



# KANSAS CITY MISSOURI

# Road Diets

Resolution 230618

April, 2024



# Methodology

- 4+ undivided lanes\*
- High-Injury Network (HIN)
- Traffic Volumes – 4-3lane (TWLTL) – 18,300 veh/day
- 24-25 Street Resurfacing
- Developable Areas
- PSP Study\*\*

## Analysis Summary

- Overall, 108 corridors
  - 6 corridors in planned – Resurfacing 24/25 Contracts
  - 20+ additional corridors are recommended
- Recommended Solutions:
  - Reduce Number of Lanes
  - Transit Lanes
  - Reduce Number of Lanes + Parking
  - Add Median
  - Implement PSP Study
  - Extend Mobility Lanes

## Fixed Costs

- Generally: 2" Mill & Overlay (\$141k/lane mile) to
  - Some locations (TBD): 4" Mill & Overlay
    - 2" Mill & Overlay
    - 2" Interlayer (SMA)
      - \$237k/lane mile
  - Alignment of the signal heads: \$5,000/approach
- \*No replacement of mast arms etc.

**Planned Corridors List – Resurfacing 24-25**

<b>Council District</b>	<b>Street</b>	<b>From</b>	<b>To</b>	<b>Planned Year</b>	<b>Comments</b>
3	12th Street	Woodland Ave	Hardesty Ave	2024-2025	Road Diet with Parking
6	63rd Street	Main Street	Troost	2024	Road Diet with Parking
5	James A. Reed Road	Bannister Road	107th Street	2024	Mobility Lanes
4	Southwest Blvd	I-35 Hwy Bridge	31st Street	2025	PSP Study recommendations
5,6	Gregory Blvd	Oak Street	Cleveland Ave	2025	Road Diet and Vision Zero Coordination
4	N Chouteau Trafficway	Vivion	I-35 Hwy	2025	Road Diet
3,4	22 <sup>nd</sup> St	Oak St	Park Ave	2024-2025	Vision Zero Coordination
3	The Paseo Blvd	31 <sup>st</sup> St	Swope Parkway	2024-2025	Recommend raised medians

**Engagement**

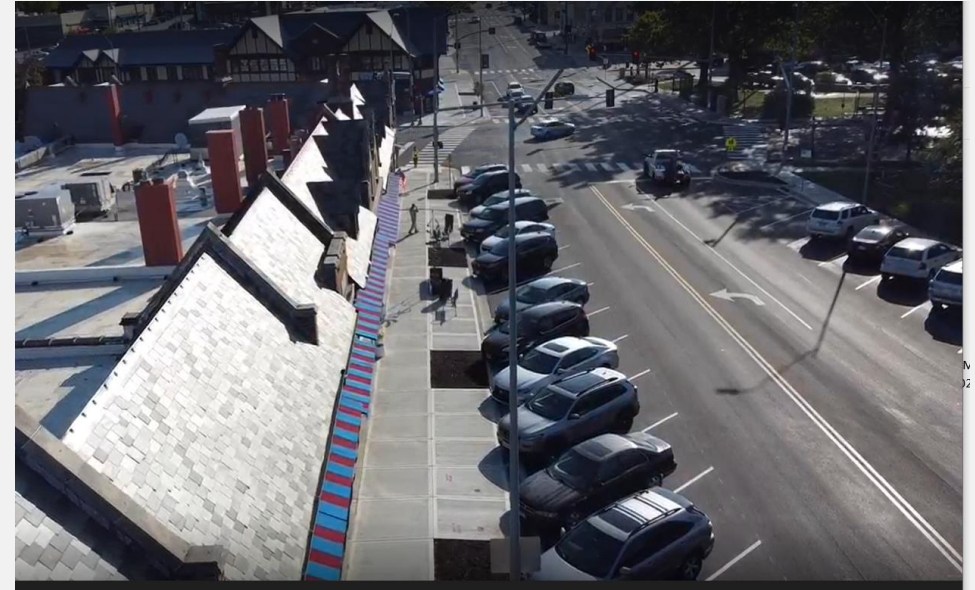
- Create new webpage on City’s PW
- Leverage monthly Council newsletter/e-blasts on project updates
- Notify public via Social Media and post card/mailer along the corridor
- Public meeting

# Strategies, Success Stories...



**Success Stories**

<b>Corridor</b>	<b>Location</b>	<b>Year</b>
Leeds Trafficway	Stadium Drive to Emanuel Cleaver II Boulevard	2015
E. Gregory Boulevard	Oldham Road to Cleveland Avenue	2015-2017
N.E. 108th Street	Smalley Avenue to Cookingham Drive	2015-2017
N.E. Barry Road	Kenwood Avenue to Highland Avenue	2015-2017
<b>31<sup>st</sup> St</b>	<b>Troost to Main</b>	<b>2022</b>
<b>Gregory Boulevard</b>	<b>Oak to Wornall</b>	<b>2022-2023</b>
<b>63<sup>rd</sup> St</b>	<b>Wornall to Main</b>	<b>2023</b>

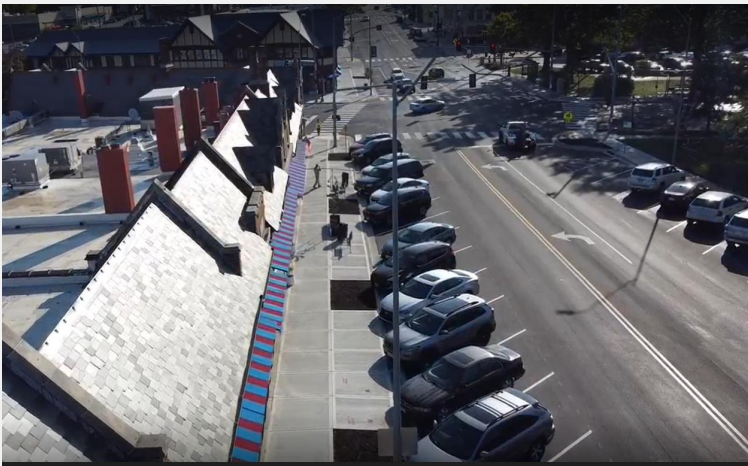




# Strategies

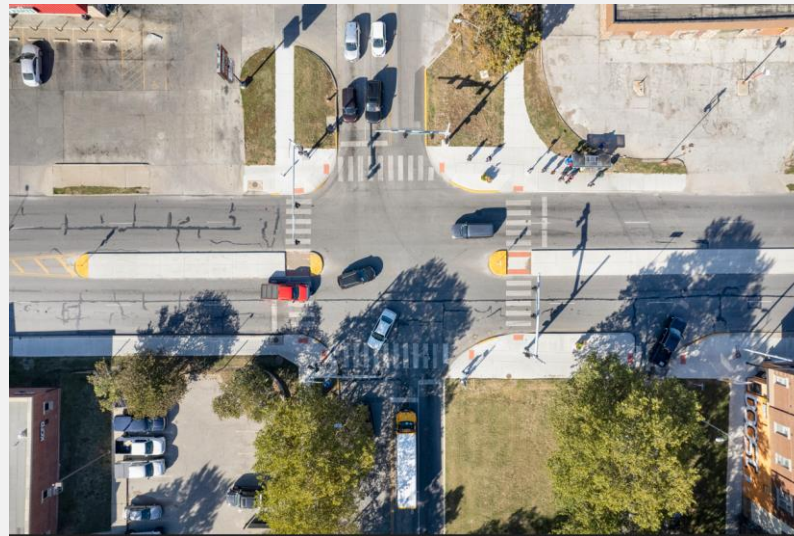
## Reduce Traffic Lanes

- Narrower street widths
- 4-3 lane conversion
- Moderate travel speeds and make space for additional features like bike lanes or sidewalks.



## Add Pedestrian Features

- Reduce crossing distance
- Add medians
- Add bump outs, crosswalks, and pedestrian refuge islands.



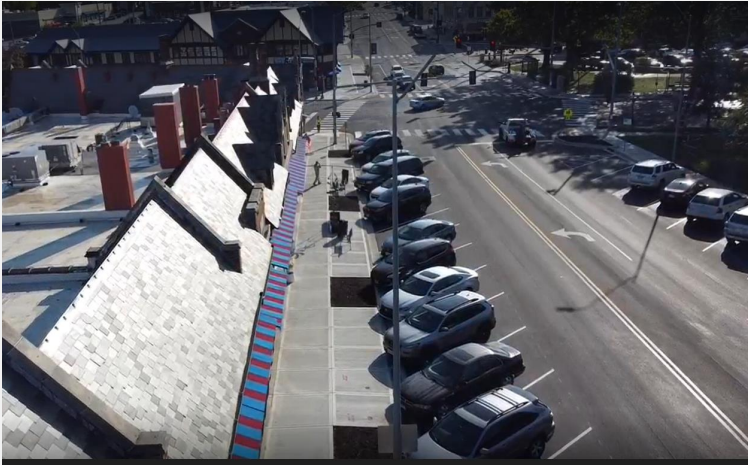
## Include Transit Only Lanes

- Incorporating transit-only lanes can help in faster movement of public transit, resulting in increased efficiency.



## Key to Success

- City Council adoption of Road Diet Program
- Public Engagement
- Funding



## Economic Impact

- Long-term reduced Maintenance Cost
- Green Impact
- Benefits of walking & accessibility





## Rendering for 63<sup>rd</sup> St – Main to Troost

