



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

Council District	Street	From	To	Planned Year	Comments
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 nd St	Oak St	Park Ave	2024-2025	Vision Zero Coordination
3	The Paseo Blvd	31 st St	Swope Parkway	2024-2025	Recommend raised medians

Engagement

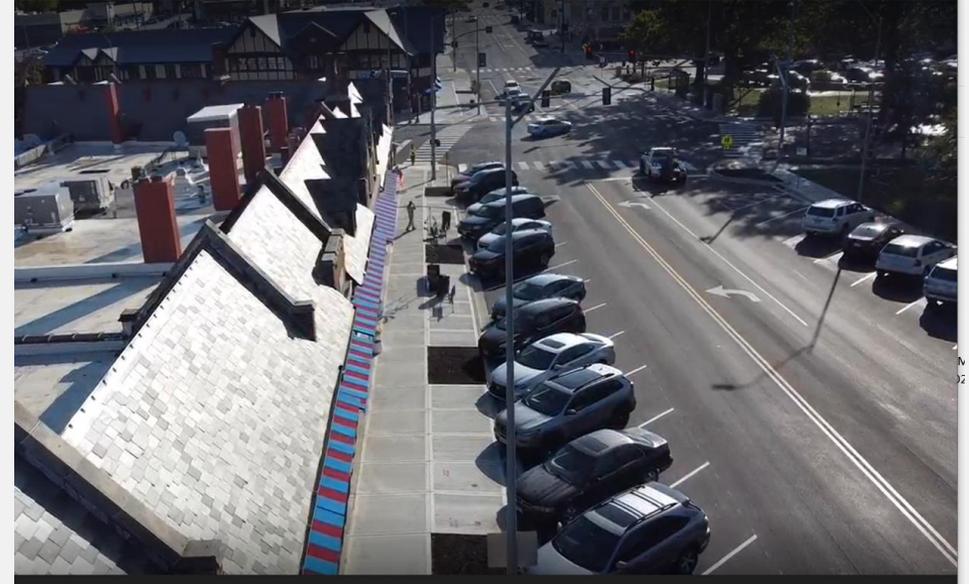
- Create new webpage on City’s PW
- Leverage monthly Council newsletter/e-blasts on project updates
- Notify public via Social Media and post card/mailer along the corridor
- Public meeting

Strategies, Success Stories...



Success Stories

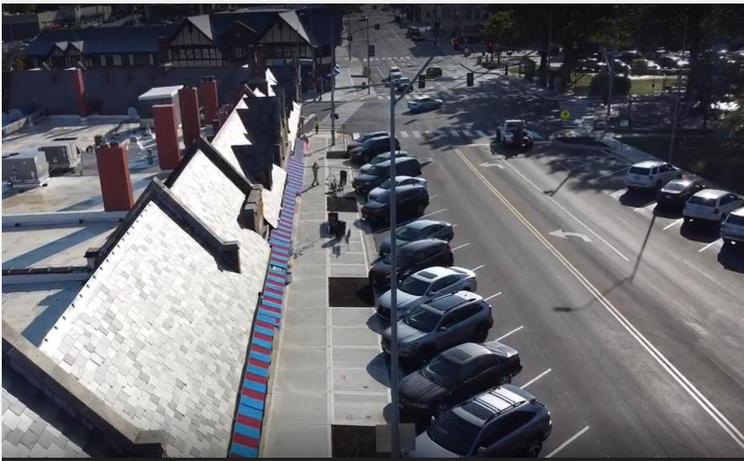
Corridor	Location	Year
Leeds Trafficway	Stadium Drive to Emanuel Cleaver II Boulevard	2015
E. Gregory Boulevard	Oldham Road to Cleveland Avenue	2015-2017
N.E. 108th Street	Smalley Avenue to Cookingham Drive	2015-2017
N.E. Barry Road	Kenwood Avenue to Highland Avenue	2015-2017
31st St	Troost to Main	2022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



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.



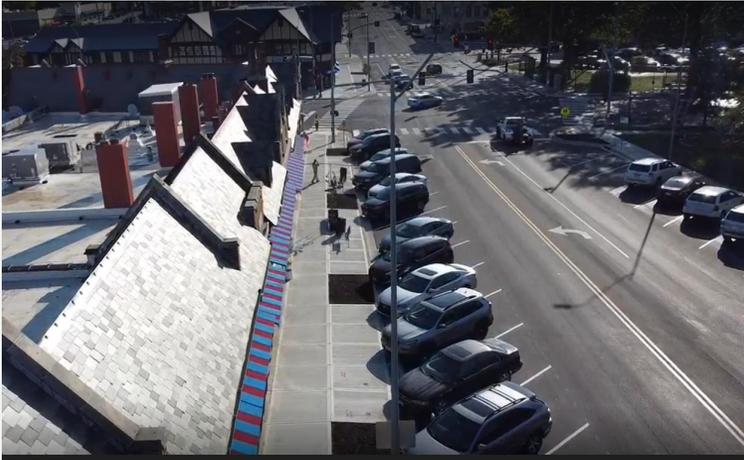
Include Transit Only Lanes

- 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 63rd St – Main to Troost

