



CITY PLAN COMMISSION STAFF REPORT

City of Kansas City, Missouri
City Planning & Development Department
www.kcmo.gov/cpc

June 6, 2023

Project Name
Major Street Plan Amendment

Docket #10

Request
CD-CPC-2023-00068 – Major Street Plan Amendment.

Applicant
James McClure
Polsinelli, P.C.

Owner
Tiffany Springs Logistics, LLC

Location Generally located at the extension of Tiffany Springs

Area About 280 acres

Zoning M2-3

Council District 2nd

County Platte

School District Park Hill

Surrounding Land Uses

North: zoned KCIA, undeveloped.

South: zoned M2-3, undeveloped.

East: zoned B3-3/ M2-3, commercial/ industrial uses.

West: zoned KCIA/ AG-R, industrial and agricultural farmland.

Major Street Plan

The City's Major Street Plan classifies Tiffany Springs Parkway as a Parkway under the jurisdiction of the Parks and Recreation Department. North Amity is classified as a 4 lane Thoroughfare.

Land Use Plan

The KCI Area Plan recommends Commercial/ Industrial land use for the subject property.

APPROVAL PROCESS



PROJECT TIMELINE

The application for the subject request was filed on April 28, 2023. Scheduling deviations from 2023 Cycle K have not occurred.

NEIGHBORHOOD AND CIVIC ORGANIZATIONS NOTIFIED

The subject property lies within Tiffany Springs Neighborhood Association. Notice of the public hearing was sent to the neighborhood association and surrounding properties within 300 feet.

REQUIRED PUBLIC ENGAGEMENT

Public engagement as required by 88-505-12 does not apply to this request.

EXISTING CONDITIONS

The project site is 280-acre parcel generally located at the terminus of Tiffany Springs Parkway, west of I-29 extending to N. Amity Avenue. The site is undeveloped except for agricultural cultivation of the areas outside the regulated stream. The proposed development is within the North Brush Creek watershed and encumbers multiples tributaries.

Surrounding land uses includes existing industrial uses within KCI to the north. To the south and west are undeveloped agricultural farmland on large tracts. To the east are existing commercial development that includes restaurants and hotels at the Tiffany Springs Parkway and I-29 interchange.

SUMMARY OF REQUEST + KEY POINTS

The applicant is seeking approval of an amendment to the Major Street Plan to allow for the realignment of NW Tiffany Springs Parkway from N. Congress Avenue on the east to a point about 7,000 feet west of N. Amity Avenue (around the N. Childress Avenue extended).

CONTROLLING CASE

There is no controlling case for the subject site.

PROFESSIONAL STAFF RECOMMENDATION

Docket #10 - Approval with conditions.

PLAN REVIEW

This is a request to approve an amendment to the Major Street Plan to allow for the realignment of NW Tiffany Springs Parkway from N. Congress Avenue on the east to a point about 7,000 feet west of N. Amity Avenue (around the N. Childress Avenue extended). The current TSP alignment bisects the proposed Tiffany Springs Logistic Center development and turns northwards onto the KCI property, then west towards Mark L. McHenry park at N. Hampton Road. Due to limited public infrastructure in this quadrant the Major Street Plan shows possible future extensions that ensures that the network grid is maintained to the city limits.

The proposed development plan realigns NW Tiffany Springs Parkway about 600 feet south of the current location which necessitates an amendment to the City's Major Street Plan. As part of the review of the development plan (Case No. CD-CPC-2023-00044) staff expressed concern about allowing the development plan to proceed without a defined and approved future alignment of the parkway. This was allowed to proceed under the assumption that the MSP is approved consistent with this proposed development plan. In the event that the Council approves an amendment that is contrary to this plan/ plat, the developer will need to amend this development plan to reflect the MSP alignment approved by the Council.

PLAN ANALYSIS

Whenever staff reviews applications for Rezonings, Development Plans, Special Use Permits and Preliminary Plats, one aspect of the review is the alignment and existing amount of right of way adjacent to the project. The review is to determine the proper alignment and if there is adequate right of way. The alignment and amount of adequate right of way on major streets is set forth in the Major Street Plan and staff uses this plan to make recommendations on alignment and dedication of additional right of way.

Section 88-810-810 of the Zoning and Development code discusses the Major Street Plan.

The plan established by the city, pursuant to RSMo 89.480, showing the general alignment and functional classification of streets, highways and parkways of an ultimate urban arterial network. The purpose of this plan is to guide development of the arterial street network and to identify appropriate street rights-of-way to be secured at the time of subdivision platting. The plan may be amended, added thereto, or otherwise refined by the subdivision platting process or by the plan commission and city council.

The realignment of NW Tiffany Springs Parkway 600 feet south creates a conflict at N. Amity Avenue. This puts the parkway directly in front of an existing asphalt plant's northerly driveway and detention pond.

The Zoning and Development Code does not have specific review criteria for Major Street Plan Amendment, so staff sent out public notice and advertised the request to inform affected owners. In reviewing the proposed realignment staff looked at the following:

- 1) Conflict with existing development/ uses.
- 2) Conflict with sensitive environmental natural resources (regulated streams, riparian vegetation, floodplain/ floodway, etc.).
- 3) Proximity to existing city owned property to avoid purchase of right of way and condemnation.
- 4) Overall network connectivity.

There is an existing asphalt plant on the west side of where proposed NW Tiffany Springs Parkway will connect at N. Amity Avenue. Staff recommends that the connecting point should be moved about 150 feet north of the current location to avoid this conflict.

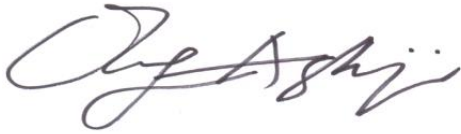
ATTACHMENTS

1. Conditions Report
2. Applicants Submittal
3. Staff Submittals
4. Major Street Plan

PROFESSIONAL STAFF RECOMMENDATION

Staff recommends Approval Subject to the Corrections and Conditions as reflected in the attached Plan Correction Report and Plan Conditions Report.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Olofu Agbajii". The signature is fluid and cursive, with the first name "Olofu" and last name "Agbajii" clearly distinguishable.

Olofu Agbajii
Planner



Plan Conditions

Report Date: June 02, 2023

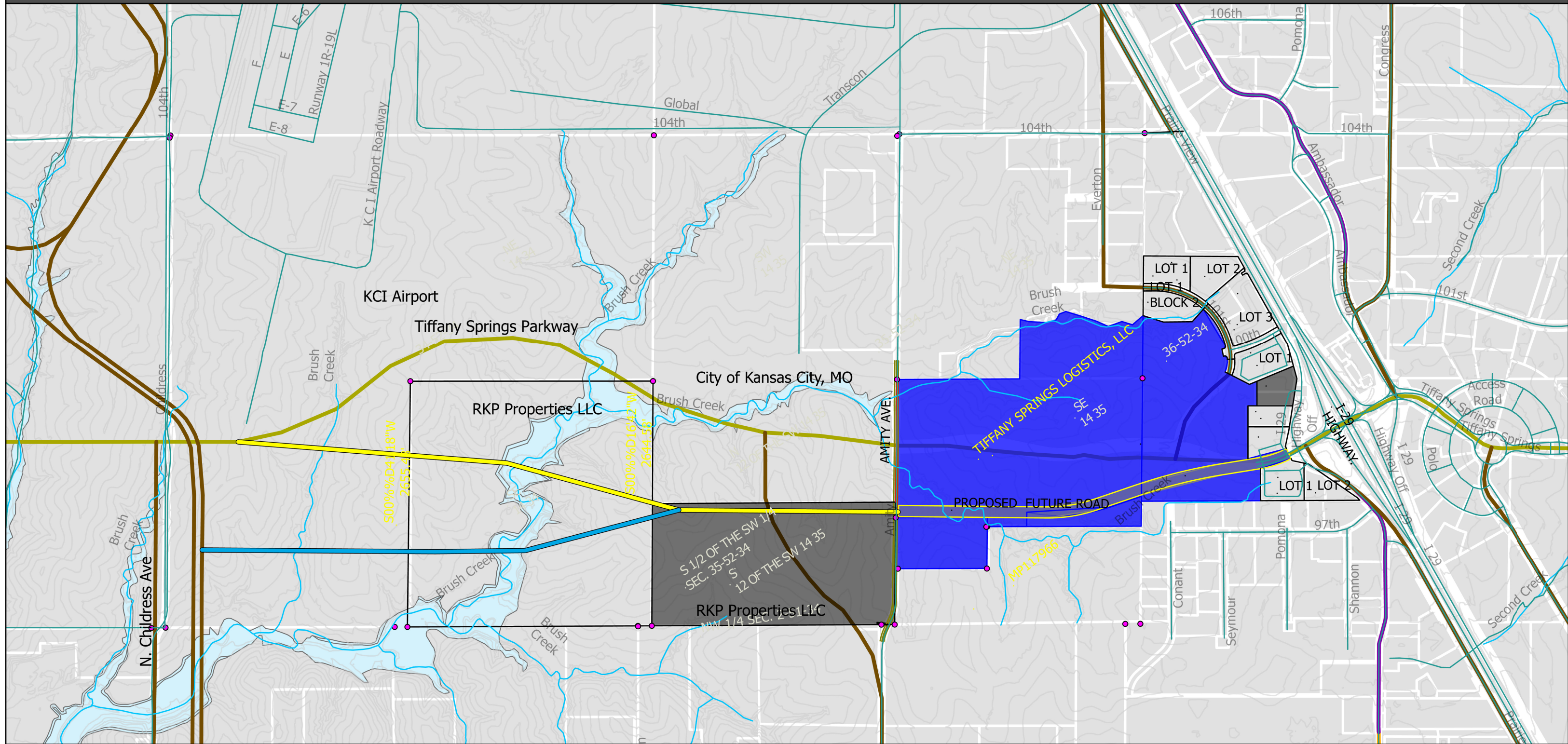
Case Number: CD-CPC-2023-00068

Project:

Condition(s) by City Planning and Development Department. Contact Olofu Agbaji at (816) 513-8815 / Olofu.Agbaji@kcmo.org with questions.

1. That the plan be revised so that the proposed connection is align with the parcel owned by KCMO to avoid conflict with the existing asphalt batch plan on the west side of N. Amity Avenue prior to ordinance request.

Proposed Tiffany Springs Parkway Extension



Proposed MSP Alignments

- Exhibit A
- Exhibit B

Major Street Plan Typology

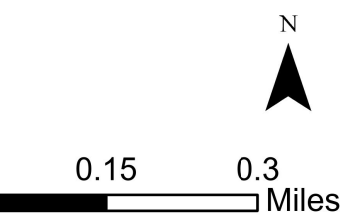
- Activity Street
- Boulevard
- Established Boulevard
- Local Link
- Commerce/Mixed-Use
- Established Arterial
- Parkway
- Established Parkway
- Thoroughfare

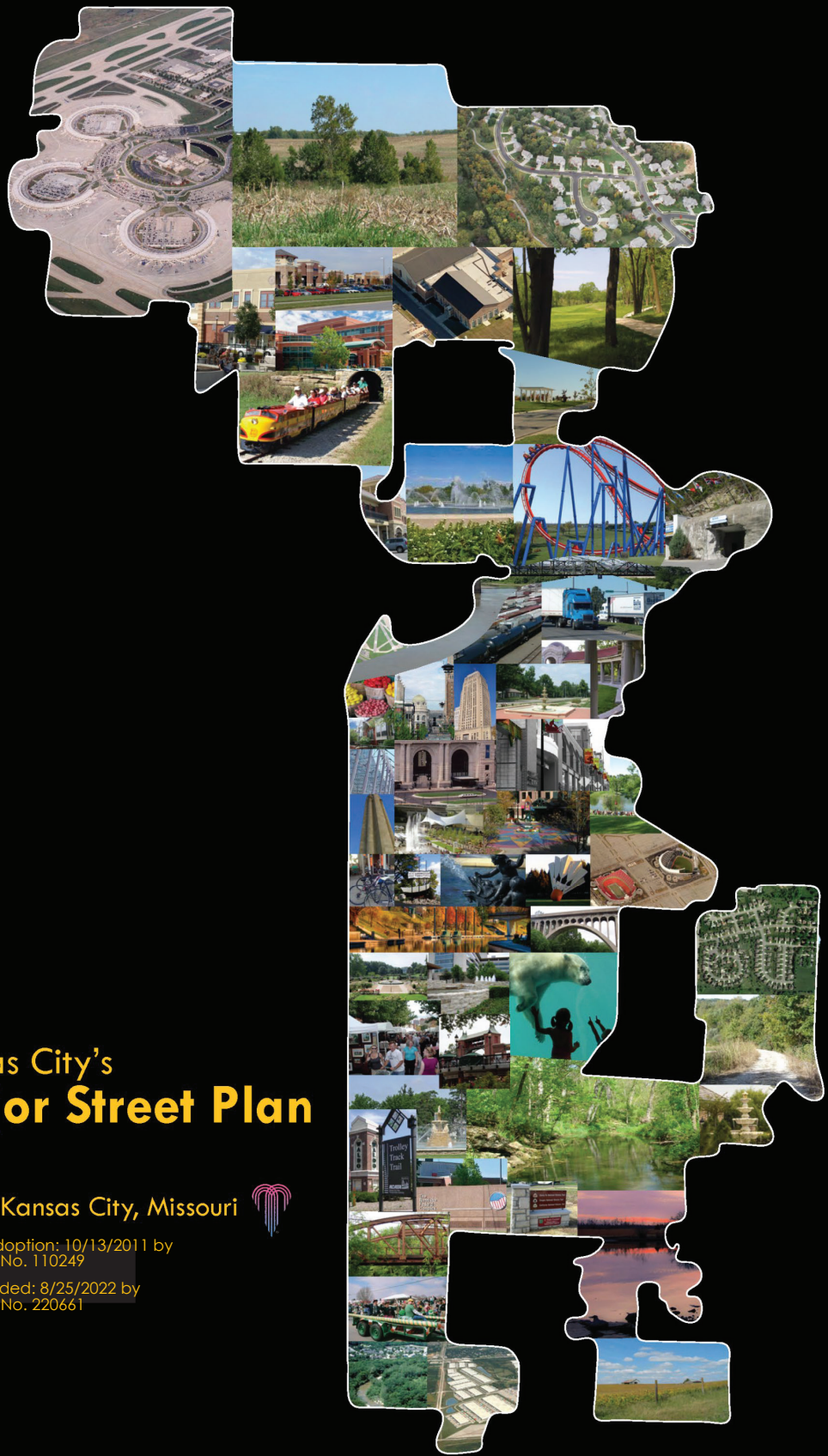
CAD File Layers

- Alignment
- SP ROW-PressurePipe
- SP ROW-Pipe
- SP ROW-ParcelSegment
- SP ROW-FeatureLine
- SP ROW-Catchment
- V-SURV-S. LINE
- V-PROP-LINE
- V-SURV-PARCEL
- V-ROAD-EDGE-ASPH
- V-ROAD-EDGE-GRAV
- V-SITE-TXT

- V-SURV-BND-EXIST
- V-ROAD-ROW-LINE
- SP ROW-Topography
- SP ROW-Site
- SP ROW-PressureNetwork
- SP ROW-Parcel

- SP ROW-GravityNetwork
- V-SURV-PARCEL
- V-SURV-BND-EXIST
- V-ROAD-ROW-LINE
- V-SURV-PARCEL
- V-SURV-BND-EXIST





Kansas City's Major Street Plan

City of Kansas City, Missouri 

Original Adoption: 10/13/2011 by
Resolution No. 110249

Last Amended: 8/25/2022 by
Resolution No. 220661

Mayor

Sly James

Council Members

District 1

Scott Wagner
Dick Davis

District 2

Ed Ford
Russ Johnson

District 3

Melba Curls
Jermaine Reed

District 4

Jim Glover
Jan Marcason

District 5

Cindy Circo
Michael Brooks

District 6

Scott Taylor
John A. Sharp

City Plan Commission

Evert Asjes, Chair
Charles Meyers, Vice Chair
Stan Archie
George Cook
Babette Macy
Stephen N. Abend
Jeff Krums
Bobbie Baker Hughes

Parks Board

John Fierro, President
Tyrone Aiken
Daniel T. Morton
Aggie Stackhouse
Ajamu K. Webster

City Manager

Troy Schulte

City Planning and Development Department

Thomas G. Coyle, Director

Parks and Recreation Department

Mark L. McHenry, Director

Public Works Department

Sherri McIntyre, Acting Director

City of Kansas City, Missouri

Major Street Plan

Approved by the City Council

Ordinance No. 110249

October 23, 2011

Recommended for Adoption by the City Plan Commission

Case No. 175-S-30

May 3, 2011

Approved by the Parks and Recreation Board

Resolution No. 28950

January 18, 2011

Amendments

Ordinance	Date
141059	12-18-2014
160336	6-23-2016
160865	12-01-2016
210837	9-23-2021
220661	8-25-2022

CITY OF FOUNTAINS
HEART OF THE NATION



KANSAS CITY
MISSOURI

Preface

to the 2011 Update

Transportation is a derived demand. It exists to support economic and social activity, and is not an end unto itself. Kansas City's Major Street Plan is designed to recognize this role by prescribing a transportation network that supports the City's long-term vision for the kind of community it wants to be. The movement of people and goods is essential to the health and vitality of a city and community, and thus the Major Street Plan is an important contributor to the City's long-term success.

Precursors to the Major Street Plan have been found in the City archives dating as far back as 1911, but the document considered the City's first official Major Street Plan was adopted in 1972. Since that time, revisions have been made to the plan on an as-needed basis, as new Area Plans have been adopted, specific development plans have moved forward, roadways have been added to or removed from the City's jurisdiction, the Parkway and Boulevard Master Plan has been updated, and constructed roadway alignments have been better reflected. These efforts have allowed the Plan to respond to changing local conditions in various parts of the City.

The 2011 update of the Major Street Plan creates a living document, by establishing both a thorough technical underpinning for the Plan, as well as the processes to sustain ongoing meaningful updates. The plan addresses – in new ways and with much more flexibility – the *capacity* needs of the City's major streets, as well as *context-reflective, multi-modal* street designs. It also expands on the collaborative history and abilities of three City departments – City Planning and Development, Parks and Recreation, and Public Works – in order to more fully integrate visions into one plan.

Acknowledgments

The 2011 Major Street Plan was developed with the help of a great many stakeholders. The following groups were instrumental in its development.

KCMO Major Street Plan Citizens Committee

Ron Achelpohl, MARC
Lou Austin, Three Trails CID
Gerri Doyle, MoDOT
Barb Engle, Martin City CID
John Fierro, Parks and Recreation Board
Mell Henderson, MARC
Mamie Hughes, Citizen
Arthur B. Johnson, Ivanhoe Neighborhood Council
Russ Johnson, KCMO 2nd District Councilman

LeAnn Kell, MoDOT
Lee A. Lambert, Independence Plaza Neighborhood Council, Inc.
Donovan Mouton, One Economy Corporation
John Neeley, Kansas City Fire Department
Danny O'Connor, Kansas City Area Transit Authority
Jim Rice, Northland Neighborhoods, Inc.
Aaron Schmidt, Hunt Midwest
Beth Wright, MoDOT

KCMO Major Street Plan Technical Committee

Gregory J. Rokos, KCMO Public Works
Wes Minder, KCMO Public Works
Jade Liska, KCMO City Planning & Development
Kyle Elliott, KCMO City Planning & Development

Dion Waldon, KCMO City Planning & Development
Steve Abbott, KCMO Parks & Recreation
Denise Phillips, KCMO Parks & Recreation

Additional Governmental Agencies Consulted

Kansas City Area Transit Authority (KCATA)	City of Gladstone	City of North Kansas City
Mid-America Regional Council (MARC)	City of Grandview	City of Raytown
Missouri Department of Transportation (MoDOT)	City of Liberty	City of Riverside

Stakeholder Groups

Bicycle-Pedestrian Advisory Committee	KC Industrial Council	South KC Chamber of Commerce
Clay County EDC	KC Metro APWA	Southern Communities Coalition
Downtown Council of KC	Northland Regional Chamber of Commerce	Southtown Council
EDC KC	Northland Neighborhoods, Inc.	Waldo Area Business Association
Greater KC Chamber of Commerce	Platte County EDC	

The authors also wish to acknowledge the contributions of Kansas City area developers, through a special Developer Roundtable (and other means), and – most importantly – the citizens of Kansas City through their attendance at public meetings and feedback through other forums.

This document is prepared for City of Kansas City, MO with assistance by the following consultants:

Christopher Kinzel, HDR	Patti Banks, Patti Banks Associates
Larry Frevert, HDR	Blair Sells, Patti Banks Associates
Molly Nick, HDR	

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Appendix A: List of Major Streets

Glossary

Access Management – A policy program that seeks to consolidate and limit the number of access points (intersections, driveways, and median openings) along major roadways. The primary purpose is to provide safe and efficient conditions for the movement of through traffic.

Area Plan – A broadly focused planning document that takes a long-term view of a defined geographic area and formalizes the community’s recommendations of how future land use, housing, transportation and infrastructure issues are decided and prioritized. Currently, Kansas City is divided into 18 planning areas.

Applicant – The property owner or duly designated agent of the property owner of the land on which a building permit is requested and an arterial street impact fee is due pursuant to this chapter.

Arterial – A major street. See more formal definition on Page 1.

Arterial Street Impact Fee – A fee imposed on new development proportionate with the costs the city will incur to provide arterial street facilities needed to serve that new development at the existing level of service for arterial street facilities.

Arterial Street Improvements – The planning of, engineering for, and the construction of capacity-expanding improvements for the arterial system.

Arterial Street or Arterial Systems – All existing and planned city-maintained arterial streets and parkways and boulevards identified on the city’s adopted major street plan. In addition, the following two state-maintained roadways shall also be considered part of the arterial system eligible for funding with the city’s arterial street impact fees: M-9 from Parkville city limits to Barry Road, and M-291 and I-435 to Liberty city limits.

Bike Lanes – Ordinance 011288 adopts certain revisions to the Major Street Plan, specifically to add bicycle routes to the Major Street Plan and to state that the dedication of additional right-of-way width along designated bicycle routes shall be made by the developer at the time of platting. The obligation for financing construction of bicycle facilities shall be the responsibility of the City and will be subject to the availability of funding. In no event will the City utilize street improvement impact fees for the purpose of constructing bicycle facilities

Boulevard – A type of street owned by the Kansas City Parks and Recreation Department, boulevards are typically four-lane undivided facilities within a 100-foot right-of-way and substantial setbacks. Boulevards typically offer good grades, are located in a naturally attractive locality, and abut generally residential areas.

Building Permit – The permit required for new construction and additions pursuant to the city’s existing building, subdivision and zoning regulations.

Buildout – A future analysis scenario in which all developable parcels, within the current city limits, are developed to their full planned uses and densities. There is no future year assigned to this scenario, because the exact timetable of buildout is unknown.

City – Refers to the City of Kansas City, Missouri.

Comprehensive Plan – A long-term, large-scale planning document that dictates public policy in terms of transportation, utilities, land use, recreation, and housing.

Feepayer – Person who is obligated to pay for an impact fee in accordance with the terms of this Chapter 39.

Gross Floor Area – The total area of all floors within the outside dimensions of a building including halls, lobbies, and stairways. It shall not include floor space within the building reserved for parking or loading vehicles, unimproved basement space, separate space used only for building maintenance and utilities or exterior features for the building, such as stairs, porches and walkways.

Impact Fee Administrator – Person or persons designated by the city to administer this chapter.

Impact Fee Credit Holder – Individual or entity that owns credits approved through the application process set forth in section 39-8 for the construction of arterial street improvements or a contribution/payment for arterial street improvements.

Island – A raised area, typically located between two directions of traffic, that can provide pedestrian refuge and traffic-calming benefits. Unlike medians, islands are not continuous, but are short (on the order of 10 to 50 feet in length).

Kessler System – The original, historic portion of the City’s boulevard and parkway system, as envisioned and developed by the first board of Park Commissioners and George Edward Kessler in 1893.

Major Street – Any street defined on the Major Street Plan. These streets generally have four or more lanes, although a three-lane section is allowed in some cases. Streets with functional classifications lower than arterial (collectors and local roads) are not considered major streets. (The Historic Boulevard and Parkway system is an exception included on the Major Street Plan – see page 1.)

Median – The portion of a divided roadway/highway used to separate opposing traffic. Medians can be raised, depressed, or flush (painted). As opposed to an island, a median is typically more lengthy and continuous.

Multi-lane – Used to describe a roadway/highway carrying more than one through lane.

Nonresidential Development – The construction of any nonresidential structures

Parkway – A type of street owned by the Kansas City Parks and Recreation Department, parkways are typically four-lane divided facilities within a 200-foot right-of-way including a wide landscaped median. Functionalities are much the same as for boulevards, with the additional purpose of connecting the City’s parks and other recreational facilities.

Residential Development – The construction, either separately or combined together, of residential dwelling units.

Right-of-Way (ROW) – In the context of this plan, an area of land used for a road and the public areas (sidewalks, etc.) along both sides of the roadway. The area is owned and maintained by a public agency (City, State, etc.), not the adjacent property owners. Improvements and modifications may be made to the right-of-way area by the owning agency without the consent of the adjacent property owners.

Special Purpose Mass Transit Corridor – A corridor in which right-of-way is preserved in order to accommodate a potential future on- or off-street transit route.

Through Lane – On a segment of roadway between intersections, any designated automobile travel lane that is not a turn lane or parking lane.

Trails KC – Adopted by ordinance, Trails KC is a document that maps regional trails within Kansas City and is a guide for future shared-use trail development and corridor preservation within the city. Some of these trails are located adjacent to streets (including major streets), and some follow other natural features, such as streams.

Travel Demand Forecasting Model – A computer model used to estimate travel behavior and travel demand for a specific future time frame. A traditional model has a four-step process: (1) *Trip Generation* – the number of trips to be made; (2) *Trip Distribution* – where those trips go; (3) *Mode Choice* – how the trips are divided among the available mode choices (automobile, transit, etc.); and (4) *Trip Assignment* – predicting the routes that trips will take.

Two-Way-Left-Turn-Lane (TWLTL) – A median treatment on roadways that provides a lane from which left-turns can be made when traveling either direction. Roads with one through lane in each direction plus a TWLTL are often referred to as “three-lane” facilities.

Typical Section – A profile drawing of a section of roadway that shows what it should look like when constructed. Elements may vary, but generally include right-of-way, sidewalk, curb and gutter, travel way, and median widths.

Typology – A method of roadway classification that is based on the roadway’s surrounding uses, as well as the types of users traveling on it.

Introduction

Purpose and Authority

The Major Street Plan is defined in Section 66-3 of the City's Code of Ordinances as:

The plan established by the city, pursuant to RSMo 89.480, showing the general alignment and ... classification of streets, highways and parkways of an ultimate urban arterial network. The purpose of this plan is to guide development of the arterial street network and to identify appropriate street rights-of-way to be secured at the time of subdivision platting.

In fact, at least four Missouri Statutes apply to the Major Street Plan.

- *RSMo 89.400.1*: Approval of plats with relation to the Major Street Plan.
- *RSMo 89.460*: Construction and improvement of streets with relation to the Major Street Plan.
- *RSMo 89.470*: Issuance of building permits with respect to the Major Street Plan.
- *RSMo 89.480*: Regulation of building or setback lines with respect to the Major Street Plan.

In short: legally, the Major Street Plan serves to define the ultimate arterial network and preserve the right-of-way needed to support that network. Each of these two purposes has an important corollary:

- *Defining the ultimate arterial network* allows for, and supports, orderly development within the City.
- *Preserving right-of-way* allows the arterial network to support other modes of transportation allowed to occur within that right-of-way where appropriate, including bicycling, walking, and public transit.

Therefore, the Major Street Plan has a much broader scope than just providing roads for automobile travel. It is integral to the cultural and economic development of the City, and it is vital to basic mobility for all its citizens.

How the Major Street Plan Classifies Roads

The current version of the Major Street Plan explicitly identifies two general classes of roads within the City Limits, both considered major streets:

Arterials	For the purposes of this plan, arterials are defined through some adaptations to FHWA's classification scheme. Arterials <i>generally</i> meet the following criteria: <ul style="list-style-type: none">• Interconnect with and augment the interstate and state highway systems• Serve moderate-length trips (generally between one and ten miles)• Provide more access (but less mobility) than the interstate and state highway systems, but less access (and more mobility) than collectors and local streets• Carry volumes in excess of 8,000 vehicles per day• Distribute travel to geographic areas smaller than those served by the interstate and state highway systems.• Generally do not penetrate identifiable neighborhoods (although long-established arterials may do so)
Certain Parkways and Boulevards	Kansas City's Boulevard and Parkway System, under the jurisdiction of the Parks Department, is a world-renowned system connecting the City's parks and providing pleasurable drives at moderate speeds. The majority of the City's Parkways and Boulevards function as arterials; however, several of these facilities (or segments of these facilities) do not. Most notably, many segments of the City's Historic Boulevard and Parkway system (the original Kessler system) would not meet an arterial classification as defined above. However, in recognition of the system's overall historical significance to Kansas City's transportation network, and in furtherance of the goal of a complete, unified plan, the entire Parkway and Boulevard system is included in the Major Street Plan.

Previous versions of the Major Street Plan made a distinction between primary and secondary arterials; the current Plan replaces this distinction with a classification system known as Street Typology, described in detail elsewhere in this document.

Previous versions of the Major Street Plan also implied that every arterial would consist of four through lanes (two in each direction). The current plan now includes a Through Lanes Map indicating a range of capacities from two to six lanes.

Other transportation facilities are shown on the Major Street Plan maps for information and context purposes. These include:

- Major Streets in adjacent municipalities
- Freeways, Expressways, and other state-owned facilities
- Special-purpose mass transit corridors, as defined on page 7

The Major Street Plan neither controls, nor dictates improvements to, these facilities. Standards and plans for these facilities are controlled by their respective jurisdictions. The Major Street Plan's domain is restricted to facilities controlled by the City of Kansas City. However, these other facilities are important to transportation connectivity in Kansas City, and are therefore appropriate to include on the maps as information.

In addition, the Plan neither controls, maps, nor dictates standards for collectors or local streets. Such facilities are addressed in the City standards.

Technical Basis

The Major Street Plan is supported largely by five “data sources” (The *Major Street Plan Development Informational Document* explains these interrelationships in more detail):

- The already built street network and its observable functionality.
- The topography and environmental constraints in undeveloped areas – which affects the feasibility and alignment of future roadway connections and enhancements.
- Physical constraints in built-up areas – which limit future improvements on certain facilities.
- The City’s travel demand forecasting model scenario based on buildout land-use assumptions for the City – which affects the need for future roadway connections along with the ultimate needed capacity of existing and future roads.
- Area Plans and other City planning processes – which feed the land-use assumptions in the traffic model, but also serve as the basis for street typology recommendations.

Review/Update Procedures

Section 66-3 of the City Code of Ordinances describes how changes to the plan may be made:

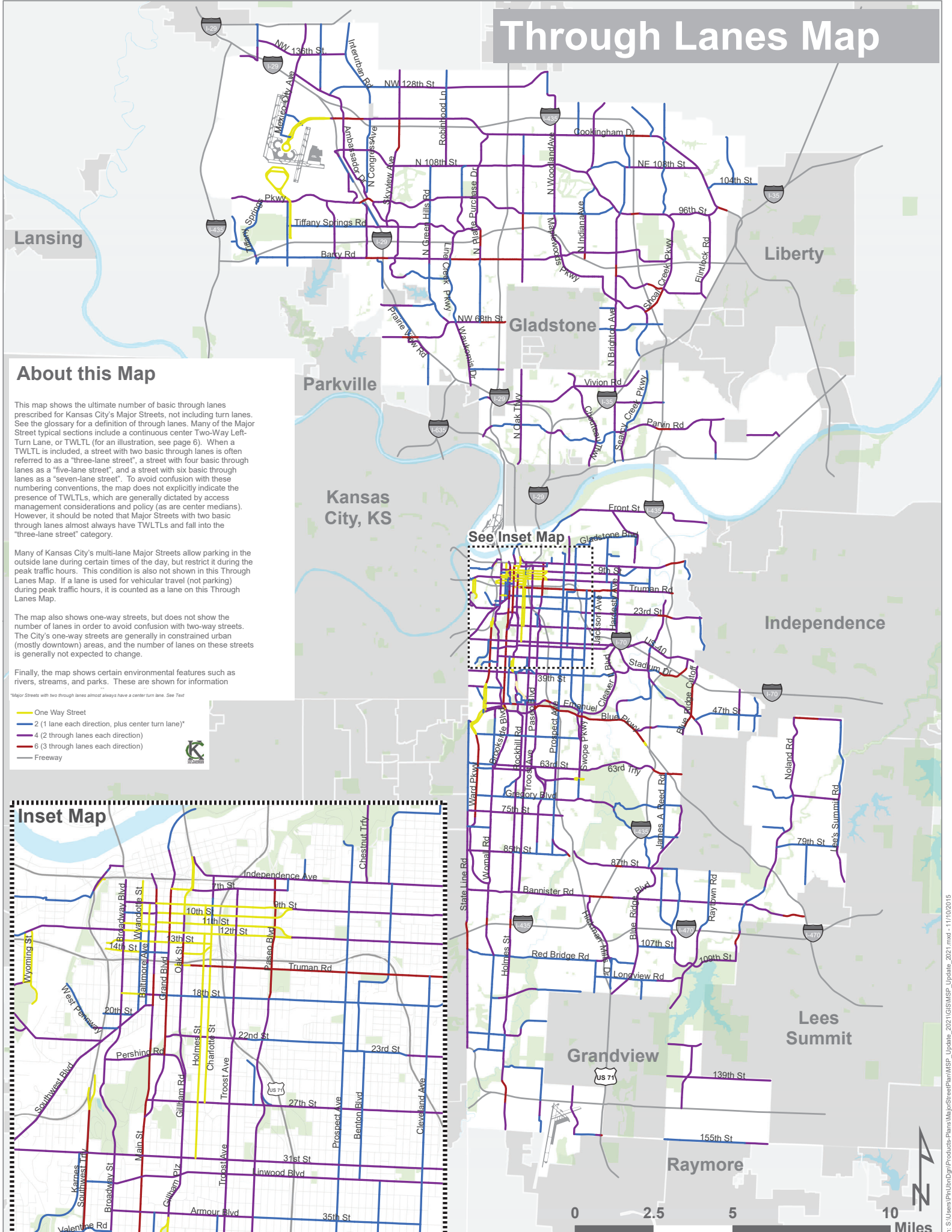
The plan may be amended, added thereto or otherwise refined by the subdivision platting process or by the Plan Commission and City Council.

The Major Street Plan should be updated under the following circumstances:

- When an Area Plan is adopted that has a material effect on the contents of the Major Street Plan (typology change, street added/re-designated).
- When the proposed or constructed alignment of a major street changes materially from the conceptual alignment shown in the Major Street Plan.
- When subdivision platting or other development approvals/plans dictate a change to the alignment, number of through lanes, typology or designation of a major street.
- When proposed major land-use changes result in forecasted traffic volume changes of sufficient magnitude to affect lane requirements on major streets or re-designation of a major street.
- When a major street or highway owned and/or operated by others, but shown on the Plan for informational purposes, undergoes a material change in constructed or planned alignment.
- When the Parkway and Boulevard system is modified in a way that affects the Major Street Plan.
- When major regional transit (on-street or fixed guideway) system changes are planned or implemented.
- When parks are added to, or removed from, the City’s Park System.
- When City limits change.
- When other updates are warranted as determined by the City Plan Commission and/or City Council.

Major comprehensive updates should be conducted at least once every 10 years in conjunction with transportation model or Comprehensive Plan updates. At these times, it is appropriate for the City to examine its buildout land-use assumptions, and its near- and long-term multi-modal transportation needs. Public and stakeholder input should be sought in conjunction with such comprehensive updates.

Through Lanes Map



About this Map

This map shows the ultimate number of basic through lanes prescribed for Kansas City's Major Streets, not including turn lanes. See the glossary for a definition of through lanes. Many of the Major Street typical sections include a continuous center Two-Way Left-Turn Lane, or TWLTL (for an illustration, see page 6). When a TWLTL is included, a street with two basic through lanes is often referred to as a "three-lane street", a street with four basic through lanes as a "five-lane street", and a street with six basic through lanes as a "seven-lane street". To avoid confusion with these numbering conventions, the map does not explicitly indicate the presence of TWLTLs, which are generally dictated by access management considerations and policy (as are center medians). However, it should be noted that Major Streets with two basic through lanes almost always have TWLTLs and fall into the "three-lane street" category.

Many of Kansas City's multi-lane Major Streets allow parking in the outside lane during certain times of the day, but restrict it during the peak traffic hours. This condition is also not shown in this Through Lanes Map. If a lane is used for vehicular travel (not parking) during peak traffic hours, it is counted as a lane on this Through Lanes Map.

The map also shows one-way streets, but does not show the number of lanes in order to avoid confusion with two-way streets. The City's one-way streets are generally in constrained urban (mostly downtown) areas, and the number of lanes on these streets is generally not expected to change.

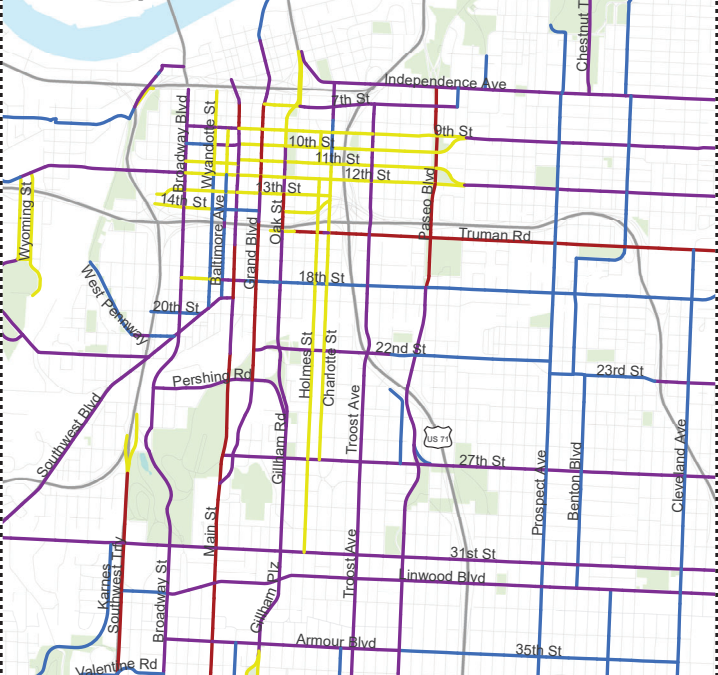
Finally, the map shows certain environmental features such as rivers, streams, and parks. These are shown for information.

*Major Streets with two through lanes almost always have a center turn lane. See Text

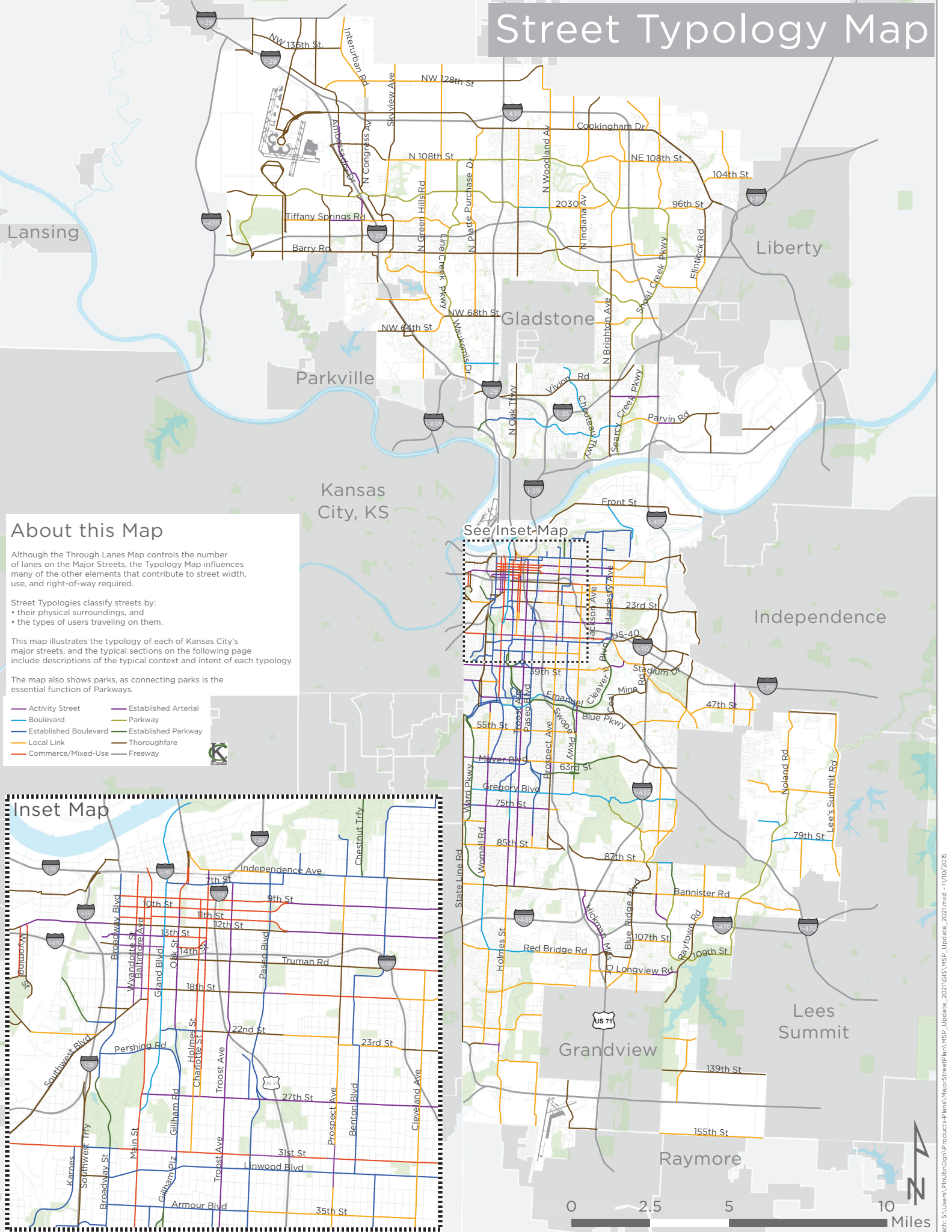
- One Way Street
- 2 (1 lane each direction, plus center turn lane)*
- 4 (2 through lanes each direction)
- 6 (3 through lanes each direction)
- Freeway



Inset Map



Street Typology Map



About this Map

Although the Through Lanes Map controls the number of lanes on the Major Streets, the Typology Map influences many of the other elements that contribute to street width, use, and right-of-way required.

Street Typologies classify streets by:

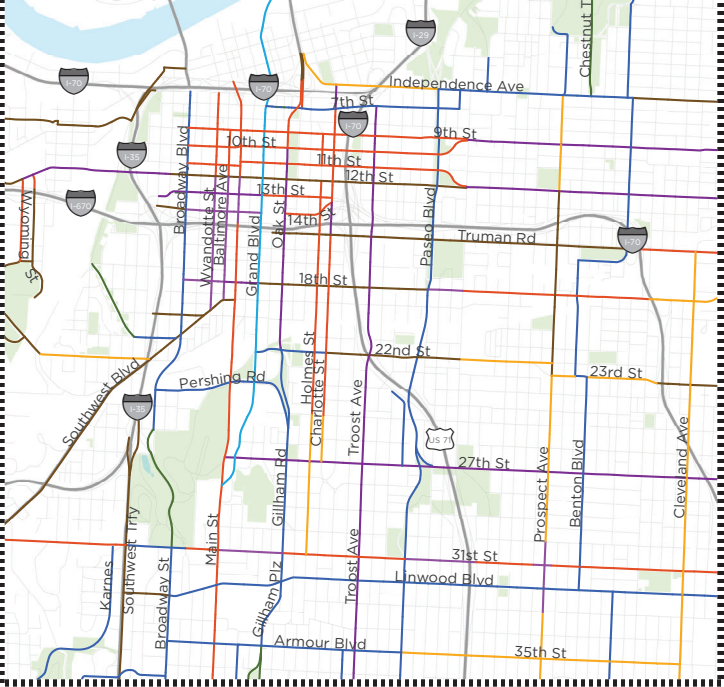
- their physical surroundings, and
- the types of users traveling on them.

This map illustrates the typology of each of Kansas City's major streets, and the typical sections on the following page include descriptions of the typical context and intent of each typology.

The map also shows parks, as connecting parks is the essential function of Parkways.

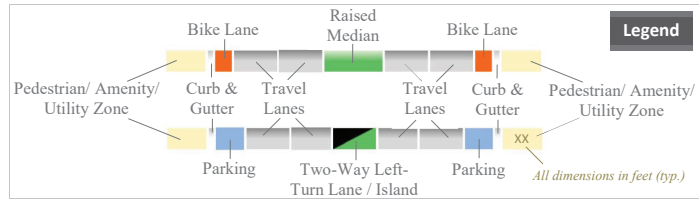
- Activity Street
- Boulevard
- Established Boulevard
- Local Link
- Commerce/Mixed-Use
- Established Arterial
- Parkway
- Established Parkway
- Thoroughfare
- Freeway

Inset Map



Typology TYPICAL SECTIONS

Each of the Street Typologies has a unique context and intent. Six of the eight typologies each have a series of applicable typical sections. The choice of the appropriate section is a function of other contextual parameters and may vary by segment. The graphics below illustrate the typical sections, with widths (in feet) shown for elements within the section, as well as the overall right-of-way requirement for each section. The following page provides more definition of the section elements, and summarizes the process for determining which section is appropriate for a given street segment.



Activity Street/Corridor

Typical Context
Unique activity centers, often including a variety of land uses, most notably retail-oriented high-intensity mixed-use.

Intent
Create a reduced emphasis on automobile traffic and a heightened pedestrian environment. May be closed to vehicular traffic at certain times for entertainment and street retail activity.

Boulevard*

Typical Context
A variety of land uses, but primarily residential. Generally characterized by rolling topography and stately homes, apartments, and commercial centers. Boulevard rights-of-way tend to be wide and formally landscaped.

Intent
Provide a pleasant drive through a variety of land uses; an environment where vehicles and pedestrians can coexist. Follow the grid system, accommodating multiple points of access with intersections at cross-streets.

Commerce/Mixed-Use Street

Typical Context
High-quality public spaces offering a variety of building types and land uses – particularly employment-oriented mixed-use – generating activity and diversity.

Intent
Form a highly interconnected network (grid), dispersing “through” traffic and providing convenient routes for pedestrians, bicyclists, and transit users.

Local Link

Typical Context
Connecting neighborhoods and services.

Intent
Serve residential traffic to and from destinations, linking neighborhoods and services. Encourage walkability and multi-modal transportation. Carry moderate levels of traffic in a way that is compatible with bicycle and foot traffic.

Parkway*

Typical Context
Connecting the City’s parks. Less formal in alignment, following natural terrain. Augmented with both formal and informal features.

Intent
Retaining a pastoral quality even while winding through developed areas. There are several segments in the Major Street Plan named “Parkway” that have a Boulevard typology and cross-section.

Thoroughfare

Typical Context
Commercial areas with many small strip centers and pad sites with buildings typically set back behind front parking lots.

Intent
Emphasis placed on vehicular mobility and “through” or “destination” traffic.

Established Arterial

No specified cross-section

Typical Context
Built-up urban settings with rights-of-way constrained by established development.

Intent
Retain existing cross-section (for Major Street Plan purposes); no additional right-of-way required.

Historic/Established Boulevard / Parkway*

No specified cross-section

Typical Context
Historic: Parkways and Boulevards from the original Kessler system. *Established:* Facilities already built to previous standards.

*Note that Boulevards and Parkways are also subject to the *Boulevard and Parkway Standards* of the Parks and Recreation Department. Those standards are not adopted as part of the Major Street Plan, with the exception of pages 300-3 and 400-3 of the standards (excerpted on the following page). The typical sections above are consistent with those standards. It should also be noted that trucks are restricted on most Boulevards and Parkways.

Typology Boulevard and Parkway Standards

The following tables were extracted from pages 300-3 and 400-3 of the *Boulevard and Parkway Standards*. As stated on the previous page, this portion of the standards is adopted with the Major Street Plan.

A Standard Boulevard Design Criteria		
	Description	Design Criteria
1	Right-of-way width	100 – 200 ft.
2	Median	No
3	Lane width	11 ft.
4	Number of through lanes – turn lanes by permit only	Two or Four
5	Left turn & deceleration lanes	No
6	Truck traffic	Prohibited
7	On-street, parallel parking	Allowed both sides – 8 ft. width
8	Curb return radius	15 ft.
9	Maximum design speed and posted speed	30 mph
10	Signalized intersections	Concrete
11	Crosswalks	Brick or concrete pavers, or colored or stamped concrete
12	Intersecting roadways / median cuts	Minimum of 600 ft., within the Historical System by Park Board approval
13	Driveways / curb cuts	25 ft. maximum width**
14	Overhead utility lines	Prohibited
15	Utility Boxes	Allowed with appropriate screening
16	Fencing	Nothing in front of the setback line *
17	Walls	Retaining walls only if necessary. Brick or natural stone preferred.
18	Stairs	Not within the right-of-way
19	Sidewalks	Minimum 8 ft. on both sides
20	Trails	No
21	Buildings	All buildings required to face the boulevard
22	Boulevard landscaping	Symmetrical tree plantings with a minimum of two rows of trees, evenly spaced along both sides of sidewalks
23	Median landscaping	No
24	Tree Lawns	Minimum of 15 ft. wide; City approved mix of cool season grasses
25	Landscape screening & buffering for adjacent properties	By Park Board approval
26	Recreational spaces	None other than sidewalks
27	Plant Species	By Park Board approval
28	Stormwater BMPs	Yes**
29	Natural features	No
30	Water features	No - Exception at intersecting boulevards
31	Artwork and ornamentation	No
32	Memorials	No
33	Monuments	By Park Board approval
34	Wayfinding, interpretive signage and historical markers	By Park Board approval
35	Banners	By Park Board approval
36	Street lights, spacing & style	Required, 100-185 ft. spacing. Style by Park Board approval **
37	Pedestrian lighting	By Park Board approval
38	Street furnishings	No - Exception in urban settings, requiring Park Board approval
39	Bike facilities	Yes **

A Standard Parkway Design Criteria		
	Description	Design Criteria
1	Right-of-way width	150 – 300 ft. Standard width is 200 ft. Minimum width is 150 ft. with contributing factors.
2	Median	80 ft. standard. Minimum width 40ft., with contributing factors.
3	Roadway width	See typical sections
4	Number of through lanes – turn lanes by permit only	2 or 4
5	Left turn & deceleration lanes	No
6	Truck traffic	Prohibited, per Sec. 70-902
7	On-street, parallel parking	By Park Board approval
8	Curb return radius	15 ft.
9	Maximum design speed and posted speed	35 mph
10	Signalized intersections	Concrete pavement
11	Crosswalks	Colored concrete pavement with pavers or stamped concrete ribbon edges
12	Intersecting roadways / median cuts	Minimum of 600 ft.
13	Driveways / curb cuts	25 ft. maximum width**
14	Overhead utility lines	Prohibited
15	Utility boxes	Allowed with appropriate screening
16	Fencing	Nothing in front of the setback line *
17	Walls	Retaining walls only if necessary. Brick or natural stone preferred.
18	Stairs	Not within right-of-way
19	Sidewalks	Typically 8 ft. on both sides.
20	Trails	Encouraged as part of recreation facilities. 10' wide concrete
21	Commercial buildings	Typically oriented to the parkway, see Chapter 88 of Development Code
22	Residential buildings	Typically oriented to the parkway, see Chapter 88 of Development Code
23	Parkway edge landscaping	Naturalistic spacing of trees with wide, variable right-of-way widths. Symmetrical tree spacing within standard right-of-way widths. *
24	Median landscaping	Naturalistic spacing of trees within the median. *
25	Tree lawns	Minimum of 17 ft. wide; City approved mix of cool season grasses
26	Landscape screening & buffering for adjacent properties	By Park Board approval for grading & plant materials
27	Recreational spaces	Yes - Encouraged depending on design
28	Plant species	By Park Board approval
29	Stormwater BMPs	Yes
30	Natural features	Yes
31	Water features	Yes
32	Artwork and ornamentation	Yes - Depending on design
33	Memorials	No
34	Monuments	By Park Board approval
35	Wayfinding, interpretive signage and historical markers	By Park Board approval
36	Banners	No
37	Street lights, spacing & style	Required, 100-185 ft. spacing. Style by Park Board approval **
38	Pedestrian lighting	By Park Board approval - located at intersections and all meet higher parkway standards **
39	Street furnishings	By Park Board approval
40	Bike Facilities	Yes, minimum bike lane width of 5 feet.

*Refer to Landscape and Aesthetics Section (500) for further information.

**Refer to Traffic Engineering & Design Section (600) for further information.

Typology TYPICAL SECTION DESCRIPTIONS

Right-of-Way Widths

The Major Street Plan includes four right-of-way widths:

- 80 feet** This width is generally used for two- and three-lane sections, although there are two Commerce/Mixed-Use Street typical sections that include four through lanes within the 80-foot right-of-way (using a minimal ten-foot-wide pedestrian/amenity/utility zone). A few two-lane sections do not fall within the 80-foot right-of-way: Activity Street sections with back-in angle parking, and the Boulevard sections with two through lanes.
- 100 feet** This width is generally used for sections with four through lanes, with the exceptions noted above.
- 120 feet** This width is used for six-lane Thoroughfares.
- 200 feet** This width is used for Parkways.

Section Elements

Travel Lanes Through lane widths vary from 11 to 12 feet, with 11-foot widths appearing more commonly in slower-speed or constrained typologies such as Activity Streets and Commerce/Mixed Use Streets.

Raised Medians Center continuous raised medians are used to:

- buffer opposing travel directions from each other,
- restrict left-turn access to and from properties adjacent to the street,
- “shadow” intersection left-turn lanes
- provide a space for landscaping or additional aesthetic amenities, and
- provide pedestrian refuge when legally crossing wide streets.

Raised medians included in the typical sections are generally 16 feet wide, with two exceptions: all Parkway sections, which are defined by their typology to include 80-foot medians, and one Commerce/Mixed-Use street section with a 12-foot median acknowledging constrained right-of-way situations. Note that median width may vary from these standards at intersections based on turning-movement requirements.

Two-Way Left-Turn Lanes/Islands Continuous center two-way left-turn lanes (TWLTLs) are used to allow left-turn access to and from properties adjacent to the street. In some cases, short islands may be provided within portions of these lanes, to provide pedestrian refuge, locations for aesthetic amenities, landscaping, or traffic-calming functions. The majority of these lanes/islands are shown with 12-foot widths, with two exceptions:

- On Thoroughfares, where speeds and volumes are generally higher than on other arterials, a 14-foot width is shown;
- On some Activity Streets, a 6-foot island width is shown that may be appropriate either when narrower pavement widths are desired, or along a roundabout corridor where turn lane provisions are not needed.

Bike Lanes Ordinance 011288 adopts certain revisions to the Major Street Plan, specifically to add bicycle routes to the Major Street Plan and to state that the dedication of additional right-of-way width along designated bicycle routes shall be made by the developer at the time of platting. Some of these routes follow streets on the Major Street Plan, although many follow collector streets or off-street pathways. Of those that fall on the Major Street Plan, a subset are designated to carry bike lanes. The Major Street Plan typical sections show how these bike lanes integrate into the various Street Typologies. Though bike lanes can vary in width from four to six feet, the bike lanes on the Major Street Plan typical sections are all five feet in width.

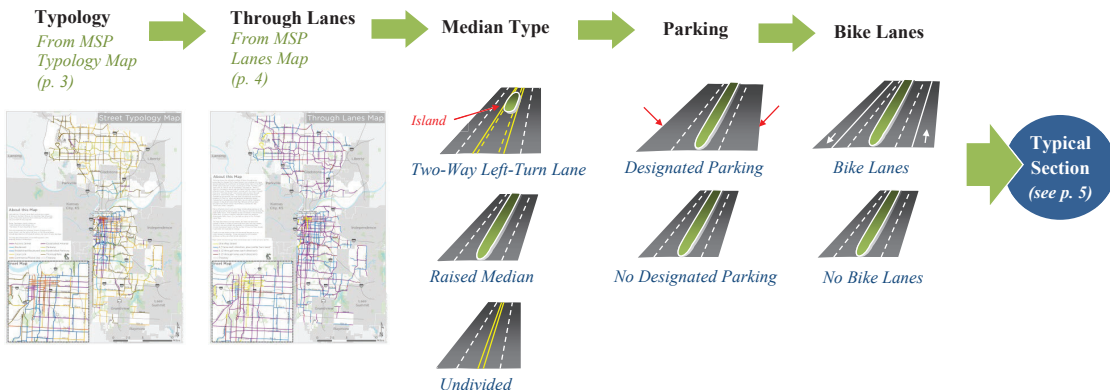
Curb & Gutter All Major Street Plan typical sections show curb and gutter on both sides of the street, with a total width of two feet on each side. Although certain street segments may be designed without curb or gutter due to special drainage considerations, such configurations are considered design exceptions for the purposes of the Major Street Plan.

On-Street Parking Parallel parking, with a width of eight feet, can be found within certain sections of Local Links, Commerce/Mixed Use Streets, and Activity Streets. Back-in angle parking, with a width of 20 feet, can be found on Activity Streets. It should be noted that one of the Boulevard sections shows 11-foot parking widths; these may be used in an interim condition (when a Boulevard is known to ultimately require four lanes but will only require two lanes for a period of years until additional capacity is needed).

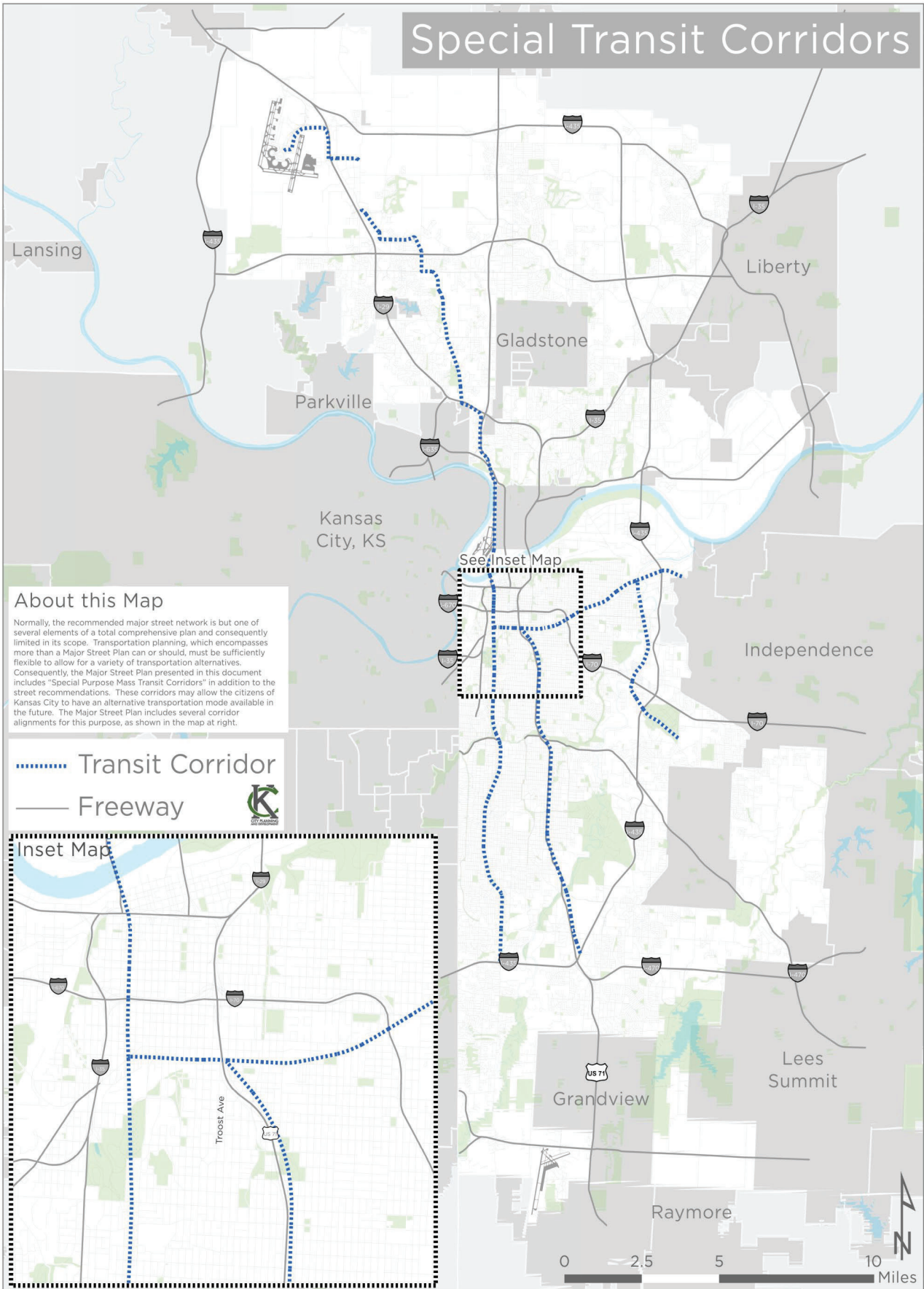
Pedestrian Amenity/Utility Zone This area from the back of curb to the right-of-way line can have many functions. First and foremost, it should include a sidewalk or trail, with minimum widths as prescribed in the City standards. In addition, this zone should serve as a utility corridor so that the need to access utilities under the vehicular travel lanes is minimized or eliminated. Other amenities may be provided in this zone, but are neither mandated nor summarily prohibited by the Major Street Plan. Such amenities could include bus shelters/waiting areas, benches, landscaping, outdoor dining accommodations, and miscellaneous street furniture.

Typical Section Selection Process

The graphic below illustrates the process that is used to select the appropriate typical section for a segment on the Major Street Plan.



Special Transit Corridors



Appendix A:

List of Major Streets

	From	To	Typology	Through Lanes
W 6th St	Beardsley Rd	I-70 (EB On-Ramp)	Thoroughfare	1 (1/0)
W 9th St	Broadway St	Main St	Commerce/Mixed Use	3 (2/1)
E 9th St	Main St	Woodland Ave	Commerce/Mixed Use	3 (3/0)
E 9th St	Hardesty Ave	Winner Rd	Local Link	2
E 9th St	Woodland Ave	Hardesty Ave	Established Arterial	4
W 10th St	Broadway St	Wyandotte St	Commerce/Mixed Use	2
W 10th St	Wyandotte St	Main St	Commerce/Mixed Use	3 (2/1)
E 10th St	Main St	Walnut St	Commerce/Mixed Use	3 (3/0)
E 10th St	Walnut St	Grand Blvd	Commerce/Mixed Use	2 (2/0)
E 10th St	Grand Blvd	Locust St	Commerce/Mixed Use	3 (3/0)
E 10th St	Locust St	Cherry St	Commerce/Mixed Use	2 (2/0)
E 10th St	Cherry St	Charlotte St	Commerce/Mixed Use	3 (3/0)
E 10th St	Charlotte St	US-71 (SB On-Ramp)	Commerce/Mixed Use	2 (2/0)
E 10th St	US-71 (SB On-Ramp)	The Paseo	Commerce/Mixed Use	3 (3/0)
W 11th St	Broadway St	Central St	Commerce/Mixed Use	3 (3/0)
W 11th St	Central St	Main St	Commerce/Mixed Use	1 (1/0)
E 11th St	Main St	Grand Blvd	Commerce/Mixed Use	2 (2/0)
E 11th St	Grand Blvd	The Paseo	Commerce/Mixed Use	3 (3/0)
W 12th St	Genessee St	Washington St	Established Arterial	4
W 12th St	State Line	Genessee St	Thoroughfare	2
W 12th St	Washington St	Broadway St	Thoroughfare	4
W 12th St	Broadway St	Wyandotte St	Thoroughfare	3 (3/0)
W 12th St	Wyandotte St	Baltimore Ave	Thoroughfare	2 (2/0)
W 12th St	Baltimore Ave	Main St	Thoroughfare	3 (3/0)
E 12th St	Hardesty Ave	Winchester Ave	Local Link	2
E 12th St	Main St	Troost Ave	Thoroughfare	3 (3/0)
E 12th St	Troost Ave	Woodland Ave	Thoroughfare	2 (2/0)
E 12th St	Woodland Ave	Hardesty Ave	Established Arterial	4
W 13th St	Pennsylvania Ave	Washington St	Established Arterial	3 (3/0)
W 13th St	Washington St	Wyandotte St	Established Arterial	4 (4/0)
W 13th St	Wyandotte St	Main St	Established Arterial	3 (3/0)
E 13th St	Main St	Walnut St	Established Arterial	2 (2/0)
E 13th St	Walnut St	Grand Blvd	Established Arterial	3 (3/0)
E 13th St	Grand Blvd	Locust St	Commerce/Mixed Use	3 (3/0)
E 13th St	Locust St	Charlotte St	Commerce/Mixed Use	4 (4/0)
W 14th St	Pennsylvania Ave	Broadway St	Thoroughfare	3 (3/0)
W 14th St	Broadway St	Wyandotte St	Activity Street/Corridor	3 (3/0)
W 14th St	Wyandotte St	Main St	Activity Street/Corridor	2
E 14th St	Main St	Grand Blvd	Activity Street/Corridor	2
E 14th St	Oak St	Charlotte St	Commerce/Mixed Use	3 (3/0)
W 17th St	Genessee St	Wyoming St	Thoroughfare	2 (2/0)
E 17th St	Jackson Ave	Hardesty Ave	Local Link	2
W 18th St	Broadway St	Baltimore Ave	Activity Street/Corridor	1 (1/0)
W 18th St	Baltimore Ave	Main St	Established Arterial	4
E 18th St	The Paseo	Woodland Ave	Activity Street/Corridor	2
E 18th St	Indiana Ave	Cleveland Ave	Local Link	2
E 18th St	Grand Blvd	The Paseo	Thoroughfare	2
E 18th St	Main St	Walnut St	Established Arterial	4
E 18th St	Walnut St	Grand Blvd	Established Arterial	2
E 18th St / Euclid Ave	Woodland Ave	Indiana Ave	Commerce/Mixed Use	2
W 19th St	Baltimore Ave	Main St	Thoroughfare	4
W 20th St	I-35 (SB Off-Ramp)	Southwest Blvd	Thoroughfare	2
E 22nd St	Grand Blvd	Kenwood Ave	Established Boulevard	4
E 22nd St	Woodland Ave	Prospect Ave	Local Link	4
E 22nd St	Kenwood Ave	Woodland Ave	Thoroughfare	4
E 23rd St	Prospect Ave	Chestnut Ave	Local Link	4
E 23rd St	Benton Blvd	I-70 (SB Ramps)	Local Link	4
E 23rd St	I-70 (SB Ramps)	Hardesty Ave	Thoroughfare	4
E 23rd St	Manchester Trfy	Topping Ave	Thoroughfare	6
E 23rd St	Hardesty Ave	Blue Valley Park Rd	Thoroughfare	4
E 23rd St	Blue Valley Park Rd	Manchester Trfy conn	Thoroughfare	6
E 23rd St	Benton Blvd W / Chestnut Ave	Benton Blvd E / Kansas Ave	Established Boulevard	4
W 23rd St / Avenida Cesar E. Chavez	Allen St	Southwest Blvd	Local Link	4

	From	To	Typology	Through Lanes
W 23rd St / Avenida Cesar E. Chavez	State Line	Allen Ave	Thoroughfare	4
E 23rd Trfy	Television Pl	City Limits (Independence)	Thoroughfare	4
E 27th St	Main St	Van Brunt Blvd	Established Arterial	4
W 31st St	Southwest Blvd	Southwest Trfy	Commerce/Mixed Use	4
W 31st St	Southwest Trfy	Wyandotte St	Established Boulevard	4
W 31st St	Wyandotte St	Main St	Commerce/Mixed Use	4
E 31st St	Main St	Gillham Rd	Activity Street/Corridor	4
E 31st St	The Paseo	Euclid Ave	Activity Street/Corridor	4
E 31st St	Prospect Ave	Wabash Ave	Activity Street/Corridor	4
E 31st St	E Linwood Blvd	Van Brunt Blvd	Activity Street/Corridor	4
E 31st St	Gillham Rd	The Paseo	Commerce/Mixed Use	4
E 31st St	Bruce R Watkins Dr	Wabash Ave	Commerce/Mixed Use	4
E 31st St	Montgall Ave	E Linwood Blvd	Commerce/Mixed Use	4
W 33rd St	Southwest Trfy	Broadway St	Thoroughfare	2
E 35th St	The Paseo	Cleveland Ave	Local Link	2
W 39th St	State Line Rd	Main St	Established Arterial	4
E 39th St	Garfield Ave	Leeds Trfy	Local Link	2
E 39th St	Main St	Euclid Ave	Established Arterial	4
NE 42nd St	N Oak Trfy	N Holmes Rd	Boulevard	2
W 43rd St	Madison Ave	Main St	Local Link	2
W 43rd St	State Line Rd	Belleview Ave	Established Arterial	4
W 47th St	Madison Ave	Main St	Established Arterial	4
E 47th St	Raytown Rd	City Limits (Independence)	Local Link	2
NE 48th St	N Brighton Ave	N Randolph Rd	Established Arterial	4
NE 48th St	N Randolph Rd	Worlds of Fun Ave	Established Arterial	2
E 51st St	Palmer Dr	Skiles Ave	Local Link	2
W 55th St	Ward Pkwy	Main St	Local Link	2
E 55th St	Main St	Cleveland Ave	Local Link	2
W 63rd St	State Line Rd	Wornall Rd	Activity Street/Corridor	2
W 63rd St	Wornall Rd	Main St	Established Arterial	4
E 63rd St	Main St	Troost Ave	Established Arterial	4
E 63rd St	Troost Ave	Swope Pkwy	Local Link	4
E 63rd St	Baltimore Ave	Troost Ave	Established Arterial	4
E 63rd St	Yates Dr	Lewis Road	Established Parkway	4
E 63rd Trfy	Swope Pkwy	Lewis Road	Established Parkway	4
E 63rd Trfy	Lewis Rd	I-435 (SB On-Ramp)	Thoroughfare	4
E 63rd Trfy	I-435 (SB On-Ramp)	City Limits (Raytown)	Thoroughfare	6
NW 64th St	NW Roanridge Rd	NW 64th St	Local Link	4
NW 64th St	NW Klamm Dr	N Cosby Ave	Thoroughfare	4
NW 64th St	N Cosby Ave	NW Roanridge Rd	Thoroughfare	6
NW 68th St	Gower Rd	Bell St	Thoroughfare	4
NW 68th St	Bell St	City Limits (Gladstone)	Thoroughfare	6
NW 72nd St	Hwy 9	N Overland Dr	Local Link	4
NW 72nd St	N Overland Dr	NW Waukomis Dr	Local Link	2
NE 72nd St	City Limits (Gladstone)	N Brighton Ave	Local Link	2
W 75th St	State Line Rd	Ward Pkwy	Established Arterial	4
W 75th St	Summit St	Main St	Established Arterial	4
W 75th St	Ward Pkwy	Summit St	Established Boulevard	4
E 75th St	Prospect Ave	Hwy 71 (Bruce R Watkins Dr) NB Rte	Local Link	4
E 75th St	Main St	Prospect Ave	Established Arterial	4
E 75th St	E of Marion Ave	Noland Rd	Boulevard	2
NE 76th St	Shoal Creek Pkwy	NE Flintlock Rd	Local Link	4
NE 76th St	N Brighton Ave	East Fork of Shoal Creek (east of I-435)	Local Link	4
NE 76th St	East Fork of Shoal Creek (east of I-435)	Shoal Creek Pkwy	Local Link	6
W 79th St	State Line Rd	Wornall Rd	Local Link	2
E 79th St	Oldham Rd	City Limits (Raytown)	Local Link	2
E 79th St	Noland Rd	Lees Summit Rd	Boulevard	2
NW 79th St	N St Clair Ave.	N Line Creek Pkwy	Local Link	2
NW 79th St	N Montclair Ave	N St Clair Ave	Local Link	4
W 85th St	State Line Rd	Main St	Local Link	4
E 85th St	Main St	Holmes Rd	Local Link	4
E 85th St	Holmes Rd	Prospect Ave	Local Link	2
E 87th St	Hillcrest Rd (E of I-435)	Oldham Rd	Local Link	4
E 87th St	Prospect Ave	Hickman Mills Dr	Thoroughfare	2

Major Streets Inventory Page A-3

	From	To	Typology	Through Lanes
E 87th St	E 85th St	Hillcrest Rd (W of I-435)	Thoroughfare	4
E 87th St	Hillcrest Rd (W of I-435)	E of I-435	Thoroughfare	6
E 87th St	E of I-435	Hillcrest Rd (E of I-435)	Thoroughfare	4
E 87th St	James A Reed Rd	Spring Valley Rd	Boulevard	2
E 87th St	Oldham Rd	James A Reed Rd	Parkway	4
NW 96th St	City Limits (Platte County)	Tiffany Springs Pkwy	Thoroughfare	4
NE 96th St/NE Tiffany Springs Pkwy	N Oak Trfy	N Woodland Ave	Boulevard	2
NE 96th St	N Woodland Ave	NE Staley Rd	Local Link	2
NE 96th St	Shoal Creek Pkwy	NE Flintlock Rd	Local Link	4
NE 96th St/NE Tiffany Springs Pkwy	US-169 (NB Ramps)	N Oak Trfy	Parkway	4
NE 96th St	NE Flintlock Rd	Cookingham Dr	Thoroughfare	4
NE 96th St/E Shoal Creek Pkwy	NE Brighton Ave	N Topping Ave	Parkway	4
NE 97th St/E Shoal Creek Pkwy	N Topping Ave	Reinking Rd	Parkway	6
NE 98th St/E Shoal Creek Pkwy	Reinking Rd	Shoal Creek Pkwy	Parkway	4
NE 104th St	NE Cookingham Dr	City Limits (Liberty)	Local Link	2
E 107th St	Blue Ridge Blvd	James A Reed Rd	Local Link	2
NW 108th St	NW Skyview Ave	N Platte Purchase Dr	Local Link	4
NE 108th St	N Mersington Ave	N Hardesty Ave	Local Link	2
NE 108th St	N Hardesty Ave	NE Cookingham Dr	Local Link	4
E 109th St	Raytown Rd	View High Dr	Parkway	4
NW 112th St	NW Prairie View Rd	N Congress Ave	Thoroughfare	4
NW 112th St	N Congress Ave	NW Skyview Ave	Thoroughfare	4
NW 128th St	NW Ambassador Dr	NW Skyview Ave	Local Link	2
NW 128th St	NW Skyview Ave	Unknown Future Road (4,600 ft eas	Local Link	4
NW 128th St	Unknown Future Road	1/2 mile W of Hwy 169	Thoroughfare	4
NW 128th St	1/2 mile W of Hwy 169	1/2 mile E of Hwy 169	Thoroughfare	6
NW 128th St	1/2 mile E of Hwy 169	N Virginia Ave	Thoroughfare	4
W 135th St	Hwy 150	Wornall Rd	Thoroughfare	2
E 135th St	Wornall Rd	Holmes Rd	Activity Street/Corridor	2
NW 136th St	N Bethel Ave	Interuban Rd	Thoroughfare	4
E 139th St	Holmes Rd	Prospect Ave	Local Link	2
E 139th St	City Limits (Grandview)	City Limits (Lee's Summit)	Thoroughfare	4
E 155th St	City Limits (Grandview)	Vogt St	Local Link	2
E 155th St	Vogt St	City Limits (Lee's Summit)	Local Link	4
E 155th St	Botts Rd	N Scott Ave	Thoroughfare	2
E 155th St	N Scott Ave	Hwy 71 (SB Ramps)	Thoroughfare	4
E 155th St	Hwy 71 (SB Ramps)	Hwy 71 (NB Ramps)	Thoroughfare	6
Admiral Blvd	Grand Blvd	Locust St	Established Boulevard	2 (2/0)
Admiral Blvd	Locust St	Highland Ave	Established Boulevard	4
Admiral Blvd	The Paseo	Highland Ave	Established Boulevard	4
N Agnes Ave	City Limits (Clay County)	NE Cookingham Dr	Local Link	2
NW Ambassador Dr	Mexico City Ave	NW Plaza Cir S	Thoroughfare	4
NW Ambassador Dr	N of 101st Ter	NW Tiffany Springs Pkwy	Thoroughfare	4
NW Ambassador Dr	NW Tiffany Springs Pkwy	NW Barry Rd	Thoroughfare	4
NW Ambassador Dr	NW Plaza Cir S	NW 104th St	Established Arterial	4
American Royal Dr	W 17th St	W 23rd St / Avenida Cesar E. Chave	Thoroughfare	4
N Amity Ave	NW Tiffany Springs Pkwy	NW Barry Rd	Thoroughfare	4
N Arlington Ave	NE Parvin Rd	NE 36th St	Thoroughfare	4
N Arlington Ave	NE 36th St	Hwy 210	Thoroughfare	2
Armour Blvd	Broadway St	The Paseo	Established Boulevard	4
Baltimore Ave	W 12th St	Southwest Blvd	Activity Street/Corridor	2
Baltimore Ave	W 9th St	W 12th St	Commerce/Mixed Use	2 (2/0)
W Bannister Rd	State Line Rd	Wornall Rd	Local Link	4
E Bannister Rd	Sycamore Ct	Valley Garden Dr	Local Link	4
E Bannister Rd	Valley Garden Dr	Hwy 350 (SB Ramps)	Local Link	6
E Bannister Rd	Wornall Rd	Marion Park Dr	Thoroughfare	4
E Bannister Rd	Marion Park Dr	Hillcrest Rd	Thoroughfare	6
E Bannister Rd	Hillcrest Rd	Sycamore Ct	Thoroughfare	4
NW Barry Rd	NW Hampton Rd	N Amity Ave	Thoroughfare	2
NW Barry Rd	N Amity Ave	N Congress Ave	Thoroughfare	4
NW Barry Rd	N Congress Ave	Roanridge Rd / N Boardwalk Ave	Thoroughfare	6
NW Barry Rd	Roanridge Rd / N Boardwalk Ave	N Line Creek Pkwy	Thoroughfare	4
NW Barry Rd	N Line Creek Pkwy	N Main St	Thoroughfare	6
NE Barry Rd	N Main St	N Brighton Ave	Thoroughfare	4

	From	To	Typology	Through Lanes
NE Barry Rd	N Brighton Ave	Shoal Creek Pkwy	Local Link	4
NW Barrybrooke Dr	NW Barry Rd	N Montclair Ave	Local Link	4
Bellevue Ave	Westport Rd	Ward Pkwy - W Bound	Thoroughfare	3 (3/0)
Bellevue Ave	Ward Pkwy - W Bound	Ward Pkwy - E Bound	Thoroughfare	2
Belmont Blvd	Gladstone Blvd	Wilson Ave	Established Boulevard	4
Benton Blvd	St John Ave	Truman Rd	Established Boulevard	2
Benton Blvd	Benton Plaza	E 23rd St	Established Boulevard	2
Benton Blvd	E 23rd St	E Linwood Blvd	Established Boulevard	2
Benton Blvd	Linwood Blvd	Emanuel Cleaver II Blvd	Established Boulevard	2
Benton Blvd	Emanuel Cleaver II Blvd	Swope Pkwy	Established Boulevard	4
Benton Plaza	Chestnut Ave	Truman Rd	Established Boulevard	2
Bern St	Mexico City Ave	Cookingham Dr	Thoroughfare	2
Bernard Powell Dr	Cleveland Ave	Jackson Ave	Local Link	2
N Bethel Ave	Hwy 92	S of NW 136th St	Thoroughfare	2
N Bethel Ave	S of NW 136th St	NW Roanridge Rd	Thoroughfare	4
Blue Pkwy	E 55th St	I-435	Thoroughfare	6
W Blue Ridge Blvd	State Line Rd	Wornall Rd	Local Link	2
E Blue Ridge Blvd	Wornall Rd	Holmes Rd	Local Link	2
E Blue Ridge Blvd	Holmes Rd	129th St	Local Link	4
E Blue Ridge Blvd	129th St	City Limits (Grandview)	Local Link	2
Blue Ridge Blvd	E Gregory Blvd	E 87th St	Local Link	4
Blue Ridge Blvd	E Red Bridge Rd	City Limits (Grandview)	Local Link	4
Blue Ridge Blvd	City Limits (Independence)	City Limits (Raytown)	Local Link	2
Blue Ridge Blvd	Winner Rd	City Limits (Independence)	Thoroughfare	2
Blue Ridge Blvd	E 87th St	E Red Bridge Rd	Thoroughfare	4
Blue Ridge Blvd	City Limits (Independence)	31st St	Thoroughfare	2
Blue Ridge Cutoff	Raytown Rd	E 51st St / Sni-A-Bar Rd	Local Link	6
Blue Ridge Cutoff	E 51st St / Sni-A-Bar Rd	City Limits (Raytown)	Local Link	4
Blue Ridge Cutoff	City Limits (Independence)	I-70 (EB Ramps)	Thoroughfare	4
Blue Ridge Cutoff	I-70 (EB Ramps)	Raytown Rd	Thoroughfare	6
Botts Rd	City Limits (Grandview)	155th St	Thoroughfare	4
Briarcliff Pkwy	MO-9	US-169 (NB Ramps)	Established Parkway	4
Briarcliff Pkwy	US-169 (NB Ramps)	N Oak Trfy	Established Boulevard	2
N Brighton Ave	NE 96th St	NE Barry Rd	Local Link	4
N Brighton Ave	NE Barry Rd	NE Barry Rd Old	Thoroughfare	4
N Brighton Ave	NE Barry Rd Old	NE 80th St	Thoroughfare	6
N Brighton Ave	NE 80th St	NE Parvin Rd	Thoroughfare	4
N Brighton Ave	NE Parvin Rd	Hwy 210 (EB Ramps) / Birmingham	Thoroughfare	2
Broadway St	W 6th St	Southwest Blvd	Established Boulevard	4
Broadway St	W 31st St	W 43rd St	Established Boulevard	4
Brookside Blvd	Emanuel Cleaver II Blvd	Dr Martin Luther King Jr Blvd	Established Boulevard	6
Brookside Blvd	Dr Martin Luther King Jr Blvd	Meyer Blvd	Established Boulevard	4
Brush Creek Blvd	Rockhill Rd	The Paseo	Established Boulevard	2
Brush Creek Pkwy	State Line Rd	Ward Pkwy	Established Parkway	4
Budd Park Esplanade	Van Brunt Blvd	Hardesty Ave	Established Boulevard	2
Charlotte St	Admiral Blvd	E 8th St	Commerce/Mixed Use	3 (2/1)
Charlotte St	E 8th St	E 11th St	Commerce/Mixed Use	2
Charlotte St	E 11th St	E 12th St	Commerce/Mixed Use	3 (3/0)
Charlotte St	E 12th St	E 13th St	Commerce/Mixed Use	2 (2/0)
Charlotte St	E 13th St	E 14th St	Commerce/Mixed Use	4 (4/0)
Charlotte St	E Truman Rd	E 25th St	Commerce/Mixed Use	2 (2/0)
Charlotte St	E 25th St	E 27th St	Local Link	2 (2/0)
Charlotte St	E Independence Ave	Admiral Blvd	Established Arterial	4
Charlotte St	E 14th St	E Truman Rd	Established Arterial	4 (4/0)
Cherry St	E 5th St	Charlotte St	Local Link	4
Chestnut Trfy	Guinotte Ave	Independence Ave	Established Parkway	4
N Childress Ave	Tiffany Springs Pkwy	City Limits (Platte County)	Thoroughfare	2
Chouteau Parkway	MO RTE 210	I-35	Parkway	4
N Chouteau Trfy	NE Antioch Rd	I-35 (NB Ramps)	Boulevard	4
NE Chouteau Pkwy	I-35 (NB Ramps)	City Limits (North Kansas City)	Parkway	4
N Chouteau Trfy	Front St	St. John Ave	Boulevard	4
Cleveland Ave	Truman Rd	E Emanuel Cleaver II Blvd	Local Link	2
Cleveland Ave	E 55th St	Swope Pkwy	Local Link	4
Cleveland Ave	E 67th St	E Gregory Blvd	Local Link	2

	From	To	Typology	Through Lanes	
	Cleveland Ave	Emanuel Cleaver II Blvd	E 55th St	Established Arterial	4
	Coal Mine Rd	Access Rd	Winchester Ave	Thoroughfare	2
	Coal Mine Rd	Access Rd	N of Blue Pkwy	Thoroughfare	4
	Coal Mine Rd	N of Blue Pkwy	Blue Pkwy	Thoroughfare	2
	N Congress Ave	1,000 ft north of NW Tiffany Sprin	NW Tiffany Springs Rd	Local Link	4
	N Congress Ave	Cookingham Dr	NW 101st Terrace	Thoroughfare	2
	N Congress Ave	NW 101th Terrace	Ambassador Dr	Thoroughfare	4
	N Congress Ave	Tiffany Springs Rd	NW Barry Rd	Thoroughfare	4
	N Congress Ave	NW Prairie View Rd	d/w 650' N of Tiffany Springs Rd	Established Arterial	4
	NW Cookingham Dr	International Dr	I-29 (SB Ramps)	Thoroughfare	4
	NW Cookingham Dr	I-29 (SB Ramps)	I-435 NB On-Ramp	Thoroughfare	6
	NW Cookingham Dr	I-435 NB On-Ramp	N Main St	Thoroughfare	4
	NE Cookingham Dr	N Main St	Future Rd (West of I-435)	Thoroughfare	4
	NE Cookingham Dr	Future Rd (West of I-435)	NE Sherman Rd / NE Reinking Rd	Thoroughfare	6
	NE Cookingham Dr	NE Sherman Rd / NE Reinking R	NE 96th St / Flintlock Rd	Thoroughfare	4
	NE Cookingham Dr	NE 96th St / Flintlock Rd	City Limits (Liberty)	Thoroughfare	6
	East Longview Pkwy	Brickyard Rd	Westridge Rd	Parkway	2
	East Longview Pkwy	Bannister Rd	View High Dr	Parkway	2
	East Longview Pkwy	Westridge Rd	Bannister Rd	Parkway	4
	N Eastern Ave	City Limits (Clay County)	NE 96th St	Local Link	2
	Eastwood Trfy	Blue Pkwy	I-435 (SB Ramps)	Local Link	4
	Eastwood Trfy	I-435 (SB Ramps)	I-435 (NB Ramps)	Local Link	6
	Eastwood Trfy	I-435 (NB Ramps)	Palmer Dr	Local Link	4
	Ella Fitzgerald Ln	The Paseo	Woodland Ave	Commerce/Mixed Use	3 (3/0)
	Emanuel Cleaver II Blvd	Main St	Oak St	Established Boulevard	4
	Emanuel Cleaver II Blvd	Oak St	Rockhill Rd	Established Boulevard	6
	Emanuel Cleaver II Blvd	Rockhill Rd	The Paseo	Established Boulevard	4
	Emanuel Cleaver II Blvd	The Paseo	Michigan Ave	Boulevard	4
	Emanuel Cleaver II Blvd	Michigan Ave	Euclid Ave	Established Boulevard	6
	Emanuel Cleaver II Blvd	Euclid Ave	Benton Blvd	Established Boulevard	4
	Emanuel Cleaver II Blvd	Benton Blvd	E 31st St	Established Parkway	4
	NW Englewood Rd	NW Waukomis Dr	US-169 (SB Ramps)	Boulevard	2
	NW Englewood Rd	US-169 (SB Ramps)	NW 55th St	Boulevard	4
	NW Everton Ave	NW Prairie View Rd	NW Tiffany Springs Pkwy	Thoroughfare	4
	N Flintlock Rd	Hwy 152	City Limits (Liberty)	Local Link	4
	N Flintlock Rd	NE 96th St	Hwy 152	Thoroughfare	4
	Food Ln	Longview Rd	City Limits (Grandview)	Local Link	2
	Forester Rd	Hickory St	Union Ave	Thoroughfare	2
	E Front St	W of I-29	E of I-29	Thoroughfare	4
	E Front St	E of I-29	N Kansas Ave	Thoroughfare	2
	E Front St	N Kansas Ave	N Cambridge Ave	Thoroughfare	4
	E Front St	N Cambridge Ave	I-435 (SB Ramps)	Thoroughfare	6
	E Front St	I-435 (SB Ramps)	City Limits (Independence)	Thoroughfare	4
	Genessee St	W 12th St	W 17th St	Commerce/Mixed Use	3 (3/0)
	Gillham Plaza	E 31st St	E 34th St	Established Boulevard	4
	Gillham Rd	E 22nd St	E 31st St	Established Boulevard	4
	Gillham Rd	E 34th St	Armour Blvd	Established Boulevard	4
	Gillham Rd	Armour Blvd	Brush Creek Blvd	Established Parkway	4
	W Gillham Rd	Gillham Rd	Rockhill Rd	Established Parkway	4
	Gladstone Blvd	St. John Ave	Chouteau Trfy / Belmont Blvd	Established Boulevard	2
	Gower Ave	NW 64th St	NW 68th St / NW Waukomis Dr	Local Link	4
	Grand Blvd	Riverfront Rd	Heart of America Bridge	Boulevard	2
	Grand Blvd	E 3rd St	E 7th St	Boulevard	4
	Grand Blvd	E 7th St	E 9th St	Boulevard	5 (3/2)
	Grand Blvd	E 9th St	E 10th St	Boulevard	6
	Grand Blvd	E 10th St	E 13th St	Boulevard	5 (3/2)
	Grand Blvd	E 13th St	Truman Rd - W Bound	Boulevard	4
	Grand Blvd	Truman Rd - W Bound	Pershing Rd	Boulevard	6
	Grand Blvd	Pershing Rd	Main St	Boulevard	4
	Grandview Rd	E Red Bridge Rd	City Limits (Grandview)	Local Link	2
	N Green Hills Rd	NW 108th St	NW Tiffany Springs Rd	Local Link	2
	N Green Hills Rd	NW Tiffany Springs Rd	Hwy 152 (WB Ramps)	Local Link	4
	N Green Hills Rd	NW Barry Rd	NW Line Crest Dr	Local Link	4
	N Green Hills Rd	NW Line Crest Dr	NW 79th St	Local Link	2

	From	To	Typology	Through Lanes
N Green Hills Rd	Hwy 152 (WB Ramps)	NW Barry Rd	Thoroughfare	4
Gregory Blvd	Ward Pkwy	Prospect Ave	Boulevard	2
Gregory Blvd	Prospect Ave	Oldham Rd	Boulevard	4
Gregory Blvd	Oldham Rd	City Limits (Raytown)	Boulevard	2
N Hampton Rd	City Limits (Platte County)	Hwy 152 (WB Ramps)	Thoroughfare	2
N Hampton Rd	Hwy 152 (WB Ramps)	Hwy 152 (EB Ramps)	Thoroughfare	4
N Hampton Rd	Hwy 152 (EB Ramps)	NW Barry Rd	Thoroughfare	2
N Hardesty Ave	NE Cookingham Dr	NE 108th St	Local Link	2
N Hardesty Ave	NE 108th St	NE 96th St	Local Link	2
Hardesty Ave	Independence Ave	Van Brunt Blvd	Local Link	4
Harrison Blvd	E Armour Blvd (35th St)	E 39th St	Established Boulevard	2
Harrison Pkwy	Gillham Rd	Harrison Blvd	Established Parkway	2
Harrison St	Emanuel Cleaver II Blvd	E 45th St	Established Boulevard	2
Hickman Mills Dr	E 81st St	Prospect Ave	Thoroughfare	6
Hickman Mills Dr	Prospect Ave	E 85th St	Thoroughfare	4
Hickman Mills Dr	E 85th St	Blue River Rd	Thoroughfare	6
Hickman Mills Dr	E Red Bridge Rd	Hwy 71 NB	Thoroughfare	2
Hickman Mills Dr	Marion Park Dr	E Red Bridge Rd	Established Arterial	4
High Grove Rd	City Limits (Grandview)	City Limits (Lee's Summit)	Local Link	4
Highland Ave	Admiral Blvd (7th St)	Independence Blvd	Established Boulevard	2
Hillcrest Rd	E Red Bridge Rd	Hickman Mills Dr	Thoroughfare	2
Hillcrest Rd	E 87th St	E Bannister Rd	Thoroughfare	4
Holmes Rd	E 134th St	E 135th St	Activity Street/Corridor	2
Holmes Rd	E 135th St	E 137th St	Activity Street/Corridor	4
Holmes Rd	E Bannister Rd	101st Ter	Local Link	4
Holmes Rd	101st Ter	I-435 (EB Off-Ramp) / E 104th St	Local Link	6
Holmes Rd	I-435 (EB Off-Ramp) / E 104th St	E Blue Ridge Blvd	Local Link	4
Holmes Rd	E Blue Ridge Blvd	E 134th St	Local Link	2
Holmes Rd	E 137th St	Access Rd n/o Hwy 150	Local Link	4
Holmes Rd	Access Rd n/o Hwy 150	Access Rd s/o Hwy 150	Local Link	6
Holmes Rd	Access Rd s/o Hwy 150	City Limits (Belton)	Local Link	4
Holmes Rd	E 77th St	E Bannister Rd	Established Arterial	4
Holmes Rd	E Gregory Blvd	E 78th St	Boulevard	4
Holmes Rd	Rockhill Rd	E Gregory Blvd	Established Boulevard	4
Holmes St	E 9th St	E 11th St	Commerce/Mixed Use	2 (2/0)
Holmes St	E 12th St	E 25th St	Commerce/Mixed Use	2 (2/0)
Holmes St	E 25th St	E 31st St	Local Link	2 (2/0)
N Home Ave	City Limits (Clay County)	NE 104th St	Local Link	2
E Independence Ave	Charlotte St	Paseo Blvd	Local Link	4
E Independence Ave	Benton Blvd	Winchester Ave	Thoroughfare	4
E Independence Ave	The Paseo	Benton Blvd	Established Boulevard	4
N Indiana Ave	Shoal Creek Pkwy	NE 96th St	Local Link	2
N Indiana Ave	NE 96th St	NW Barry Rd	Local Link	4
N Indiana Ave	NE Barry Rd	Hwy 152 (WB Ramps)	Local Link	6
Intenational Cir	Outbound Cookingham Dr	Inbound Cookingham Dr	Thoroughfare	1 (1/0)
Intenational Dr	Inbound Cookingham Dr	Rome Cir Entrance	Thoroughfare	4 (4/0)
International Dr	Rome Cir Entrance	Rome Cir Exit	Thoroughfare	3 (3/0)
International Dr	Rome Cir Exit	Beirut Cir Entrance	Thoroughfare	4 (4/0)
International Dr	Beirut Cir Entrance	Outbound Cookingham Dr	Thoroughfare	3 (3/0)
Interurban Rd	City Limits (Platte County)	City Limits (Ferrelview)	Local Link	2
Jackson Ave	Truman Rd	E Linwood Blvd	Local Link	2
James A Reed Rd	E 63rd St	Blue Ridge Blvd	Local Link	2
James A Reed Rd	City Limits (Raytown)	E Bannister Rd	Local Link	2
James A Reed Rd	E Bannister Rd	I-470	Established Arterial	2
Karnes Blvd	W 31st St	Wyoming St	Established Boulevard	2
Leeds Trfy	E 39th St	Emanuel Cleaver II Blvd	Local Link	2
Leeds Trfy	Emanuel Cleaver II Blvd	Stadium Dr	Established Arterial	4
Lee's Summit Rd	Hwy 40	1,000 ft north of Bowlin Rd	Local Link	2
Lee's Summit Rd	1,000 ft north of Bowlin Rd	Bowlin Rd	Local Link	4
Lee's Summit Rd	Bowlin Rd	Little Blue Rd / NW Gregory Rd	Local Link	2
Lee's Summit Rd	Little Blue Rd / NW Gregory Rd	City Limits (Lee's Summit)	Local Link	4
Line Creek Pkwy	NW Barry Rd	NW 68th St	Parkway	2
Line Creek Pkwy	NW Tiffany Springs Pkwy	NW Barry Rd	Parkway	4
Line Creek Pkwy	NW 108th St	NW Tiffany Springs Pkwy	Parkway	2

	From	To	Typology	Through Lanes
Linwood Blvd	Broadway St	Van Brunt Blvd	Established Boulevard	4
Little Blue Rd	Proctor Ave	Noland Rd	Local Link	2
Little Blue Rd	Noland Rd	Lee's Summit Rd	Local Link	4
Locust St	Hwy 9 (NB Off-Ramp)	E 7th St	Commerce/Mixed Use	2 (2/0)
Longview Rd	Grandview Rd	Greenwood Rd	Local Link	2
Longview Rd	Greenwood Rd	Raytown Rd	Established Arterial	4
E Longview Pkwy	Brickyard Rd	Westridge Rd	Parkway	2
E Longview Pkwy	Little Blue Rd	Bannister Rd	Parkway	4
E Longview Pkwy	Bannister Rd	View High Dr	Parkway	2
E Longview Pkwy	View High Rd	Little Blue Road	Parkway	2
W Longview Pkwy	James A Reed Rd	Spring Valley Rd	Parkway	2
W Longview Pkwy	E 93rd St	E 89th Ter	Parkway	2
W Longview Pkwy	I-470	Bannister Rd	Parkway	2
Madison Ave	Westport Rd	W 47th St	Thoroughfare	3 (3/0)
Main St	12th St	Truman Rd - W Bound	Activity Street/Corridor	4
Main St	Independence Ave	7th St	Commerce/Mixed Use	4
Main St	7th St	9th St	Commerce/Mixed Use	6
Main St	9th St	12th St	Commerce/Mixed Use	4
Main St	Truman Rd - W Bound	Truman Rd - E Bound	Commerce/Mixed Use	4
Main St	Truman Rd - E Bound	Southwest Blvd	Commerce/Mixed Use	6
Main St	Southwest Blvd	Main-Walnut Viaduct	Commerce/Mixed Use	4
Main St	Main-Walnut Viaduct	Emanuel Cleaver II Blvd	Commerce/Mixed Use	6
Manchester Trfy	E 17th St	Manchester Ave	Thoroughfare	4
Manchester Trfy	Manchester Ave	I-70 (WB Ramps)	Thoroughfare	2
Manchester Trfy	I-70 (WB Ramps)	Stadium Dr	Thoroughfare	4
Manheim Rd	Holmes St	E 39th St	Established Boulevard	2
Maple Blvd	E Missouri Ave	Independence Ave	Established Boulevard	2
Maple Woods Pkwy	MO-152 (WB Ramps)	Shoal Creek Pkwy	Parkway	4
Marion Park Dr	E Bannister Rd	Hickman Mills Dr	Established Arterial	4
Martha Truman Rd	Wornall Rd	100 ft east of McGee St	Local Link	2
Martha Truman Rd	100 ft east of McGee St	Blue River Rd	Local Link	4
Martha Truman Rd	Blue River Rd	City Limits (Grandview)	Local Link	2
Dr Martin Luther King Jr Blvd	Brookside Blvd	The Paseo	Established Boulevard	4
Dr Martin Luther King Jr Blvd	The Paseo	Elmwood Ave	Parkway	6
Dr Martin Luther King Jr Blvd	Elmwood Ave	55th St	Thoroughfare	6
Mary Lou Williams Ln	The Paseo	Woodland Ave	Commerce/Mixed Use	3 (3/0)
N Mersington Ave	NE Cookingham Dr	Shoal Creek Pkwy	Local Link	4
N Mersington Ave	City Limits (Clay County)	Cookingham Dr	Thoroughfare	4
Mexico City Ave	Hwy 92	Bern St	Thoroughfare	4
Mexico City Ave	Bern St	Paris St	Thoroughfare	2
Meyer Blvd	Ward Pkwy	Wornall Rd	Established Boulevard	2
Meyer Blvd	Wornall Rd	Brooklyn Ave	Established Boulevard	4
Meyer Blvd	Brooklyn Ave	Swope Pkwy	Established Parkway	4
Meyer Blvd	Swope Pkwy	Starlight Rd	Established Parkway	2
Mill Creek Pkwy	W 43rd St	W 48th St	Established Parkway	4
New Airport Terminal Road	New airport terminal	Hwy 152	Thoroughfare	4
Noland Rd	City Limit (Independence)	Little Blue Rd	Local Link	4
N Northwood Rd	NW Prairie View Rd	NW 52nd St	Local Link	2
Oak St	E 7th St	E 8th St	Commerce/Mixed Use	4 (4/0)
Oak St	E 8th St	E 9th St	Commerce/Mixed Use	3 (3/0)
Oak St	E 9th St	E 10th St	Commerce/Mixed Use	2 (2/0)
Oak St	E 10th St	E 13th St	Established Arterial	4
Oak St	E 13th St	Truman Rd - W Bound	Established Arterial	5 (3/2)
Oak St	Truman Rd - W Bound	E 22nd St	Established Arterial	4
N Oak Trfy	NE Cookingham DR	NE 111th St	Local Link	2
N Oak Trfy	NE 111th St	NE 96th St	Local Link	4
N Oak Trfy	NW 96th St	Hwy 152 (EB Ramps)	Thoroughfare	6
N Oak Trfy	Hwy 152 (EB Ramps)	City Limits (Gladstone)	Thoroughfare	4
N Oak Trfy	City Limits (Gladstone)	City Limits (North Kansas City)	Thoroughfare	4
Oak Trfy	Hwy 9 (SB On-Ramp)	7th St	Commerce/Mixed Use	3 (3/0)
Oldham Rd	E Gregory Blvd	Blue River Rd	Parkway	4
Oldham Rd	Blue River Rd	E 87th St	Parkway	2
Paris St	Mexico City Ave	Cookingham Dr	Thoroughfare	2
NE Parvin Rd	Searcy Creek Pkwy	N Corrington Ave	Local Link	4

	From	To	Typology	Through Lanes
NE Parvin Rd	N Corrington Ave	Worlds of Fun Ave	Local Link	6
NE Parvin Rd	N Skiles Ave	City Limits (Birmingham)	Thoroughfare	4
NE Parvin Rd	City Limits (Birmingham)	Hwy 210	Thoroughfare	4
NE Parvin Rd	Worlds of Fun Ave	NE Great Midwest Dr	Established Arterial	6
NE Parvin Rd	N Holmes Rd	NE Davidson Rd	Boulevard	2
NE Parvin Rd	NE Davidson Rd	NE 39th St	Boulevard	4
NE Parvin Rd	NE 39th St	N Brighton Ave	Boulevard	2
NE Parvin Rd	N Brighton Ave	Searcy Creek Pkwy	Boulevard	4
W Paseo Blvd	E 24th St	E 27th St	Established Boulevard	2
Paseo St	The Paseo	Vine St	Established Boulevard	2
W Pennway St	Summit St	W 26th St	Established Boulevard	4
W Pennway St	W 26th St	W 31st St	Established Parkway	4
W Pennway St	W 17th St	Summit St	Established Parkway	2
W Pershing Rd	W Pennway St / Broadway St	Gillham Rd	Established Boulevard	4
N Platte Purchase Dr	NW Cookingham Dr	N Fountain Hills Dr	Local Link	4
N Platte Purchase Dr	N Fountain Hills Dr	Hwy 152 (WB Ramps)	Local Link	6
N Platte Purchase Dr	NW Barry Rd	NW 68th St	Local Link	2
N Platte Purchase Dr	Hwy 152 (WB Ramps)	NW 87th Terrace	Thoroughfare	4
N Platte Purchase Dr	NW 87th Terrace	NW Barry Rd	Thoroughfare	4
NE Pleasant Valley Rd	City Limits (Gladstone)	City Limits (Pleasant Valley)	Local Link	2
NW Prairie View Rd	NW Barry Rd	Hwy 9	Thoroughfare	2
NW Prairie View Rd	N Nevada Ave	N Bethel Ave	Thoroughfare	4
NW Prairie View Rd	NW 112th St	Vienna Rd	Thoroughfare	4
NW Prairie View Rd	Vienna Rd	NW 104th St	Thoroughfare	2
NW Prairie View Rd	NW Tiffany Springs Pkwy	NW Tiffany Springs Rd	Thoroughfare	2
NW Prairie View Rd	NW 72nd St	NW 64th St	Thoroughfare	2
NW Prairie View Rd	NW 64th St	N Northwood Rd	Thoroughfare	4
Prospect Ave	E 30th St	E 33rd St	Activity Street/Corridor	2
Prospect Ave	Independence Ave	E 12th St	Local Link	2
Prospect Ave	E 23rd St	E 30th St	Local Link	2
Prospect Ave	E 33rd St	E 63rd St	Local Link	2
Prospect Ave	E 139th St	Hwy 150	Local Link	2
Prospect Ave	Hwy 150	151st St (assumed)	Local Link	4
Prospect Ave	151st St (assumed)	155th St	Local Link	2
Prospect Ave	E 12th St	E 23rd St	Thoroughfare	2
Prospect Ave	E Meyer Blvd - W bound	E Meyer Blvd - E bound	Thoroughfare	4
Prospect Ave	E Meyer Blvd - E bound	E 85th St	Thoroughfare	2
Prospect Ave	E 63rd St	E Meyer Blvd - W bound	Established Arterial	4
Prospect Blvd	Reservoir Drive	Independence Ave	Established Boulevard	2
Raytown Rd	City Limits (Raytown)	I-470 (WB Ramps)	Local Link	2
Raytown Rd	E 47th St	City Limits (Raytown)	Local Link	4
Raytown Rd	Highgrove Rd	Hwy 150	Local Link	4
Raytown Rd	I-470 (WB Ramps)	City Limits (Grandview)	Thoroughfare	4
Raytown Rd	Stadium Dr	E 47th St	Local Link	
Raytown Rd	E 47th St	Sportsman Dr	Parkway	2
Raytown Rd	Sportsman Dr	Blue Ridge Cutoff	Parkway	4
Raytown Rd	Blue Ridge Cutoff	E 47th St	Parkway	6
W Red Bridge Rd	State Line Rd	Wornall Rd	Local Link	2
E Red Bridge Rd	Blue River Rd	Grandview Rd	Local Link	2
E Red Bridge Rd	Grandview Rd	Hickman Mills Dr	Thoroughfare	4
E Red Bridge Rd	Hickman Mills Dr	Hillcrest Rd	Thoroughfare	3 (2/1)
E Red Bridge Rd	Hillcrest Rd	Blue Ridge Blvd	Thoroughfare	2
E Red Bridge Rd	Wornall Rd	Blue River Rd	Boulevard	2
Rhinehart Rd	E 79th St	City Limits (Unity Village)	Local Link	2
Roanoke Pkwy	W 43rd St	W 47th St	Established Boulevard	2
Roanoke Pkwy	W 47th St	Ward Pkwy (N of Brush Creek)	Established Boulevard	3 (3/0)
Roanoke Pkwy	Ward Pkwy (N of Brush Creek)	Ward Pkwy (S of Brush Creek)	Established Boulevard	4 (4/0)
N Robinhood Ln	City Limits (Platte County)	NW Cookingham Dr	Local Link	2
N Robinhood Ln	NW Cookingham Dr	NW 108th St	Local Link	4
Rockhill Rd	Gillham Rd	Holmes Rd	Established Boulevard	4
Rockhill Rd	Holmes Rd	E Gregory Blvd	Established Boulevard	2
Rockhill Ter	Gillham Rd	Brush Creek Blvd	Established Boulevard	2
Searcy Creek Pkwy	City Limits (Claycomo)	NE Parvin Rd	Parkway	2
Searcy Creek Pkwy	NE Parvin Rd	MO-210 (WB Ramps) / NE Service f	Parkway	4

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	From	To	Typology	Through Lanes
Searcy Creek Pkwy	NE Pleasant Vally Rd	E Longfellow St	Parkway	2
NE Sherman Rd	City Limits (Clay County)	NE Cookingham Dr	Local Link	2
Shoal Creek Pkwy	Line Creek Pkwy	N Woodland Ave	Parkway	4
Shoal Creek Pkwy	NE 96th St	NE 76th St	Parkway	4
Shoal Creek Pkwy	NE 76th St	Maplewoods Pkwy	Parkway	6
Shoal Creek Pkwy	Maplewoods Pkwy	NE Pleasant Vally Rd	Parkway	4
NW Skyview Ave	City Limits (Platte County)	NW 128th St	Local Link	4
NW Skyview Ave	NW 108th St	NW Tiffany Springs Pkwy	Local Link	4
NW Skyview Ave	NW 128th St	NW Cookingham Dr	Thoroughfare	4
NW Skyview Ave	NW Cookingham Dr	1/2 Mile North of NW 108th St	Thoroughfare	6
NW Skyview Ave	1/2 Mile North of NW 108th St	NW 108th St	Thoroughfare	4
NW Skyview Ave	NW Tiffany Springs Pkwy	NW Tiffany Springs Rd	Thoroughfare	4
Sni-a-Bar Rd	Skiles Ave	Blue Ridge Cutoff	Local Link	2
Southwest Blvd	Baltimore Ave	W 31st St	Thoroughfare	4
Southwest Trfy	I-35	Westport Rd	Thoroughfare	6
Stadium Dr	E 31st St/Van Brunt Blvd	Manchester Trafficway	Local Link	4
Stadium Dr	Manchester Trfy	I-435 (SB On-Ramp)	Thoroughfare	2
Stadium Dr	I-435 (SB On-Ramp)	Laurel Ave	Thoroughfare	6
Stadium Dr	Laurel Ave	Hwy 40	Thoroughfare	4
Stadium Dr	E 31st St / Van Brunt Blvd	Manchester Trfy	Parkway	4
NE Staley Rd	N Woodland Ave	N Brighton Ave	Parkway	4
State Line Rd	Brush Creek Pkwy / Shawnee Mi	W 75th St	Thoroughfare	2
State Line Rd	W 75th St	W 103rd St	Thoroughfare	4
State Line Rd	W 103rd St	W Red Bridge Rd	Thoroughfare	6
State Line Rd	W Red Bridge Rd	W 135th St	Thoroughfare	4
Sterling Ave	E 47th St	City Limits (Raytown)	Local Link	2
Sterling Ave	Hwy 40	E 47th St	Established Arterial	4
Swope Pkwy	E Meyer Blvd	E 67th St	Local Link	2
Swope Pkwy	Blue Pkwy	E 67th St	Established Parkway	4
The Paseo	E 82nd St	E 85th St	Local Link	2
The Paseo	E 79th St	E 82nd St	Established Arterial	4
The Paseo	E Independence Ave	E 18th St	Established Boulevard	6
The Paseo	E 18th St	Emanuel Cleaver II Blvd	Established Boulevard	4
The Paseo	Emanuel Cleaver II Blvd	Swope Pkwy	Established Boulevard	6
The Paseo	Swope Pkwy	E Meyer Blvd	Established Boulevard	4
The Paseo	E Meyer Blvd	E 79th St	Established Boulevard	4
The Paseo	E Meyer Blvd	E 68th Ter	Established Boulevard	3 (3/0)
NW Tiffany Park Rd	City Limits (Platte County)	N Hampton Rd	Thoroughfare	2
NW Tiffany Springs Pkwy	Tiffany Springs Pkwy	NW Prairie View Rd	Parkway	4
NW Tiffany Springs Pkwy	NW Prairie View Rd	N Ambassador Dr	Parkway	6
NW Tiffany Springs Pkwy	N Ambassador Dr	N Oak Trafficway	Parkway	4
NW Tiffany Springs Pkwy	N Oak Trafficway	N Woodland/Maplewoods Parkway	Boulevard	2
NW Tiffany Springs Pkwy	Tiffany Springs Pkwy	N Hampton Rd	Parkway	2
NW Tiffany Springs Rd	N Childress Ave	N Amity Ave	Local Link	2
NW Tiffany Springs Rd	N Congress Ave	N Platte Purchase Dr	Local Link	4
NW Tiffany Springs Rd	N Amity Ave	N Congress Ave	Established Arterial	2
Troost Ave	Admiral Blvd (7th St)	E Bannister Rd	Established Arterial	4
E Truman Rd	Benton Blvd	Jackson Ave	Commerce/Mixed Use	6
E Truman Rd	Jackson Ave	Hardesty Ave	Local Link	5 (3/2)
E Truman Rd	Hardesty Ave	Manchester Trfy	Local Link	4
E Truman Rd	Manchester Trfy	I-435 (NB Ramps)	Local Link	6
E Truman Rd	McGee St	Locust St	Thoroughfare	2 (2/0)
E Truman Rd	Locust St	Charlotte St	Thoroughfare	5 (3/2)
E Truman Rd	Charlotte St	Benton Blvd	Thoroughfare	6
Unknown Future Road	City Limits (Platte County)	NW Cookingham Dr	Local Link	2
Valentine Rd	Wyoming St	Broadway St	Established Boulevard	2
Van Brunt Blvd	Gladstone Blvd	E 12th St	Established Boulevard	2
Van Brunt Blvd	E 12th St	E 27th St	Established Boulevard	2
Van Brunt Blvd	E 27th St	E 31st St	Established Boulevard	4
View High Dr	East Longview Pkwy	I-470 (EB Ramps)	Parkway	4
View High Dr	I-470 (EB Ramps)	Old View High Dr	Parkway	6
View High Dr	Old View High Dr	E 109th St	Parkway	4
N Virginia Ave	City Limits (Clay County)	NE 126th St / N Woodland Ave	Local Link	2
NW Vivion Rd	City Limits (Riverside)	N Mulberry Dr	Thoroughfare	2

	From	To	Typology	Through Lanes
NW Vivion Rd	N Mulberry Dr	City Limits (Gladstone)	Thoroughfare	4
NW Vivion Rd	City Limits (Gladstone)	NW Old Pike Rd City	Thoroughfare	4
NE Vivion Rd	NW Old Pike Rd	Limits (Claycomo)	Thoroughfare	4
Ward Pkwy	Ward Pkwy Plaza	Wornall Rd	Established Parkway	4
Ward Pkwy	Brush Creek Pkwy	55th St	Established Parkway	5 (3/2)
Ward Pkwy	W 55th St	W 76th Ter	Established Parkway	6
Ward Pkwy	W 76th Ter	Ward Pkwy Plaza	Established Parkway	4
Ward Pkwy (N of Brush Creek)	Brush Creek Pkwy	Bellevue Ave	Established Boulevard	4 (4/0)
Ward Pkwy (N of Brush Creek)	Bellevue Ave	Broadway St	Established Boulevard	3 (2/1)
Ward Pkwy (N of Brush Creek)	Broadway St	JC Nichols Pkwy	Established Boulevard	4
Ward Pkwy (N of Brush Creek)	JC Nichols Pkwy Brush	Brookside Blvd	Established Boulevard	3 (3/0)
Ward Pkwy (S of Brush Creek)	Creek Pkwy Madison	Madison Ave Wornall	Established Boulevard	4 (4/0)
Ward Pkwy (S of Brush Creek)	Ave	Rd	Established Boulevard	4
Ward Pkwy (S of Brush Creek)	Wornall Rd	JC Nichols Pkwy Main	Established Boulevard	3 (2/1)
Ward Pkwy (S of Brush Creek)	JC Nichols Pkwy Main	St	Established Boulevard	4
Ward Pkwy (S of Brush Creek)	St	Brookside Blvd	Established Boulevard	4 (4/0)
Warwick Boulevard	Emanuel Cleaver II Blvd	Armour Boulevard NW	Established Boulevard	2
NW Waukomis Dr	NW 79th St	Bryan Ave	Local Link	2
NW Waukomis Dr	NW Bryan Ave	NW 68th St	Local Link	4
NW Waukomis Dr	NW Englewood Rd / NW 56th St	I-29 (SB On-Ramp)	Local Link	4
NW Waukomis Dr	NW 68th St	Englewood Blvd	Parkway	4
West Longview Pkwy	Bannister Rd	James A Reed Rd	Parkway	2
West Longview Pkwy	87th St	Bannister Rd	Established Parkway	2
West Longview Pkwy	James A Reed Rd	107th St	Established Parkway	4
West Longview Pkwy	107th St	Raytown Rd	Parkway	4
N Winan Rd	Hwy 92	NW 128th St	Thoroughfare	2
N Winan Rd	128th St	Ambassador Dr	Thoroughfare	4
Winchester Ave	Independence Ave	Truman Rd	Local Link	2
Winchester Ave	Raytown Rd	Coal Mine Rd	Thoroughfare	2
Winner Rd	E 9th St	Independence Ave	Local Link	2
Winner Rd	Winchester Ave	Smalley Ave	Thoroughfare	4
Winner Rd	Smalley Ave	Blue Ridge Blvd	Thoroughfare	6
N Woodland Ave	NE 126th St	NE 111th Terrace	Local Link	4
N Woodland Ave	NE 111th Terrace	MO-152 (WB Ramps)	Parkway	4
Wornall Rd	W 62nd Ter	W 63rd St	Activity Street/Corridor	2
Wornall Rd	W 51st St	W 62nd St	Local Link	2
Wornall Rd	W 90th St	Ward Pkwy	Local Link	4
Wornall Rd	W Red Bridge Rd	W 135th St	Local Link	2
Wornall Rd	Ward Pkwy - E Bound	W 51st St	Established Arterial	4
Wornall Rd	W 63rd St	W 90th St	Established Arterial	4
Wornall Rd	Ward Pkwy	N of 103rd St	Boulevard	4
Wornall Rd	N of 103rd St	I-435 (EB Ramps)	Boulevard	6
Wornall Rd	I-435 (EB Ramps)	W Red Bridge Rd	Boulevard	4
Wyandotte St	W 12th St	Southwest Blvd	Activity Street/Corridor	2
Wyandotte St	W 6th St	W 12th St	Commerce/Mixed Use	2 (2/0)
Wyoming St	W 12th St	I-670 (WB Ramps)	Commerce/Mixed Use	2 (2/0)
Wyoming St	I-670 (WB Ramps)	American Royal entrance	Thoroughfare	3 (3/0)