Metcalf Corridor

Length: 11 miles

Key Developments:
- Deer Creek
- Downtown Overland Park
- Corporate Woods
- Overland Park Convention Center
- Park Place
- Sprint Campus
- Town Center Plaza

Figure 14-15: Traffic Volumes along Metcalf

2010 Traffic Volumes
Average daily traffic volumes are shown for each segment along the corridor, as well as the percentage of commercial vehicles.

2040 Forecasted Traffic on Existing plus Committed Network
Forecasted average daily traffic volumes from the 5-County travel demand model are shown for each segment along the corridor. It is assumed that the projects scheduled for construction during T-WORKS have been constructed.

2040 Forecasted Traffic with Recommended Strategies
Forecasted average daily traffic volumes from the 5-County travel demand model are shown for each segment along the corridor. It is assumed that T-WORKS projects have been constructed and the recommended strategies from the 5-County Regional Transportation Study have been implemented.

Legend:
- City Boundaries
- Body of Water
- Transit
- County Boundaries
- Land Use
- Park

Corridor Profile

Metcalf Corridor

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DESCRIPTION OF THE CORRIDOR
The Metcalf Avenue corridor provides north-south travel movement through the City of Overland Park and provides a connection to I-35 and Downtown Kansas City, Missouri.

Metcalf Avenue is a 4-lane expressway from the I-35 and I-635 interchange south to Shawnee Mission Parkway. It continues south as a 4-lane arterial street from Shawnee Mission Parkway to 87th Street, then a 6-lane arterial to just north of 119th Street. Just north of 119th Street, Metcalf changes alignment and leaves the roadway that becomes the Blue Valley Parkway. For study purposes, the south end of the Metcalf Avenue corridor extends to 135th Street. Metcalf Avenue provides access to downtown Mission, downtown Overland Park, and considerable retail activity from 87th Street south to US-69.

KEY DEVELOPMENTS
Major activity centers located in close proximity to the corridor include Downtown Overland Park, the Overland Park Convention Center, the Corporate Woods office park, Sprint campus and Town Center Plaza.

The age of the development located in the Metcalf corridor varies considerably with older development to the north and newer development to the south.

A major planning effort, Vision Metcalf (http://www.opkansas.org/doing-business/special-area-studies/vision-metcalf/vision-metcalf-plan/), was completed by the City of Overland Park to identify how the corridor could be redeveloped in a more dense and urban character that would support bicycle, pedestrian and transit travel. The study area of the plan stretched from Shawnee Mission Parkway to 119th street. This planned redevelopment of the corridor is an important opportunity for sustained economic growth in the 5-County region.

Year 2040 projections show some population and employment growth expected in the Mission area on the north end of the corridor. There is some employment growth projected in the area near Metcalf and 95th Street in Overland Park, and to the south of I-435.

TRAFFIC
The four-lane arterial portion of this route experiences peak hour traffic congestion. Year 2040 traffic forecasts reflect a similar level of traffic to that which currently exists.

OTHER MODES
Johnson County, the City of Overland Park and KDOT are jointly exploring a bus rapid transit project in the Metcalf corridor as one of the initial steps to encourage the redevelopment of the Metcalf corridor and to support sustainable multimodal transportation.

The Metcalf/Shawnee Mission Parkway corridor recently received a TIGER grant to fund transit infrastructure improvements including a transit signal priority system, park-and-ride locations, transit stations and pedestrian improvements.

CORRIDOR CONNECTIONS
The Metcalf Avenue corridor closely interacts with the principal highways of I-35, I-435 and US-69. There is currently some congestion at the Metcalf Avenue and I-35 interchange. Year 2040 projections show this area becoming more congested, potentially causing queuing at the north end of Metcalf.

Projections show US-69 becoming more congested in 2040 and traffic from Metcalf could negatively affect the interchange north of 135th Street if US-69 and I-35 become too congested, some drivers might choose to divert from US-69 to Metcalf Avenue, adding additional traffic. I-435 is also projected to become significantly more congested and could negatively affect traffic near the Metcalf Avenue interchange.
RECOMMENDED STRATEGIES

The continued maintenance and operation of existing roadways and transit services must occur before other strategies are implemented on the Metcalf corridor.

A variety of strategies were considered to improve current and future traffic operations on Metcalf Avenue through the year 2040. These strategies are shown in Table 14-23. Strategies that are recommended as part of a corridor package are shaded in blue; strategies that were not recommended are not shaded. Each strategy was assigned an identifier code of a letter and number that are shown on the Metcalf Avenue corridor map. A “D” indicates a demand management strategy, and a “C” indicates an added capacity strategy.

The table shows how each strategy scored for the criteria used to evaluate each of the 9 Desired Outcomes.

Stakeholders determined that the 9 Desired Outcomes should be used in making transportation investment decisions. The total score for each strategy was determined by multiplying the individual outcome score by a weighting factor that was established by stakeholders for that desired outcome. The total cost is given in year 2020 dollars and includes the construction/implementation cost and 10 years of maintenance/operation cost. The Benefit Ratio was determined by dividing the Total Score by the Total Cost in millions.

**Demand Management Strategies**

These strategies address transportation needs by reducing the number of vehicles during the peak travel periods.

D1: Implement land use and transportation strategies from the Vision Metcalf Plan. These include: redevelopment in a more dense, urban character that supports travel by walking, bicycling, and transit. The Vision Metcalf Plan objectives are as follows:

- Establish a coherent and positive identity for the Metcalf Corridor by creating a series of unique destinations.
- Enhance the economic vitality of the Corridor and city by expanding the level of residential and commercial activity in the Metcalf Corridor, thereby increasing the potential for economic activity and job creation.
- Promote a pattern of mixed and multiple-use development within the Corridor. New buildings within nodes should appropriately combine residential, commercial, and entertainment uses and encourage a balance of jobs-to-housing.
- Integrate open and green space into the Corridor by incorporating a system of parks, plazas, natural amenities, and a continuous green streetscape.

**Expand transit to Bus Rapid Transit service**

- Develop a balanced transportation system that provides multimodal travel options within the Corridor.
- Make walking easy, desirable, and convenient.
- Amend local policy to facilitate the intent of the Plan.
- Make sustainability a theme of future development and redevelopment that guides land use and transportation decisions.

D5: Expand Bus Rapid Transit Service (BRT). Service would be added to the route to the Plaza to provide more all-day service with less time between buses. Existing corridor transit service would add 20 weekday round trips, 12 Saturday daily round trips, and 10 Sunday round trips. This improved transit service would be used with BRT-like elements including enhanced vehicles, upgraded stations, and real-time information at the stations constructed from TIGER funds.

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Table 14-23: Metcalf Corridor Strategy Package

<table>
<thead>
<tr>
<th>Strategies</th>
<th>Recommended Corridor Strategies and Evaluation Scores</th>
<th>Total Cost ($millions)*</th>
<th>Benefit Ratio**</th>
<th>Decade</th>
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<tbody>
<tr>
<td><strong>Strategies</strong></td>
<td><strong>Desired Outcomes (weighting factor</strong>*</td>
<td>**Total Score</td>
<td><strong>Benefit Ratio</strong></td>
<td>**2020-2030</td>
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<td>Operate and maintain existing roads and bridges</td>
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<td>Expand transit Bus Rapid Transit service</td>
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<td>3.7</td>
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<td>Bicycle pedestrian facilities</td>
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<td>C49</td>
<td>Intersection capacity improvements</td>
<td>5.0</td>
<td>4.4</td>
<td>3.3</td>
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</tbody>
</table>

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*Total Cost is in 2020 dollars and includes costs for constructing/implemented the strategy and 10 years of operation and maintenance costs.

**Benefit Ratio is determined by dividing the Total Score of the strategy by the Total Cost in millions. It provides a way to compare strategies.

***The numbers in parenthesis below each Desired Outcome indicate the weight assigned as determined through stakeholder input.