



## **US-56 Workshop #1 – Meeting Summary May 20, 2009 Edgerton Elementary School**

The first US-56 Corridor Workshop was held on May 20, 2009, at the Edgerton Elementary School located at 400 W. Nelson, Edgerton, Kansas. Workshop attendees were comprised of representatives from the US-56 Stakeholder groups, Advisory Committee, Partners group, and the Corridor Community made up of several interested residents along the corridor. There were 44 people in attendance, including 16 members of the planning team and Partners group.

Jeff McKerrow opened the meeting with a presentation highlighting the planning process, project schedule, and transportation-related characteristics throughout the corridor. Lynn Jameson then presented major findings from the Citizen Survey and Consolidated Issues poster results. Ms. Jameson also discussed the two exercises that would be take place during the Workshop. A questionnaire related to both exercises was distributed to Workshop attendees, 17 of which were returned with responses. The results of the exercises and questionnaire responses are presented below.

### **Exercise 1: Elements of Character**

The character of the US-56 corridor varies from Rural-Agricultural to Suburban to Town Center to Industrial/Heavy Business. A US-56 Characteristics poster was displayed at the Workshop to show how character can relate to uses, transportation and access. Workshop attendees were asked about the positive and negative land use, density and transportation elements associated with each zone. The following questionnaire responses were given:

Question 1: What do you think are the POSITIVE land use, density and transportation elements of each zone?

a. Rural/Agricultural Zone

- Lots of agricultural zones. US-56 is a primary road.
- Land use, density, and transportation elements are very positive.
- Add public green space for future access as the County is developed. Provides wildlife habitat.
- Shoulders, high speed limits, side-street stop signs.
- No pedestrians, acceptable speed limits, and acceptable access. Volumes are appropriate now, but could change in the future.
- Keep access.
- Speed, minimal access, intersections, no pedestrians.
- Agricultural and preservation of important sites.
- I agree.
- Maintain rural character while developing major intersections.
- Driveways are typically limited in this zone, but there may be sight distance issues.

b. Suburban Zone:

- Great cities and solid communities.
- All elements are positive.
- Sidewalks, traffic signals, multi-lane roadways.
- Sidewalks, multi-lane roadways, acceptable speed limits.

- Multi-lane roadways.
- Low density with no industrial uses.
- Low density.
- Closed drainage.
- I agree.
- Typically a transition zone.
- c. Town Center Zone:
  - Cities with history that promote business.
  - All elements are positive.
  - Provides a good mix of uses with a small footprint. Encourages walking, neighborhood development and community spirit.
  - Sidewalks, lower speed limits.
  - On-street parking, appropriate intersection control, and needed pedestrian treatment.
  - Good walking access.
  - Sufficient traffic signals.
  - Higher number of access points is ok with slower speeds.
  - Closed drainage.
  - Allows for mixed use and multi-modal transportation (bicycles, pedestrians, and vehicles).
- d. Industrial/Heavy Business Zone:
  - Growing areas that will bring jobs.
  - All elements are positive.
  - Sidewalks, medium speed limit, and controlled intersections.
  - Baldwin City needs growth and it will happen. This is a likely zone.
  - Speeds, roadway, and intersection control are appropriate.
  - No heavy industrial on US-56 through Baldwin City.
  - Not on US-56.
  - Generates substantial revenue for a community.

Question 2: What do you think are the NEGATIVE land use, density and transportation elements of each zone?

- a. Rural/Agricultural Zone
  - No way to get around equipment.
  - Loss of cropland near Metro. This zone will be susceptible to sprawl with more highway access.
  - No sidewalks.
  - Will eventually be taken over by development.
  - Development.
  - Lack of pedestrian/bicycle facilities between Gardner and Edgerton. With the High School and Middle School in Gardner, vehicular travel is currently the only way for Edgerton kids to get to Gardner.
  - Wide variety of traffic users, including farm vehicles. Not as conducive for bicyclists.
- b. Suburban Zone:
  - Driveway access.
  - Even at 10-acre lots, there are negative impacts on stormwater. Longer commutes to Metro areas equal increased ozone issues.

- On-street parking, no shoulders, 20-40 access points.
  - No on-street parking, access points are too close and open ditch drainage could be negative.
  - Truck-car conflicts and too many current access points.
  - Open ditches should be discouraged. Do not allow on-street parking, reduce access.
  - Up to 40 access points seems way too high.
  - Can be many driveways.
- c. Town Center Zone:
- Getting drivers to stop and shop.
  - Increased traffic through towns and sites of multiple public schools in Gardner and Edgerton have negative impacts on noise, congestion, traffic, and air quality.
  - No shoulders, too many access points.
  - Reduce access if possible during redevelopment.
  - US-56 is currently used by heavy trucks.
  - Encourage reduction of access during redevelopment.
  - On-street parking can be dangerous, speeds are typically lower, too many access points, and limited sight distance due to trees, poles, etc.
- d. Industrial/Heavy Business Zone:
- We need to get good access to I-35.
  - Will have wide-reaching impacts on adjacent rural/agricultural zones and suburban areas. There will be declines in air and water quality, more noise and light pollution, and possible hazardous materials spills. There will also be more traffic on I-35/I-70 through the Kansas City Metro area.
  - Not on US-56.
  - No shoulders, open ditch.
  - Open ditch could be enclosed, and reduce access points during redevelopment.
  - Reduce access.
  - Up to 40 access points is too many with 40-45 mile per hour speed limits.
  - Need to have stop signs or traffic signals to prevent accidents.
  - Generates a lot of truck traffic and not conducive for bicyclists.

### **Exercise 2: Dividing the Corridor by Character Type**

The second exercise displayed the four character zones along US-56. The boundaries of each zone were chosen based on input from previous Stakeholder and Advisory Committee meetings, as well as from each of the three cities' Future Land Use maps. Attendees were asked whether or not they agreed with the boundaries shown for each zone, and where they would change the boundaries. The following questionnaire responses were given:

Question 1: Do you AGREE or DISAGREE with the boundaries shown for each of the zones?

- a. Rural/Agricultural Zones:
- Seven people responded in agreement.
  - Four people responded in disagreement.
  - Agree, but wonder about area by Four Corners going to the east since there is industrial to the south.
  - The Milldale property line is a sensitive area, as it is a public park.

- b. Suburban Zones:
  - Six people responded in agreement.
  - One person responded in disagreement.
  - Agree, but wonder about suburban uses between Four Corners and Waverly.
- c. Town Center Zones:
  - Six people responded in agreement.
  - Three people responded in disagreement.
  - Edgerton south of Town Center near I-35/RS 348 [Edgerton Road].
- d. Industrial/Heavy Business Zones:
  - Six people responded in agreement.
  - Four people responded in disagreement.
  - I agree with the US-56/Hwy-33 intersection.
  - Not on US-56.
  - Agree in general, but wonder about the transition between rural and industrial near Four Corners.
  - Does the industrial use zone overlap onto the Milldale property?

Question 2: Where exactly would you CHANGE the boundaries?

- a. Rural/Agricultural Zones:
  - Eliminate agricultural zone on the north side of US-56 opposite of the Intermodal facility.
  - Milldale property: buffer zone of some kind to limit noise, light and other pollution (air, water) on parkland.
- b. Suburban Zones:
  - Expand on north side of US-56 to Four Corners Rd.
  - West of Waverly to Four Corners could be suburban commercial, and keep industrial to the south.
- c. Town Center Zones:
  - Town Center west and north of current location at Edgerton.
  - Town Center north of Edgerton.
  - Expand Edgerton Town Center west to 1<sup>st</sup> Street (2).
  - Town Center west of location at Edgerton.
- d. Industrial/Heavy Business Zones:
  - US-56/Hwy-33 is ok. It is a natural transition point. Improve the intersection with signals.
  - Disagree with north side of US-56 west of Gardner. Limit industrial to south side of US-56.
  - The section north of US-56 between Waverly and Four Corners may need to be shown as industrial.
  - The eastern portion of industrial just east of Baldwin City will most likely be 1/2 of the size.
  - The northeast corner of 1600 Road and US-56 could be spot-zoned to industrial.
  - Get rid of industrial west of Waverly, and keep it south of US-56.
  - The section north of US-56 between Waverly and Four Corners may need to be shown as industrial.
  - Impact on Gardner City Airport?

- Impact on Bull Creek Park?
- Impact on US-56/199<sup>th</sup> Street intersection and RS 348 [Edgerton Road] to I-35?
- Widen heavy business to the east of US-59 with new alignment of US-59 and frontage roads on the east side of new alignment.

3. Do you have any other comments, questions, or suggestions?

- I don't feel I can comment because my interests are specific to the Black Jack Battlefield.
- Maintain the rural character with the major intersections being developed for industrial and commercial purposes.
- Edgerton's Future Land Use Map is poor and needs updating.
- Best way to maintain character is to create a virgin road bed in the center of the section rather than expanding existing US-56 in rural areas to more than 2 lanes.
- Safe area for school buses to load and unload children (2).
- School bus stops on US-56 to pick up children, and there are no shoulders or pull-offs. Children may have to cross the highway to get to the bus.
- Access that is safe for entering the highway in rural areas (2).
- Maintain and preserve historical sites.
- We need to put safety first and enhance our communities.
- Milldale represents a \$6 million investment of public dollars for green space. In addition, JCPRD owns Bull Creek Park. These green space areas need to be protected for future public use and for appropriate use now, such as weddings and receptions.
- Check city limits boundaries for Edgerton and Baldwin City.

The meeting closed by highlighting next steps for the project, including the second Workshop that will take place on September 16, 2009. The focus of Workshop #2 will be prioritizing land use and transportation alternatives as part of Phase 2: Forecasting the Future. All Advisory Committee members, Stakeholders, and Partners, will be invited again to attend the workshop.

This summary was authored by Blair Sells and reviewed by Lynn Jameson.

If any omissions, additions, corrections or clarifications are thought necessary by any of the participants, then comments should be sent to Patti Banks Associates by **June 1, 2009**.

If no comments are received, then these minutes will be considered as the FINAL minutes and attendees will be notified by e-mail.