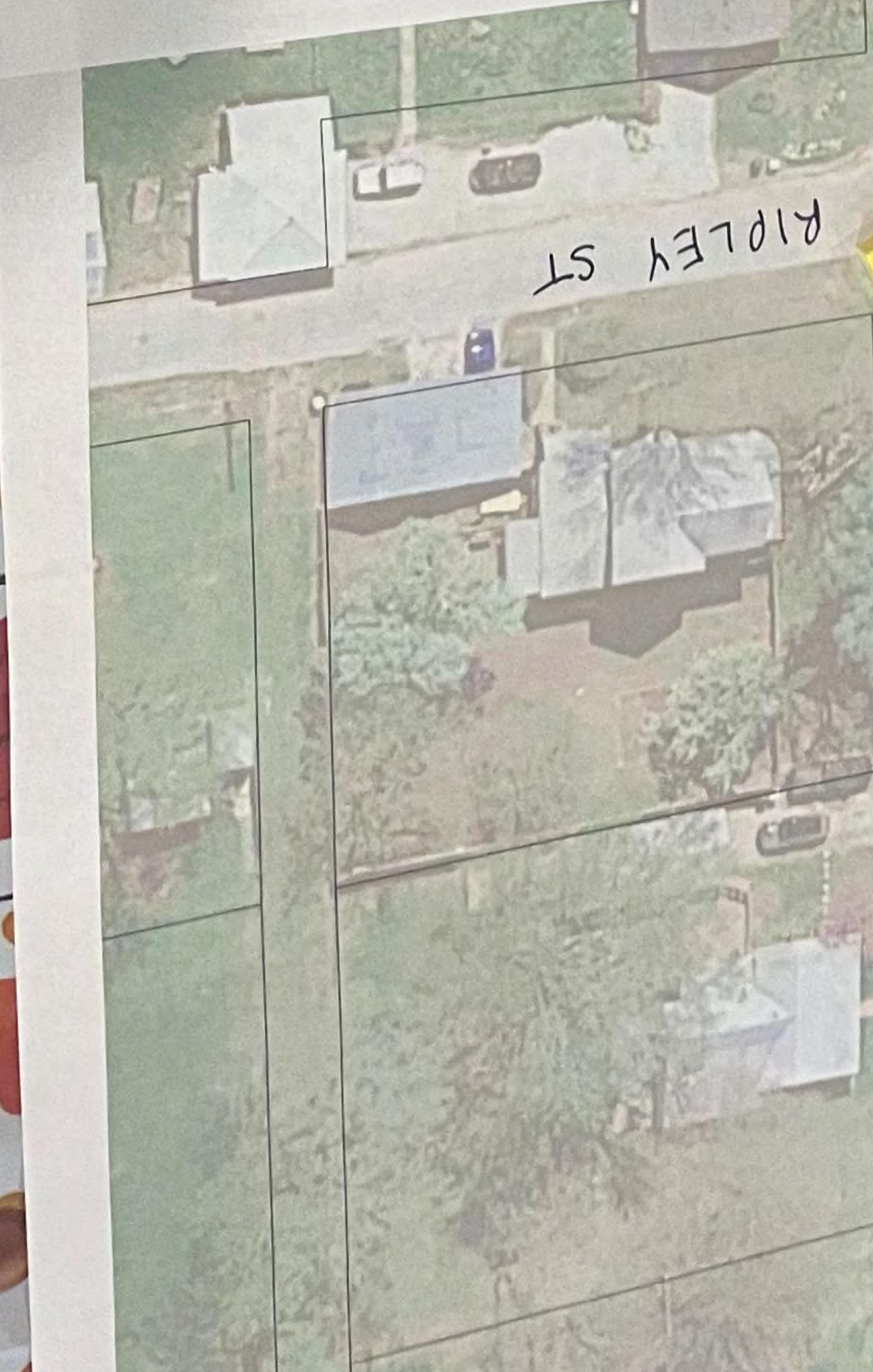
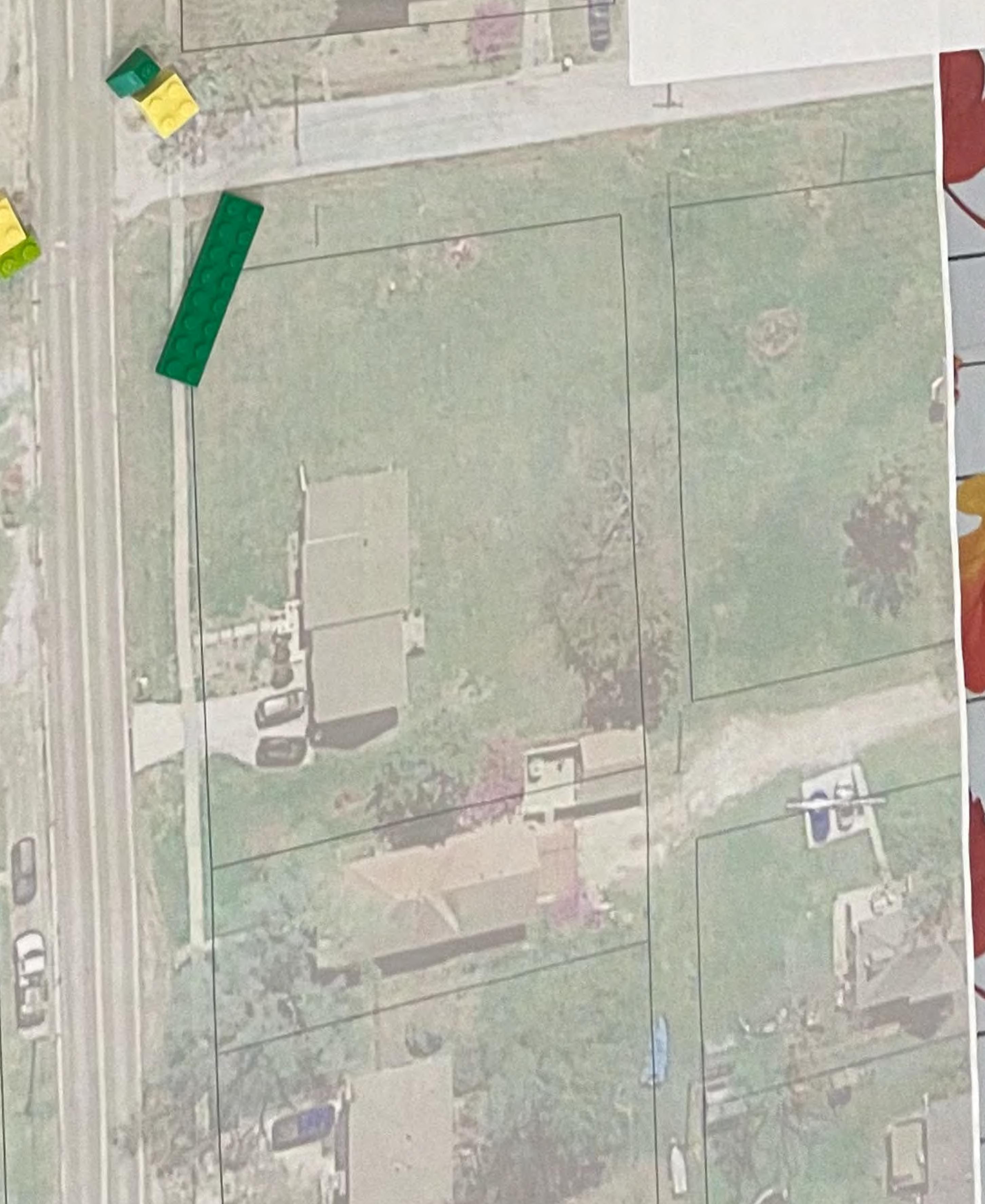
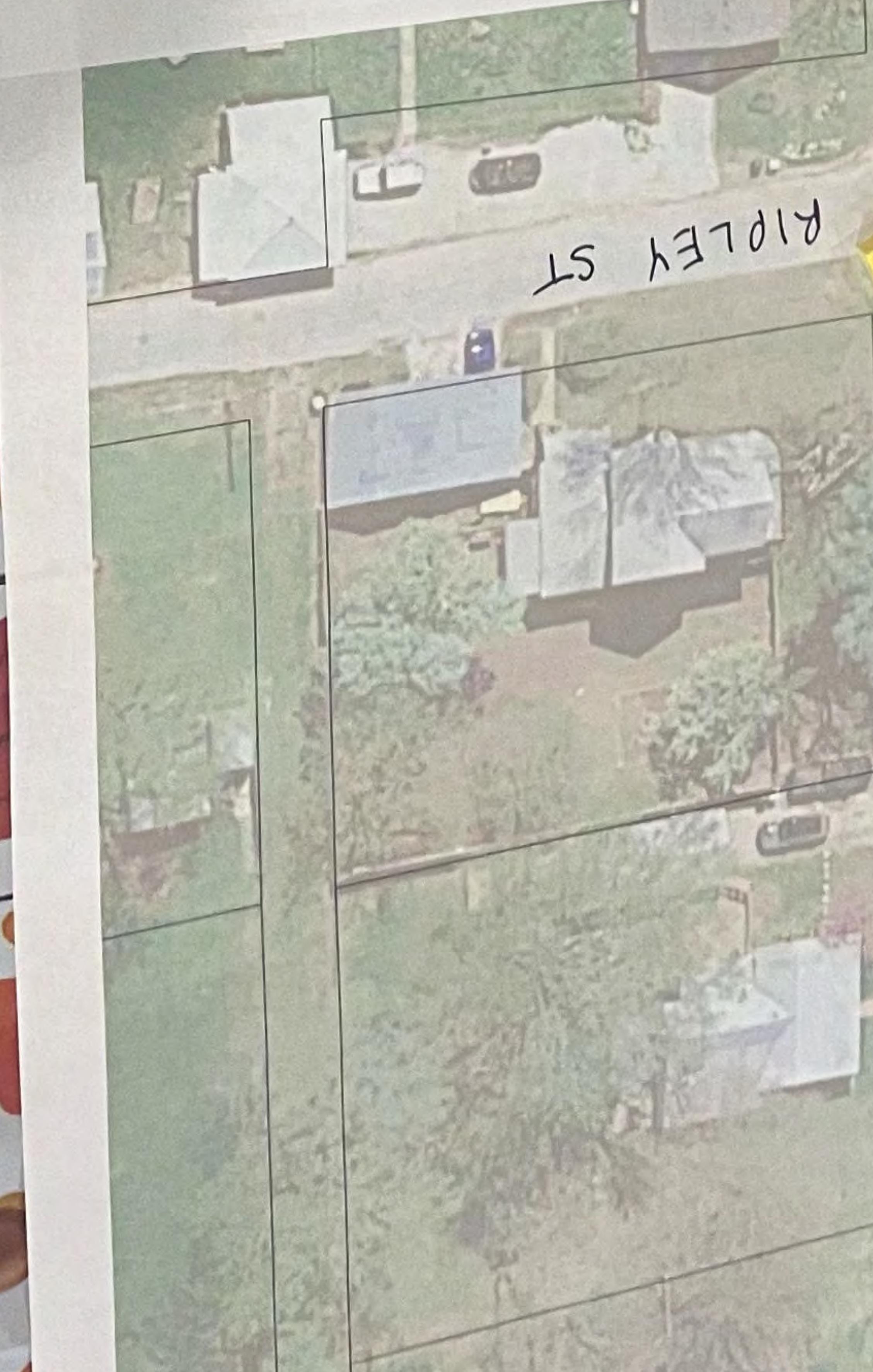
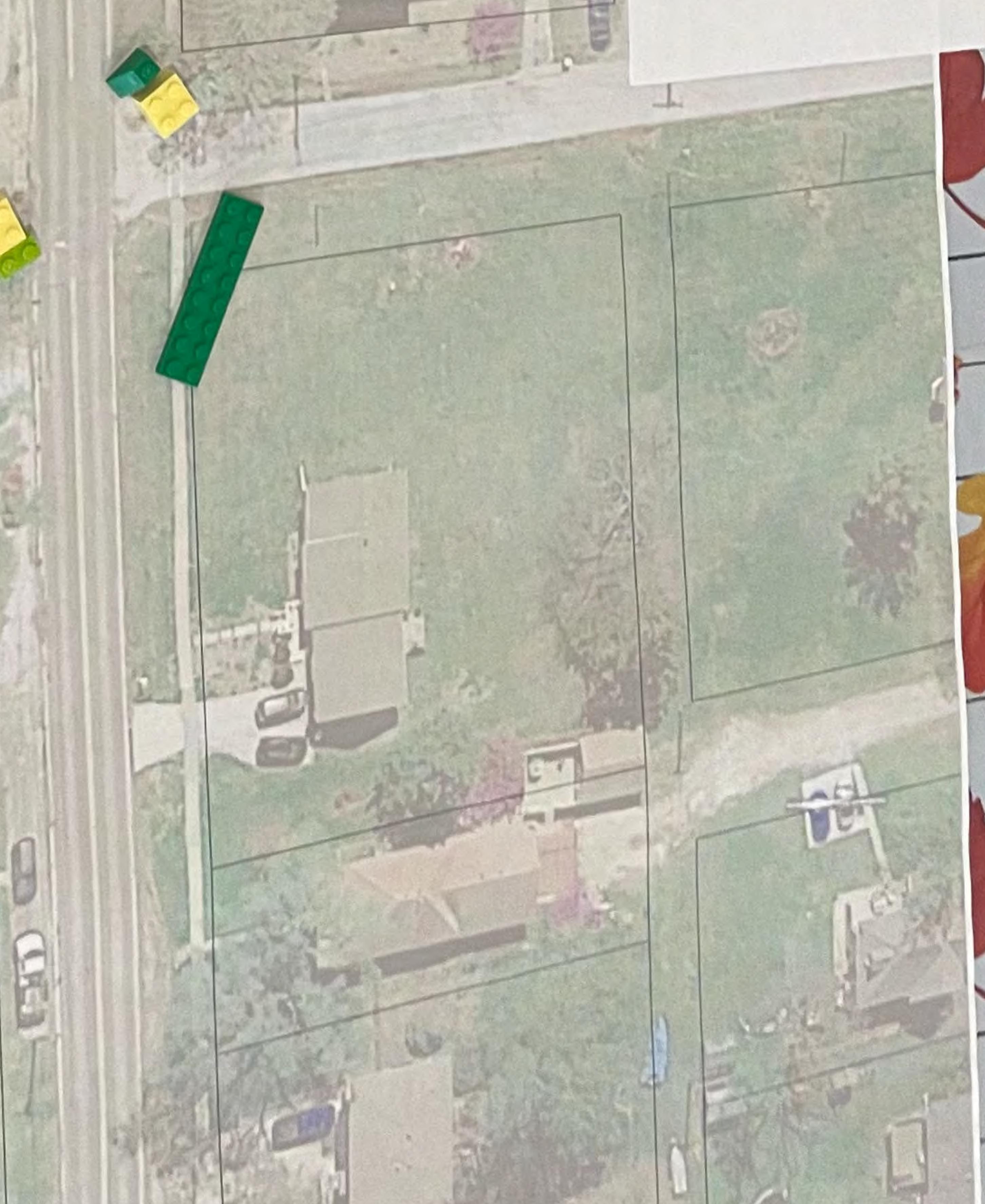
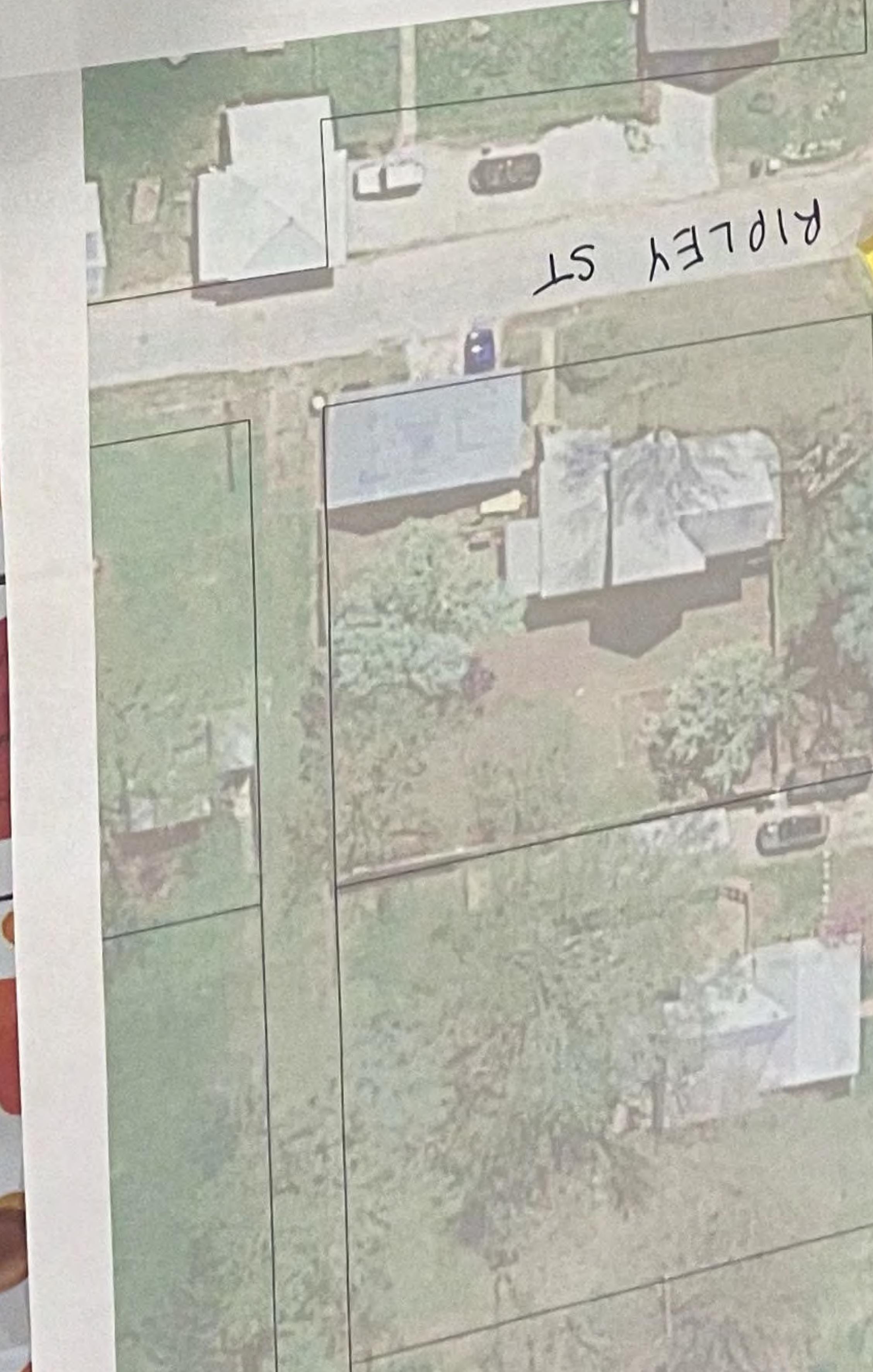
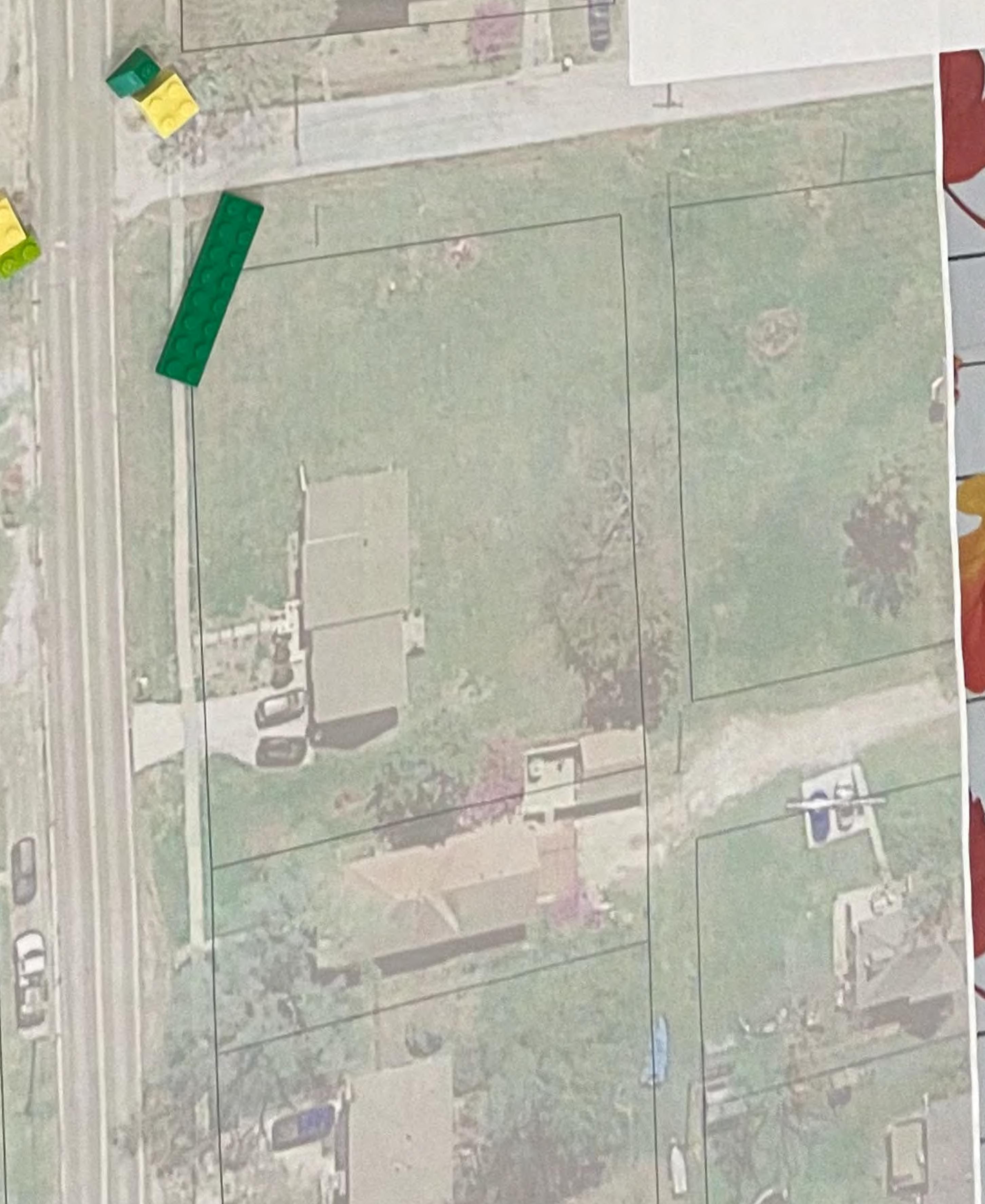
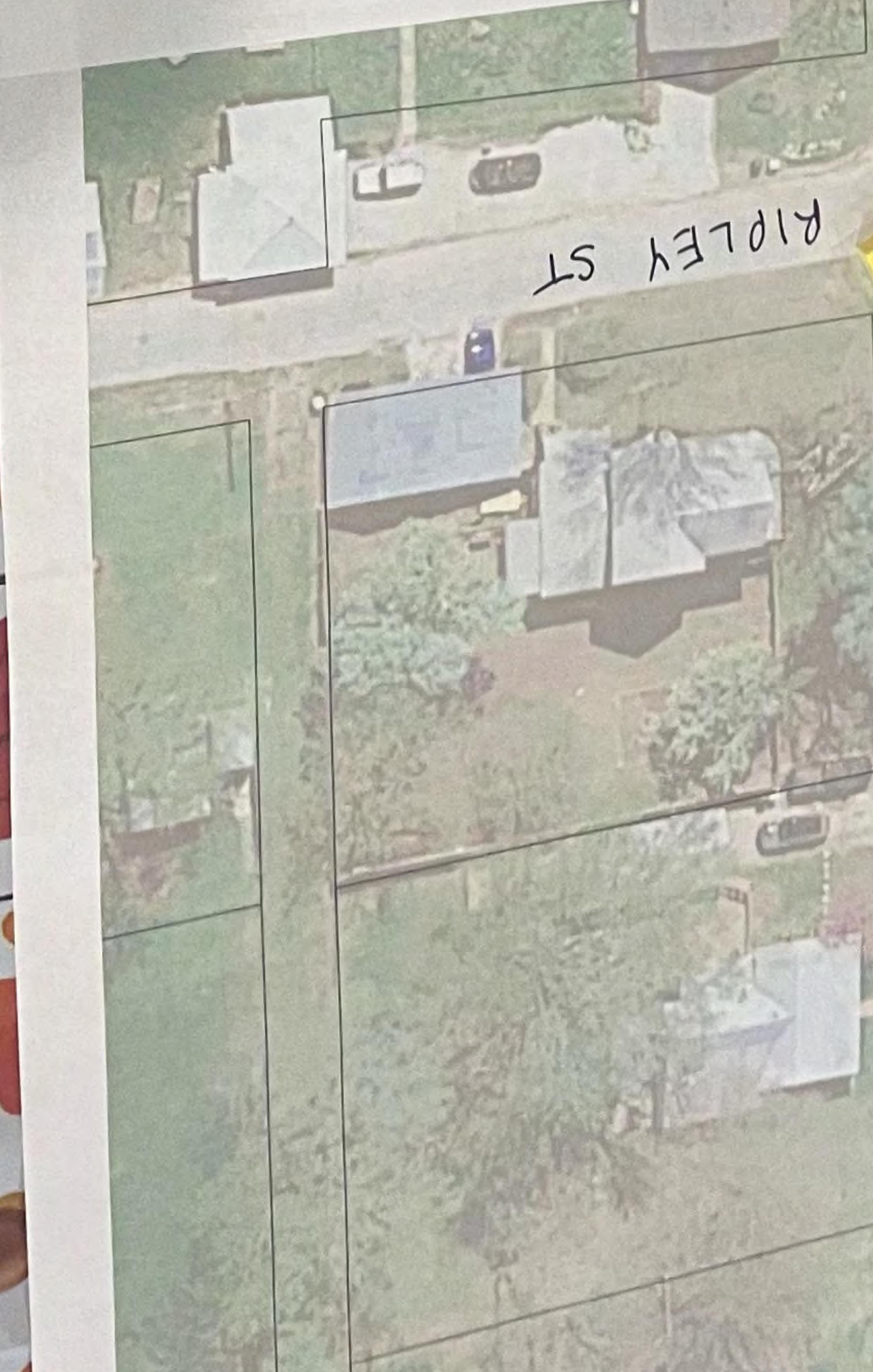
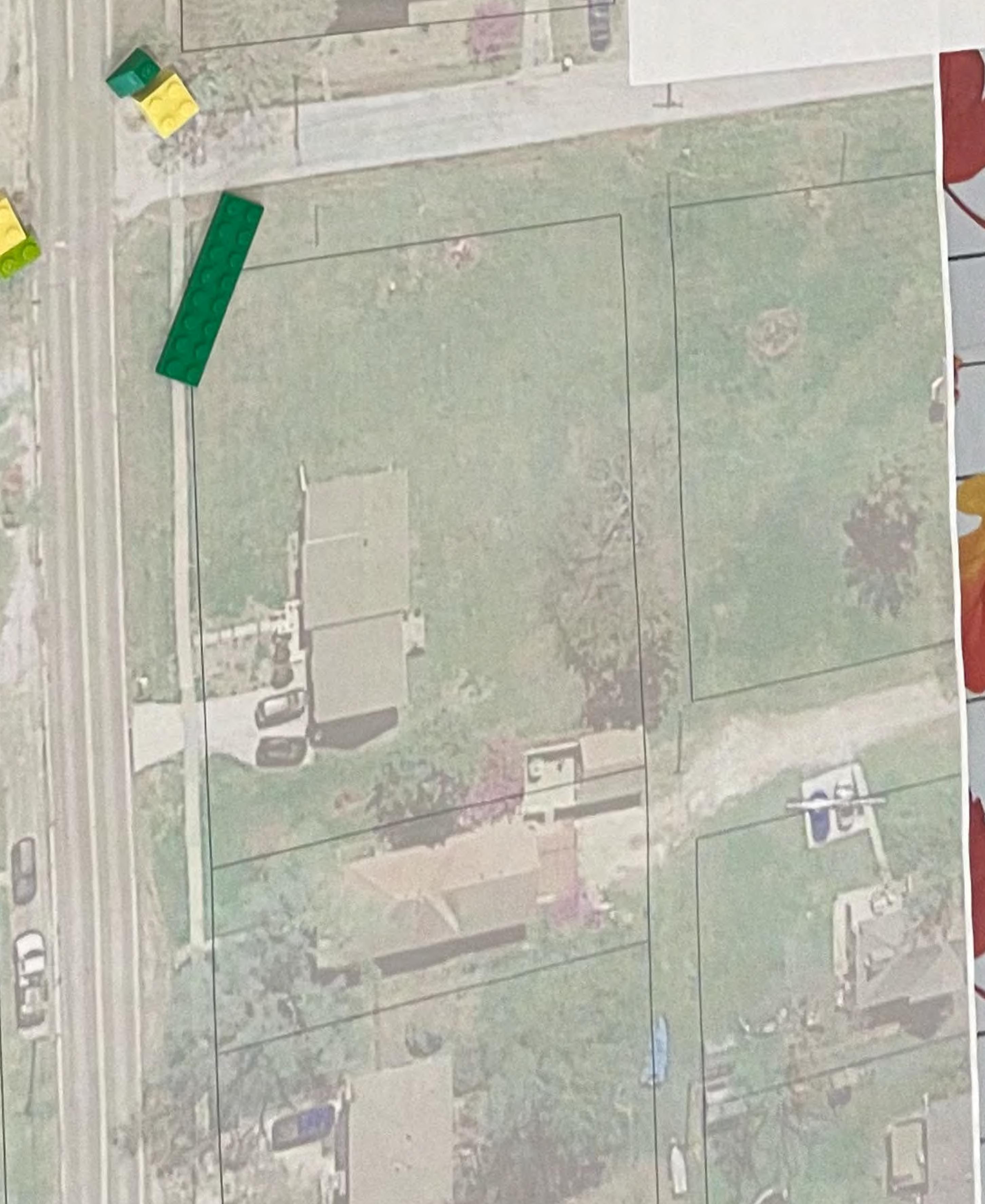
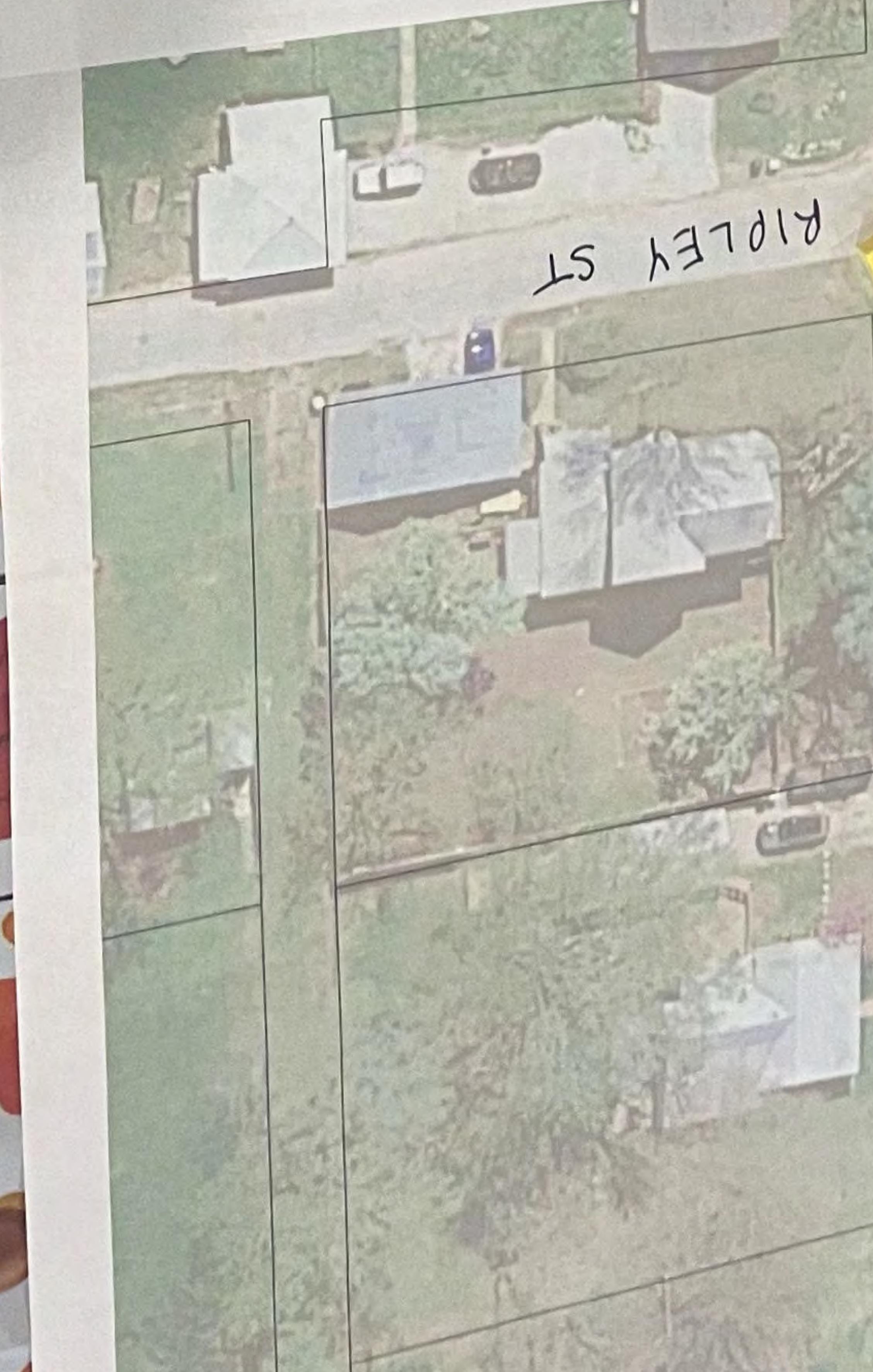
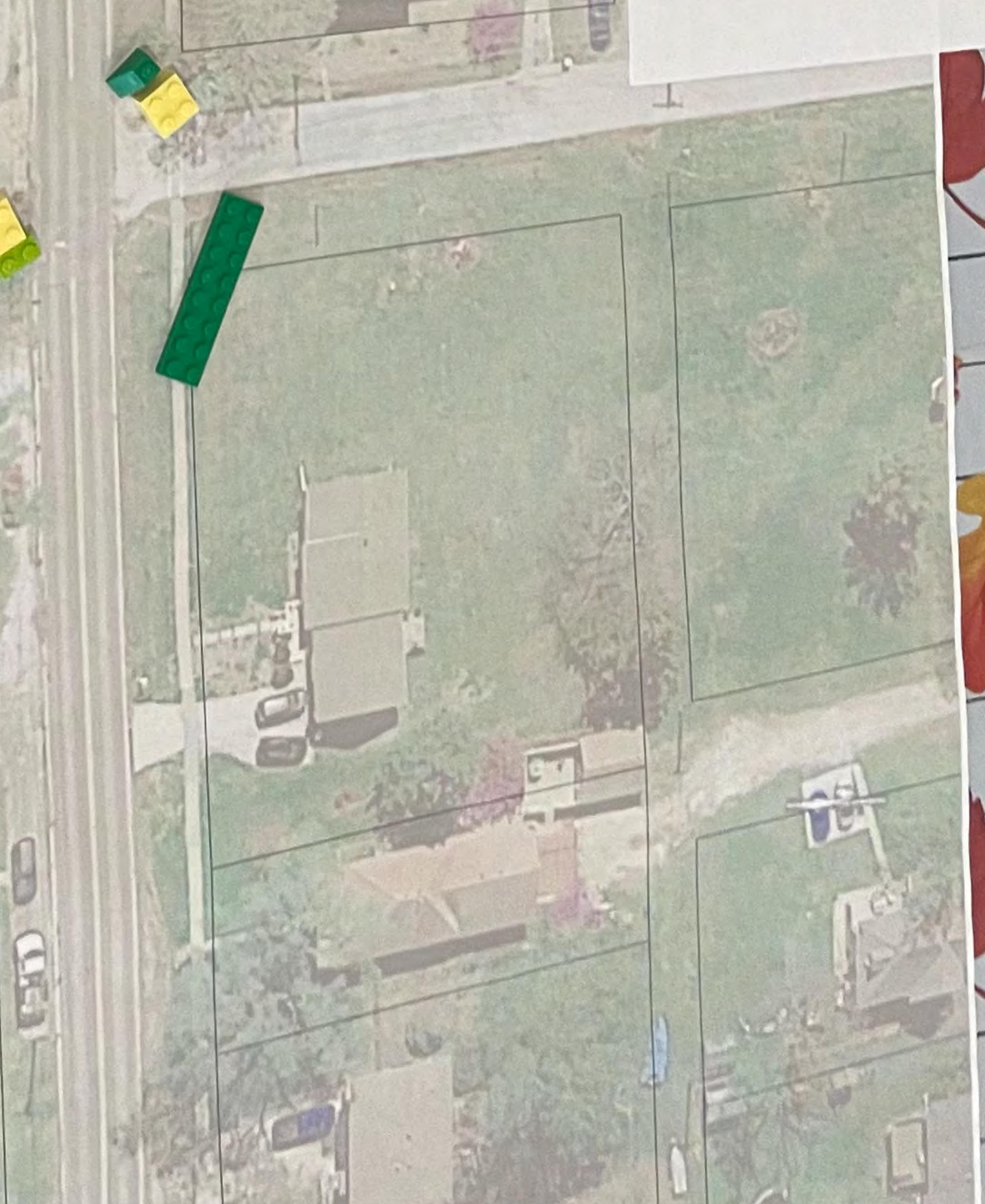
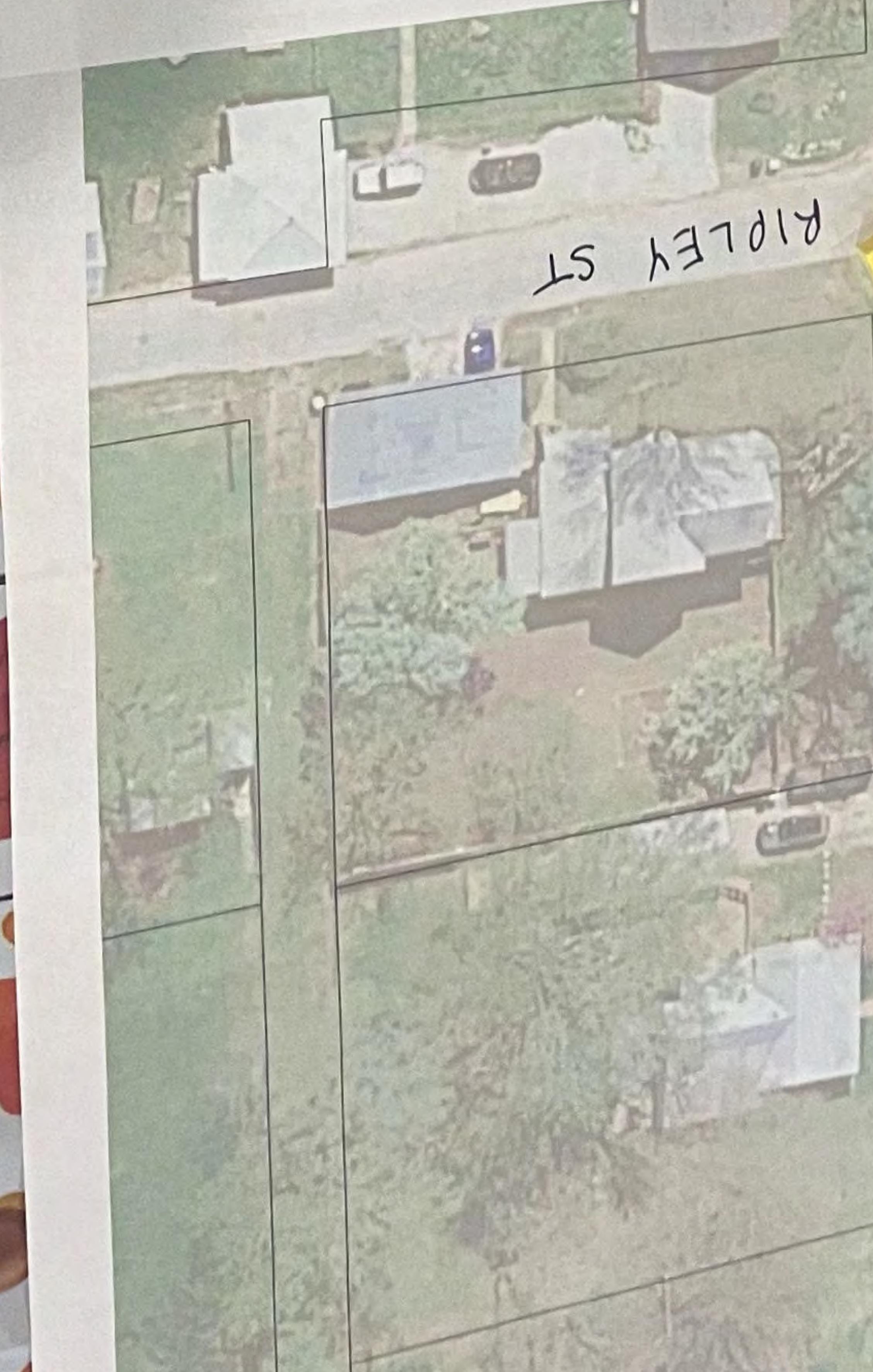
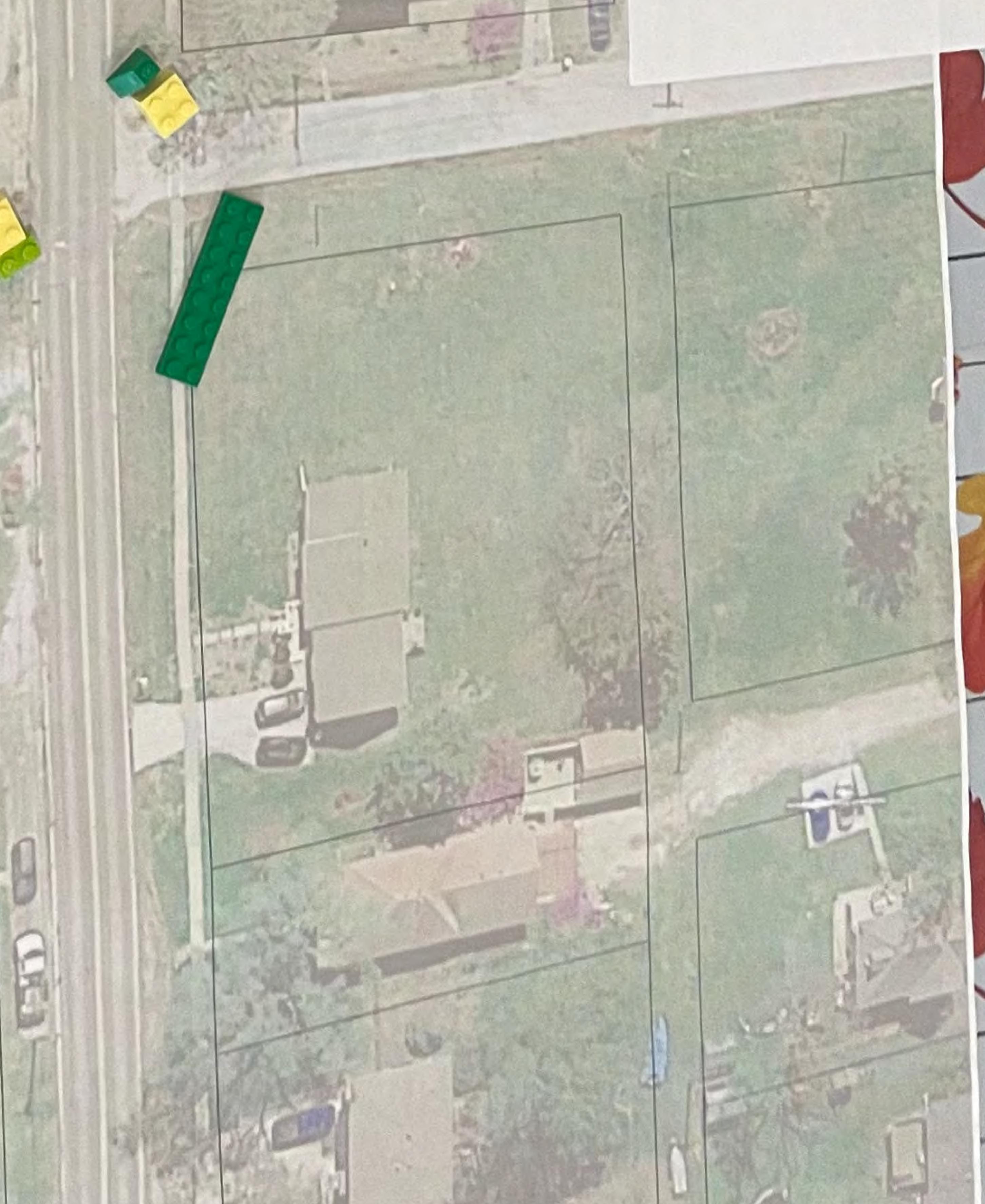
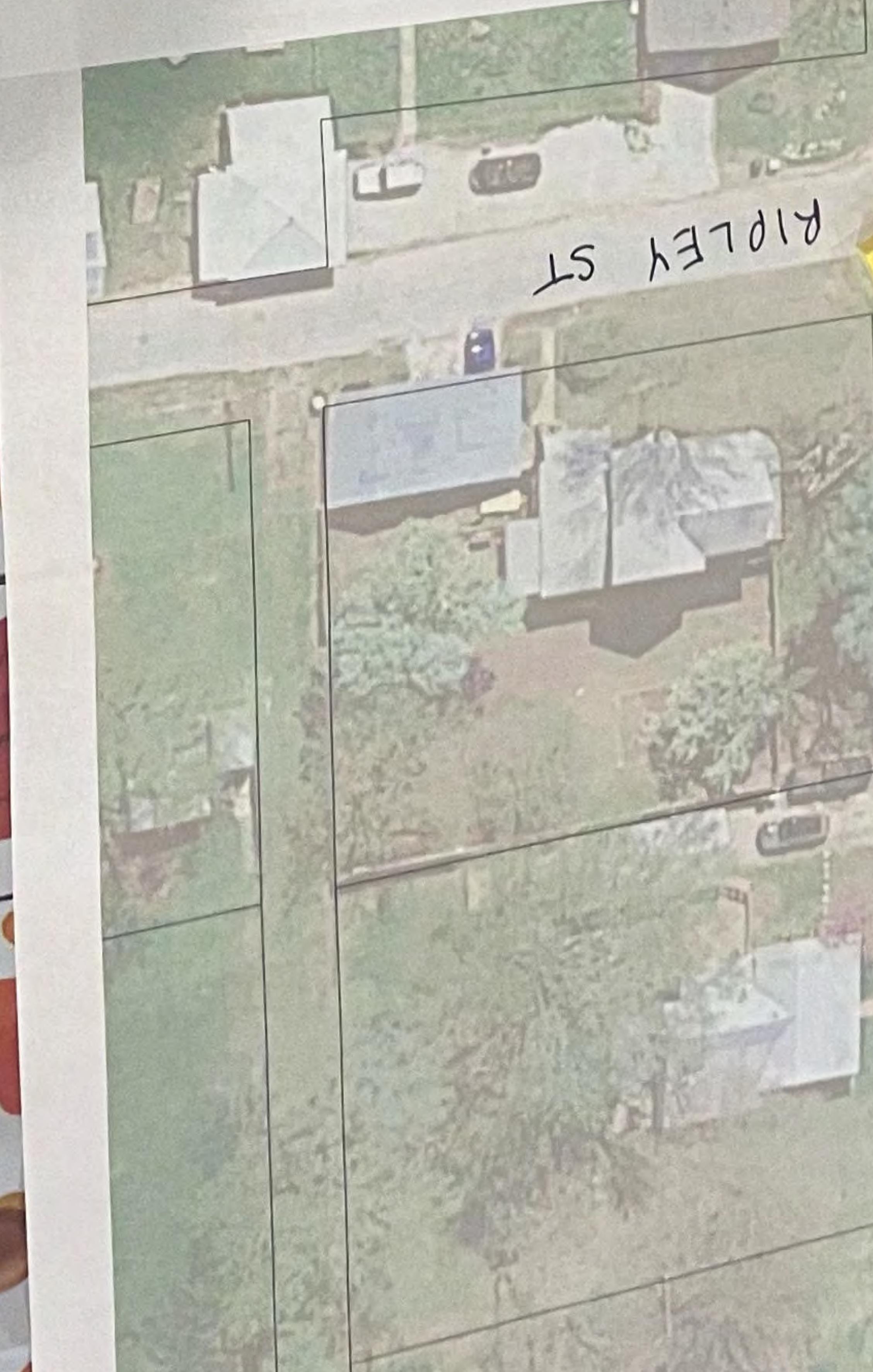
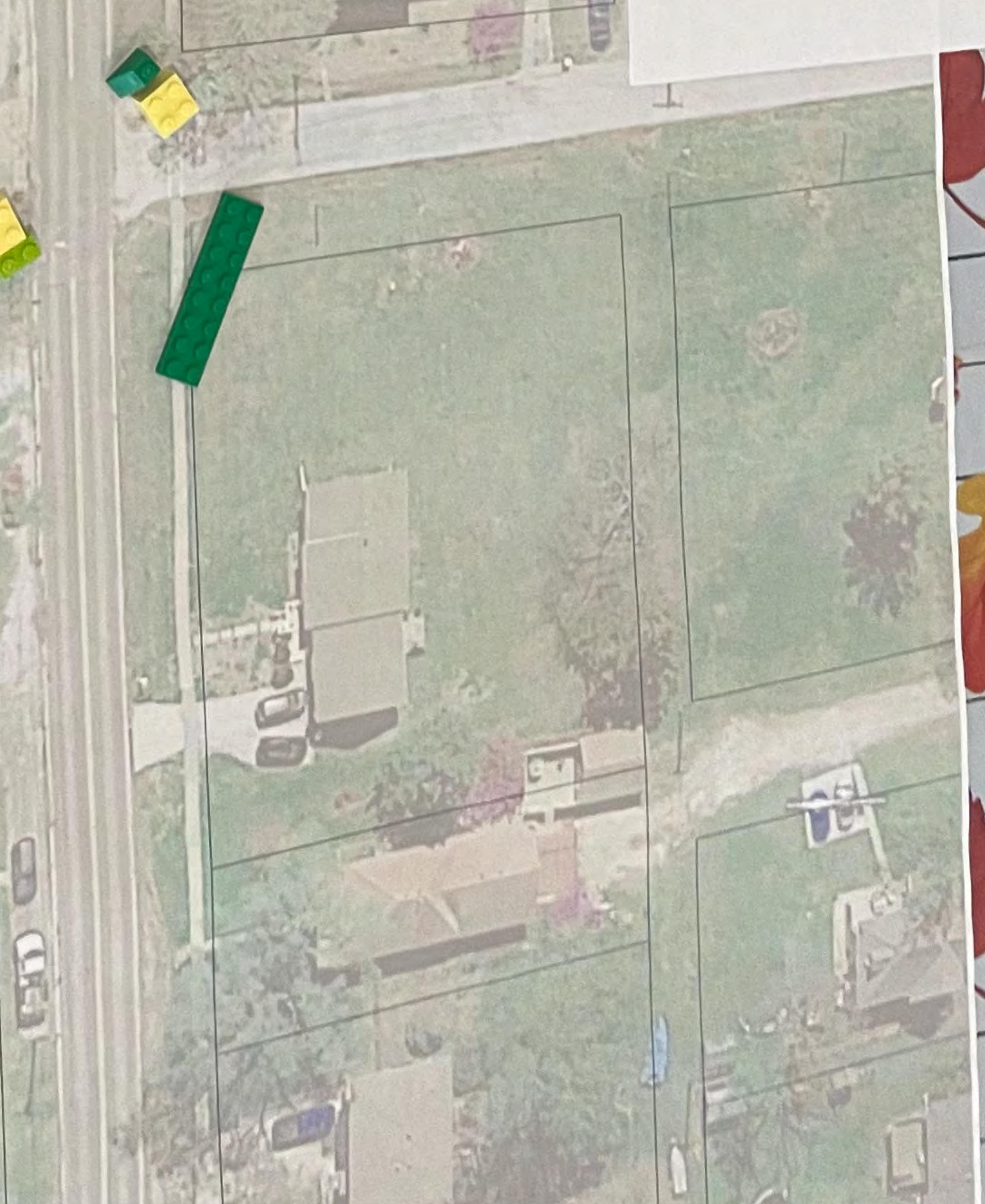
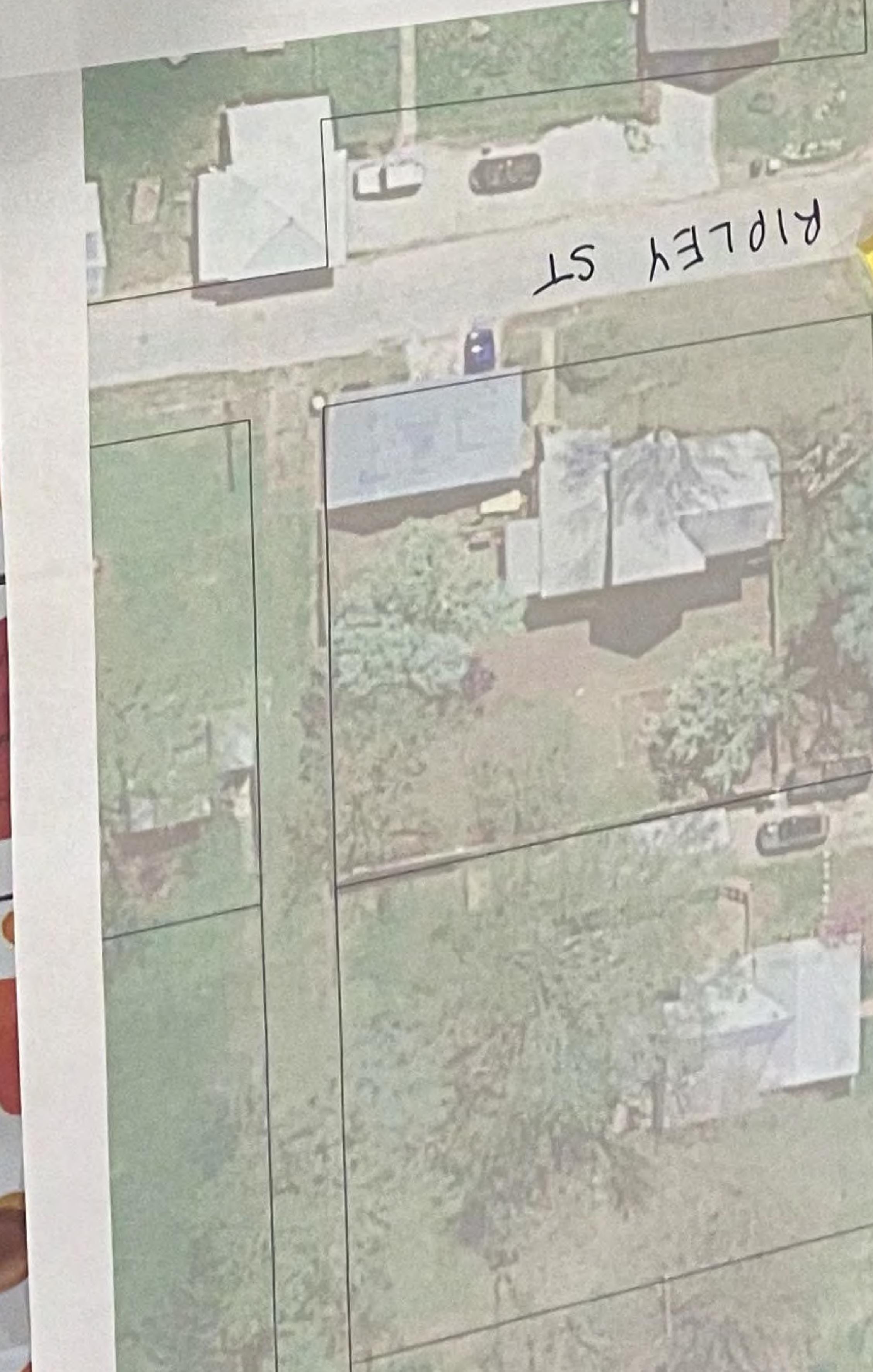
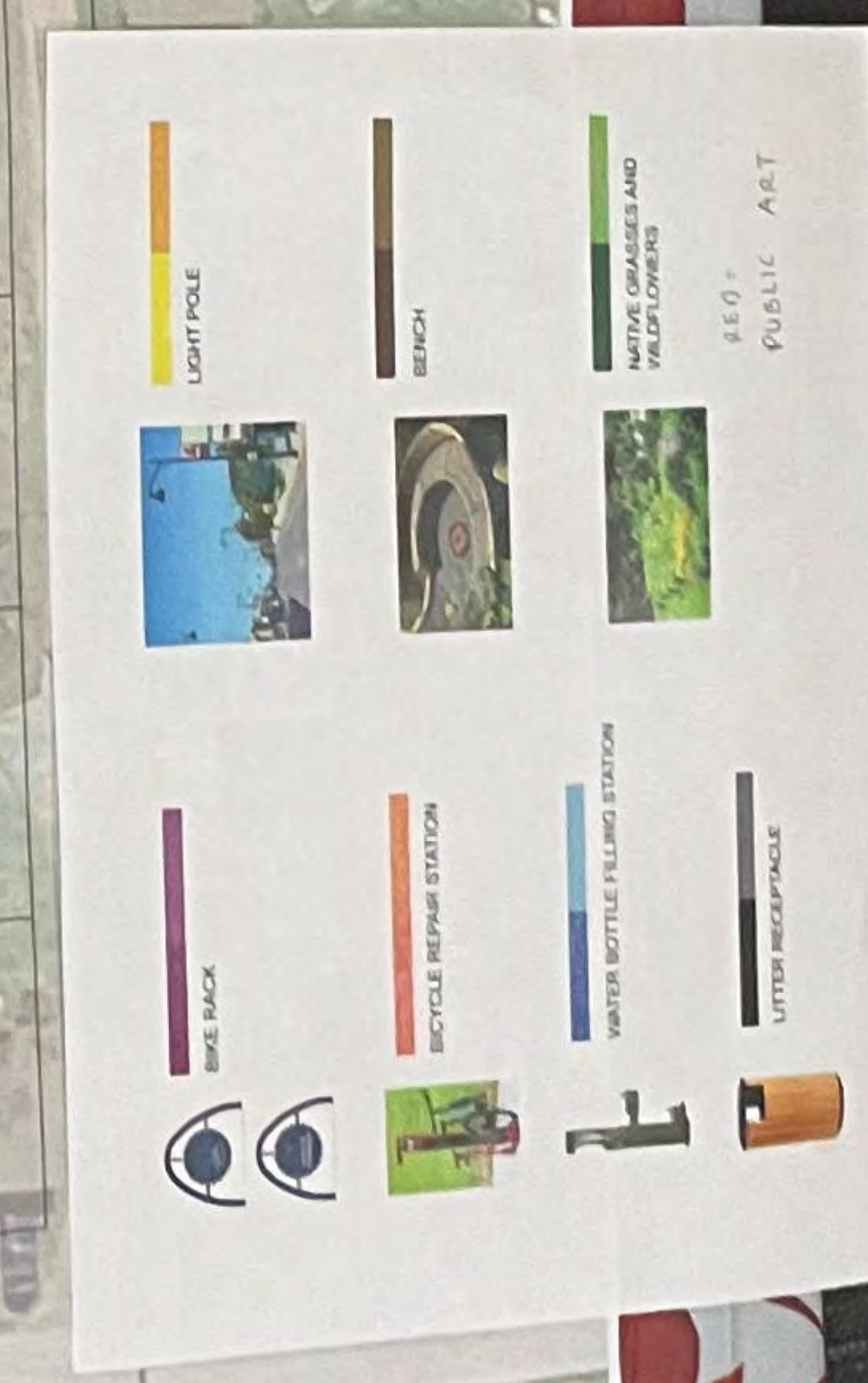
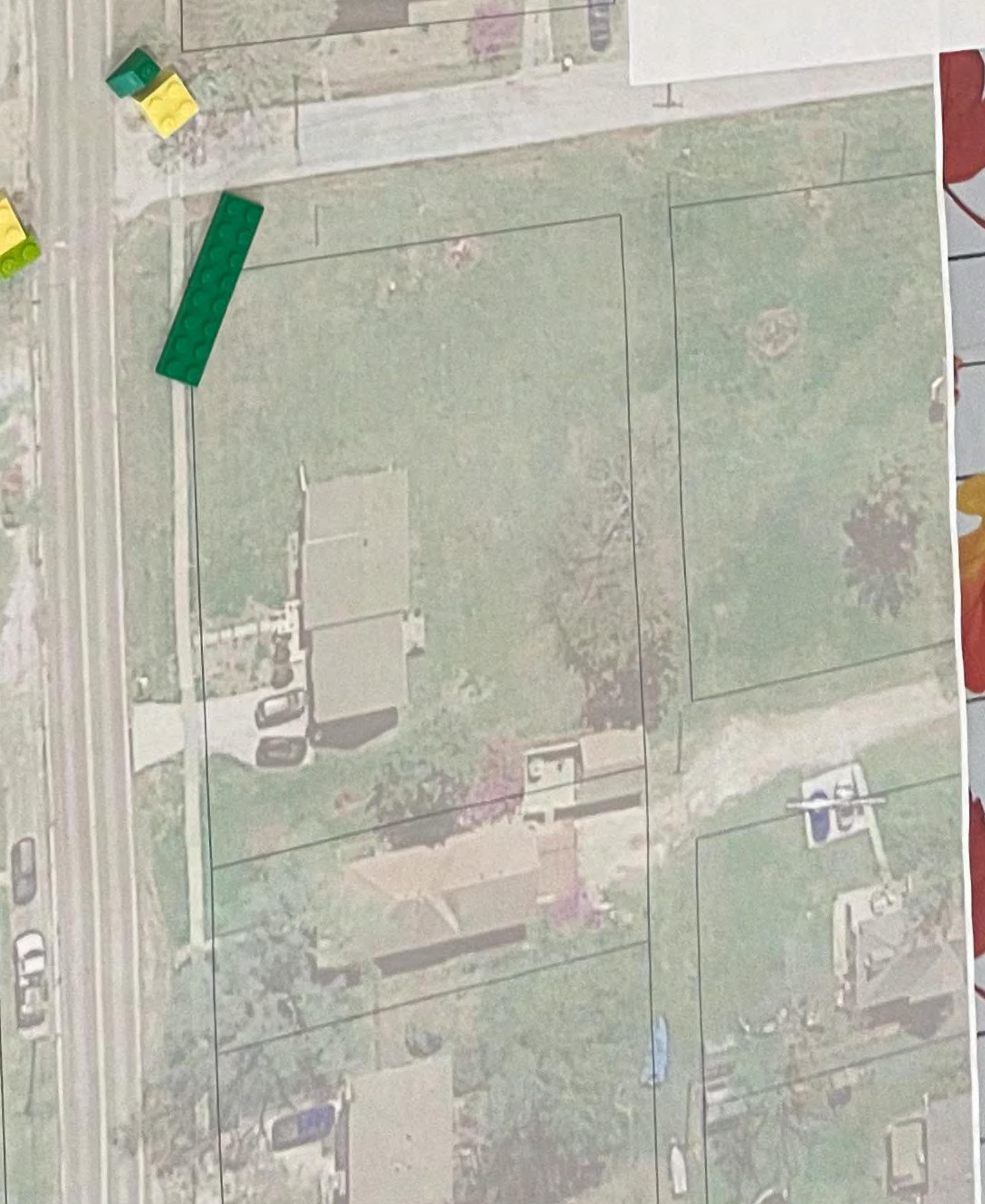
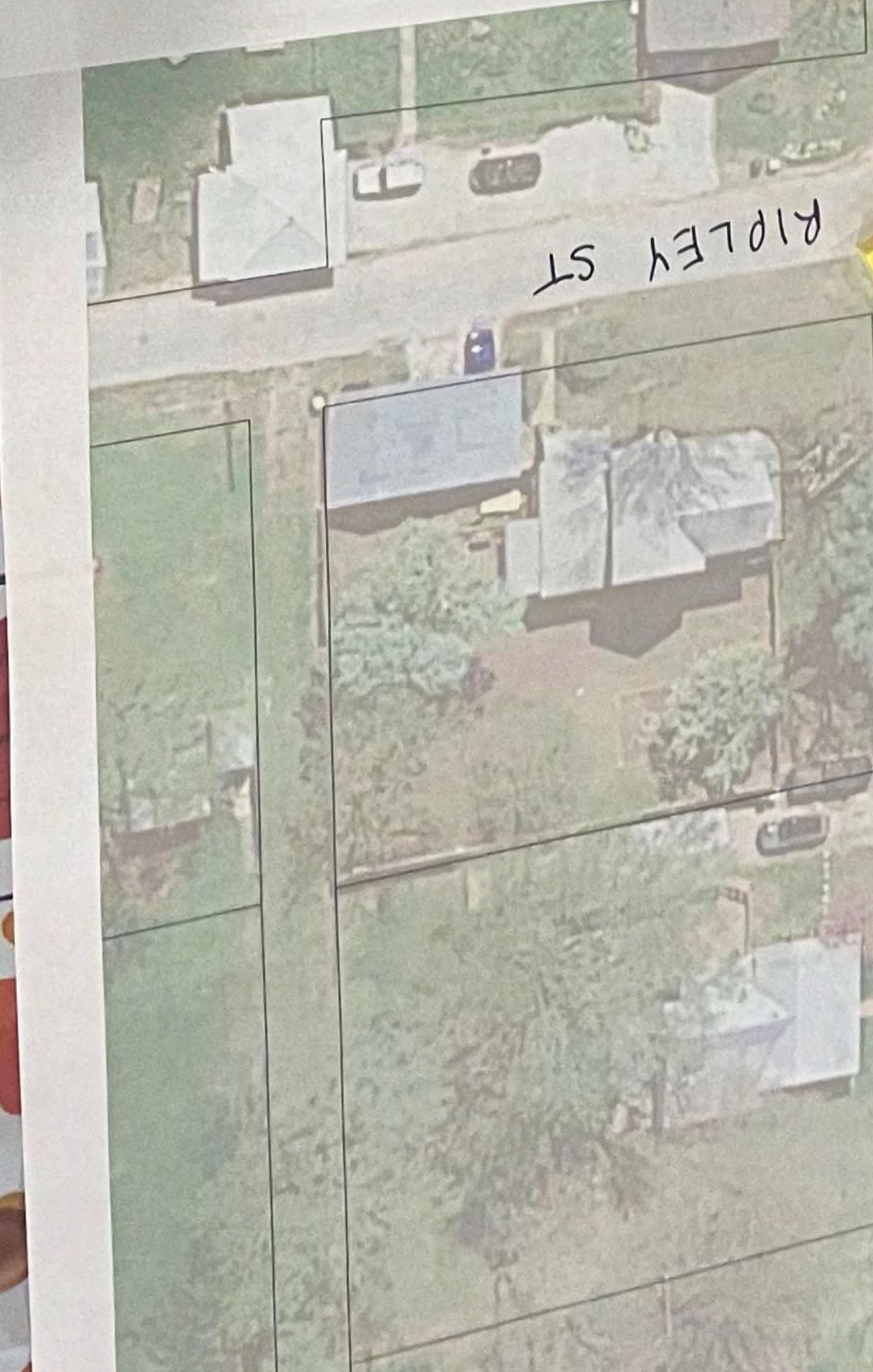
BENCH




NATIVE GRASSES AND
WILDFLOWERS

PFD =
public art

RIPLEY ST





LEAVENWORTH RD

OLIVE ST

LEAVENWORTH RD

OLIVE ST

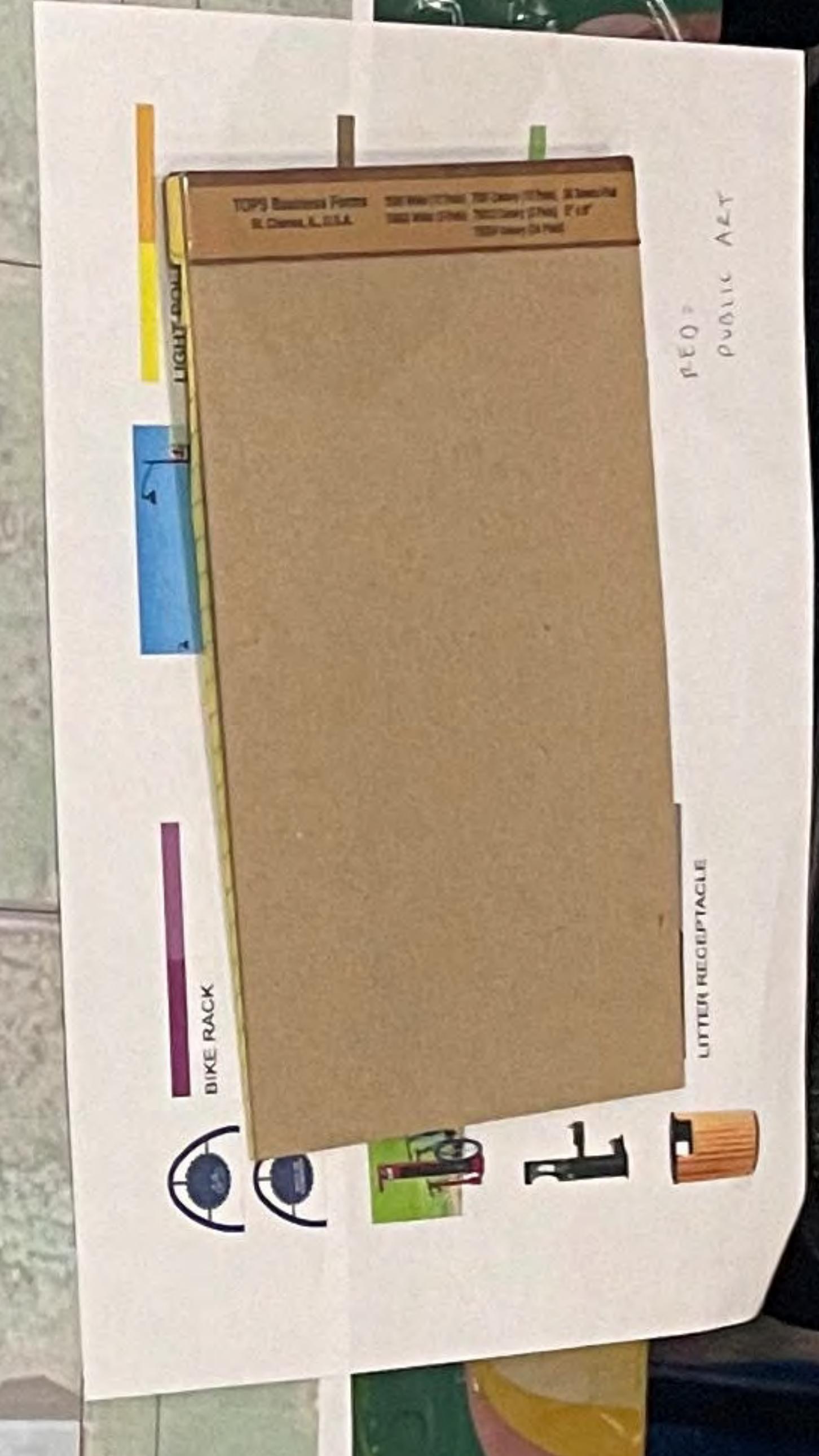




LEAVENWORTH RD

OLIVE ST

RIPLEY ST







ISSUES & OPPORTUNITIES

Where is traffic congested? Are there any high crash locations? Show us by placing a **PINK** dot on the map to the right and tell us why using a sticky note.

Congested as many activities occur with Basehor Historical Museum & VFW - Difficult to park out on 155th - People crossing street w/activities - Limited parking

Turning left by VFW and Horses & Hordes Safety of walking by VFW

Old post office and New market area Hard to cross D.X.

Traffic jams at 155th & Leavenworth Rd as traffic to pick up school kids backs up over a block



ISSUES & OPPORTUNITIES

What maintenance issues exist along the corridor? Tell us using a sticky note.

SHARE YOUR
THOUGHTS HERE

Trash removal

Dead tree over
Hanging sidewalk
Uneven sidewalks
and Narrows at
Historical Sociaty
& VFW

Replace
Sidewalk

Street Lights

Crosswalk

Sidewalks
parking
curbs



ISSUES & OPPORTUNITIES

How do you feel about the current availability of parking spaces? Tell us using a sticky note.

Definitely
need more
parking @
VFW - Basehor
Historical Museum

VFW needs
more parking.
As businesses
grow will need
parking

more parking
spaces to help
with traffic, accessibility,
and parking anger.
— vivian

Clearly
need
more parking

MORE
NOT backing
onto 155th

COMMUNITY
PARKING
IS NEEDED



ISSUES & OPPORTUNITIES

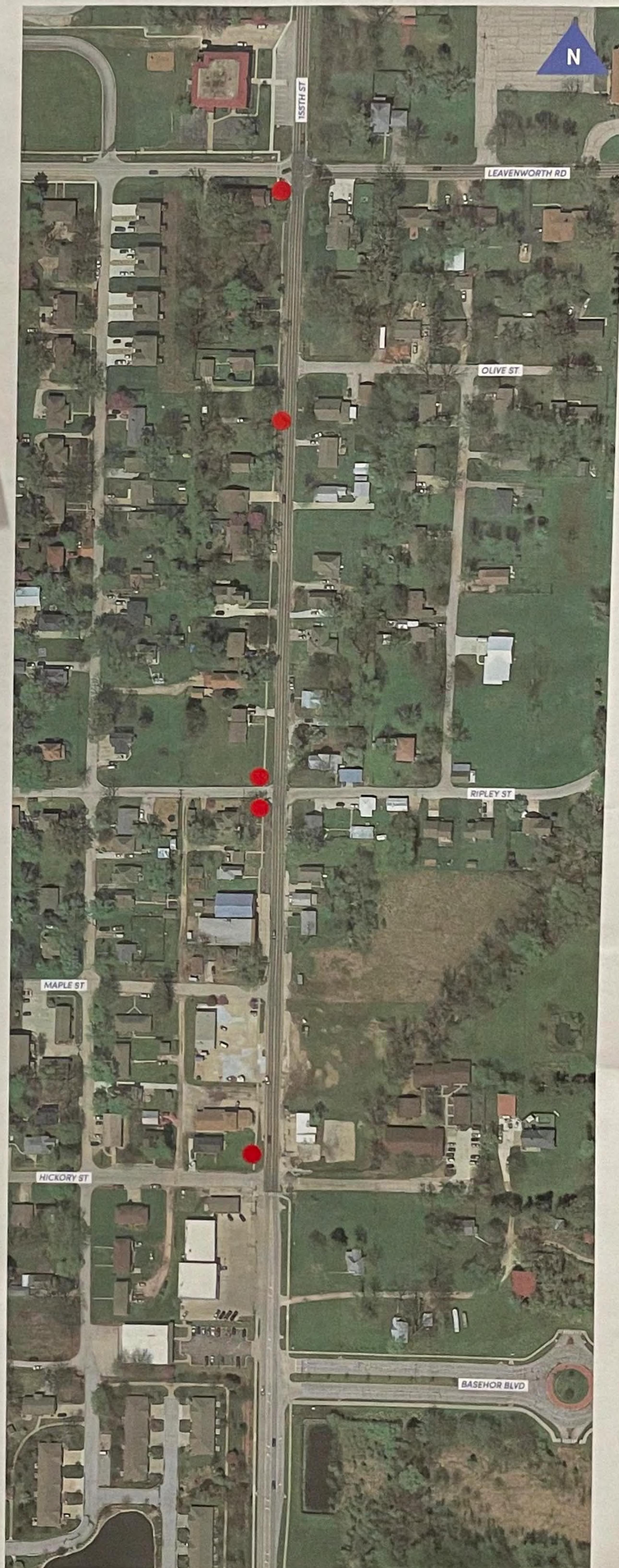
Where is it difficult to WALK along the corridor? Where are missing pedestrian connections? Show us by placing a **RED** dot on the map to the right and tell us why using a sticky note.

Sidewalks are
an issue —
Never meant to be
permanent —
But need to be
replaced all of the
way to Poplar

Pedestrian Crossing
at intersections
Mail boxes on
West side of
street.

Sidewalk
dangerous;
replace.

Sidewalk
Repair



ISSUES & OPPORTUNITIES

How can we make the corridor more beautiful? Where? Tell us using a sticky note.

SHARE YOUR
THOUGHTS
HERE

greenery, flowers, art,
benches, and a mart
lighting near the mart
— Vivian

Lighting

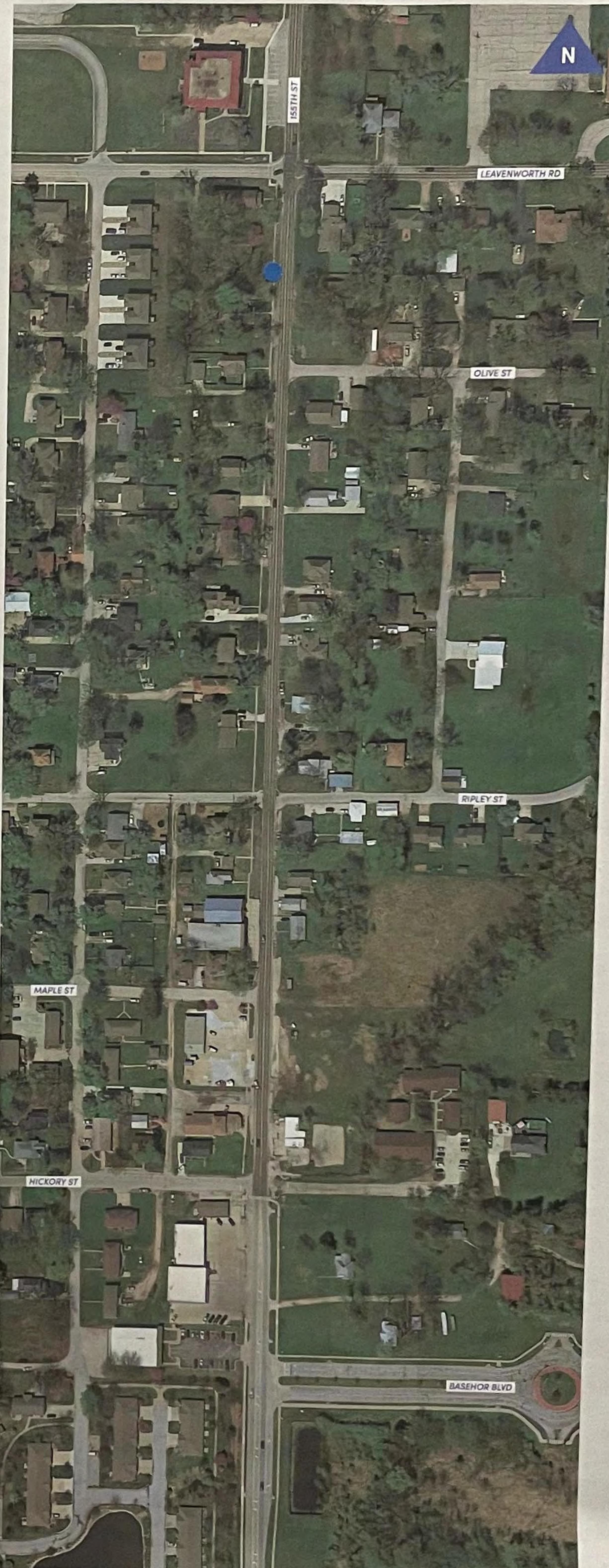
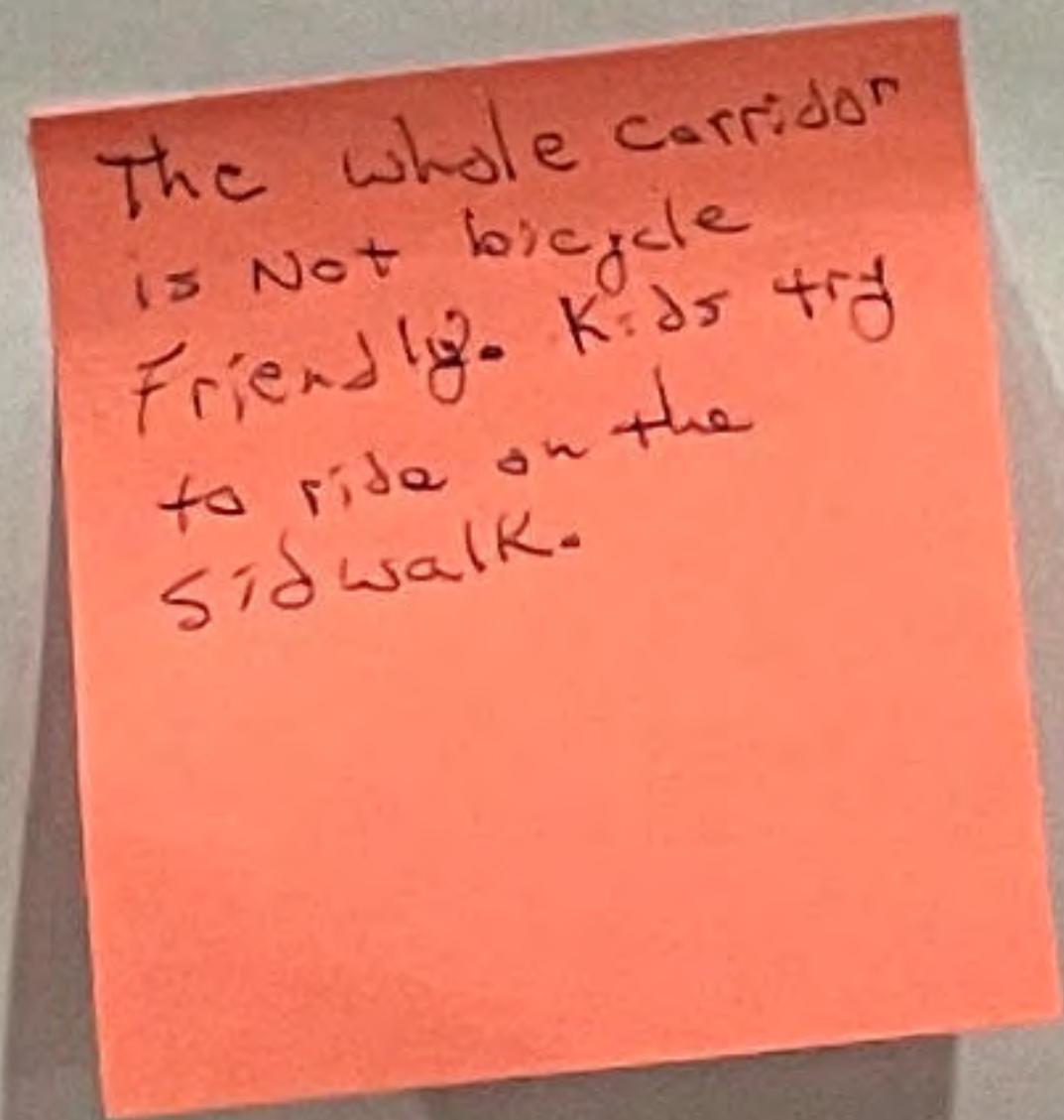
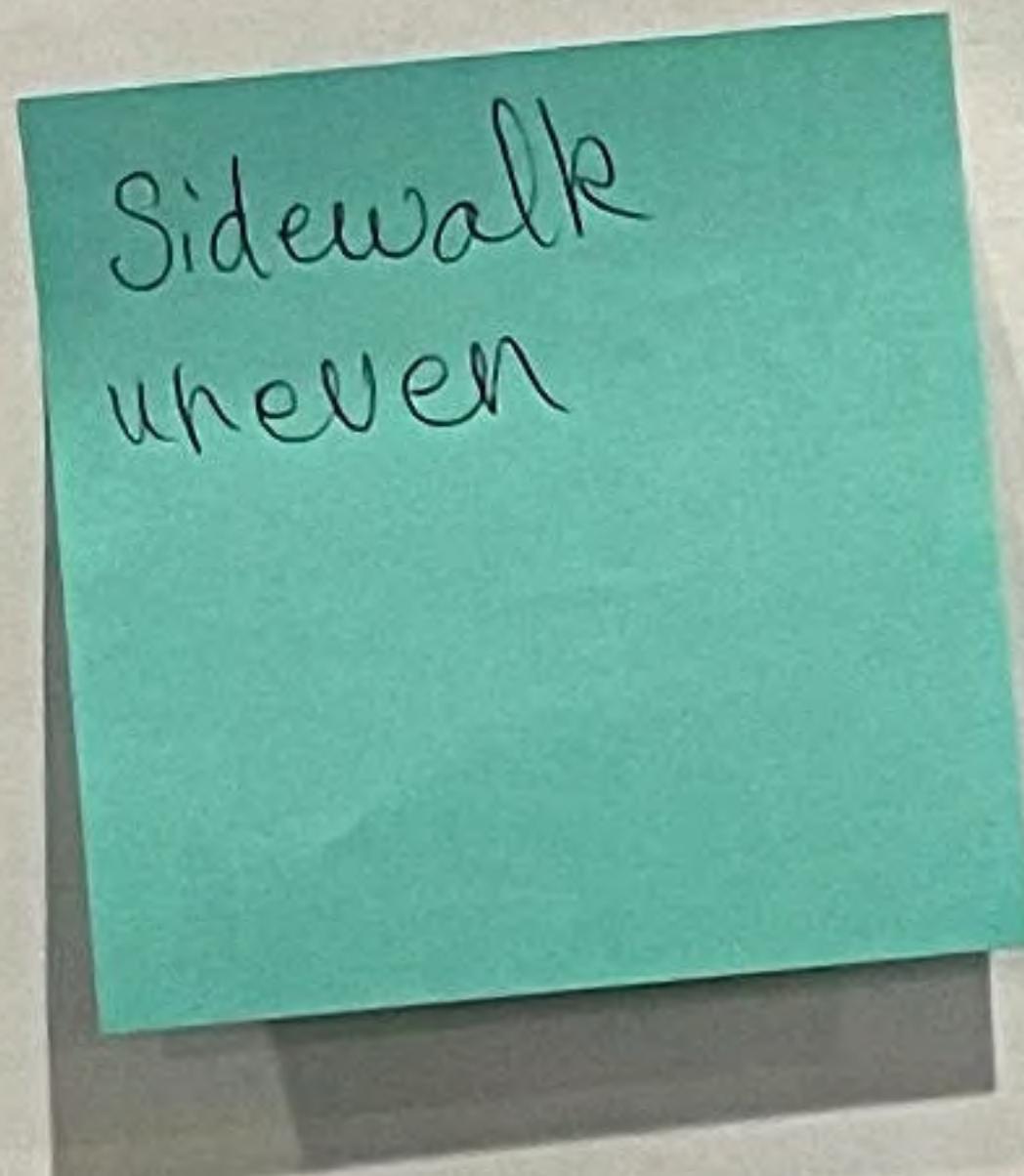
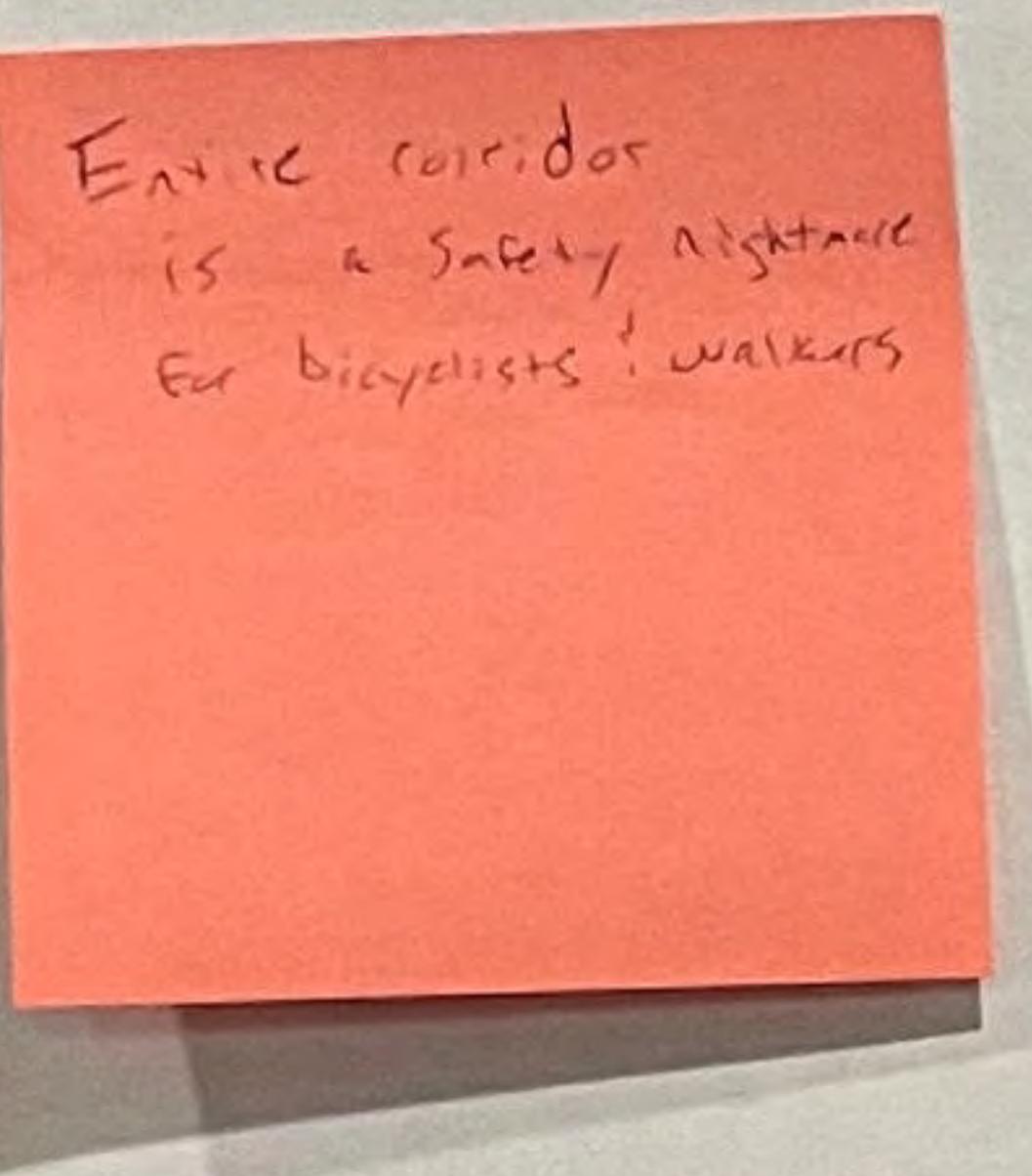
trees) native
plants to Kansas
benches

LIGHTING
Plantings
LOW-visibility
of cars/pedestrians



ISSUES & OPPORTUNITIES

Where is it difficult to **BIKE** along the corridor? Where are missing bicycle connections? Show us by placing a **BLUE** dot on the map to the right and tell us why using a sticky note.



ISSUES & OPPORTUNITIES

What would make it more enjoyable or comfortable to relax, stroll, or bike along the corridor? Tell us using a sticky note.

Areas to
Rest
Benches

Benches
Water Stations

Overpass
underpass
State street?

This
corridor is
used a lot -
Walking/
Running

More greenery/parks,
benches, less traffic
and water fountains
—Vivian

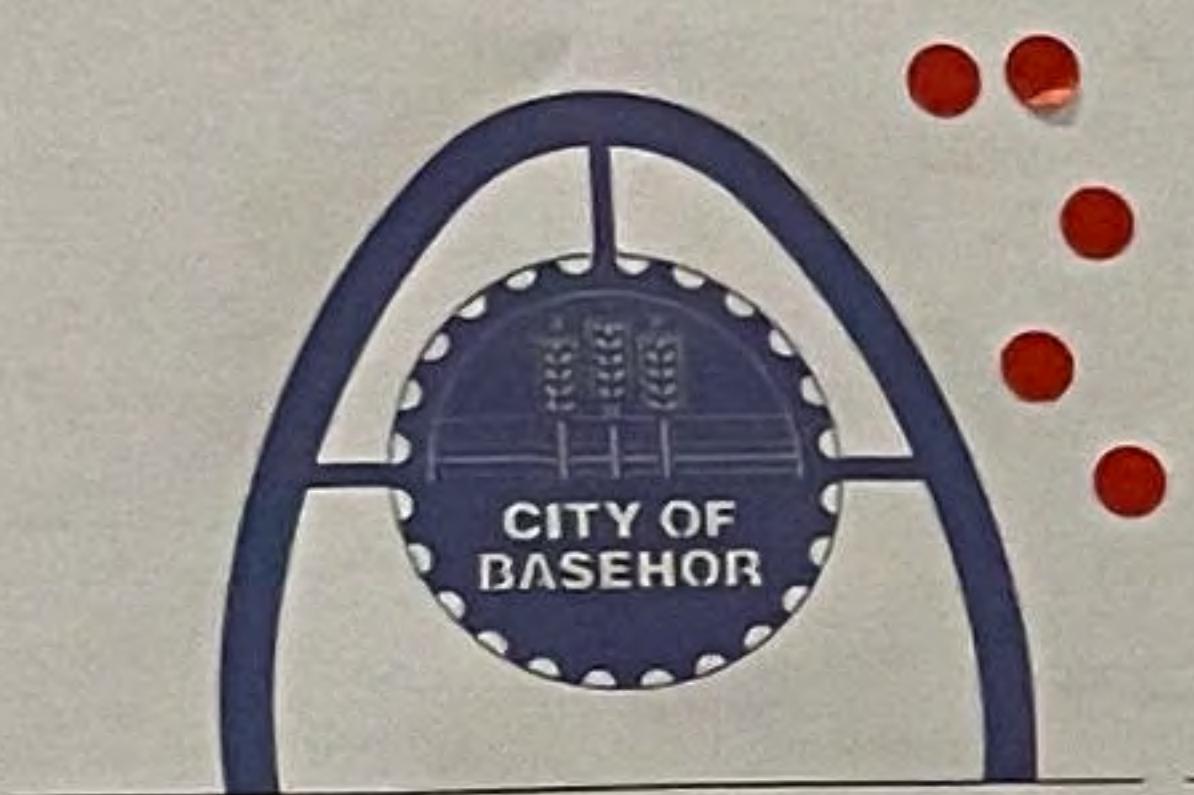


INITIAL IDEAS

The following elements have been selected for the 155th Street and Metrogreen Improvements Project and will be used in this project (the Basehor Downtown Corridor Improvement Plan) to continue the look and feel throughout the entire corridor.

Although the project area only includes the road and right-of-way, there are existing residential properties along this section of 155th Street. Keeping that in mind, **which of the following elements would NOT be appropriate in front of a home?** Tell us by placing a **RED** dot by the element.

BIKE RACK



LIGHT POLE



LITTER RECEPTACLE



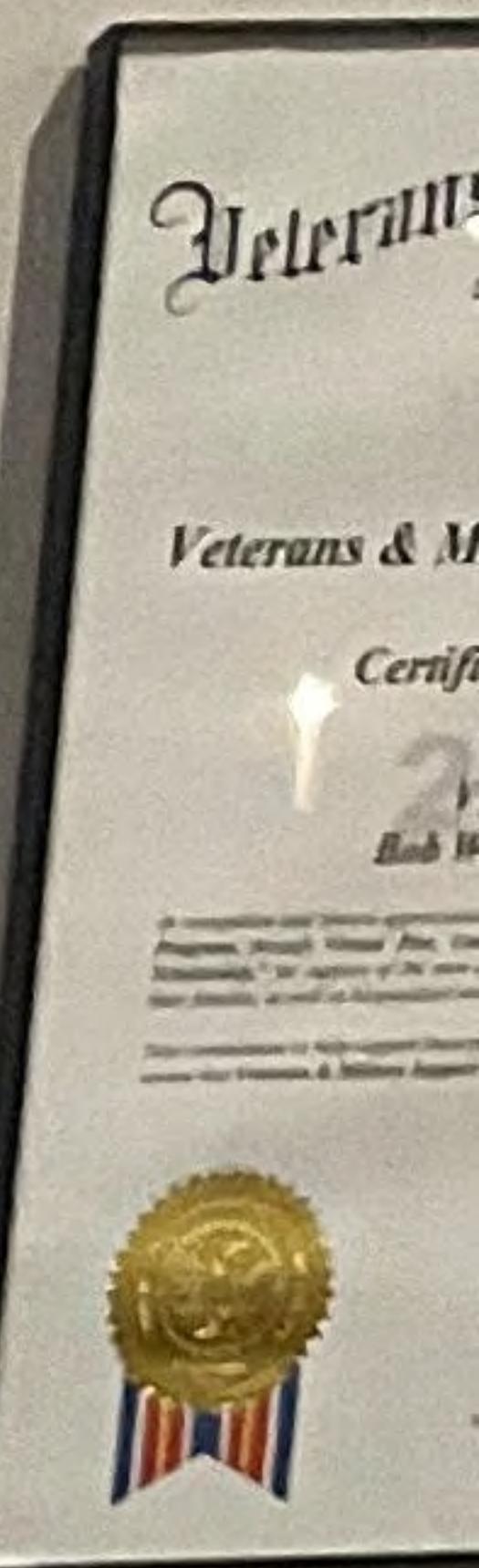
BICYCLE REPAIR STATION



BENCH



WATER BOTTLE FILLING STATION



WHAT DID WE MISS?

Did we miss anything? Do you have other ideas or things that you feel should be considered? Tell us with a sticky note.

Street lights?

Trees?
planters lining
main road?

more greenery, decoration,
etc... (more lights)
—VIVIAN

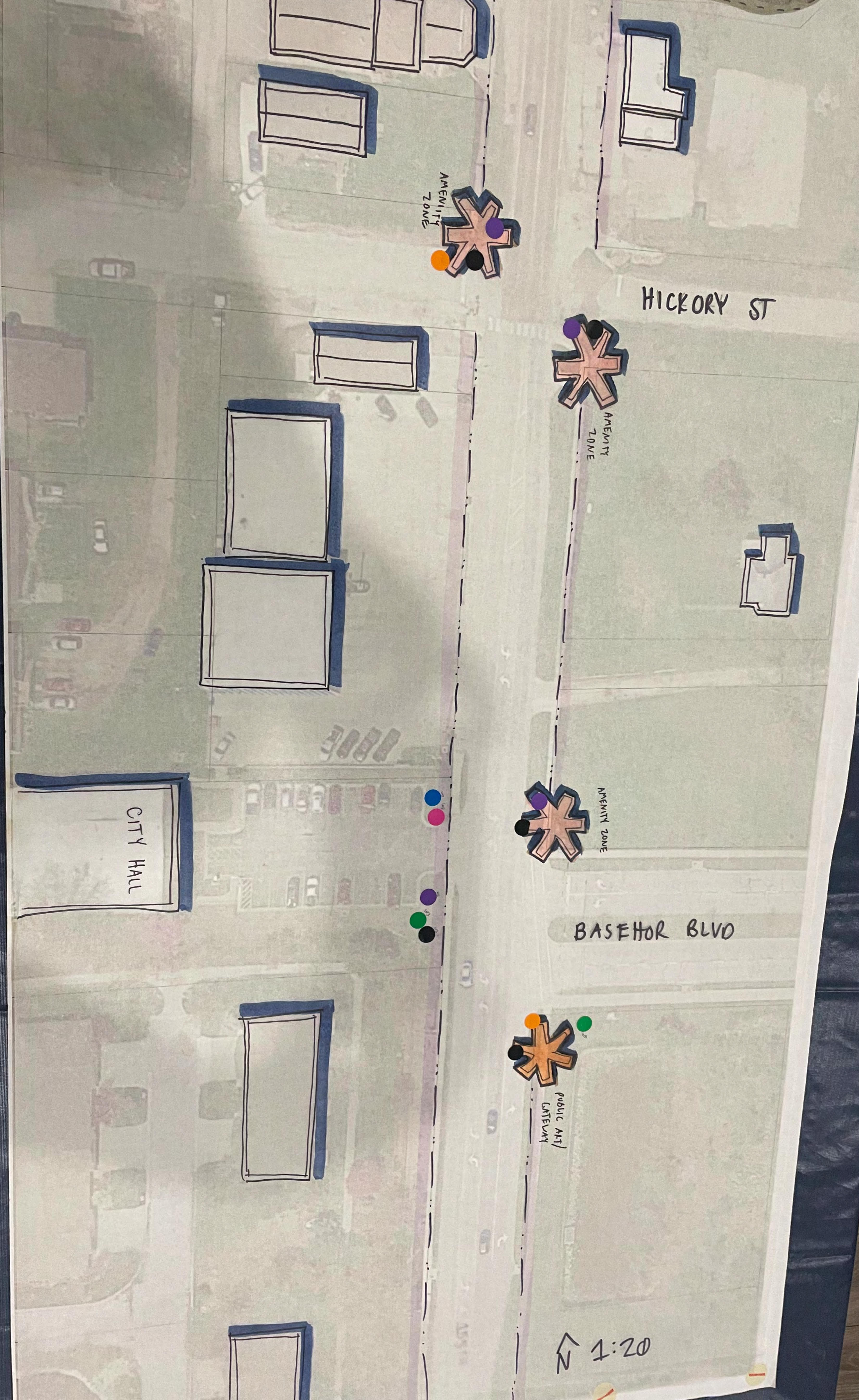
Ability to
hang lit
Christmas
lights, etc.











PROJECT OVERVIEW

The Basehor Downtown Corridor Improvement Plan aims to enhance public amenities and facilitate a variety of transportation options along 155th Street. This project will compliment and expand on the work currently being done with the 155th Street and Metrogreen Improvements Project to the south, creating a singular, connected corridor.

The project area for this Plan includes the road and right-of-way along 155th Street between Basehor Boulevard and Leavenworth Road. The corridor is approximately 0.4 miles long.

Overall goals for the project include the following:

- Understand the needs and desires of the surrounding community
- Provide implementable recommendations for future design



Basehor Downtown Corridor Project Area

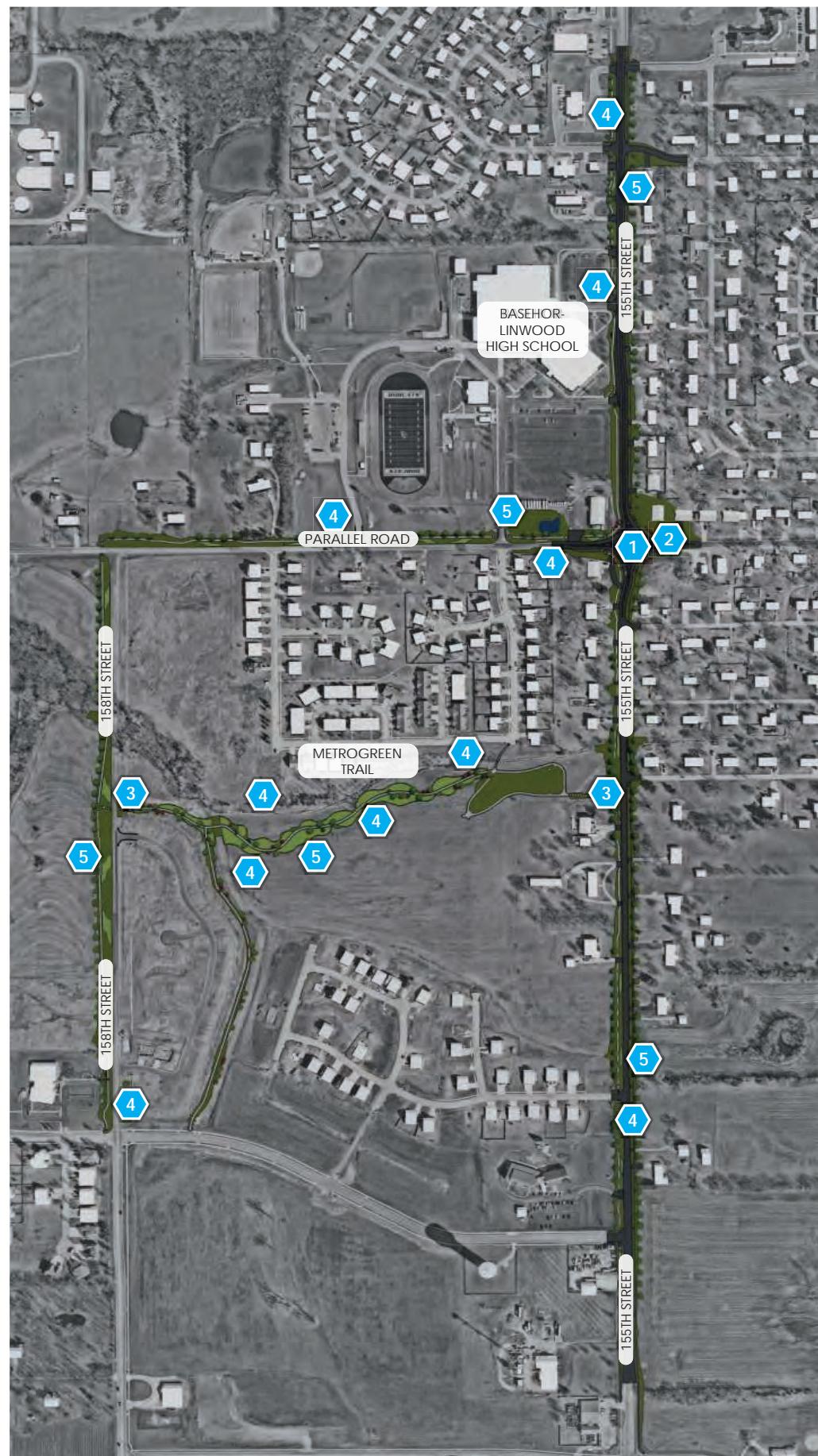
PROGRESS TO DATE

- Existing conditions analysis completed in fall of 2023
- Stakeholder visioning sessions held on October 30 and November 16, 2023
- Public Open House #1 held on December 5, 2023
- Preliminary report submitted to the city in January 2024
- Public Open House #2 held on January 30, 2024



WHAT ELSE IS HAPPENING ON 155TH STREET?

Renderings completed for the 155th Street and Metrogreen Improvements Project can be seen below. This project is currently underway. The downtown corridor project area is directly to the north and will use the same design elements to continue the look and feel throughout the entire 155th Street corridor.



PROJECT OVERALL PLAN



PLAN VIEW OF ROUNDABOUT WITH DRY CREEK BED



VIEW OF ROUNDABOUT LOOKING WEST ON PARALLEL ROAD



GATEWAY MONUMENT



NATIVE GRASSES & WILDFLOWERS



DRY CREEK BED

LEGEND:

1. ROUNDABOUT WITH DRY CREEK BED
2. GATEWAY MONUMENT WITH LOGO
3. METROGREEN TRAIL HEAD
4. TRAIL REST AREA
5. NATIVE GRASS & WILDFLOWER AREAS



BIRD'S EYE VIEW OF ROUNDABOUT LOOKING EAST ON PARALLEL ROAD



TRAIL REST AREA



METROGREEN TRAIL HEAD AT 155TH STREET



METROGREEN TRAIL HEAD AT 158TH STREET

LEGEND:

1. ROUNDABOUT WITH DRY CREEK BED
2. METROGREEN TRAIL
3. GATEWAY MONUMENT WITH LOGO
4. MULTI-USE TRAIL
5. METROGREEN TRAIL
6. RADIUS BENCH SEATING
7. WATER BOTTLE FILLING STATION
8. BICYCLE REPAIR STATION
9. BICYCLE RACK WITH LOGO
10. TRAIL REST AREA
11. NATIVE GRASSES & WILDFLOWERS
12. BOULDERS TO MATCH ROUNDABOUT
13. PLANTING BED

BASEHOR 155TH STREET & METROGREEN IMPROVEMENTS

Basehor, Kansas

12/06/2022 / Olsson Project Numbers: 021-05201 & 021-07706

the olsson studio

1814 Main Street / Kansas City, MO 64108

816.842.8844 / olsson.com

RECOMMENDATIONS

From public engagement and existing condition review, a concept plan was developed to showcase a potential design and highlight other potential improvements that could be made along the corridor.

Recommendations along the project corridor include the following:

- Install street and trail lighting throughout the corridor.
- Add artwork and other elements to showcase the history of Basehor and honor the city's veterans.
- Provide a gateway feature at the north and south end of the project.
- Provide a two-lane vehicular section through the project area.
- Provide pedestrian and bike amenities.
- Provide a 10-foot multiuse trail and 5-foot sidewalk to enhance pedestrian and cyclist use of the corridor.
- Identify potential locations for public parking.
- Relocate existing overhead power lines underground to maximize the existing right of way.
- Plant trees and other native vegetation within the city right of way.



NEXT STEPS

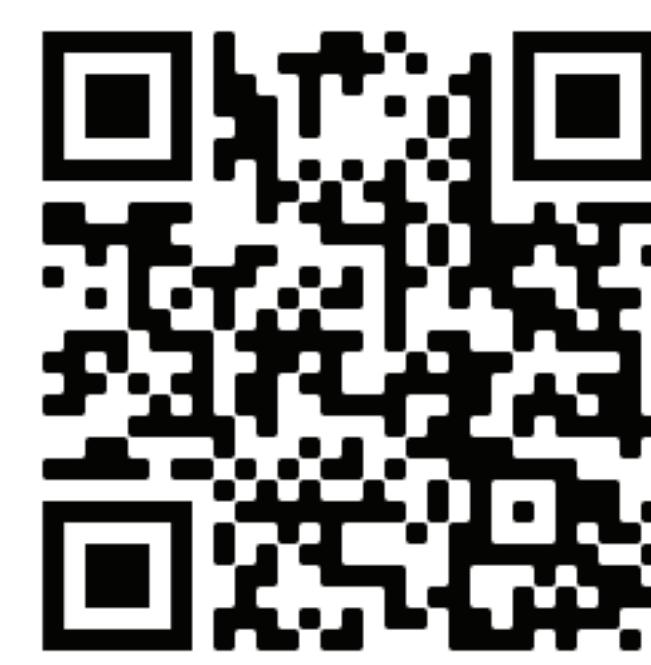
We are getting closer to making these concepts a reality for the downtown corridor!

Here is what is happening next:

- The preliminary report will be finalized with any additional findings from this open house.
- Grant funding will be identified and applications will be submitted.
- Recommendations will be solidified into final design documents, then constructed.

Thank you so much for your participation and feedback in this process. To stay engaged during next steps, visit www.BasehorConnected.com for updates!

Scan the QR code below to visit the website!



BASEHOR DOWNTOWN CORRIDOR IMPROVEMENT PLAN



olsson®

7301 W. 133rd Street | Suite 200
Overland Park, Kansas 66213

Olsson Project No. 023-03696