

Independence 2030: A Comprehensive Plan Land Use Survey Responses

Independence 2030: A Comprehensive Plan is a 20-year plan intended to guide the future development of Independence. The Plan will focus on Land Use, Transportation, Housing, Economic Development, Parks, the Environment and Historic Preservation. Below are the results of two surveys conducted in the fall of 2009 centered on Land Use and Transportation. The surveys were available both on-line and in paper format at various locations throughout the city. This feedback from citizens is being incorporated into the Long-Range plan for the City including a future land use map. The Plan will document the Vision, Values and Priorities for the physical development of the City.

You can look forward to spring 2011 for surveys on Environmental issues and Historic Preservation.

Thank you to everyone who participated. The more input we receive, the better the Plan will reflect what you believe is most important for the future development of the City of Independence.

Land Use Survey Question 1

What type of land use development or redevelopment would you like to see encouraged in the future? Select all that apply.

Single-family	Multi-family	Office	Commercial	Industrial	Open Space
119	60	59	76	60	99
25.2%	12.7%	12.5%	16.1%	12.7%	20.9%

Land Use Survey Comments

Comments on Land Use Survey Question 1

What type of land use development or redevelopment would you like to see encouraged in the future?

1. Cleanup & revitalize older industrial sites in the city instead of letting them fall apart and rot. Ban the building of multi family buildings and the slum lords that come with them as these usually bring into our town low life undesirable elements of s (incomplete).
2. I would like to see a Performing arts facility near MCC-Blue River.
3. Some fishing ponds would be nice
4. We need more business that create more jobs.
5. We already have too many office and commerical shops left vacant that should be utilized before we start building on any more open areas.
6. The City needs more residential, affordable, nice housing for the hopefully influx of families that will be moving into the City in the years to come. I also feel that especially in Fairmount that space needs to be highly redone. My thoughts is you could (incomplete).
7. We are overbuilt and sprawled which contributes to blight. Denser populations lead to better economic conditions also.
8. Industrial development is necessary.
9. Would like to see some space left for nature, parks, walking trails, etc.
10. Parks
11. More open space is needed to avoid too much impervious area and water quality issues
12. We seem to be pretty full-up with commercial areas, and we have amazingly large apartment developments. We should try to keep open spaces, for future and present public use. A dog park?
13. Near Costco (Eastland Center) there are lots of wildlife. At one point I saw 9 deer in a small field. There are lots of other wildlife because of the stream nearby. With all the new development going on in this area, I am concerned that we have not made t (incomplete).
14. I think it's fairly obvious that Independence needs some of each type mentioned. The city needs to be sensitive to development already in place that new projects are appropriate for the space they desire to fill.
15. Commercial redevelopment in the NW part of town.
16. We need to redevelop the parts of town that have become blighted from years of neglect. Visitors reach the historic sites by travelling Noland Road, Truman Road, or 24 Highway. All 3 have become somewhat run down and unattractive; We need some industr (incomplete).
17. We need more jobs for indepenence residents.
18. We are taking to much open space from natural habitat, animals need their living space too, plus the natural beauty of nature untouched cannot be man made.
19. Redevelopment of western Independence with single-family, commercial and green industry. More major office development in east Indy.
20. I believe eastern Independence should be left in agriculture and protected from sprawl.
21. Particularly in Western Independence, we need QUALITY single-family development at price points which will attract professionals/executives as well as SKILLED trades to decide to live here. Likewise, we need QUALITY developments which will attract those (Incomplete).
22. Focus on getting more Class A office space occupied which in turn should help the growth of residential property, both muli- and single-family. All multi-family housing should be developed for the purpose of creating a dense community and not for the pur (incomplete).
23. I would like to see more bike/walking/running paths and trails.
24. I do NOT think we need anymore multi-family. We need moderate to upscale homes. Our schools are already filled with free lunch. We need to wait for more commercial and office until our is used.
25. None

Comments on Land Use Survey Question 1 continued

26. More green space
27. Housing for people 55 and over [land use to be encouraged]
28. Office and commercial - evenly dispersed over incorporated area open space - in western part of town
29. Retail
30. [Provide] good jobs, not retail
31. I would like to see redevelopment of abandoned/empty buildings before new development, especially industrial/commercial/office. I would like to keep as much green space as possible, so discourage spread of single family and increase number and quality of (incomplete).
32. Many offices are located in Kansas. Independence needs to provide an alternative location for office and commercial uses.
33. A new power plant is essential.
34. ALL
35. Mixed use development with everything close together so we could walk or ride bikes for transportation and use buses. Infill development where possible.
36. Discourage leap frog development
37. Huge Park
38. Open area shopping centers
39. [Encouraged land use] "Prairie"
40. Parks

Land Use Survey Question 2

What types of land uses would you NOT prefer to see in the City of Independence?

Single-family	Multi-family	Office	Commercial	Industrial	Open Space
11	79	34	32	80	23
4.2%	30.5%	13.1%	12.4%	30.9%	8.9%

Comments on Land Use Survey Question 2

What types of land uses would you NOT prefer to see in Independence?

1. I think all are important to have local access to good jobs and services to lower need for long distance daily driving.
2. New apartments might be ok, but conversion of the existing large homes is not preferred.
3. If I have a choice, I'd rather not have "Cash for Check" kind of businesses. They are not a good kind of business for a healthy growing community. They rather promote a rundown community.
4. There are too many slum lords not doing their jobs keeping up the multiple family units we do have, most are unfit to live in. But because of economic reasons, they are forced to be there or on the street, which is even worse. There are way too many empty commercial buildings sitting around now. Several of which have been torn down after a period of time without ever having been used.
5. We've got enough buildings.
6. We do not need any more cookie cutter stores.

Comments on Land Use Survey Question 2 continued

7. Existing commercial property needs to be redeveloped. We have seen 30 years of commercial/retail development with no overall population growth. Need to focus on making the community an attractive place to live (quality of life).
8. We don't need more low-income housing complexes. Independence is a haven for those places. I'm not disparaging those types of complexes, but they're breeding grounds for blight and other issues that I don't like.
9. We have plenty of vacant locations already.
10. Multi-family homes are nice when new, however, they are made quickly and cheaply. After a few years, they are not as popular. If we do make more multi-family units, there needs to be guidelines for their upkeep/renovations.
11. Independence is a big town - we have room for and need all of these types.
12. I think we need them all but they need to be balanced.
13. I believe Independence has the potential to host all types of land uses. Where the problems would start is based on where everything is placed. If all types of land uses are put in the part of town that fits them best (where it is wanted or needed) everything will be just fine.
14. Multi-family should never be mixed in with single family residents already established.
15. Not til we get more landlords to help rid city of druggies and perverts.
16. NONE
17. Unless they are QUALITY upscale apartments or lofts which might cater to young professionals, we don't need more rentals! If they are of QUALITY, then there is the potential to attract "the next generation" to our city--who, if upwardly mobile, may then later become homeowners in Independence.
18. I do not have a choice here.
19. Sprawling development that uses new land and is hard to get to without a car. Also single use development.
20. City Controlled
21. Bars and Liquor stores [prefer not to see in the City of Independence]
22. Roads--- too many already
23. Liquor Stores...[land use prefer NOT to see in Independence]
24. So many used car lots in Fairmount and Liquor Stores [prefer not to see these land uses in the City of Independence]
25. Enviromentally damaging
26. Development of green space
27. All uses are important and needed
28. Public Sports Complex [land uses prefer NOT to see in Independence]
29. Retail [land uses NOT preferred]
30. Used car lots [land uses prefer NOT to see]
31. [Discouraged land use] Casinos
32. I believe we have enough rental and mult-family. We need more strict rules for landlords i.e. background checks for tenants.We need to clean up tow areas and tow lots, car repair businesses that let old cars stand and rust for years. Car repair shops need buffering and landscaping.
33. need sidewalks
34. [Open space] would not (incomplete).

Land Use Survey Question 3

On a scale of 1 (not important) to 5 (very important), how important is it that commercial development be encouraged in the following commercial corridors?

	US 40 Hwy	23rd Street	Noland Road	US 24 Hwy west of Truman Road	US 24 Hwy east of Truman Road	Winner Road	Truman Road
TOTAL	655	697	736	702	692	698	697
AVERAGE	3.08	3.27	3.46	3.30	3.25	3.28	3.27

Comments on Land Use Survey Question 3

How important is it that commercial development be encouraged in the following commercial corridors?

1. I think all these areas are in desperate need of redevelopment. I would rate those near lower income residential areas slightly higher to possibly improve the opportunities for local income for those less likely to be able to afford transportation costs.
2. Noland Rd is deteriorating. We need to bring it back.
There is not a lot of good shopping areas for the persons in the north-east part of Independence.
3. Too many run down buildings. Too many empty buiness's. Too much jamming together of buiness's makes the area look crowded and ugly, Too much trash and debris left visable to the public and visitors driving by buiness's in these area's, especially Truman road west. ake the business owner's clean up their mess.
4. I live right off of Truman Rd., keep all that development away from me.
5. Redevelopment is everything.
6. Fairmount is in the worst shape in the City. That area in my opinion should be touched first. I don't live in Fairmount but it's really in bad shape.
7. Dynamic redevelopment can be as important as new development. Instead of funding TIFs for new development, it seems that they should be used for their original intent where possible.
8. The City should take advantage of the Blue River Parkway and Jackson drive new road construction access when considering new residential and commercial expansions.
9. I'm not familiar with the areas north of 23rd St, so my opinion isn't informed at all.
10. The emptiness of the KMart parking lot at 24 and 291 is depressing. It would be nice to see a chain restaurant placed there or on the SE corner, so that residents didn't have to travel to the south part of town to eat out.
11. Visitors should be able to come into our city and not see run down, neglected properites.
12. Get rid of the junk yards on Truman and 24 Hwy, get some real businesses in there.
13. Noland and 40 hiway west of Noland is a mess and needs to be redone.
14. I've seen how as the I-70/I-470 area has grown, the 24 highway and Truman Road areas (generally northwest Indep. and Sugar Creek) have fallen. With an existing business district (Fairmount), I-435 to the west, and Sugar Creek's Sugar Land Center in the works, 24 Highway could rival 39th Street if we really turn our attention there. If we make 24 Highway more attractable and bring in developments and redevelopments, it will not only make the north part of town better, but also take away conjestion from the I-70/I-470 area. The Events Center is great, put the southeast part of town is already way too crowded; and with the north/west parts of town falling into dispair its time we moved on to another area to develop/redevelop. Areas along 24 Highway would be the place to start. Oh yeah, and there is the Square. It is a victim of the I-70/I-470 area. I've heard that historically the Square was the big shopping area back in the day. What happened? Where did the crowds and traffic go? We need to FORGET 39TH STREET and BRING BACK THE SQUARE! It is like a dead ghost town now. I (and probably the rest of Indep.) would love to see the Square rival The Plaza! It needs to be more of an attraction. What is there now just doesn't do the Square justice.
15. If redevelopment means to beautify the areas naturally I am all for all of the above areas, but not to crowd in more homes and business.

Comments on Land Use Survey Question 3 continued

16. For heaven's sake redevelop areas in the Independence School District that have bled property taxes into the BS district.
17. THESE AREAS LOOK BAD.
18. We've got to get rid of the CRAP along these corridors, else Independence's lousy, ugly reputation will continue to be deserved.
19. All of these areas need help.
20. Redeveloping existing areas should be a clear priority over developing new virgin land.
21. It depends upon what you mean by redevelopment. What are the proposals? What will it look like?
22. 24 hwy and 40 hwy are the major east/west corridors through the city and should become focal points of quality developments from one edge of the city to the other.
23. There is not a single corridor where I would not like to see redevelopment. Our city should be aesthetically pleasing. It currently has too much blight. Noland Road is an embarrassment especially.
24. There is not a single corridor where I would not like to see redevelopment. Our city should be aesthetically pleasing. It currently has too much blight. Noland Road is an embarrassment especially.
25. Let it redevelop naturally
26. Fairmount...less car lots and liquor stores5
27. d) ?? these are parallel
28. d) truman library
29. Interstate 435....4
30. Corner of 24 Highway and Sterling Ave....5
31. Mount Washington area
32. Former Sam's Club location at US 40 Hwy and Noland Road [needs redevelopment]
33. Very important to upgrade 24 Highway
34. Eastland etc...1
35. sidewalks
36. Fairmount Business in our city Clean up Fairmount

Land Use Survey Question 4

Please tell us how important the following issues or concerns are that the City should consider in planning for land uses in our city, using a scale of "1" (not important) to "5" (very important).

	Average Score	Ranking
a. Sustainable land use decisions	4.1	3.0
b. Housing choices for all income levels	3.8	6.0
c. Areas seen from roadways should be attractive	3.9	5.0
d. Farmland and open space preservation	3.7	7.0
e. Adequate land for office uses to encourage employment	3.5	8.0
f. Adequate land for industrial uses to encourage employment	3.2	9
g. Neighborhood unity	4.0	3
h. Environmental protection efforts for water and land	4.4	1
i. Preservation of historic buildings and sites	4.2	2

Comments on Land Use Survey Question 4

How important are the following issues as the City plans for land uses. "1" is Not Important; "5" is Very Important

1. City officials MUST STOP 'pet' projects. If they want to put up a special building, (Like that Damned hockey arena) the people of this town should vote on it, not have funds for it taken from the designated work and projects it was meant for. The Mayor and city council MUST be held accountable for what they are doing. Not sneaking around the publics back to push thier little projects through.
2. We should strive to have enviromentaly safe industries (GREEN) jobs. Open space on 78hwy. should be utilized. More businesses on 40Hwy could open up job opportunities.
3. Put in industry where residences haven't been developed yet. Work to revitalize what residential property there is before building lots of empty new houses.
Historic sites are important, but let's make the tough decisions about what is proper to preserve and what can have other uses. To me, having a piece of land set aside because it has old swales in it is kind of pointless. Old ruts do not have historic value as far as I'm concerned. Likewise, if an old train depot is still in use, great. But let's not preserve these old buildings because of something it used to be, but is now just an old building.
4. What do you mean by neighborhood unity? The way it looks? That everybody's houses should look alike? This needs to be rephrased or ignored. We need a strong non profit neighborhood councils program. The city can never replace the nonprofit's independence. I am very disturbed about the water pollution issues I read about in the KC Star
5. One thing I have always loved about Independence is that all income levels and backgrounds live and work together in the community. I don't want us to lose that value.

Comments on Land Use Survey Question 4 continued

6. We need to encourage jobs to come to Independence.
7. Preserving historic buildings not only helps us learn about history, but (in the case of historic business districts and neighborhoods) helps with future development and redevelopment. Instead of looking for places to build new shopping centers, we should revitalize existing centers. Example, instead of looking for places out east to build new shopping areas, how about reviving the Fairmount Business District? Instead of taking away big property to make a neighborhood, how about refurbishing old ones? I'm not saying we should stop growth on the Little Blue Parkway altogether, but looking to areas that have long been forgotten would save such places from further disaster, but help with growth and revitalization. Example, revitalizing the Square could not only revive the area, but also host businesses like those in the I-70/I-470 area.
8. Regarding historic preservation, it needs to be encouraged. However, to enhance the appearance of these historic districts, ugly overhead lines (for instance) need to be buried--just because the lines were overhead when Harry lived here doesn't mean that they have to stay that way! Enough people think we are a bunch of hicks as it is--we don't need to continue to encourage our detractors further!
9. "Efforts should be made so that adequate land for INDUSTRIAL uses are available that encourage employment." I'm not sure what this means. If it means building out away from Independence then "no" is the answer. Use infill land and make sure there is adequate transportation available such as buses, walking and biking options.
10. Preservation of historic buildings should be a top priority given how much history Independence has. "Sustainability" and "Sustainable" are buzz words. Independence should review their actual meanings and implement policies that are truly sustainable and not just following a trend of cheap practices that are no better than current ones.
11. Preservation of historic buildings should be a top priority given how much history Independence has. "Sustainability" and "Sustainable" are buzz words. Independence should review their actual meanings and implement policies that are truly sustainable and not just following a trend of cheap practices that are no better than current ones.
12. Preserve Property rights (rank) 5
13. All historical elements must be studied before any decision is made about redevelopment archeology studies ought to be made on studies during construction
14. f) Stricter sign ordinances and enforcement
15. j) 5 (rank) Let individuals & businesses choose for themselves
16. Sidewalks
17. We have enough commercial development. We have lot of low-income housing.

Land Use Survey Question 5

Please indicate how important you think the following topics are regarding growth and development in Independence, using a scale from "1" (not important) to "5" (very important).

	Average Score	Ranking
a. How important is it for the City to control the rate of new growth and development?	3.8	6
b. How important is the preservation of historic buildings and areas within the city?	4.1	1
c. How important is it that neighborhoods have public gathering places such as neighborhood parks, schools or community centers?	4.1	1
d. How important is it that neighborhoods include a mix of housing types, retail, open space, churches, civic institutions, jobs, schools and commercial development?	3.7	7
e. How important is it that the City establish standards to improve the quality and appearance of new buildings?	4.0	4
f. How important is it that the City establish standards to improve the quality and appearance of site development (landscaping, tree preservation, protecting views)?	4.0	4
g. How important is it for new development to be walkable and bikeable?	4.1	1

Comments on Land Use Survey Question 5

How important are the following topics about growth & development? "1" is Not Important; "5" is Very Important

1. Because the city wanted to control what is built and where. we almost lost the Bass Pro project that soo many other cities wanted badly. Also, the council needs to explain why all the taxes and other monhies that should be going to Independence are going to Lee's Summit and Blue Springs, Not us.
2. It is very important to have green spaces and trails/walkways/bikeways connecting them. You're getting a good start on that. Keep it up!
3. I feel that it is hard enough to get something built within the cities strict and sometimes ridiculous codes. Adding more things that the city can hover over you for when you're building a new business would be a bad idea. I think if anything some of the overboard regulations that are in place now should be lifted. I think there should be some regulation as to how things are done of course but when you run into an inspector that thinks they are God and won't budge on anything just because they are the inspector it makes wanting to build in Independence vary hard. Not all are bad but some just shouldn't be dealing with the public at all.
4. We need to put \$ into upgrading exteriors of commercial buildings, fine landowners who add to blight and promote management of antiquated signage that is rusty, etc. (provide exterior upgrades in older areas Truman Rd/Indep Ave.)
5. The City has an abundance of commercial retail development in many areas. As soon as a new one is built, all the retail in other areas of the City all move out there. New development is fine - if it is indeed needed. Redevelopment of existing, outdated shopping areas would be better to keep shoppers from having to drive all the way across the City to do their shopping. If "walkable" and "bikeable" is truly the goal, encourage redevelop in the areas where people already live.

Comments on Land Use Survey Question 5 continued

6. In general, I prefer that individuals have the freedom to build and design their property as they see fit. One persons "standards" are often just a way to make people live the way that person prefers. Some of the standards can be pretty petty and ridiculous, and I don't think we should waste city resources on some of the things we have written into the city codes. The name of the town is "Independence" and that should stand for something.
7. we need more ways to ride bikes and walk from place to place, not every body has a car
8. Regarding community centers, we need several throughout the City. Here, we need to make sure they include gyms, basketball and racquet courts, swimming pools, and meeting rooms, with reasonably-priced memberships, leagues, and programs. Good models include the community centers in Mission, KS and North Kansas City, MO.
9. Walkable and bikeable are the main reasons I'm taking this survey.
10. Bikeable, walkable, environmentally friendly, healthy, and beautiful...that is what our city should be.
11. Independence missed a huge opportunity with Eastland office park. It's no different from any other suburban development. There's a bike path through Hartman Heritage but there are no bike lanes that people could actually use to arrive at their destination from west of Eastland, where the majority of Independence residents live.
12. Independence missed a huge opportunity with Eastland office park. It's no different from any other suburban development. There's a bike path through Hartman Heritage but there are no bike lanes that people could actually use to arrive at their destination from west of Eastland, where the majority of Independence residents live.
13. Any new development should be accessible to the disabled.
14. There could be no tourism without it [Historic Preservation] [Site Development]standards should require maintenance eg. tree replacement
15. [Building standards] define size of neighborhood

Land Use Survey Question 6

Please tell us how important you thing the following features of Single-Family development are, using a scale from "1" (not important) to "5" (very important).

	Average score	Ranking
a. Landscaping and green space	3.9	3
b. Signage (entrance features)	3.1	10
c. Traffic circulation and access	3.9	4
d. Building material and architectural design controls	3.6	8
e. Parking	3.8	5
f. Street lighting	4.2	1
g. Buffer/screening from adjacent major roads or different land uses	3.7	7
h. Recreational amenities	3.6	9
i. Street layout (street grid, cul-de-sacs, curvilinear street pattern etc..)	3.7	6
j. Walkability	4.1	2

Comments on Land Use Survey Question 6

Tell us how important you think the following development features of Single-Family development are, using a scale of "1" for Not Important to "5" for Very Important.

1. I really think that we need an adequate recreational facility, one that could accommodate a greater number of patrons. Multiple Gyms, large fitness center, exercise rooms, and an indoor aquatics facility. It could be more of a WELLNESS CENTER.
2. Based on possible limited knowledge
3. I have to DRIVE somewhere to walk my dog off the streets. I would walk more if dedicated walkways were available. I'm 66 yrs old, and not as swift getting out of the way when some of the speeders come roaring down the street.
4. I hate new subdivisions. They all look so cookie-cutter and beige. Once again, redevelop the areas of town that are crappy before building new subdivisions. Why build more while the existing ones are left sub-standard and lacking in the most basic of amenities?
5. Safety of our children and the ability of residents to safely walk their neighborhoods is very important.
6. Street lighting should be eliminated in many areas. The City never gets dark the way it is and light pollution is tremendous. We have not seen the Milky Way in decades! New housing developments with the backs of houses facing main roads are making Independence an ugly place to live. This cannot be allowed to continue.
7. WE NEED MORE & BETTER SIDEWALKS.
8. In a competitive world, if we don't provide these, our neighboring cities WILL. It is no coincidence that Blue Springs and Lee's Summit have been kicking Independence's butt for years. In fact, it is shameful that both these towns with a fraction of Independence's population, devote substantially more funding for economic development than does Independence.
9. Stop allowing cul-de-sacs and return to traditional street grids. This design slows traffic, improves access for emergency services, and makes neighborhoods more livable.
10. Grid streets as opposed to cul de sacs provide more options for walking and bicycling traffic and disperse the cars better so they are not all using the same roads. Buffering from the arterial road is ok but we really need mixed use development and walkability for all neighborhoods.
11. No more cul-de-sacs---please!!!!
12. If Independence uses cul-de-sacs, then the development will not be walkable and it will not be sustainable.
13. If Independence uses cul-de-sacs, then the development will not be walkable and it will not be sustainable.
14. Architectural barriers need to be eliminated for any development.
15. Better erosion control on new sites
16. Cul-de-sacs are difficult for fire trucks to negotiate.
17. [Buffering] including railroad noise
18. Let individuals choose for themselves
19. Sportsfields....5 [rank] (actually rated it "10")
20. Green Eco-friendly....5[rank] [Single-family feature]
21. Gardens...5 [rank]
22. Sidewalks
23. Sidewalks and curbs

Land Use Survey Question 7

Please tell us how important you think the following features of Multi-Family development are, using a scale from "1" (not important) to "5" (very important).

	Average Score	Ranking
a. Landscaping and green space	3.8	5
b. Signage (entrance features)	3.3	10
c. Traffic circulation and access	3.9	4
d. Building material and architectural design controls	3.8	5
e. Parking	4.1	2
f. Street lighting	4.2	1
g. Buffer/screening from adjacent major roads or different land uses	3.7	7
h. Recreational amenities	3.6	9
i. Street layout (street grid, cul-de-sacs, curvilinear street pattern etc..)	3.7	7
j. Walkability	4.1	2

Comments on Land Use Survey Question 7

Tell us how important you think the following development features of Multi-Family development are, using a scale of "1" for Not Important to "5" for Very Important.

1. I personally don't like multi family units for several reasons. They're ugly, usually trashed around the property, no privacy, Poor service from the owner of the complex, & if one tenant burns his half down the other will usually go with it or be so heavily damaged by smoke and water, it is unlivable. And definitely do not mix multi family with single family developments.
2. The community has experienced some terrible multi-family development that has quickly deteriorated
3. based on possible limited knowledge
4. No more multi-family. They are breeding grounds for crime, maybe not at first, but in time when all the "new development" moves to the next "trendy" area of town.
5. Street lighting should be eliminated in many areas. The City never gets dark the way it is and light pollution is tremendous. We have not seen the Milky Way in decades! New housing developments with the backs of houses facing main roads are making Independence an ugly place to live. This cannot be allowed to continue.
6. Here, the point is QUALITY! QUALITY! QUALITY! There historically has been more than enough junkiness in our city--this must STOP!
7. Multi family should be very minimal. Sooner or later it will be Section 8 and we already have too much low income rental. We need to upgrade to have a mix. These should only be constructed with garages and parking for two cars per apartment and plenty of parking for visitors. They should also be restricted to the number of persons the apartments are built to accommodate.
8. Multi-family dwellings should be limited.

Comments on Land Use Survey Question 7 continued

9. I think that Independence needs to concentrate on single family residency instead of mutli-family and rentals.
10. [Buffering] including railroad noise
11. I would discourage rental multi-family development, or redevelopment of existing buildings to multi-family, except condominiums
12. Let developers choose for themselves
13. Eco-friendly....5 [rank] [Multi-family feature]
14. Signage/entrance features should be be advertising; Follow-through on landscaping rates a 5+ [rank]
15. Do not build anymore multi-family;
16. sidewalks

Land Use Survey Question 8

Please tell us how important you thing the following features of Commerical and Office development are, using a scale from "1" (not important) to "5" (very important).

	Average Score	Ranking
a. Landscaping and green space	3.8	7
b. Signage (entrance features)	3.8	7
c. Traffic circulation and access	4.2	3
d. Building material and architectural design controls	3.9	5
e. Parking	4.3	1
f. Street lighting	4.3	1
g. Buffer/screening from adjacent major road or different land uses	3.8	7
h. Street layout (street grid, cul-de-sacs, curvilinear street pattern etc..)	3.8	7
i. Convenient location	4.2	3
j. Recreational amenities	3.2	10
k. Walkability	3.9	5

Comments on Land Use Survey Question 8

Tell us how important you think the following development features of Commercial and Office development are, using a scale of "1" for Not Important to "5" for Very Important.

1. Based again on possible limited knowledge
2. Building materials should be made by environmentally friendly materials. Building designs need to be less specific, so that when a business moves out a new business can move in without having to change much of the architecture. For example, Best Buy and Block Buster moved from their locations on 40 highway, and you can forever tell that those buildings used to be a Best Buy or Block Buster Building. New businesses that moved in had to be extra creative to make it work. These new businesses are not as successful as those they replace.
3. Once again, redevelop the old areas. When the new hospital was built, all the doctors offices moved with it. You can't hardly find a doctor with an office in the west end of town. I already addressed commercial development earlier.
4. Street lighting should be eliminated in many areas. The City never gets dark the way it is and light pollution is tremendous. We have not seen the Milky Way in decades!
5. HOW COME THE BUILDINGS IN OTHER COMMUNITIES LOOK BETTER THAN THE ONES IN INDEPENDENCE? INDEPENDENCE NEEDS BETTER ARCHITECTURAL DESIGN CONTROLS.
6. Again, make it QUALITY! If we want to attract quality in a competitive environment, we have to offer it! Just because Harry lived here just isn't enough!
7. I would like to see bike parking provided for employees and customers. Commercial development should be easy to get to by bus, bike or walking.
8. see comment, question 6.
9. As long as it's not 39th St. Independence needs to remember that we are a big city with lots of areas for shopping, not just Noland RD. South of 23rd St and 39th St.
10. Eco-friendly....5 [rank] [Commercial - Office feature]

Land Use Survey Question 9

Please indicate how important the following features of Industrial or Employment Center development are, using a scale from "1" (not important) to "5" (very important).

	Average Score	Ranking
a. Landscaping and green space	3.6	7
b. Signage (entrance features)	3.6	7
c. Traffic circulation and access	4.0	3
d. Building material and architectural design controls	3.7	6
e. Parking	4.1	1
f. Street lighting	4.1	1
g. Buffer/screening from adjacent major road or different land uses	3.8	4
h. Street layout (street grid, cul-de-sacs, curvilinear street pattern etc..)	3.6	7
j. Recreational amenities	2.9	10
k. Walkability	3.8	4

Comments on Land Use Survey Question 9

Tell us how important you think the following development features of Industrial or Employment Center development are, using a scale of "1" for Not Important to "5" for Very Important.

1. After living through the ghastly smells from Standard Oil in Sugar Creek, and the city almost letting a waste incinerator happen in Blue Summit in the 80's I worry about any kind of industrial development. The poor management of the past by EPA and the city make me reluctant to support anything in the future. The bottom line rules and the health of the citizens in non-existent.
2. We have "industrial areas" on the west side of town... they are almost all used for junk yards. Not a whole lot of industry really happening here - even though there are some fairly large "open areas" that could be redeveloped.
3. Street lighting should be eliminated in many areas. The City never gets dark the way it is and light pollution is tremendous. We have not seen the Milky Way in decades!
4. INDEPENDENCE NEEDS BETTER DESIGN CONTROLS.
5. Clean industrial is key here. And again, QUALITY!
6. I would like to see bike parking provided for employees and customers.
7. see comment, question 6.
8. i. Street layout (street grid, cul-de-sacs, curvilinear street pattern...etc.) 3
9. Walkability..2 [rank]; Street layout..4 [rank]; Industries near residential areas need air, soil, water pollution checks on a regular basis. City should not hesitate to enforce Industrial pollution violaters laws.
10. Eco-friendly....5 [rank] [Industrial or Employment Center feature]

Land Use Survey Question 10

The following statements describe ways development could happen in Independence. Please indicate how strongly you would support these types of development in the future. Using a scale from "1" (NO, would not support) to "5" (Yes, Strongly support)

	Average Score	Ranking
a. Continue current residential pattern of suburban subdivision with cul-de-sacs with low and moderate density single-family homes with clusters of townhouses, condo's and apartments.	3.1	5
b. Clustering houses on smaller lots within a residential development to preserve open space	2.8	7
c. Mixed-use development that integrates single-family, multi-family, retail, offices, and institutional uses into a cohesive master planned community as "new towns" in currently rural areas of the City.	3.0	6
d. New residential development should be located adjacent to EXISTING development to connect to EXISTING infrastructure (sewer, water, roads).	3.8	1
e. New commercial development should be located adjacent to EXISTING development to connect to EXISTING infrastructure (sewer, water, roads).	3.8	1
f. Create mixed-use development that integrates multi-family, retail, offices and institutional uses a cohesive master planned community.	3.2	3
g. Continue the location of commercial/business/industrial development along the highways and major roads in the City.	3.2	3

Comments on Land Use Survey Question 10

The following statements describe ways development could happen in Independence. Please indicate how strongly you would support these types of development in the future. Using a scale from "1" NO, would not support to "5" Yes, would strongly support.

1. Single family homes are getting put too close together again as it is. I dispise the idea of living close enough to my neighbor that I can reach out my window and shake hands with him through his window. Lots need to be larger to give some sense of privacy. Also if an individual wants to purchase two lots for one home to get that extra bit of room, they should be allowed to. Also. home owners associations should be out and out forbidden. I don't buy a home to look like every other house in the neighborhood. Owning a home should reflect the individual living there, within reason of course. But don't force him to blend in with every other home in the developement. And one more thing, Centralized community mail boxes are ridiculous. Who wants to walk or drive a block to three blocks just to get your mail. Sure it's easy for the postal worker, but highly impracticle for the resident's. So let's put a stop to this stupidity immediately!
2. In sufficient public funds to create new greenfield developments that requires installation or extension of infrastructure.
3. It's important that developers don't take advantage of the citizens and that the planning commission believes in the City Codes that they are wel ldesigned so that builders can build but the citizens interests are also well protected.
4. Low impact development should be encouraged to prevent degradation of Little Blue River and other natural waterways. This will likely become a state mandate via the City's municipal separate storm sewer system (MS4) permit.
5. The new apartment locations are perfect spots...right in the middle of everything.
6. What are sidewalks? You have sidewalks in your neighborhood? Wow.
7. Is anyone interested (really) in the redevelopment of the west end of town? All these options seem to be "east-oriented"... Any ideas for redeveloping the west end of town?
8. I like the mixed use option the best. Areas like Fairmount, Maywood and Englewood (which I've heard all three places were their own cities prior to being annexed by Indep.) are already set up like their own little communities with a neighborhood and 'Main Street' type of business area. A community like these can make access to everything easy for local residents.
9. I believe eastern Independence should be left in agriculture and protected from sprawl. New development east of Holke Rd should be discouraged.
10. Please include a Complete Streets policy for all modes of transportation and for transportation access for all ages and abilities.
11. Why must the "new towns" be in "currently rural areas" I would have said YES, strongly support if you hadn't used that extra language. I support infill of the existing areas of the city. I think you could provide many of the amenities of new towns without starting from scratch at the outskirts of Independence. There are plenty of existing areas that would lend themselves to mixed-use development.
12. We do not need high density building at all!
13. Old sewer systems will overwhelmed [refers to locating residential development near existing infrastructure. New development needs new infrastructure. [refers to locating commercial development near existing infrastructure] Continue locating commercial/business/industrial development along highways and major roads in the City....4 [rank]
14. [cluster housing] older areas could be redeveloped this way; [mixed-use, New Towns] could be applied to older areas as well; [Commercial development near highways] 3 [rank]
15. [Mixed-use development integrating single-family, multi-family, retail, office, institutional into cohesive plan] Need definition of institutional; [Commercial development near highways] commercail/business- 4 [rank] residential - 2[rank]; These three uses should not be lumped together, but addressed seperately.
16. Develop industrial parks
17. We need sidewalks

11. Are you a resident of Independence?

84% said yes, they are a resident of the City;
16% are not residents of Independence;

12. If you live in Independence, tell us where you live.

41% are residents of District 1 – Northwest Independence
18% are residents of District 2 – Northeast Independence
23% are residents of District 3 – Southeast Independence
18% are residents of District 4 – Southwest Independence

Please continue to the Transportation Survey Responses on the next page

Independence 2030: A Comprehensive Plan

Transportation Survey Responses

Transportation Survey Question 1

How important is it to you to have a transportation system with all modes of transportation (pedestrian & bike paths, auto, transit) that connect with each other allowing you to travel throughout the city any way you choose?

	Not important	A little important	Somewhat important	Fairly important	Very important
Responses	10	6	31	45	127
Percent of total	4.6%	2.7%	14.2%	20.5%	58.0%

Comments on Transportation Survey Question 1

How important is to have a transport system with all moves of transport allowing travel throughout the regiona and city?

1. Bike lanes
2. Independence needs to do a much better job of interconnecting existing sidewalks and providing for bike lanes on major streets. I walk to work every day on Truman Road and there is missing sidewalks west of Lees Summit Road. The future should be planned for more bicycle commuters.
3. Not every body has a car, some people have to walk/bike/ride a bus
4. Having all modes of transportation is important so that way people from across the town can get to where they need to go whether by vehicle, bike, or just on foot. I encourage biking and walking for exercise, and bus/train for anyone who does get tired of driving. Plus Independence as well as all of KC is far behind other cities with lightrail/subway/train transportation.
5. Independence is way behind other cities in comprehensive trail construction.
6. We have a haphazard transportation "system" in part because the geographic mass of the community was created through a series of annexation and transportation planning during that time was poor.
7. Auto & transit are most important. Let's be serious, how many people are REALLY going to walk or bike exclusively as their main means of transportation? Even if someone was to walk or bike a lot, they will also use auto and/or transit to "travel throughout the City".
8. Sidewalks need to be installed on both sides of all streets where non-existent, and where existent need to be repaired to be smooth and wheelchair friendly. Bicycle lanes need to be installed on all main streets and on connecting park pathways that need to be built. Dedicated and enforced carpool lanes are needed on all major street thoroughfares now suffering glutting and congestion. Aggressive support steps towards a county light rail system and BRT (Bus Rapid Transit) are needed.
9. Current design favors cars over pedestrains and bikes.
10. My family enjoys biking quite a bit. We live between Truman, Noland, Lee's Summit, and 23rd St. We used to like to bike up to the Square to see a movie and maybe grab a bite to eat, but with no good way up there that doesn't involve going on one of those roads for a distance, we felt that we were just taking our chances with the traffic and stopped doing it. Now we pack our bikes on our car and go to the Little Blue Trace Trail.

note: Comments indicating "no comment" were not presented here.

Comments on Transportation Survey Question 1

How important is to have a transport system with all moves of transport allowing travel throughout the region and city?

11. I had to do a search to find these questionnaires unfortunately. I am surprised because I think this is a great website overall!
12. Improving the roads and creating better flow of traffic throughout the City is the most important to me. Less congested areas near the Independence Center Mall would be beneficial.
13. I wish we had sidewalks in our neighborhood, so we wouldn't have to share the roadway with vehicular traffic. This is in the Tamasha area near 40 highway.
14. I think it is important to have a couple parking garages around the shopping areas and shuttle buses to decrease traffic and emissions. These should be paid for partly by the businesses it services. The shuttle services should be free to those who ride. It should also be connected to the KC bus route.
15. Auto & transit are most important. Let's be serious, how many people are REALLY going to walk or bike exclusively as their main means of transportation? Even if someone was to walk or bike a lot, they will also use auto and/or transit to "travel throughout the City".
16. I am very interested in the rail system that was recently proposed.
17. Would like to see additional bike paths or lanes, leading to shopping and entertainment districts.
18. I would encourage the Complete Streets policy that states that roads should be designed for all users – motorists, pedestrians, bicyclists, transit users, the elderly, the disabled, and children. Also I like urban planning that keep places close together to make them easier to get to by foot or bicycle. No
19. Alternative routes to the stores, work, etc are desperately needed in Independence. These need to be safe, clean, and well kept trails, bike lanes, and sidewalks that allow citizens to walk and bike around the entire city of Independence.
20. Any transportation avenues need to be able to serve the needs of all Independence residences. This will include those with sight impairment, physical disabilities, and the physically challenged community at large.
21. Independence absolutely needs better transit service, bike lanes, and better sidewalks if we are to compete with vibrant urban cities for attracting high quality jobs and residents.

note: Comments indicating "no comment" were not presented here.

Transportation Survey Question 2

Do the transportation choices available today provide you and your family with the mobility you require to access the places necessary?

Response	Total responding	Percent of Total
Yes	112	51%
No	104	47%

Comments on Transportation Survey Question 2

Do the transportation choices available provide you and family with the mobility needed?

1. Better rapid transit
2. I live in Blue Springs, and work in Independence. As long as I have a car, I can go wherever I want; however, more roads safe for biking, walking, etc. would give more alternatives for transportation. I would buy a small scooter or bike the 6 miles to my work if 7 Hwy, Truman Road, Pink Hill Road, and RD Mize were safer for that sort of travel. Other transportation to the Square or Truman Library would be beneficial. I grew up in Raytown at a time when bus service was readily available. I used it for most of my shopping trips both Downtown and to the Blue Ridge Mall. I appreciate that Independence has some bus transportation, but it does not connect to communities like Blue Springs (not sure about Raytown). I know Independence can only encourage surrounding communities to improve bus service, but would appreciate the effort.
3. Expanded bus routes. The closest bus stop to me is 6 miles away! if I have to drive to the bus stop, why bother?
4. More public transportation (buses, light rail) that connect to the larger Metro area.
5. When I visited Dallas a few months ago I was impressed with their transportation system. They had trolleys, and a rail system, as well as busses.
We need a system that we can ride, without having to make all the transfers. I would use this kind of system.
6. I have to drive too many places because sidewalks aren't available next to so many roadways. Right now it's drive or put your life at risk. I'd prefer to walk, bike or run to so many more places.
7. Bus routing is just a bit far away (16000 E Truman). Would be nice to see a stop at the Lees Summit/Truman Road intersection (although I do understand the density requirements for public transportation).
8. For me, yes, for others, apparently not. I have heard a lot of complaints about our bus system not being adequate.
9. More trails that interconnect, not 1/4 mile loops in a park
10. Some neighborhoods do not have enough sidewalks (Sycamore Hills subdivision--my neighborhood), my children and I have to resort to driveways to avoid cars when we are taking walks
11. Although I live in an area very convenient for a person with a car, having sidewalks or small buses would be helpful for less-mobile people who'd like not to be forced to drive everywhere they go.
12. The shopping centers should be pedestrian friendly. It is dangerous to walk across the street on 39th to get to Kohl's from the Independence Center for example. A bike path should be around these areas for bikers and walkers.
13. I think there needs to be a bigger focus on public transportation that is safe, efficient and easily accessible from all areas of the metro.
14. Sure. I have a car.
15. We go everywhere by car since there is no shopping close to our house in the Northwest part of Independence. We live on a major bus route, but it takes forever to get anywhere on the bus.
16. We need a rail system that is simple, dependable, and affordable. I am always envious when I visit Washington D.C. and it is so easy to get around on their METRO.
17. We need more sidewalks and places to ride a bike to places.
18. I answered yes to this question but the City of Independence along with other communities need to thoroughly investigate a light rail plan and get it implemented as soon as possible in the very near future. Light rail would be a real enhancement to our city and to the whole metropolitan community.
19.
 1. Restore #293 Red and #291 Yellow bus route to run opposite current #291 Yellow and #293 Red runs so that both routes are hourly again.
 2. Restore all 4 other routes (#183 Green, #284 Purple, #285 Blue, #292 Orange) throughout all the morning hours now cut.
 3. Install 5 more routes (Pink, Black, Gray, White, Brown) already designed to cover the parts of the city with density of residents, retail shopping and employers, and industrial employers not covered now.
 4. Expand hours from early morning through late night Monday through Saturday and 12 hours on Sunday on all routes current and proposed as outlined, running larger buses where needed to accommodate volume and bicycles as outlined, and running heavy use routes every half-hour as outlined.
20. We use our vehicles and do not depend on public transportation.

Comments on Transportation Survey Question 2 continued

Do the transportation choices available provide you and family with the mobility needed?

21. I have not used the public transportation since we bought our house in 1976. Unless some type of public transportation would use R.D. Mize Rd, we do not have access to anything.
22. Independence's current transportation network requires our family to own at least two cars. We would love to reduce that to one car if the city would step up and fund better transit service and start building bike lanes and trails in developed neighborhoods where people already live.
23. I would like to see more bicycle routes for transportation purposes to make commuting to Independence easier. I would also like to see more frequent bus times. We only have one car so it is difficult sometimes to get somewhere without frequent and easily accessible buses or adequate bike routes. Also bike routes should connect neighborhoods with shopping, churches and work places.
24. I can personally get around, but I would like to commute by bike and walking. For example, I used to live near Swope Dr and 23rd Street. There was no way for me to safely walk across 291 to shop for groceries less than a mile away. Similarly, the roads were terrible for cycling. I found good routes to the East (to Buckner) for exercise, but it was extremely difficult to ride bike to work (in KC).
25. Bus routes that run until 10 pm or later. Bus route pickups every 30 min.
Train option for going downtown or to airport, or Outlying cities
26. More bus routes with more available schedules
27. Commuter Rail, Neighborhood Trolleys, and enhanced bike/walking trails.
28. Commuter rail. Bike paths for commuting, not just recreation. Sidewalks on every street, both sides of the street. Complete streets as defined in the complete streets movement.
29. We need more pedestrian and bike paths. If we claim to be the Queen city of trails, then we need more pedestrian and bike trails throughout the city to prove that is who we are.
30. Bike lanes
31. I would like to see bike lanes and paths throughout the city that would allow everyone to get to their destinations in a safe and efficient manner. There would also need to be bike racks located at most, if not all locations throughout the city.
32. expanded Public Transportation
33. There needs to be a metro stop on the west side of 39th and Noland Rd. My dad no longer drives but to catch the bus he would need to cross over Noland to the east side. Dad is 87 and this is way too dangerous, but since he is close enough to walk it would be nice if there was a stop by Nuts and Bolts.
34. I do not think that the citizens should have to subsidize the bus system. If folks want less government then they will have to do some things for themselves. If we have a regional rail system with buses to supplement, then I would be supportive. I'm really tired of all the blame etc about a bus system. Some folks need to be thankful for what they have and take care of themselves.
35. The major traffic routes in Kansas City and Independence do not include a safe bicycle commuting route to and from high density areas.
36. I bought a bike two years ago but have not ridden it much and intend to sell it soon. I quickly discovered it's VERY dangerous to be a bike-rider in this town, even on side-streets / in neighborhoods.
37. I would like to see expanded bus service and more bike trails as well as more sidewalks. My neighborhood has no sidewalks and my kids have to stand in the road while they're waiting for the school bus.
38. Somewhat
39. More bus availability
40. Better and transportation to go places
41. More busses
42. More bus stops
43. Longer and more Metro bus routes!!!! The City Council needs to ride the busses and get stranded
44. Sidewalks needed

Comments on Transportation Survey Question 2 continued

Do the transportation choices available provide you and family with the mobility needed?

45. Hovercraft style transports if at all possible (serious)
46. Not having repairs on roads all the time
47. Increased walk/baike paths along major roads
48. Restore 293 red 291 yellow and restore all routes in the morning hours
49. Restore all KCATA buses #291 yellow # 293 red back to hourly #183 green #284 Purple #285 Blue #292 orange during morning hours
50. Walk/bikes
51. Longer bus hours on Saturday
52. Rail
53. Transit
54. Better bus service, bike safety, walking.
55. Bus
56. Bus service
57. Lightrail
58. Busses or trolley's
59. Cleaner newer sidewalks
60. Answered no, but no options
61. "SIDEWALKS"
62. Trains trams
63. Free cab
64. "MONORAIL"
65. "SIDEWALKS"
66. "DIFFERENT MODES"
67. Sidewalks and bike paths
68. Prices lower
69. Better bus service to outlying areas
70. Light rail
71. More buses
72. Mass transit to other parts of city
73. Sidewalks
74. Mostly
75. More mass trans (trains,streetcars, etc.)
76. Night bus schedule
77. But only because we have fuel-efficient vehicles. Light rail system with bike & car parking @ hubs
78. Restored 9 to 11
79. "MORE BUSES"
80. "BETTER BUS ROUTE"
81. Buses and rails
82. No) Bike lanes & better sidewalks
83. No) Like transportation to suburbs east of here
84. "BACK TO 1 HR ON THE YELLOW & ROUTS. WE NEED TO BIG BUSES".
85. "SAFER BIKE TRAILS, MORE BUS OPTIONS"
86. "BIKE LAWS"
87. "BIKE RIT AWAYS, SIDE WALKS THAT CAM BE USED FOR WALKING"
88. "MORE BUS LINES"
89. "WALKING AREAS"
90. "MORE BUS PLEASE (?)"
91. "CURRENTLY, for me, I can't safely use a bus, but providing busses, for those who need & can use them, to the hospital, doctor complexes, grocery stores, cheaper department stores, thrift stores & the college would be beneficial to may citizens. I should have included social security and other aide offices for the diabled & low income citizens.

note: Comments indicating "no comment" , "no answer" or "na" were not presented here.

Transportation Survey Question 3

How supportive are you of efforts to develop rail and bus rapid transit options providing access to other parts of the region?

	Not supportive	A little supportive	Somewhat supportive	Fairly supportive	Very supportive
Responses	14	12	63	39	94
Percent of total	6.3%	5.4%	28.4%	17.6%	42.3%

Comments on Transportation Survey Question 3

How supportive are you of efforts to develop rail and BRT (bus rapid transit) options providing access to the region?

1. Other cities all ready have these system, we are behind the times as far as transportation options.
2. We had in the past and need it again.
3. I'd love to be able to go from one end of the Metro to the other within a reasonable amount of time at a reasonable cost. The way the Metro system is I can't go out to KS for a event and come back because a) You can't get that far, b) the way the metro's transportation systems operate anything outside of a 6-6 cycle isn't accessible for the most part and c) the frequency of routes is few and far between.
4. There definately needs to be some sort of higher speed lower cost option to the airport. Other major attractions would be nice.
5. I think it's terribly important for a lot of people who have trouble getting around.
6. As long as evidence shows that there is high traffic going to and from these areas. I think a rail alongside of I-70 that includes parking options would decrease commuting as long as the rails are guaranteed as safe for passengers. For example cameras in parking areas, security officers on each rail.
7. Completely against rail - it's too expensive for the small amount of people who would actually use it. We live in suburbia, not a metropolis. Bus rapid transit may be feasible - if there is any demand for it.
8. I think this will be very important to continued growth and revitalizing some of our urban areas.
9. More so with light rail.
10. Independence has unique and natural logistic options already in place to successfully combine all 3 major multi-modals.
11. We have use light rail in other cities and it is great.
12. Rail and BRT really need to be developed in our region.
13. Very supportive of rapid rail to Independence Events Center/Bass Pro Shop, the square, the stadiums, downtown KC and KCI.
14. I strongly support the development of a region wide transit system.
15. I think rail is a step backwards. Seems to me like the quality existing rail systems in other cities are there only because somebody had foresight and \$\$ 100 years ago. And our culture here is a "two-car family". I just don't foresee many people switching to rail if it were offered, certainly not enough to pay for it. Bus is going to be cheaper. There's a certain "stigma" to riding the bus, though. But perhaps, with creative ideas, and a boost / expansion to the current system, that can be overcome.
see comment , question 1.
16. Light rail is not a good choice for this metro area. KCMO should sell the ATA to a private firm and allow them to develop a working system. This area has one of the best roadway systems, let's use it!

note: Comments indicating "no comment" , "no answer" or "na" were not presented here.

Transportation Survey Question 4

Are there streets in Independence that seem unsafe for your use (transportation wise)?

Response	Total responding	Percent of Total
Yes	100	72%
No	39	28%

Comments on Transportation Survey Question 4

Are the streets in Independence that seem unsafe for your use (transportation wise)?

1. Major Highways are not safe for bicyclists.
2. I have not noticed "unsafe" roads (transportation wise), but have not traveled the entire city.
3. YES! Jones road between 24 Hwy and 23rd street is a nightmare for pedestrians, bikers, or handicapped people on scooters or power wheel chairs. The road is too narrow, too curvy, too many blind hills, and has no shoulder or designated lane for such use.
4. A stoplight or 4way stop is needed at the intersection of the new Jackson drive and where you can turn into the back of the AMC theatre.
5. There are pot holes in different places in the city that could use some repair.
6. There was no Yes or No choices, but my answer is YES. From a driving standpoint, they all are in good shape. From the standpoint of walking/running/biking to and from places, 35th and 39th streets are pretty bad (no sidewalks, small shoulders, steep angles to edges).
7. I'm ok....
8. Yes. Any street that's four lanes with lane width too narrow to share the road with bicycles.
9. Yes, with regard to bike and pedestrian traffic. Truman Road (bike and ped). Lees Summit Road (bike), 23rd Street (bike).
10. Uncomfortable walking in far western Independence.
11. 35th Street just east of Noland Road. The right lane disappears and I can't tell you how many times I have nearly been hit by a driver in that lane. We need to be more careful as we design our streets. They are not carefully designed. We end up reconfiguring them and that confuses and costs us money and time. I am very disappointed in the work we have been doing (23rd & Noland is a mess! 39th Street was, too, at the time). Are we digging at the bottom of the barrel with the companies we use? Perhaps I just don't understand the system but they are SO SLOPPYare there many Independence businesses who could do a better job perhaps?
12. The Northwest side of town needs sidewalks. The streets are narrow and unsafe to walk on.
13. There are areas in western Indep if my vehicle were to break down and I had to walk I would not feel safe (basically along Sterling and west); not that I would want to walk streets alone in many parts of the City.
14. Yes, 23rd for Walking
15. Sometimes there is not enough warning when lanes are closed (Noland & 23rd)
16. No
17. No
18. 23rd and Arlington. 24 hwy.
19. There's no radio button to say "No", so I'll just say I can't think of any right off hand.
20. No.

Comments on Transportation Survey Question 4 continued

Are the streets in Independence that seem unsafe for your use (transportation wise)?

21. 24 Highway
22. Yes. Fisher Street - intersects Noland Rd. at it's north terminus - is only about one lane wide, but is signed for two way traffic, and has been for years
Wilson Road under KC Southern Railroad just seems too narrow for continuous 35-40 mph traffic.
Dickinson Road, no shoulder - not safe for runners/bikers
24 Highway across Independence (and especially at William Chrisman H. S.) there are no sidewalks (or good street lighting, and maybe landscaping) along parts of the road that need it most. It is especially need near WCHS where students have been struck or near struck while crossing or walking along the road to and from school. Some students ride bikes so bike should be added. There are already sidewalks along some parts of 24 Highway but they don't all connect. With WCHS students, the Sugarland Center, plans for the Rock Creek bike trail to extend north, and much needed redevelopment, and bike path should be added and made standard, just like on Jackson Dr. and Little Blue Pkwy. Connecting sidewalks and a bike path will help make 24 Highway pedestrian friendly.
May I suggest a possible project: Noland Road north of 24 Highway. Adding a center turn lane would also improve safety and traffic, especially when the Chrisman-Truman football game rolls around. With WCHS and
23. No, our streets seem to be in good to very good condition.
24. Yes. Bicycle lanes need to be installed on all main streets and on connecting park pathways that need to be built. Dedicated and enforced carpool lanes are needed on all major street thoroughfares now suffering glutting and congestion.
25. Yes, Elizabeth Street just N of Truman Rd. The ditches are very deep and when 2 cars meet it seems like one is going to go in the ditch- especially when one of the vehicles is a school bus or a trash truck. Curbs, gutters, storm sewers, and sidewalks need to be added here is this older neighborhood of East Independence.
26. M291 IS TOO CROWDED
27. Safety may not be so much an issue as simply UGLINESS!
28. Any street without a sidewalk on both sides is unsafe.
29. Generally there are not enough sidewalks through neighborhoods and not enough bikeways for transportation. It would be preferable to have sidewalks on both sides of the street. Right now there are places in the city that are very unsafe for non-motorized traffic such as Noland Rd. and Hwy. 40.
30. Yes!! 23rd St. Noland Rd. Lee's Summit Road etc.
Basically residential strees are OK, but difficult to ride because they are slower and they are not direct routes to anywhere. but more major roads are all built without bicycle in mind. The shoulders are very narrow and have a lot of debris in them. We need either: bike lanes on these roads or lots of publication education, letting drivers know that bikes might be in regular traffic lanes (preferably option 1)
31. Crackerneck Road - Parts of the road are very narrow and curved so it is hard to see oncoming traffic.
32. No.
33. All of the main arteries.
34. YES! (no button displayed on browser).
 - Bass Pro Shop drive by the waterfall is VERY dangerous. Cars and pedestrians compete with one another.
 - Lee's Summit Rd from I-70 to Bass Pro Shop Dr. wider sidewalk (asphalt bike path) is needed.
 - 39th St to Crysler Ave. needs a sidewalk
 - 23rd St. to Noland Rd needs a sidewalk (partial sidewalk exist)
35. Noland Road, Truman Road
36. Most roads in the city are not safe for pedestrians or cyclists. This is due in part to the road design as well as driver/citizen education about how to safely share the road.
37. 39th street, Valley View parkway, Noland road, 35th street, Sterling street, Lee's Summit street.
38. Have to walk across Noland Rd. to catch the Metro. Way too dangerous
39. Yes, There should be east/west and north/south routes paralleling Noland Road and Truman Road for bicycle transportation.
40. Walking on Truman Road between Sterling and Northern is deadly. Nowhere to walk but at the edges of the road. There are a lot of broken sidewalks on many of the side-streets, making foot traffic dangerous, ESPECIALLY if you can't see the surface due to leaves or snow.

Comments on Transportation Survey Question 4 continued

Are the streets in Independence that seem unsafe for your use (transportation wise)?

41. NO
42. Yes
43. Yes. South Ash and Hardy
44. No
45. No
46. No
47. No
48. Yes. Dope and alcohol all over town
49. Yes. Side roads too narrow, 24 highway by the bridge
50. Yes; W. Nettleton; N. Main St.; White Oak;
51. No
52. Yes; 35th Street - Noland Rd to Lee's Summit Rd
53. In townhouse by Randall School & Salisbury Rd East of 291
54. Hocker
55. 39th street
56. It is trust me!
57. Most of our major streets need alot of work
58. Not sure
59. yes
60. because they are not paying attention
61. All over
62. lanes for bicycles,carpool lanes needed
63. All need new or repaired sidewalks all need bicycle & carpool lanes they are main roads
64. yes
65. Example Dickerson,steep drop off at side
66. yes
67. no sidewalks
68. yes
69. yes
70. yes
71. Sidewalks - Truman/Noland Rd
72. Everywhere
73. No
74. No
75. Sterling/Noland
76. NO
77. NO
78. NO
79. Northwest
80. NO
81. No
82. No sidewalks hardly anywhere.
83. Yes, but no comment made.
84. E Shelley
85. 35th Street and Railroad Crossing - big bump; Shelley and S. Claremont Ave (blind hill from the west)
86. Yes but no comment made.
87. Eastern Independence - low street lighting
88. Northwest
89. Everywhere

Comments on Transportation Survey Question 4 continued

Are the streets in Independence that seem unsafe for your use (transportation wise)?

90. Jones
91. 23rd
92. Answer was yes but did not write any thing
93. Answered yes but no comment
94. Answered yes but no comment
95. YES - "IDK (I DONT KNOW) THE NAMES"
96. YES "EVERYWHERE"
97. Drumm and Sterling
98. Yes Everywhere
99. Yes west of troost
100. Yes
101. The streets which is unwalkable
102. Yes, pot holes are bad in some parts
103. Hocker Heights on the square
104. Not that I'm aware of
105. Yes Alot of pot holes around town
106. No
107. Yes but no comment
108. No
109. Yes
110. Too many to list (too narrow when parking allowed)
111. Blue Ridge
112. "Unsafe" because of neighborhoods, or because of bad maintenance? Many streets have 90 degree turns that are dangerous or bad sight distance.
113. Truman and Sterling
114. YES-EAST INDEP.
115. YES - "24 HIWAY TRUMAN IN AREAS"
116. Yes Can barely see the lines on Noland Rd
117. Yes no comment
118. Yes Allen Rd Dickerson Rd
119. YES. "MANY STREETS WITH NO CURBS & DEEP DITCHES"
120. YES. "SEMENT LINE RD"
121. YES - 24 HWY W OF STERLING
122. YES -" NOLAND RD., 24 HWY, 23RD ST..."
123. YES - "NORTHWEST, SOUTHWEST OF INDEPENDENCE"
124. YES - "ALL OVER"
125. YES -"18th street from Glenwood to Brookside needs fence post type hazard signs accross from drives & Glenwood to alert drivers that the ground drops off. W/drop off sides, blind reverse turn & trucks from Hemco Corporation parked in the road at times.

note: Comments indicating "no comment" were not presented here.

Transportation Survey Question 5

How supportive are you in implementing standards addressing the location of driveway connections to roadways (Access Management) in DEVELOPED areas?

	Not supportive	A little supportive	Somewhat supportive	Fairly supportive	Very supportive
Responses	22	17	67	32	33
Percent of Total	12.6%	9.8%	38.5%	18.4%	19.0%

Comments on Transportation Survey Question 5

How supportive are you in implementing standards addressing driveway connections to roadway standards in undeveloped areas?

1. If the area is undeveloped why waste money on driveway access to nothing? Come on now, what kind of stupid question is this?
2. Same Question as #6
3. I don't live in any undeveloped area, so right now it's not a concern.
4. Not only with regard to site distance but also with regard to roadside storm water conveyance. Driveway culverts (sizing and placement) and associated property front ditching is an enormous problem for the City of Independence.
5. I think the developer has some responsibility here.
6. Duplicate question: This question is listed twice #5 and #6, how will you tally the answers? If you add them together it is a duplicate count if you do not add them together are you giving credit to all that responded? I answered too different ways for each question, how will that be counted?
7. Not aware of this issue
8. There shouldn't be driveways every 100' on busy streets. I also don't really like to see "outer roads" along every busy street either. How would "access management" work with existing areas of development?
9. the driveways should be better thought out
10. The main benefits of access management are traffic safety, traffic operations, benefits for non-automobile modes, and community benefits.
11. If you are starting with a blank slate, you need to do it right the first time!
12. I am not familiar with this issue.
13. I would need more info about this.
14. If you mean should you turn Independence into South Overland Park by restricting traffic into and out of shopping areas, a big NO in my book. Those are pedestrian unfriendly by encouraging fast traffic through major arteries. The reason there are fewer pedestrian accidents in Kansas is because there are fewer pedestrians because those restricted access shopping centers are hostile to pedestrian traffic. Please don't let the engineers over engineer the access points for the benefit of auto traffic to the exclusion of foot or bicycle transportation.
15. Is there really a need? Do we get a lot of complaints and problems due to driveway locations ?
16. DID NOT ANSWER QUESTION
17. "SAFETY ONLY, I am mainly concerned with safety as far as driveways".

note: Comments indicating "no comment" or "did not answer question" were not included here.

Transportation Survey Question 6

How supportive are you in implementing standards addressing the location of driveway connections to roadways (Access Management) in DEVELOPED areas?

	Not supportive	A little supportive	Somewhat supportive	Fairly supportive	Very supportive
Responses	19	13	65	30	46
Percent of total	10.8%	7.4%	36.9%	17.0%	26.1%

Comments on Transportation Survey Question 6

How supportive are you in implementing standards addressing driveway connections to roadway standards in developed areas?

1. Both #5 and #6 ask the same question regarding UNDEVELOPED areas. If one was intended for DEVELOPED areas, I would be very supportive of standards addressing location of driveway connections to roadways in DEVELOPED areas.
2. see above comment.
3. This is the same question as #5
4. Duplicate question to #5. Fix your poll.
5. SAME Question as #5
6. Is this a trick question to see if I am paying attention -- you asked this in the previous question.
7. I don't live in any undeveloped area, so right now it's not a concern.
8. Hello? Am I missing something here? Is this not the same question as No. 5?
9. same as above
10. Duplicate question: This question is listed twice #5 and #6, how will you tally the answers? If you add them together it is a duplicate count if you do not add them together are you giving credit to all that responded? I answered too different ways for each question, how will that be counted?
11. Repeat question?
12. Isn't this the same question as #5?
13. Was either 5 or 6 supposed to be for DEVELOPED areas???
14. Do you realize that this question is identical to the one before it? Was one of them supposed to be for Developed areas instead?
15. We need to think about this
16. Consolidation of commercial driveways through driveway spacing and driveway density standards. When the density of commercial driveways on a typical urban arterial roadway begins to exceed about 3 or 4 per block, the crash rate climbs. Corner clearance. Simply moving commercial driveways away from public street and road intersections and interchanges is an extremely powerful access management tool. This is because placing driveways within the functional area of intersections and interchanges creates conflicts between through and turning traffic and is inherently dangerous. Improving commercial driveway design. Reducing the number of commercial driveways through such measures as corner clearance and driveway consolidation can lead to the opportunity to have fewer, yet better-designed driveways. Wider driveway widths, shallower driveway grades, larger turning radii, and the incorporation of dedicated turn lanes and tapers can increase the entry speed for commercial drives. This in turn reduces the speed differential between turning and through traffic. Crash rate reduction is the likely result. Improving internal circulation in land developments. Oftentimes, commercial developments are designed from the building out. The parking lot and driveways are an afterthought. Designing land developments from the entry points inward can dramatically improve functionality

Comments on Transportation Survey Question 6 continued

How supportive are you in implementing standards addressing driveway connections to roadway standards in developed areas?

- 17. If we are to de-junk Independence development, we need to establish and enforce high (but not arrogant) standards. This means requiring more traffic and parking impact studies done by either QUALIFIED City staff or QUALIFIED traffic/transportation consultants (which might possibly NOT be in the Kansas City area). This means paying attention to trip generation rates of different landuses (see Urban Land Institute and the Institute of Transportation Engineers), among other professional standards.
- 18. Not familiar
- 19. More info needed.
- 20. Is there really a need? Do we get a lot of complaints and problems due to driveway locations ?

note: Comments indicating "no comment" or "did not answer question" were not included here. It was noticed at a later date, that SOME surveys duplicated question 5 and 6; we apologize for the confusion.

Transportation Survey Question 7

How important is it to you that the City of Independence provide aesthetically pleasing roadways?

	Not important	A little important	Somewhat important	Fairly important	Very important
Responses	7	12	62	56	81
Percent of total	3.2%	5.5%	28.4%	25.7%	37.2%

Comments on Transportation Survey Question 7

How important is it to you that the City of Independence provides aesthetically pleasing roadways?

- 1. The roads are sometimes the only thing non-residents see. They're extremely important. Everything along the major thoroughfares as well (Noland, Truman, 24 Hwy, 291 and 23rd St.)
- 2. As always, I prefer safe and effective over beautiful and attractive. But, if we have the money, I don't like ugly.
- 3. We need to get busy, particularly in the spring!
- 4. Pot holes are ugly, getting rid of those would be a nice aesthetic improvement - with a bonus of having a safety improvement.
- 5. I love the new Jackson Drive and R.D. Mize Road with the street lights and pedestrian/bike paths!
- 6. This is important to encourage pedestrian use as opposed to vehicles, and adding greenery never hurts the environment. However, it is more important to fund alternative modes of transportation.
- 7. Clean, functional and inexpensive to maintain. My neighbors and I just spent a Saturday morning weeding, trimming and replacing dead bushes in medians that are supposed to be maintained by the City. If we waited for the City to do this, the medians would continue to look like crap.
- 8. some roads are ugly, they should be made to look better
- 9. It seems like aesthetically pleasing roadways not only help traffic, but also improve the image of the area and attract people and businesses.

Comments on Transportation Survey Question 7 continued

10. Aesthetics is naturally part and parcel of good and safe design, and also helps to diminish driving stress that leads to road rage issues. If handled correctly, it is also environmentally friendly and supportive.
11. THIS AND THE APPEARANCE OF THE BUILDINGS GIVES THE IMPRESSION TO VISITORS. INDEPENDENCE NEEDS TO STEP IT UP ON THE APPEARANCE OF BUILDINGS AND ROADWAYS.
12. Too much of our City looks junky. If we are to attract high-quality jobs which will, in turn, attract high-quality neighbors, we MUST substantially clean up our act.
13. Some of the roadway and traffic island or in a state of disrepair. Some island are overgrown with weeds, or littered with trash. Maybe community service (court assigned) could clean these up.
14. Many of the streets around the Square have been improved with new curbs, gutters, sidewalks and underground power lines. Main Street, one of the main streets leading to the Square, should be improved.
15. Frankly, Independence is a dirty town. There's a big litter problem here. Then there are the business areas on Truman Rd, 24 Hwy, and 23rd street where business properties (especially auto-related businesses) are allowed to look like crap or to house junk yard car lots. I know there's a big "tug-of-war" between community standards and freedom here. But I'm also a big believer in the "broken windows" theory, plus, as a former teacher, I know that kids behave totally different when you dress them up in a nice outfit compared to when you dress them up in jeans and a T-shirt. Same principals apply here.... or at least they should.
16. "THEY NEED TO BE SAFE FOR ALL USERS WALKING & BIKE"

note: Comments indicating "no comment" or "did not answer question" were not included here.

Transportation Survey Question 8

What improvement, if any would you like to see that would make roadways more attractive?

	Responses	Percent of Total
a. Landscaped medians	93	46.3%
b. Lighting	144	71.6%
c. Tree lined streets in commercial corridors	114	56.7%
d. Gateway markers for major entryways throughout the city	82	40.8%
e. Scaled down or consistent signage guidelines for businesses	84	41.8%

Comments on Transportation Survey Question 8

What improvement, if any would you like to see that would make roadways more attractive?

1. Sidewalks would be nice on both sides of the street, and some existing ones are in need of repair.
2. Excellent Ideas
3. Be Green
4. We need to put the screws to absentee landlords who leave blighted properties that we all have to look at!
5. Roads need to be narrow to avoid speeding and to avoid storm water runoff
6. At a bare minimum it would just be nice for there not to be trash and rubble along the roadway
7. A consistent lighting standard for the City would be nice - especially along the entirety of major streets. Now, the pole/lighting style can change by the block. AND.. put those ugly power lines along the streets UNDERGROUND! Trees along streets would look nicer than all the power poles/ power lines there now (especially in the older parts of town).
8. Advertising signs are a blight to any city and especially roadways.
9. When landscaping is done it should be kept up and keep the weeds and trash out of the medians.
10. By lighting, I am primarily talking about regular stree lights. For me, it is all about the function. I would highly recommend spending money on bike lanes and complete sidewalks before landscaped medians and tree lined streets.
11. Improved signage in ares with out town visitors, large or tall enough to see (line of sight) before intersection.
12. Repaving streets and building trail-like (such as the Bass Pro Shop trail) sidewalks along streets make a huge improvement as far as attractiveness.
39th street from Lee's Summit Rd to Noland Rd looks great! This would be a good design to model from.
13. We need better landscaping, better store fronts, tree lined streets would be a great addition to the city. Over the past 29 years I have lived here, the quality of the streets, neighborhoods, and general appearance of the city have gone downhill. I know these don't all have to do with this survey but we need to start somewhere.
14. Sidewalks
15. Undergrounding power lines on major roadways
16. Traffic lights controlled by use not set for set time but by use sidewalks,curbs,and gutters
17. All KCATA buses need to be exanded for night & Sunday service
18. Poor neighborhoods
19. It is very important that we have good local bus service, throughout the Grater Kansas City area. I see no need for rapid transit. Bus schedules need to accomodate work commuters, so should run more frequently before 8 am and after 5 pm.
Re: question 8 Lighting should be prvided for safety only. Decorative lighting creates an ongoing expense for electricity (unless it is solar powered).
20. Plants/grass
21. Sidewalks
22. Lights that shine down, not out and above less light pollution
Bushy trees make it hard to see the business - waste of money
street sweeps for major arteries
23. Fewer old cars at automotive repair places
24. Sidewalks
25. Required replacement of manditory trees on commercial and private property
26. Skate parks parks ect
27. "LESS POT HOLES"
28. Speed limit signs
29. Easy care plants and trees not a lot of mowing or maintainence
30. Park
31. Fairmount area on 24 hwy really needs help. The boarded up buildings look awful. This is a main entrance to Independence and should look nice.
32. Side walks along all main streets

Comments on Transportation Survey Question 8 continued

What improvement, if any would you like to see that would make roadways more attractive?

33. Too many junk signs
34. These attract temporary push-in signs that detract from the city's attractiveness
35. Speed limit signs
36. OTHER: "PUT MORE BUS SIGNS UP IN INDEPENDENCE".
37. "HEALTHY GROWING THINGS"
38. [Lighting] for safety; That the City keeps the City's grass, etc cut, the roads repaired & trees in the right of way pruned for driver visibility"

9. Are you a resident of Independence?

87% said yes, they are a resident of the City;
13% are not residents of Independence;

10. If you live in Independence, tell us where you live.

37% are residents of District 1 – Northwest Independence
19% are residents of District 2 – Northeast Independence
24% are residents of District 3 – Southeast Independence
20% are residents of District 4 – Southwest Independence

Thank you to everyone who participated in the
Independence 2030: A Comprehensive Plan surveys.

Responses to the Housing and Economic Development surveys
are available on this website