

## Pedestrian Safety Improvements Near Schools

Targeted “Safe Routes to School” investments including new sidewalks, sidewalk repairs, crosswalks, traffic signal improvements, traffic calming features, and lighting.



Glendale Elementary School

## Access to Parks and Commercial Districts

Residents, and especially kids, should be able to access parks safely by walking. Mill Creek Trail as a connection to Mill Creek Park is an example of a well-used multimodal connection to a park, with a connection to the area’s “Three Trails” history.



McCoy Park

## Bus Stop Improvements

Many Independence bus stops are lacking in accessibility, such as concrete landingpads connected to sidewalks, as well as additional features such as benches and shelters.

Prioritize improvements at the city’s highest ridership stops, such as along the the 24 Independence route, and align further improvements with future planning efforts for intra-city bus service.



Independence Transit Center

## Strengthen & Clarify City Policies and Codes

A review of city codes has identified opportunities to improve accessibility and safety for non-motorized modes of transportation. These include:

- Greater clarity for bicycle parking requirements, tailored to the needs of different uses.
- Allow flexibility for street widths that are sensitive to land use context and built environment.
- Clarify base speeds and design speeds, across UDO and Public Works Manual
- Adjust language for consideration of crosswalks in more locations.
- Protection for vulnerable users by allowing cycling on sidewalks and flexibility with bikes/peds crossings.
- Add bike lanes to areas where driving and parking are not allowed.
- Require sidewalks to be at least 5 feet in width.
- Allow for variety and flexibility in traffic calming devices.