

# KCMO Safe Streets and Roads for All Comprehensive Speed Limit Review

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## Background

In 2020, Kansas City adopted their Vision Zero Plan, providing an approach to achieve their goal of eliminating traffic deaths and serious injuries by 2030. This was codified by the city through Resolution 200019 passed in 2020. Achieving safe speeds through lower speed limits, roadway design that discourages speeding, and driver education is a core principle of Vision Zero, and reducing vehicle speed dramatically reduces the likelihood of death or severe injury.

Speed related crashes remain a significant issue for Kansas City in the effort to eliminate fatal and injury crashes. Speed related crashes represent a modest portion of overall crashes in the city but a very high portion of fatal and injury crashes. The following is a summary of speed related crashes withing the Kansas City limits from 2014 to 2023:

- Of the 71,781 crashes reported, 8% of them were coded as “speed related”.
- Of the 337 fatal crashes – 47% were attributed to speed.
- Of the 1538 serious injury crashes – 24% were attributed to speed.
- Of the 20,942 minor injury crashes – 10% were attributed to speed.

One of the immediate policy action steps listed in the Vision Zero Action plan was to conduct a city-wide speed limit review to evaluate whether speed limits are appropriate for their context and all road users. In addition, Kansas City adopted the KC Spirit Playbook, which established the following goal:

*Decrease statutory speed limits on all local streets to 20 mph and collector and arterial streets to 30 mph. Evaluate all streets in the city with posted speed limits over 35 mph and consider reducing posted speed limits on these streets.*

In 2023, Kansas City was awarded funds by the U.S. Department of Transportation to advance the findings of the city’s Vision Zero Plan, including conducting a comprehensive speed limit study, updating the city’s High Injury Network, and development of new and updated city design guides. One goal of the project is to inform Kansas City’s efforts to reduce speed-related fatal and serious-injury crashes. This memo details the work of the comprehensive speed limit study as part of this grant.

## Study Goals

The speed study performed aimed to advance several elements of the City’s overall speed management and traffic safety promotion strategy. Specific goals of the study include:

- Collect and analyze speed data at locations identified as having high operating speeds or a high proportion of speed-related injury crashes to understand the vehicle speed trends within these corridors.
- Collect and analyze roadway attributes and compare those to speed data to understand any trends between the attributes of the roadway and speeding.
- Develop specific speed mitigation strategies for corridors selected based on low speed-compliance rates, excessive operating speeds, or were prioritized by the city for improvement.
- Model select corridors using USLimits2 to provide baseline data for the city to consider if and how to utilize this speed limit recommendation tool in the future

In addition to the above goals, the analysis tools and recommendation development process can serve the city as a model for how speed limits can be set and speed can be managed.

## Methodology

### Corridor Selection

A high injury network (HIN) is a safety screening tool utilized to identify locations within a jurisdiction with high rates of server and injury crashes. Kansas City updated their HIN as part of their USDOT grant to capture crashes between 2019 and 2023. To identify the 70 corridor segments analyzed in the speed study, the study team considered:

- severity score on the updated HIN;
- functional class (focusing on arterial and collector corridors);
- proportion of crashes that were speed-related;
- geographic distribution;
- distribution of land uses and economic conditions;
- reports of excessive speeding, and
- public input
- feedback from police department

Five additional locations were included as “control” corridors; these sites were not identified on the High Injury Network and had no public reports of speed compliance concerns. The control corridors represent all six Kansas City council districts, with one of the control corridors spanning both districts 3 and 4.

Table 1 below lists speed data collection locations. For purposes of this study, the corridors were categorized by their street typology as identified in Kansas City’s Major Street Plan. The five control locations are identified with an asterisk in the table. Location No. 6 was removed from the analysis because it was under construction during the study window.

From the 70 locations selected for data collection, 20 were further prioritized for analysis to develop corridor specific countermeasure recommendations. These locations were selected based on their speed distribution, crash rate, and geographic distribution. Locations with planned or ongoing studies or improvements were excluded. The 20 locations selected for corridor-specific countermeasure recommendations are identified in bold in the table below.

**Table 1: Speed Study Locations**

No.	Street Name	Start	End
1	Chouteau Trfy	Deramus Street	1521 Chouteau Trfy
2	Independence Ave	Hardesty Ave	4519 Independence Ave
3	Truman Rd	U.S. Hwy 71	980 Truman Rd
4	Truman Rd	Indiana Ave	3118 Truman Rd
5	18th St	Askew Ave	Prospect Ave
6	23rd St	<i>Corridor Under Construction</i>	
<b>7</b>	<b>Van Brunt Blvd</b>	<b>27th St</b>	<b>29th St</b>
8	Prospect Ave	38th St	31st St
<b>9</b>	<b>Southwest Trfy</b>	<b>31st St</b>	<b>Roanoke Rd</b>
10	39th St	Indiana Ave	Chestnut Ave
<b>11</b>	<b>Cleaver II Blvd</b>	<b>Vinyard Dr</b>	<b>Elmwood Ave</b>
<b>12</b>	<b>Ward Pkwy</b>	<b>79th St</b>	<b>Meyer Blvd</b>
<b>13</b>	<b>Oldham Rd</b>	<b>Oakwood Rd</b>	<b>Hillcrest Rd</b>
<b>14</b>	<b>Troost Ave</b>	<b>81st St E</b>	<b>85<sup>th</sup></b>
<b>15</b>	<b>87th St</b>	<b>Newton Ave</b>	<b>Blue Ridge Blvd</b>
16	31st St	Jackson Ave	Prospect Ave
17	Blue Ridge Blvd	104th St	113th Terr
18	Cleveland Ave	46th Terr	53rd Terr
19	Broadway Blvd	Linwood Blvd	29th St
<b>20</b>	<b>Eastwood Trfy</b>	<b>Palmer Dr</b>	<b>Crabapple Ln</b>
<b>21</b>	<b>Gregory Blvd</b>	<b>Agnes Ave</b>	<b>The Paseo</b>
22	75th St	Walrond Ave	Park Ave
23	US-56	Roanoke Pkwy	Mill Creek Pkwy
24	Broadway Blvd	41st St	39th Terrace
<b>25</b>	<b>The Paseo</b>	<b>43rd St</b>	<b>39th St</b>
<b>26</b>	<b>Ward Pkwy</b>	<b>51st St</b>	<b>Brush Creek Pkwy</b>
27	Prospect Ave	Hickman Mills Dr	77th St
28	11th St	Grand Blvd	Harrison St
29	Truman Rd	Hardesty Ave	Winchester Ave
30	39th St	Pennsylvania Ave	McGee St
31	80th St	Troost Ave	The Paseo
32	Blue Ridge Blvd	79th St	77th Terr
33	Blue River Rd	116th St	Bo Ho Ca Trl
34	View High Dr	Longview Rd	Meers Rd
35	NW Barry Rd	N Marston Ave	N Madison Ave



No.	Street Name	Start	End
36	N Oak Trfy	NE 90th St	NE 82nd St
37	E 35th St	Wayne Ave	31st St
38	Hwy 8-S	Hillcrest Rd	Banister Rd
39	St John Ave	Askew Ave	Jackson Ave
40	NW Barry Rd	Green Hills Rd	N St Chair Ave
41	N Oak Trfy	NE 54th St	NE Englewood Rd
42	Winner Rd	E Winner Rd	Blue Ridge Blvd
<b>43</b>	<b>Blue Ridge Cutoff</b>	<b>43rd St</b>	<b>39th St</b>
<b>44</b>	<b>Troost Ave</b>	<b>Meyer Blvd</b>	<b>67th St</b>
<b>45</b>	<b>Wornall Rd</b>	<b>89th St</b>	<b>84th St</b>
46	Prospect Ave	46th St	Dr Martin Luther King Jr Blvd
47	Troost Ave	54th St	57th St
48	Blue Ridge Blvd	Longview Rd	Frontage Rd
49	Independence Ave	Cypress Ave	Benton Blvd
50	Troost Ave	72nd St	79th St
51	Meyer Blvd	Benton Ave	Olive St
52	18th St	Troost Ave	Prospect Ave
53	Armour Blvd	The Paseo	Charlotte St
54	12th St	Brooklyn Ave	Bales Ave
55	N Oak Trfy	NE Windrose Dr	NW 96th St
<b>56</b>	<b>Blue Ridge Blvd</b>	<b>29th St</b>	<b>31st St</b>
<b>57</b>	<b>Southwest Blvd</b>	<b>25th St</b>	<b>Broadway Blvd</b>
<b>58</b>	<b>NE Parvin Rd</b>	<b>Worlds of Fun Ave</b>	<b>N Belmont Ave</b>
<b>59</b>	<b>29th St</b>	<b>The Paseo</b>	<b>Prospect Ave</b>
60	63rd St	College Ave	Swope Pkwy
<b>61</b>	<b>85th St</b>	<b>Wayne Ave</b>	<b>Euclid Ave</b>
62	Linwood Blvd	Forest Ave	The Paseo
63	Linwood Blvd	Montgall Ave	Cleveland Ave
64	Benton Blvd	12th St	9th St
65	NE 48th St	N Brighton Ave	N Bennington Ave
66	59th St	Olive St	71 Hwy
67	55th St	Prospect Ave	71 Hwy
68	17th St	Fremont Ave	Belmont Ave
69*	Holmes Rd	99th St	Bannister Rd
70	Blue Ridge Blvd	Greenwood Rd	87th St
71*	Troost Ave	Manheim Rd	36th St
<b>72*</b>	<b>87th St</b>	<b>James A Reed Rd</b>	<b>Elm Ave</b>
73*	N Oak Trfy	NE 109th St	NE 112th Terr
74*	NW 68th St	N Edison Ave	N Bell St
75	N Brighton Ave	Hwy 152	N Lister Ave

\*Control study site

**Bold:** Site selected for development of corridor specific speed management improvements



During the corridor selection process some additional speed analyses were performed on corridors beyond the 20 that were ultimately selected. A list of all the analysis products developed for each study corridor can be found in Appendix D.

## Speed Data

On weekdays Between September 25 and October 2, 2024, Gewalt Hamilton Associates (GHA) collected speed data for individual vehicles at the 75 corridors identified in Table 1 (see Appendix B). At each location 24 hours of data and the posted speed limit for that section were collected. In addition to the individual vehicle speed data, GHA provided summary statistics for each corridor including the average speed, 85<sup>th</sup> percentile speed, and percent of vehicles complying with the posted speed.

### Table of speed data

Several different data visualization tools were considered for use in the analysis. Ultimately, a box and whisker graph showing the speed quartiles, maximum speed, and minimum speed at each hour of the day was selected as the best tool to visualize speed distribution. The following figures show the different elements of the box and whisker plot and examples of the plots.

Figure 1: Elements of a Box and Whisker Plot

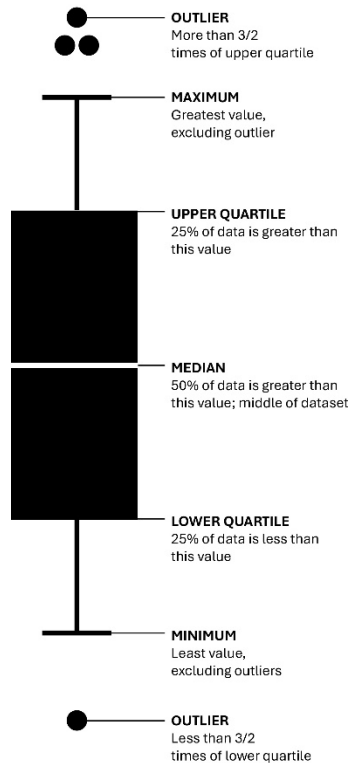


Figure 2: Example (Blue Ridge Boulevard) Box-and-Whisker Plot without Outliers

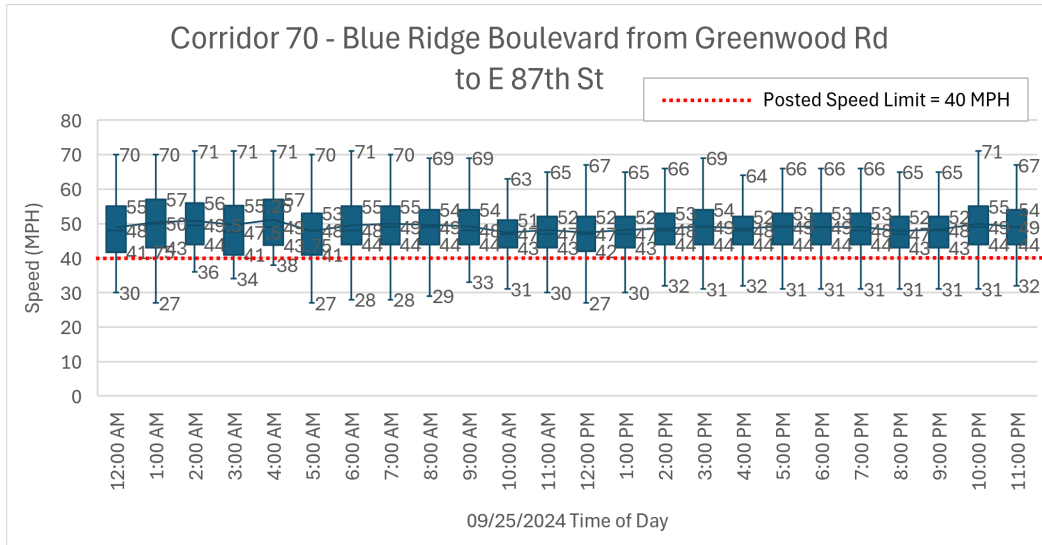
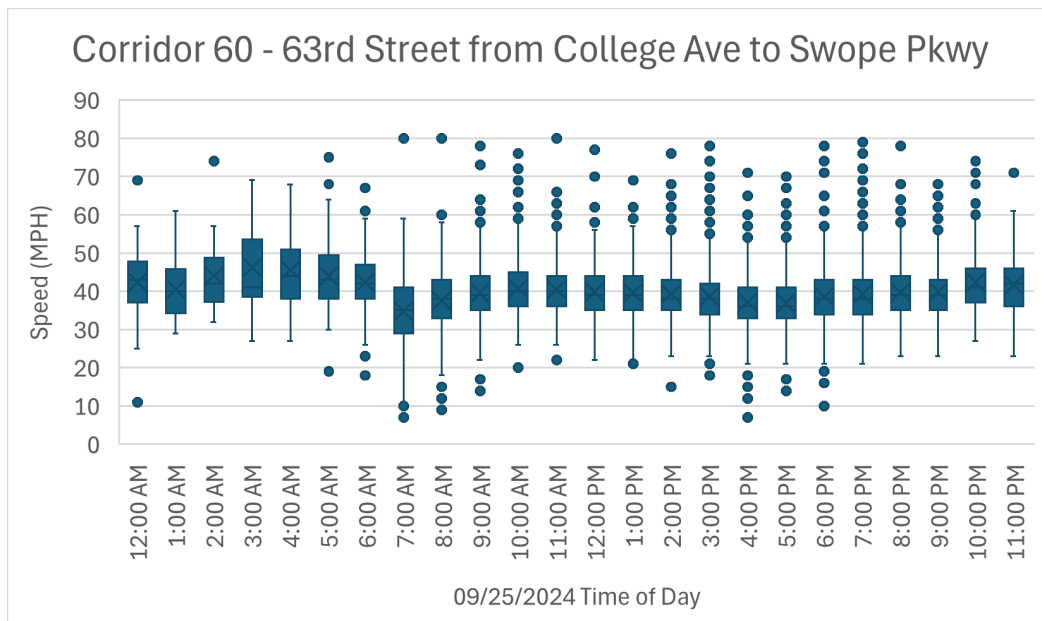


Figure 3: Example (63<sup>rd</sup> Street) Box-and-Whisker Plot with Outliers



Plots were developed with and without outlier data visualized and can be found in Appendix D. Plots with the outlier data graphed demonstrate the volume and severity of extreme speed trends during the day. Due to the scale of the plot with outlier, the median and quartile data can be obscured, so the plots without the outlier data graphed are easier to visualize.

The hourly distribution provides the ability to assess the relationship between speed behavior and time-of-day. Time-of-day can also help to visualize the relationship of speed and congestion,

assuming that congestion is higher during peak hours and lowest during the night at most locations. The posted speed limit is shown on the plot for comparison.

## Volume Data

The same GHA data set was used to collect hourly and daily traffic volume and vehicle type distribution along the corridors. Daily traffic volumes in the study set ranged from 1,271 VPD on 80<sup>th</sup> Street, a local link, to 41,529 VPD on Southwest Trafficway, a thoroughfare. Of all locations:

**Table 2: Distribution of Corridors by Volume**

Observed	VPD
12	fewer than 5,000
22	5,000–10,000
17	10,000–15,000
15	15,000–20,000
6	20,000–25,000
0	25,000–30,000
1	30,000–35,000
0	35,000–40,000
1	greater than 40,000

The GHA provided speed and volume summaries for each corridor can be found in Appendix B.

## Roadway Data

Between October 3 and October 10, 2024, SE3 collected supplemental field data at each speed study site, including speed limit signage, land use, utilization and roadway cross-section characteristics. The specific fields are listed below along with the frequency they were identified on a corridor.

- Posted speed limit (100%)
- Street cross section (100%)
- Land use (100%)
- Traffic control along corridor (100%)
- Transit Route (77%, 58 of 75 corridors)
- On-Street parking (55%, 41 of 75 corridors)
- Existing sidewalk (85%, 64 of 75 corridors)
- School (21%, 16 of 75 corridors)
- Observed pedestrians (30%, 23 of 75 corridors)
- Observed cyclists (8%, 6 of 75 corridors)

The “school” designation was determined to be a corridor with a school located anywhere along the length of the corridor regardless of whether the corridor was signed with a school zone speed limit. The “observed pedestrian” and “observed cyclist” designation was used if either a pedestrian or

cyclist respectively was observed traveling along the corridor during the time that roadway data characteristics were being gathered.

A summary of all the filed collected data can be found in Appendix A. The individual data collection sheets can be found in Appendix C.

## Supplemental Data

The city's street type GIS layers were queried to assign a street type to each corridor. The following is the distribution of corridor by street type.

- Activity Street: 1
- Boulevard: 3
- Commerce / Mixed-Use: 3
- Established Arterial: 11
- Established Boulevard: 9
- Established Parkway: 4
- Local Link: 19
- Parkway: 2
- Thoroughfare: 22
- Thoroughfare / Local Link: 1

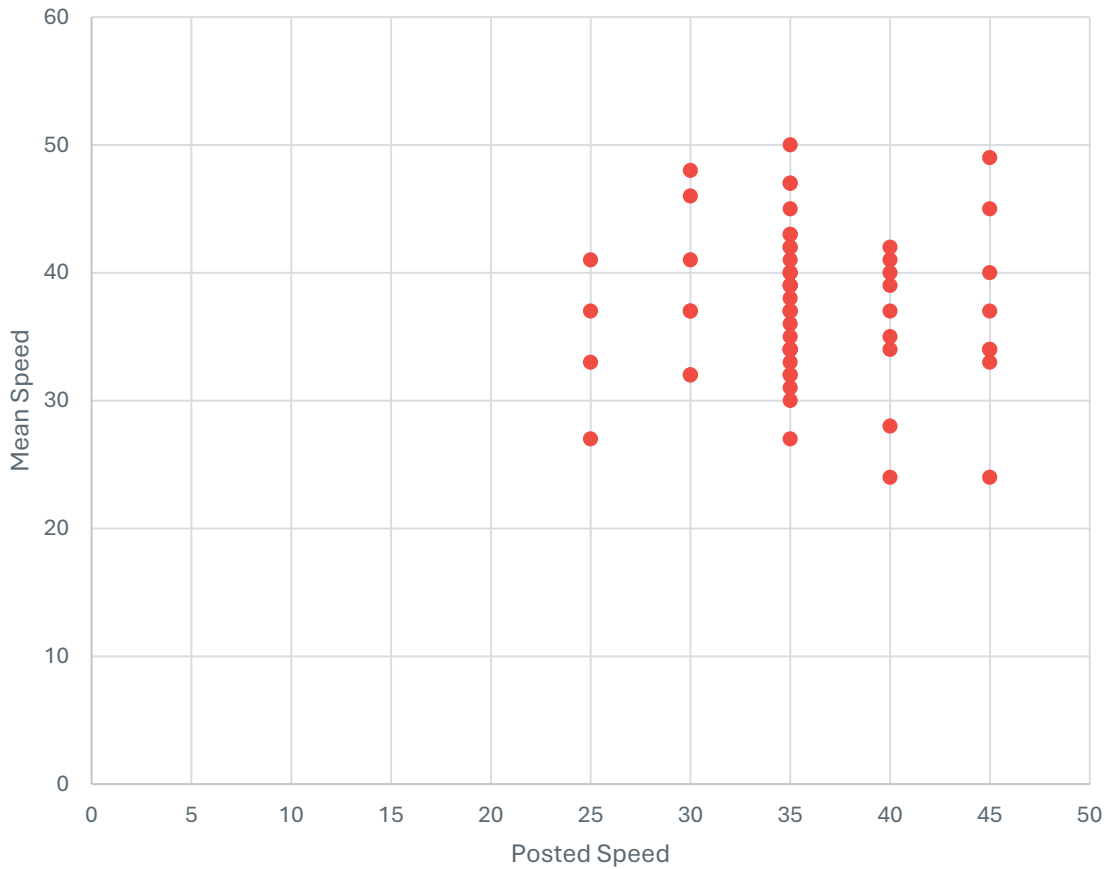
## Results

### Speed Trends

The 5 control corridors display speed distribution characteristics very similar to the 69 selected corridors. Mean speeds for the control corridors averaged 2.6 MPH above the posted speed for those corridors. The 85<sup>th</sup> percentile speeds averaged 9.0 MPH above the posted speed. Though a limited sample size, this relationship would indicate that the speeding and speed management issues persist on locations beyond just those on the HIN and as identified as having a high proportion of speed related crashes. Because of the similar performance of control and non-control corridors, the other analysis performed with this study are inclusive of all corridors.

Overall lack of compliance with posted speed limits is a trend across the corridors studied. The following distributions show the relationship of mean speed and 85<sup>th</sup> percentile speed to posted speed.

Figure 4: Posted Speed vs. Mean Speed



Based on the data from these graphs, the speed limit shows limited impact to travel speed. At both the median and higher 85<sup>th</sup> percentile levels the speed distributions for 25 mph posted roads are very similar to 40 MPH posted roads. Similarly the distribution of 30, 35, and 45 MPH road are very similar. This demonstrates that substantial changes to enforcement and/or the addition of speed controlling infrastructure elements may be needed to bring drivers into compliance with posted speed limits.

## Speed Trends Relative to Roadway Attributes

One of the attributes that showed a strong correlation to non-compliance with posted speed is the presence of on-street parking. Of the 74 corridors for which speed data was collected, 42 of them had on-street parking, 32 did not. The following table provides a breakdown of the percentage of traffic exceeding the speed limit for roadways with different speed limits and presence of on-street parking.

**Table 3: Speeding Trends with On-Street Parking vs. No Parking**

	No. of corridors	Percent of Traffic Exceeding Posted Speed Limit					Total
		25	30	35	40	45	All
<b>On-Street Parking</b>	42	88	46	45	48	31	48
<b>No Parking</b>	32	81	77	67	67	51	64
<b>Active Parking</b>	29	88	46	41	N/A	N/A	45

The study originally captured whether on-street parking was signed and available, and not if parking spaces were actively being used. This finding demonstrates that, when space allows, the presence of on-street parking may be an effective tool for controlling excessive speeding. To supplement these findings, additional data was gathered on whether there are typically vehicles present in the available on-street parking. Though this presence is not perfectly coordinated with when the speed data was collected, it is a good likelihood the use of the spaces is consistent. On facilities with higher posted speed limits, the on-street parking is not used as frequently. When vehicles are present in the parking, there prevailing speeds are lower than when there is no on-street parking and when on-street parking is available but not utilized.

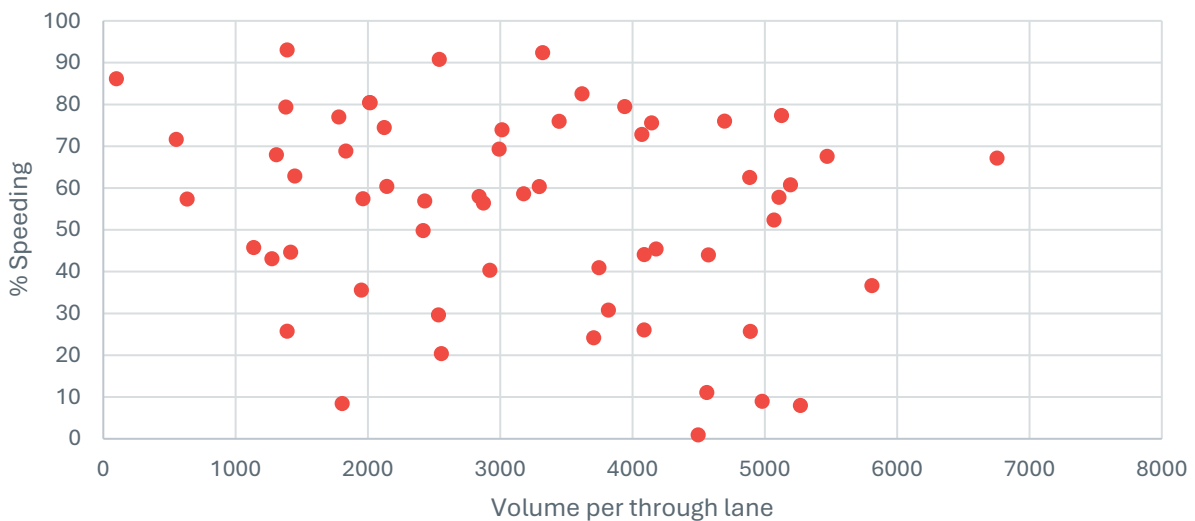
One roadway element that conventional wisdom would associate with better speed compliance is the presence of schools. Schools are traditionally a focal point for young cyclists and pedestrians with times of dense traffic. Of the 16 corridors with schools present along them, 12 demonstrated a mean speed above the posted speed including 3 of the 16 where the mean speed was 5 or more MPH above the posted speed. These corridors also demonstrated high percentages of drivers going over the speed limit with between 26% and 91% of vehicles in these corridors being measured going over the posted speed limit.

**Table 4: Speeding Trends in School Zones**

Corridor No.	Street Name	Posted (MPH)	Speeding (%)	Mean Speed (MPH)	Mean vs. Posted Speed (MPH)
2	Independence Ave	35	40	34	(1)
5	18 <sup>th</sup> St	35	69	38	3
9	Southwest Trfy	35	59	37	2
17	Blue Ridge Blvd	40	57	41	1
21	Gregory Blvd	35	58	37	2
26	Ward Pkwy	35	77	39	4
45	Wornall Rd	35	76	39	4
46	Prospect Ave	35	26	31	(4)
47	Troost Ave	35	41	34	(1)
50	Troost Ave	35	80	40	5
60	63 <sup>rd</sup> St	35	73	39	4
61	85 <sup>th</sup> St	35	32	33	(2)
63	Linwood Blvd	35	47	35	0
65	48 <sup>th</sup> St	40	88	47	7
68	17 <sup>th</sup> St	25	69	28	3
70	Blue Ridge Blvd	40	<b>90</b>	49	9

Another roadway element that did not show a strong correlation with speed is traffic volume. Speed, in the form of mean speed, 85<sup>th</sup> percentile speed, and speed limit adherence did not correlate well to either traffic volume or traffic volume per through lane.

**Figure 5: Volume per through lane vs. % Speeding**



# Implementation

## Process Recommendations

Overall, to meet the city's Vision Zero and broader safety goals related to speeding, investment is needed to promote speeds compliant with the target and posted speeds. The following section provides an excellent model for how infrastructure improvements targeted at speed mitigation can be identified and prioritized. In addition, enforcement and education campaigns can promote better compliance with posted speeds. In the absence of these broader initiatives, it will be difficult to improve speed compliance and reduce speed related crashes. Additional specific roadway improvements that may improve speed compliance are on-street parking and replicating the roadway contexts that are better correlated with speed compliance.

Based on a review of the decision tree for USLITMIS2, the lowest recommended speed limit appears to be the median speed. The speed data from this study identifies that the median speed for many of the corridors is too high to be consistent with the City's Vision Zero and Citywide business goals of significantly reducing speeds to promote safety. For this reason, USLIMIS2 is not recommended as a tool for recommending speed limits on City streets.

## Citywide Statutory Speed Limit

As stated in the background section of this report, the City set a goal to reduce the statutory speed limits. Statutory speed limits can represent a target Citywide speed limit but the legal speed limit for a specific road is governed by the posted speed, if one is posted. The City has a robust signing program, and all corridors reviewed for this study had posted speed limits.

Reducing the statutory speed limits for the City can be an important goal-setting action by City leadership and provide a reduction in governing speed for those routes with no posted speed limit. Additional action should be considered to reduce speed limits on roads with posted speeds, outlined in the following section.

See Appendix G for an outlined strategy to reduce posted speed limits.

## Corridor Specific Treatments

The Crash Modification Clearinghouse and FHWA Traffic Calming ePrimer were consulted to develop an initial list of proven countermeasures for mitigation of speed related crashes. The following list of effective countermeasures was summarized from those resources. Each of the 20 corridors selected for countermeasure recommendations was reviewed for any existing treatments, the speed distribution for that corridor and the geometric and traffic control attributes of that corridor that would inform the treatment type. For example, a speed hump or raised intersection would not be an effective treatment for a facility with a higher posted speed. The approximate relative cost of each treatment is qualitatively demonstrated in the table to provide context on the cost and scale of each improvement type. A summary of the treatments by corridor is allow provided below.

For each corridor a full summary sheet is provided summarizing the traffic volume, speed distribution, and context of the corridor. A brief description of the recommended countermeasures with context to the corridor has also been developed. The individual project corridor sheets can be found in Appendix F.

**Table 5: Potential Countermeasures**

General Countermeasures	Context	Cost	Potential Speed Reduction
Lowering Speed Limit	Reducing the speed limit for a corridor may reduce the speed of drivers that feel comfortable speeding over a fixed amount over the posted speed limit.	\$	
Speed Limit Signs	For lengths of corridors where there is a significant distance between posted speed limit signs, adding additional signs may serve to remind drivers to slow down.	\$	
Flashing Speed Feedback Signs	Radar based feedback signs detect the speeds of drivers along the corridor and flashes their speed back at them to serve as a reminder to slow down.	\$	
Lane Narrowing	Compressing lanes together reduces comfort levels for drivers going excessive speeds and results in drivers lowering their speeds. Lane widths narrower than 10' are not recommended.	\$	
Mid-Block Pedestrian Crossings	Adding mid-block traffic control in high pedestrian areas that present existing safety concerns will result in slowing vehicles down.	\$\$	
Realigned Intersection	At T-intersections, adding a physical feature will remove straight paths and lower speeds.	\$\$	
Bulbout	Extending the curb and gutter at intersections causes a narrower opening compared to upstream in the corridor.	\$\$	
Raised Crosswalk	For key intersections on corridors with a low posted speed limit.	\$\$	
Raised Intersection	For intersections with pedestrian access along the entire perimeter of the intersection.	\$\$\$	
Speed Hump	For low speed corridors without easy pedestrian access, a speed hump could minimize the frequency of extreme speeders.	\$\$	
Additional Enforcement	Coordinating with police officers to rollout additional enforcement to ticket speeding offenses would discourage drivers on the corridors selected for enforcement.	\$\$	
Education Campaign	An education campaign with the public could take many forms, from having custom speed limit signs for selected corridors to having demonstration activities.	\$-\$\$\$	
Lane Configuration	Reconfiguring the lanes to either reduce the number of lanes in a corridor, add on-street parking, a chicane, a choker, or a lateral shift is expected to cause a reduction in speed.	\$\$\$	
Roundabout Construction	Construction of a roundabout would force excessive speeding drivers to slow down at key intersections.	\$\$\$\$	

**Table 6: Recommended Countermeasures by Corridor**

Corridor No.	Corridor Limits	Recommended Countermeasures	Number of Lanes	2016 Street Type	ADT
7	Van Brunt Blvd from E 27 <sup>th</sup> St to E 29 <sup>th</sup> St	<ul style="list-style-type: none"> <li>• Speed Limit Signs</li> <li>• Lowering Speed Limit</li> <li>• Flashing Speed Feedback Signs</li> <li>• Education Campaign</li> <li>• Roundabout Construction</li> </ul>	4	Established Boulevard	2,939
9	Southwest Trfy from W 31 <sup>st</sup> St to Roanoke Rd	<ul style="list-style-type: none"> <li>• Speed Limit Signs</li> <li>• Coordinated Speed Limits</li> <li>• Education Campaign</li> </ul>	6	Thoroughfare	41,529
11	Cleaver II Blvd from Vineyard Dr to Elmwood Ave	<ul style="list-style-type: none"> <li>• Additional Enforcement</li> <li>• Flashing Speed Feedback Signs</li> </ul>	4	Established Boulevard	13,030
12	Ward Pkwy from W 79 <sup>th</sup> St to W Meyer Blvd	<ul style="list-style-type: none"> <li>• Speed Limit Signs</li> <li>• Lane Narrowing</li> <li>• Education Campaign</li> </ul>	6	Established Boulevard	34,161
13	Oldham Rd from Oakwood Rd to Hillcrest Rd	<ul style="list-style-type: none"> <li>• Lowering Speed Limit</li> <li>• Flashing Speed Feedback Signs</li> <li>• Mid-Block Pedestrian Crossings</li> </ul>	2	Parkway	3,460
15	87 <sup>th</sup> St from Newton Ave to Blue Ridge Blvd	<ul style="list-style-type: none"> <li>• Lane Narrowing</li> <li>• Additional Enforcement</li> <li>• Lane Reconfiguration</li> </ul>	4	Thoroughfare	15,024
18	Cleveland Ave from 46 <sup>th</sup> Terrace E to 53 <sup>rd</sup> Terrace E	<ul style="list-style-type: none"> <li>• Lowering Speed Limit</li> <li>• Speed Limit Signs</li> <li>• Mid-Block Pedestrian Crossings</li> <li>• Lane Reconfiguration</li> </ul>	4	Established Arterial	7,810
20	Eastwood Trfy from Palmer Dr to Crabapple Ln	<ul style="list-style-type: none"> <li>• Lowering Speed Limit</li> <li>• Mid-Block Pedestrian Crossings</li> <li>• Flashing Speed Feedback Signs</li> </ul>	4	Local Link	11,975
25	The Paseo from E 43 <sup>rd</sup> St to E 39 <sup>th</sup> St	<ul style="list-style-type: none"> <li>• Lowering Speed Limit</li> <li>• Speed Limit Signs</li> </ul>	4	Established Boulevard	7,127

Corridor No.	Corridor Limits	Recommended Countermeasures	Number of Lanes	2016 Street Type	ADT
		<ul style="list-style-type: none"> <li>• Additional Enforcement</li> <li>• Lane Reconfiguration</li> <li>• Education Campaign</li> </ul>			
26	Ward Pkwy from W 51 <sup>st</sup> St to Brush Creek Pkwy	<ul style="list-style-type: none"> <li>• Speed Limit Signs</li> <li>• Flashing Speed Feedback Signs</li> <li>• Education Campaign</li> </ul>	4	Established Boulevard	21,891
31	80 <sup>th</sup> St from Troost Ave S to The Paseo	<ul style="list-style-type: none"> <li>• Speed Limit Signs</li> <li>• Flashing Speed Feedback Signs</li> <li>• Speed Humps</li> <li>• Additional Enforcement</li> </ul>	2	Local Link	1,271
43	Blue Ridge Cutoff from E 43 <sup>rd</sup> St to E 39 <sup>th</sup> St	<ul style="list-style-type: none"> <li>• Additional Enforcement</li> <li>• Education Campaign</li> <li>• Lane Reconfiguration</li> </ul>	5	Thoroughfare	17,988
45	Wornall Rd from E 89 <sup>th</sup> St to W 84 <sup>th</sup> St	<ul style="list-style-type: none"> <li>• Lowering Speed Limit</li> <li>• Mid-Block Pedestrian Crossings</li> <li>• Flashing Speed Feedback Signs</li> </ul>	4	Established Arterial	16,361
56	Blue Ridge Blvd from E 29 <sup>th</sup> St to E 31 <sup>st</sup> St	<ul style="list-style-type: none"> <li>• Speed Limit Signs</li> <li>• Flashing Speed Feedback Signs</li> <li>• Lane Reconfiguration</li> </ul>	2	Thoroughfare	4,837
58	Parvin Rd from Worlds of Fun Ave to N Belmont Ave	<ul style="list-style-type: none"> <li>• Lowering Speed Limit</li> <li>• Flashing Speed Feedback Signs</li> </ul>	4	Local Link	7,857
59	29 <sup>th</sup> St from The Paseo to Prospect Ave	<ul style="list-style-type: none"> <li>• Speed Limit Signs</li> <li>• Flashing Speed Feedback Signs</li> <li>• Mid-Block Pedestrian Crossings</li> <li>• Speed Humps</li> <li>• Education Campaign</li> </ul>	2	Local Link	2,762
60	63 <sup>rd</sup> St from College Ave to Swope Pkwy	<ul style="list-style-type: none"> <li>• Flashing Speed Feedback Signs</li> <li>• Speed Limit Signs</li> <li>• Additional Enforcement</li> <li>• Lane Reconfiguration</li> </ul>	4	Local Link	13,787

Corridor No.	Corridor Limits	Recommended Countermeasures	Number of Lanes	2016 Street Type	ADT
61	85 <sup>th</sup> St from Wayne Ave to Euclid Ave	<ul style="list-style-type: none"> <li>Flashing Speed Feedback Signs</li> <li>Lowering Speed Limit</li> <li>Speed Limit Signs</li> </ul>	2	Local Link	9,784
65	NE 48 <sup>th</sup> St from N Brighton Ave to N Bennington Ave	<ul style="list-style-type: none"> <li>Additional Enforcement</li> <li>Mid-Block Pedestrian Crossing</li> <li>Flashing Speed Feedback Signs</li> <li>Lane Reconfiguration</li> </ul>	4	Established Arterial	8,057
72	87 <sup>th</sup> St from James A Reed Rd to Elm Ave	<ul style="list-style-type: none"> <li>Speed Limit Signs</li> <li>Flashing Speed Feedback Signs</li> <li>Additional Enforcement</li> </ul>	4	Boulevard	7,227