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**Project Name**

**ADA Compliant Bus Stops**

**Vivion Road Corridor Overlay/Study**

**East and Westside Anti-Displacement Plan**

**Citywide Transit Plan**

**Commercial Moter Vehicle/Freight Movement Plan**

**Cliff Drive to Blue Valley Trail Alignment Study  
(Truman Plaza)**



## OSP Project List

### Project Description

This project would establish a partnership between City Planning and Development, Public Works, and the KCATA to deliver ADA compliant bus stops and pedestrian infrastructure along high ridership corridors with documented safety and accessibility gaps. The work will focus on sidewalk reconstruction, curb ramps, and accessible boarding areas—primarily concrete improvements requiring Public Works coordination—along corridors such as Independence Avenue and 31st Street, which rank high for transit use but low on the Vision Zero network. KCATA would act as full partners and provide matching funds, ensuring that investments improve safety, accessibility, and equity for transit dependent residents while advancing citywide Vision Zero and ADA compliance goals.

The Vivion Road Corridor Plan will develop strategies for a safer, more connected, and more sustainable multimodal corridor generally extending from Riverside to Claycomo. The project would cover approximately 6.5 miles and span the municipalities of Riverside, Northmoor, Claycomo and Gladstone. The plan will create a long-term vision and suggest transportation, streetscape, and policy improvements to make travel safer and easier—whether walking, biking, taking transit, or driving. Emphasis will be placed on developing an enhanced transit corridor that incorporates complete streets principles, green street infrastructure, and traffic calming measures. The plan will also identify opportunities to improve transit service along the corridor, aligning with the objectives of the Mid-America Regional Council's Smart Moves Plan.

Many of the Refined Alternatives currently being considered for the Reconnecting the East Side and Reconnecting the Westside Planning and Environmental Linkages (PEL) Studies would provide opportunity for future development to occur within the existing footprints of US-71 south of MLK Blvd and north of E. 85th Street, or I-35 within the Westside neighborhood. In current community engagement efforts, both communities have voiced the concern for a thoughtful approach to this potential development, one that would ensure a sustainable future for the existing communities that reflects each community's priorities and cultural heritage (i.e., Hispanic heritage on the Westside and African American heritage on the East Side). One example would establish funding and/or other mechanisms that would support the communities that have been impacted by the highways over the past few decades to benefit from revenues generated by the development, and/or be involved in the development process. Other communities in the United States have undergone similar studies that are critical to the success of projects that aim to reconnect neighborhoods negatively affected by highways. This study is a necessary next step in the overall project delivery of the Reconnecting the East Side and Reconnecting the Westside projects, led by the City of Kansas City, MO in partnership with the Missouri Department of Transportation and Mid-America Regional Council.

The Citywide Transit Plan will establish a long-term vision for a stronger, more efficient, and more accessible transit network. The plan will identify opportunities for new routes, evaluate the performance of existing services, and recommend improvements to enhance overall system efficiency. It will also support regional connectivity and improve coordination between different transit modes to create a reliable travel experience for riders.

The Commercial Motor Vehicle Plan will assess current freight conditions and their role in supporting the local economy. It will evaluate key infrastructure needs—such as bridge constraints, bottlenecks, and last mile access—and examine how freight interacts with industrial land uses and future development patterns. The plan will forecast freight needs, identify investment priorities, highlight best practices, and outline strategies for improved regional coordination. Strategies will include targeted street design, loading management, and operational policies that reduce conflicts with pedestrians, bikes, and transit. The result is a practical list of projects and policies that protects freight access while aligning with economic development.

Came out of the Truman Plaza area plan update, looking at shared use path preliminary design and alignment using city/school district owned land and the Van Brunt Corridor. Scope may also include looking at modal safety improvements for streets along the preferred alignment.

Average last year 123,000 per project

Department Leading	District	Total Estimated Cost
Public Works	Mostly 4 and 3	\$150,000
Planning	2 and 4	\$150,000
Public Works and Planning	3 and 4	\$200,000

Public Works/Planning	All Districts	400000 (asking for \$200,000)
Planning	All Districts	400000 (asking for \$200,000)
Planning/PW	3	\$100,000

20% Match	Funding identified?
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\$30,000.0	KCATA partnership
\$30,000	D2
\$40,000	

\$40,000	
\$40,000	

Partners	Notes
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KCATA	
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Riverside (permission granted, open to adding to the match), Gladstone (permission granted, open to adding to the match), Claycomo, Northmore,	
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N/A	
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KCATA	Asking for \$200,000
	Asking for \$200,000