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

## 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 | *Corridor Under Construction* | |
| **7** | **Van Brunt Blvd** | **27th St** | **29th St** |
| 8 | Prospect Ave | 38th St | 31st St |
| **9** | **Southwest Trfy** | **31st St** | **Roanoke Rd** |
| 10 | 39th St | Indiana Ave | Chestnut Ave |
| **11** | **Cleaver II Blvd** | **Vinyard Dr** | **Elmwood Ave** |
| **12** | **Ward Pkwy** | **79th St** | **Meyer Blvd** |
| **13** | **Oldham Rd** | **Oakwood Rd** | **Hillcrest Rd** |
| **14** | **Troost Ave** | **81st St E** | **85th** |
| **15** | **87th St** | **Newton Ave** | **Blue Ridge Blvd** |
| 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 |
| **20** | **Eastwood Trfy** | **Palmer Dr** | **Crabapple Ln** |
| **21** | **Gregory Blvd** | **Agnes Ave** | **The Paseo** |
| 22 | 75th St | Walrond Ave | Park Ave |
| 23 | US-56 | Roanoke Pkwy | Mill Creek Pkwy |
| 24 | Broadway Blvd | 41st St | 39th Terrace |
| **25** | **The Paseo** | **43rd St** | **39th St** |
| **26** | **Ward Pkwy** | **51st St** | **Brush Creek Pkwy** |
| 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 |
| **43** | **Blue Ridge Cutoff** | **43rd St** | **39th St** |
| **44** | **Troost Ave** | **Meyer Blvd** | **67th St** |
| **45** | **Wornall Rd** | **89th St** | **84th St** |
| 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 |
| **56** | **Blue Ridge Blvd** | **29th St** | **31st St** |
| **57** | **Southwest Blvd** | **25th St** | **Broadway Blvd** |
| **58** | **NE Parvin Rd** | **Worlds of Fun Ave** | **N Belmont Ave** |
| **59** | **29th St** | **The Paseo** | **Prospect Ave** |
| 60 | 63rd St | College Ave | Swope Pkwy |
| **61** | **85th St** | **Wayne Ave** | **Euclid Ave** |
| 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 |
| **72*** | **87th St** | **James A Reed Rd** | **Elm Ave** |
| 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



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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$^{th}$ 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

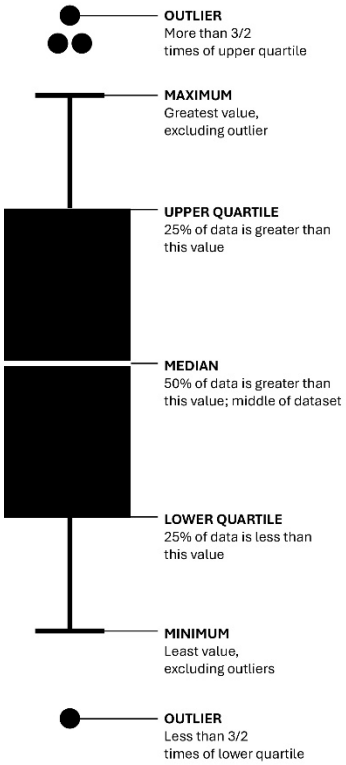


Figure 2: Example (Blue Ridge Boulevard) Box-and-Whisker Plot without Outliers

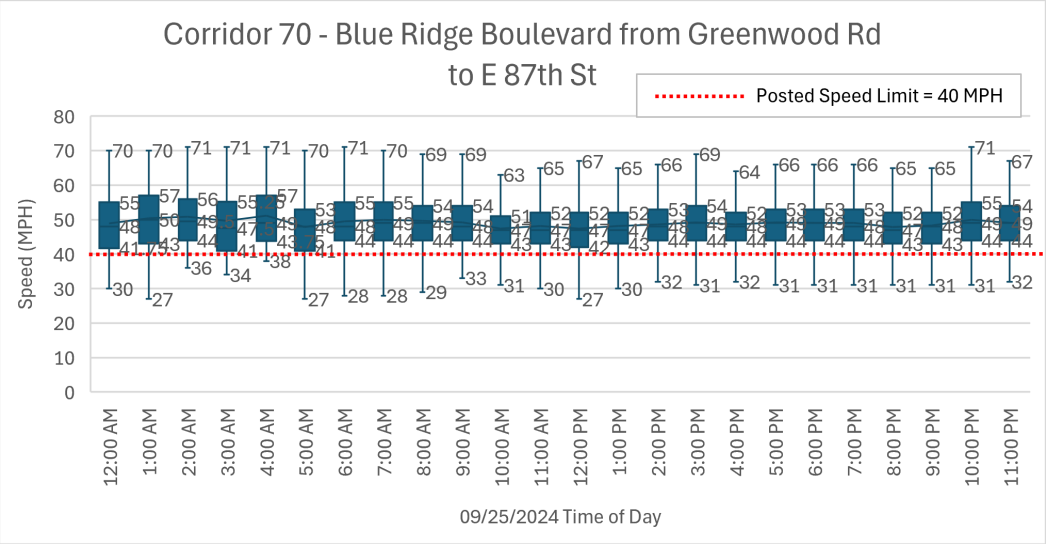
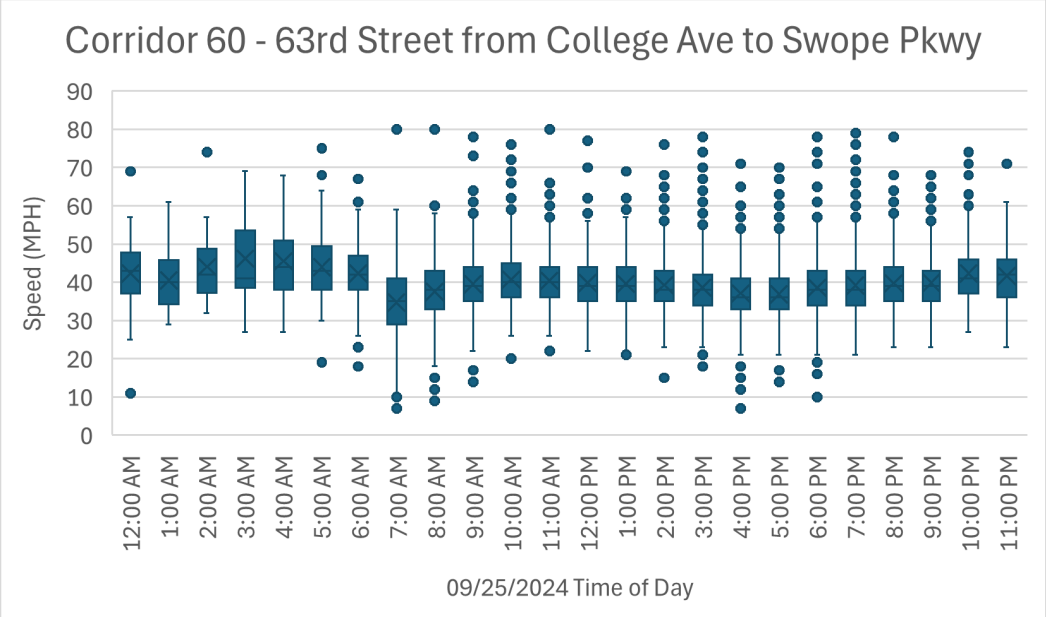



Figure 3: Example (63rd Street) Box-and-Whisker Plot with Outliers




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 80th 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

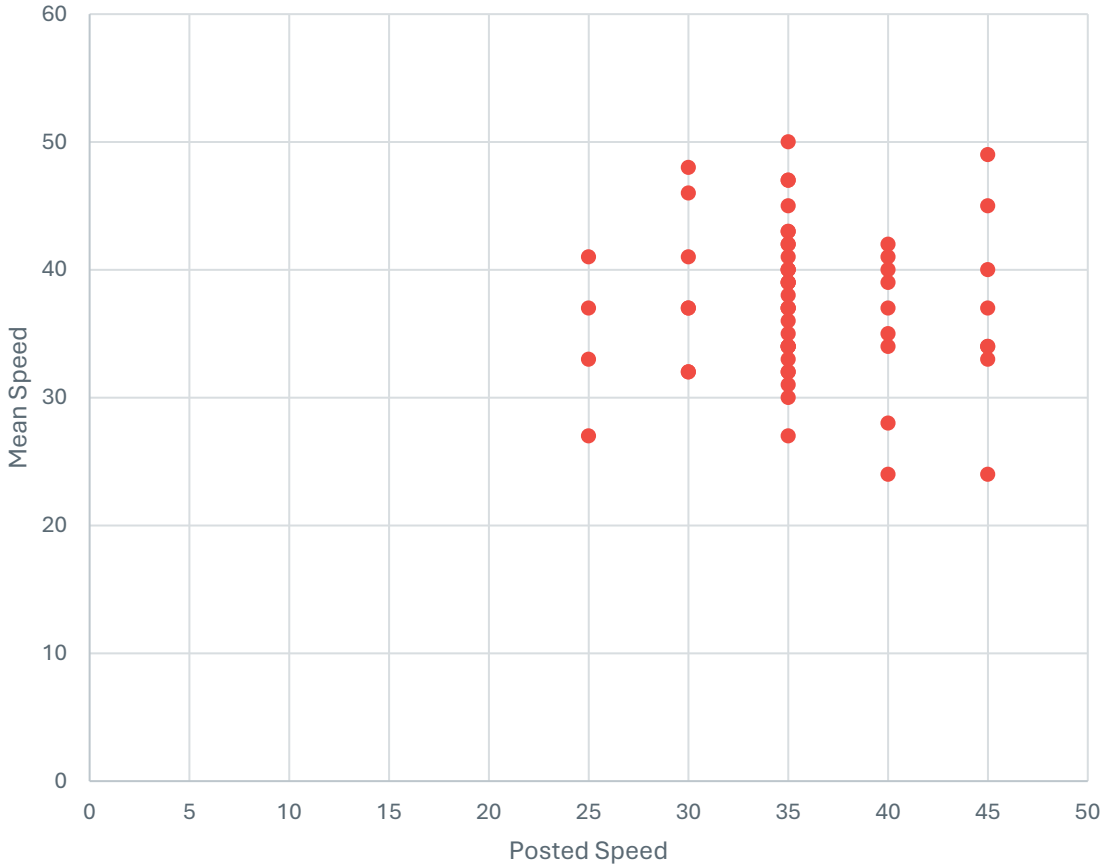
# Results

## 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$^{th}$ 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$^{th}$ 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$^{th}$ 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 |
| **On-Street Parking** | 42 | 88 | 46 | 45 | 48 | 31 | 48 |
| **No Parking** | 32 | 81 | 77 | 67 | 67 | 51 | 64 |
| **Active Parking** | 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.

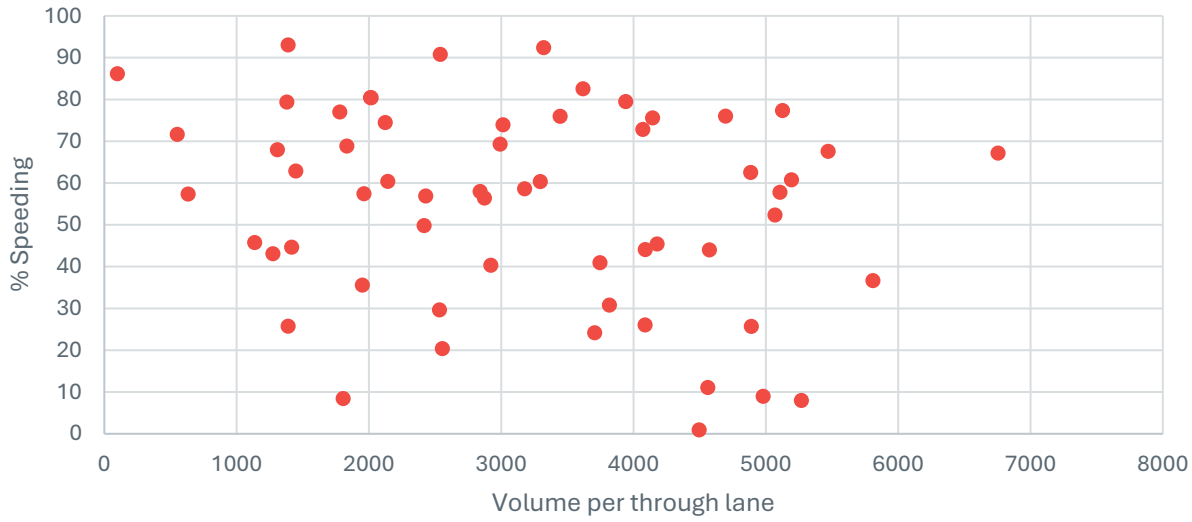
One roadway element that conventional wisdom would associate with better speed compliance is the presence of schools. Schools are traditionally a focal point for young cyclists and pedestrians with times of dense traffic. Of the 16 corridors with schools present along them, 12 demonstrated a mean speed 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 | 18th 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 | 63rd St | 35 | 73 | 39 | 4 |
| 61 | 85th St | 35 | 32 | 33 | (2) |
| 63 | Linwood Blvd | 35 | 47 | 35 | 0 |
| 65 | 48th St | 40 | 88 | 47 | 7 |
| 68 | 17th St | 25 | 69 | 28 | 3 |
| 70 | Blue Ridge Blvd | 40 | 90 | 49 | 9 |

Another roadway element that did not show a strong correlation with speed is traffic volume. Speed, in the form of mean speed, 85th 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, USLIMITS2 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 divers 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 27th St to E 29th St | • Speed Limit Signs<br>• Lowering Speed Limit<br>• Flashing Speed Feedback Signs<br>• Education Campaign<br>• Roundabout Construction | 4 | Established Boulevard | 2,939 |
| 9 | Southwest Trfy from W 31st St to Roanoke Rd | • Speed Limit Signs<br>• Coordinated Speed Limits<br>• Education Campaign | 6 | Thoroughfare | 41,529 |
| 11 | Cleaver II Blvd from Vineyard Dr to Elmwood Ave | • Additional Enforcement<br>• Flashing Speed Feedback Signs | 4 | Established Boulevard | 13,030 |
| 12 | Ward Pkwy from W 79th St to W Meyer Blvd | • Speed Limit Signs<br>• Lane Narrowing<br>• Education Campaign | 6 | Established Boulevard | 34,161 |
| 13 | Oldham Rd from Oakwood Rd to Hillcrest Rd | • Lowering Speed Limit<br>• Flashing Speed Feedback Signs<br>• Mid-Block Pedestrian Crossings | 2 | Parkway | 3,460 |
| 15 | 87th St from Newton Ave to Blue Ridge Blvd | • Lane Narrowing<br>• Additional Enforcement<br>• Lane Reconfiguration | 4 | Thoroughfare | 15,024 |
| 18 | Cleveland Ave from 46th Terrace E to 53rd Terrace E | • Lowering Speed Limit<br>• Speed Limit Signs<br>• Mid-Block Pedestrian Crossings<br>• Lane Reconfiguration | 4 | Established Arterial | 7,810 |
| 20 | Eastwood Trfy from Palmer Dr to Crabapple Ln | • Lowering Speed Limit<br>• Mid-Block Pedestrian Crossings<br>• Flashing Speed Feedback Signs | 4 | Local Link | 11,975 |
| 25 | The Paseo from E 43rd St to E 39th St | • Lowering Speed Limit<br>• Speed Limit Signs | 4 | Established Boulevard | 7,127 |

| Corridor No. | Corridor Limits | Recommended Countermeasures | Number of Lanes | 2016 Street Type | ADT |
|---|---|---|---|---|---|
| | | • Additional Enforcement<br>• Lane Reconfiguration<br>• Education Campaign | | | |
| 26 | Ward Pkwy from W 51st St to Brush Creek Pkwy | • Speed Limit Signs<br>• Flashing Speed Feedback Signs<br>• Education Campaign | 4 | Established Boulevard | 21,891 |
| 31 | 80th St from Troost Ave S to The Paseo | • Speed Limit Signs<br>• Flashing Speed Feedback Signs<br>• Speed Humps<br>• Additional Enforcement | 2 | Local Link | 1,271 |
| 43 | Blue Ridge Cutoff from E 43rd St to E 39th St | • Additional Enforcement<br>• Education Campaign<br>• Lane Reconfiguration | 5 | Thoroughfare | 17,988 |
| 45 | Wornall Rd from E 89th St to W 84th St | • Lowering Speed Limit<br>• Mid-Block Pedestrian Crossings<br>• Flashing Speed Feedback Signs | 4 | Established Arterial | 16,361 |
| 56 | Blue Ridge Blvd from E 29th St to E 31st St | • Speed Limit Signs<br>• Flashing Speed Feedback Signs<br>• Lane Reconfiguration | 2 | Thoroughfare | 4,837 |
| 58 | Parvin Rd from Worlds of Fun Ave to N Belmont Ave | • Lowering Speed Limit<br>• Flashing Speed Feedback Signs | 4 | Local Link | 7,857 |
| 59 | 29th St from The Paseo to Prospect Ave | • Speed Limit Signs<br>• Flashing Speed Feedback Signs<br>• Mid-Block Pedestrian Crossings<br>• Speed Humps<br>• Education Campaign | 2 | Local Link | 2,762 |
| 60 | 63rd St from College Ave to Swope Pkwy | • Flashing Speed Feedback Signs<br>• Speed Limit Signs<br>• Additional Enforcement<br>• Lane Reconfiguration | 4 | Local Link | 13,787 |

| Corridor No. | Corridor Limits | Recommended Countermeasures | Number of Lanes | 2016 Street Type | ADT |
|---|---|---|---|---|---|
| 61 | 85th St from Wayne Ave to Euclid Ave | • Flashing Speed Feedback Signs<br>• Lowering Speed Limit<br>• Speed Limit Signs | 2 | Local Link | 9,784 |
| 65 | NE 48th St from N Brighton Ave to N Bennington Ave | • Additional Enforcement<br>• Mid-Block Pedestrian Crossing<br>• Flashing Speed Feedback Signs<br>• Lane Reconfiguration | 4 | Established Arterial | 8,057 |
| 72 | 87th St from James A Reed Rd to Elm Ave | • Speed Limit Signs<br>• Flashing Speed Feedback Signs<br>• Additional Enforcement | 4 | Boulevard | 7,227 |