

# Appendix A: Speed Study Table

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**KANSAS  
CITY**

## SPEED DATA TABLE

Corridor Identification							Speed Study				
Corridor	Street Name	Start	End	2016 Street Type <sup>(1)</sup>	CD <sup>(2)</sup>	Length	Posted (mph)	Speeding (%)	Mode (mph) <sup>(3)</sup>	Mean (mph) <sup>(3)</sup>	85 %ile (mph) <sup>(3)</sup>
1	Chouteau Trfy	Chouteau at Deramus Street	1521 N Chouteau Trafficway	Boulevard	4	.94 miles	45	7.94	30	34	42.10
2	Independence Ave	Independence Ave E at Hardesty Ave	4519 Independence Ave	Thoroughfare	4	.50 miles	35	40.32	30	34	40.21
3	Truman Rd	E Truman Rd at U.S. Hwy 71	980 E Truman Rd	Thoroughfare	4	.58 miles	35	35.57	30	33	39.32
4	Truman Rd	E Truman Rd at Indiana Ave	3118 E Truman Rd	Commerce / Mixed-Use	3	.75 miles	35	60.73	35	37	43.70
5	18th St	E 18th St at Askew Ave	E 18th St at Prospect Ave	Thoroughfare	3	.60 miles	35	69.29	35	38	43.81
6	23rd St	Hardesty Ave S at 23rd St	23rd St at Spruce Ave	Thoroughfare	3	.65 miles					
7	Van Brunt Blvd	Van Brunt Blvd at E 27th St	Van Brunt Blvd at E 29th St	Established Boulevard	3	.25 miles	35	73.93	35	40	48.20
8	Prospect Ave	Prospect Ave S at 38th St E	Prospect Ave S at 31st St E	Activity Street	3	.84 miles	35	57.95	35	37	43.36
9	Southwest Trfy	Southwest Trfy N at W 31st St	Southwest Trfy N at Roanoke Rd	Thoroughfare	4	.61 miles	35	58.60	35	37	44.78
10	39th St	E 39th St E at Indiana Ave	E 39th St E at Chestnut Ave	Local Link	3	.34 miles	30	77.00	30	35	40.52
11	Cleaver II Blvd	Cleaver II Blvd W at Vinyard Dr	Cleaver II Blvd W at Elmwood Ave	Established Parkway	3	.58 miles	45	67.56	45	50	58.90
12	Ward Pkwy	Ward Pkwy S at W 79th St	Ward Pkwy S at W Meyer Blvd	Established Parkway	6	1.96 miles	35	86.12	35	41	46.82
13	Oldham Rd	Oldham Rd S at Oakwood Rd	Oldham Rd S at Hillcrest Rd	Parkway	5	.56 miles	35	90.78	40	43	48.94
14	Troost Ave	Troost Ave S at 81st St E	Troost Ave S at 85st St E	Established Arterial	5,6	.49 miles	40	75.56	40	45	52.52
15	87th St	87th St E at Newton Ave	87th St E at Blue Ridge Blvd	Thoroughfare	5	.62 miles	40	79.47	40	46	53.29
16	31st St	Jackson Ave S at 31st St E	31st St E at Prospect Ave	Commerce / Mixed-Use	3	1 mile	35	57.36	35	37	44.08
17	Blue Ridge Blvd	Blue Ridge Blvd at 104th St E	Blue Ridge Blvd at 113th Terrace E	Thoroughfare / Local Link	5	1.27 miles	40	56.88	40	41	47.80
18	Cleveland Ave	Cleveland Ave S at 46th Terrace E	Cleveland Ave S at 53rd Terrace E	Established Arterial	3	.52 miles	35	43.07	30	34	41.39
19	Broadway Blvd	Broadway Blvd S at Linwood Blvd E	Broadway Blvd S at W 29th St	Established Boulevard	4	.53 miles	35	67.16	35	37	42.99
20	Eastwood Trfy	E 51st St E at Palmer Dr	Eastwood Trfy E at Crabapple Ln	Local Link	3	.57 miles	35	43.98	30	34	43.92
21	Gregory Blvd	Gregory Blvd E at Agnes Ave	Gregory Blvd E at The Paseo	Boulevard	5	.66 miles	35	57.75	30	37	43.88
22	75th St	E 75th St W at Walrond Ave	E 75th St E at Park Ave	Established Arterial	5	.57 miles	35	57.41	35	37	43.16
23	US-56	Roanoke Pkwy S at Madison Ave	Mill Creek Pkwy S at Baltimore Ave	Established Boulevard	6	.51 miles	30	11.05	20	24	29.32
24	Broadway Blvd	Broadway Blvd S at W 41st St	Broadway Blvd S at W 39th Terrace	Established Parkway	4	.33 miles	35	24.13	30	32	37.69
25	The Paseo	The Paseo S at E 43rd St	The Paseo S at E 39th St	Established Boulevard	3	.50 miles	35	75.99	35	40	45.90
26	Ward Pkwy	Ward Pkwy S at W 51st St	Ward Pkwy S at Brush Creek Pkwy	Established Boulevard	6	.68 miles	35	77.32	35	39	45.21
27	Prospect Ave	CST Hickman Mills Dr E at E 81st St	CST Prospect Ave S at E 77th St	Thoroughfare	5	.87 miles	35	52.33	30	36	42.66
28	11th St	E 11th St W at Grand Blvd	E 11th St W at Harrison St	Commerce / Mixed-Use	4	.46 miles	35	0.92	20	24	30.07
29	Truman Rd	Truman Rd E at Hardesty Ave	Truman Rd E at Winchester Ave	Thoroughfare	3,4	.97 miles	35	45.39	30	34	43.24
30	39th St	W 39th St E at Pennsylvania Ave	E 39th St E at McGee St	Established Arterial	4	.57 miles	30	44.07	25	30	35.38
31	80th St	Troost Ave S at E 80th St	80th St E at The Paseo	Local Link	5,6	.50 miles	25	82.53	25	32	38.20
32	Blue Ridge Blvd	Blue Ridge Blvd S at E 79th St	Blue Ridge Blvd S at E 77th Terrace	Local Link	5	.26 miles	40	60.32	40	42	48.79
33	Blue River Rd	Blue River Rd S at E 116th St	Blue River Rd S at Bo Ho Ca Trl	Local Link	6	.57 miles	45	44.63	40	45	51.50
34	View High Dr	View High Dr S at SW Longview Rd	View High Dr S at Meers Rd	Parkway	5	1.45 miles	45	62.52	45	47	53.74
35	Barry Rd	NW Barry Rd at N Marston Ave	NW Barry Rd at N Madison Ave	Thoroughfare	1	.68 miles	45	30.77	40	42	48.95
36	Oak Trfy	N Oak Trfy N at NE 90th St	N Oak Trfy N at NE 82nd St	Thoroughfare	2	.86 miles	40	68.81	40	43	49.31
37	E 35th St	Wayne Ave S at E 35th St	Prospect Ave S at 31st St E	Local Link	3	.62 miles	30	25.73	25	27	33.29
38	Hwy 8-S	Bannister Rd W at Hillcrest Rd	RT W E at Banister Rd	Thoroughfare	5	.48 miles	40	56.37	40	41	49.46
39	St John Ave	St John Ave E at Askew Ave	St John Ave at S Jackson Ave	Thoroughfare	3,4	.33 miles	35	45.73	35	37	42.85
40	Barry Rd	NW Barry Rd at Green Hills Rd	NW Barry Rd at N St Chair Ave	Thoroughfare	1	.89 miles	45	26.04	40	42	48.37
41	Oak Trfy	N Oak Trfy S at NE 54th St	N Oak Trfy S at NE Englewood Rd	Thoroughfare	4	.26 miles	40	49.80	40	40	45.48
42	Winner Rd	E Winner Rd	U.S. 24 E at Blue Ridge Blvd	Thoroughfare	4	.44 miles	35	80.40	35	40	46.53

## SPEED DATA TABLE

Corridor Identification							Speed Study				
Corridor	Street Name	Start	End	2016 Street Type <sup>(1)</sup>	CD <sup>(2)</sup>	Length	Posted (mph)	Speeding (%)	Mode (mph) <sup>(3)</sup>	Mean (mph) <sup>(3)</sup>	85 %ile (mph) <sup>(3)</sup>
43	Blue Ridge Cutoff	Blue Ridge Cutoff S at E 43rd St	Blue Ridge Cutoff S at E 39th St	Thoroughfare	3	.38 miles	45	67.93	45	49	59.29
44	Troost Ave	CST Troost Ave S at E Meyer Blvd	CST Troost Ave S at E 67th St	Established Arterial	5,6	.40 miles	35	79.36	35	41	48.53
45	Wornall Rd	CST Wornall Rd S at E 89th St	CST Wornall Rd S at W 84th St	Established Arterial	6	.64 miles	35	75.94	35	39	44.74
46	Prospect Ave	CST E 46th St E at Prospect Ave	CST Dr Marting Luther King Jr Blvd E at Prospect Ave	Local Link	3,5	.28 miles	35	25.69	30	31	38.70
47	Troost Ave	CST Troost Ave S at E 54th St	CST E 57th St E at Troost Ave	Established Arterial	5,6	.43 miles	35	40.93	30	34	41.69
48	Blue Ridge Blvd	CST Longview Rd E at Blue Ridge Blvd	CST Blue Ridge Blvd S at E Frontage Rd	Local Link	5	.69 miles	45	60.38	45	47	55.48
49	Independence Ave	CST Independence Ave E at Cypress Ave	CST Independence Ave at Benton Blvd	Thoroughfare	3,4	.83 miles	35	36.64	30	34	40.34
50	Troost Ave	CST Troost Ave S at E 72nd St	CST Troost Ave S at E 79th St	Established Arterial	5,6	.68 miles	35	80.42	35	40	45.29
51	Meyer Blvd	CST E Meyer Blvd E at S Benton Ave	CST E Meyer Blvd E at Olive St	Established Parkway	5	.32 miles	35	29.64	25	32	40.90
52	18th St	CST E 18th St E at Troost Ave	CST E 18th St E at Prospect Ave	Local Link	3	1.01 miles	25	93.03	30	32	38.14
53	Armour Blvd	CST Armour Blvd E at The Paseo	CST Armour Blvd E at Charlotte St	Established Boulevard	3,4	.45 miles	30	71.61	30	33	39.50
54	12th St	CST E 12th St E at Brooklyn Ave	CST E 12th St E at Bales Ave	Established Arterial	3	.82 miles	35	8.94	25	28	33.60
55	Oak Trfy	CST N Oak Trfy N at NE Windrose Dr	CST N Oak Trfy N at NW 96th St	Thoroughfare	1	.54 miles	40	20.37	35	35	41.89
56	Blue Ridge Blvd	CST Blue Ridge Blvd S at E 29th St	CST Blue Ridge Blvd S at E 31st St S	Thoroughfare	3	.29 miles	35	74.47	35	39	44.92
57	Southwest Blvd	CST Southwest Blvd E at W 25th St	CST N Broadway Blvd S at Southwest Blvd	Thoroughfare	4	1.30 miles	35	8.42	25	27	33.36
58	Parvin Rd	NE Parvin Rd E at Worlds of Fun Ave	NE Parvin Rn at N Belmont Ave	Local Link	1	.81 miles	45	62.86	45	48	55.15
59	29th St	CST E 29th St E at The Paseo	CST E 29th St E at Prospect Ave	Local Link	3	.73 miles	25	92.36	30	33	38.21
60	63rd St	E 63rd St at College Ave	E 63rd St at Swope Pkwy	Local Link	5	.30 miles	35	72.81	35	39	47.03
61	85th St	E 85th St at Wayne Ave	E 85th St at Euclid Ave	Local Link	5	.25 miles	35	31.74	30	33	39.64
62	Linwood Blvd	Linwood Blvd at Forest Ave	Linwood Blvd at The Paseo	Established Boulevard	3	.18 miles	35	48.93	30	36	42.38
63	Linwood Blvd	Linwood Blvd at Montgall Ave	Linwood Blvd at Cleveland Ave	Established Boulevard	3	.68 miles	35	47.28	30	35	41.67
64	Benton Blvd	Benton Blvd at E 12th St	Benton Blvd at E 9th St	Established Boulevard	3	0.25 miles	35	10.33	25	29	34.21
65	48th St	NE 48th St at N Brighton Ave	NE 48th St at N Bennington Ave	Established Arterial	2	1.00 mile	40	88.30	45	47	54.12
66	59th St	E 59th St at Olive St	E 59th St at 71 Hwy	Local Link	5	0.23 miles	30	73.95	30	34	39.85
67	55th St	E 55th St at Prospect Ave	E 55th St at 71 Hwy	Local Link	5	0.11 miles	30	15.15	20	22	29.17
68	17th St	E 17th St at Fremont Ave	E 17th St at Belmont Ave	Local Link	3,4	.13 miles	25	69.05	25	28	33.45
69	Holmes Rd	Holmes Rd at E 99th St	Holmes Rd at W Bannister Rd	Local Link	6	0.51 miles	40	55.82	40	41	47.51
70	Blue Ridge Blvd	Blue Ridge Blvd at Greenwood Rd	Blue Ridge Blvd at E 87th St	Local Link	5	.51 miles	40	90.76	45	49	57.66
71	Troost Ave	Troost Ave at Manheim Rd	Troost Ave at E 36th St	Established Arterial	3,4	0.25 miles	35	42.05	30	35	39.18
72	87th St	E 87th St at James A Reed Rd	E 87th St at Elm Ave	Boulevard	5	1.00 mile	35	81.43	40	40	47.08
73	Oak Trafficway	N Oak Trafficway at NE 109th St	N Oak Trafficway at NE 112th Ter	Local Link	1	0.43 miles	30	76.67	30	35	42.08
74	68th St	NW 68th St at N Edison Ave	NW 68th St at N Bell St	Thoroughfare	2	0.61 miles	45	56.20	45	47	54.33
75	Brighton Ave	N Brighton Ave at Hwy 152	N Brighton Ave N Lister Ave	Thoroughfare	2	0.48 miles	35	54.27	35	35	40.92

### NOTES

(1) Street types as identified in Kansas City's Major Street Plan (2016)

(2) CD = Council District

(3) Highlighted cells indicate locations where the mode is below the posted speed limit.

(3) Highlighted cells indicate locations where column values exceed the posted speed limit.

(4) Highlighted cells indicate locations where 85%ile speeds exceed posted speed limit by 10-12 mph.

(4) Highlighted cells indicate locations where 85%ile speeds exceed posted speed limit by 12-15 mph.

(4) Highlighted cells indicate locations where 85%ile speeds exceed posted speed limit by more than 15 mph.

Highlighted cells indicate a change as a result of Gewalt's updated information for 25 corridors

## SPEED DATA TABLE

Corridor Identification			USLIMITS2	Traffic Data						Street Cross Section	Field Observations		
Corridor	Street Name	85 %ile vs. Posted (mph) <sup>(4)</sup>	USLIMITS2 (mph)	Pass. (%)	Single (%)	Multi (%)	Pass Ct.	Single Ct.	Multi Ct.	Traffic Volume	Street Cross Section	Transit Route	On-Street Parking
1	Chouteau Trfy			84	7	9	14,071	1,125	1,572	16,768	4-Double yellow center line	X	
2	Independence Ave	5.21		95	3	2	17,609	574	376	18,559	4-Double yellow center line	X	X
3	Truman Rd	4.32		97	2	1	7,029	177	65	7,271	4-Raised median	X	X
4	Truman Rd	8.70		95	3	2	21,083	671	339	22,093	4-Double yellow center line	X	X
5	18th St	8.81		93	4	3	3,685	167	127	3,979	2-Double yellow center line	X	X
6	23rd St									0	4-Double yellow center line	X	X
7	Van Brunt Blvd	13.20	40	94	4	2	2,181	558	200	2,939	4-Raised median	X	
8	Prospect Ave	8.36		94	3	2	7,815	280	188	8,283	2-Double yellow center line	X	X
9	Southwest Trfy	9.78	45	98	1	1	40,793	503	233	41,529	6-Raised median	X	
10	39th St	10.52		93	4	3	8,054	369	230	8,653	2-Double yellow center line	X	X
11	Cleaver II Blvd	13.90	50	94	3	3	12,249	439	342	13,030	4-Raised median	X	
12	Ward Pkwy	11.82	40	99	1	1	33,709	280	172	34,161	6-Raised median		X
13	Oldham Rd	13.94	40	98	1	1	3,398	44	18	3,460	2-Double yellow center line		X
14	Troost Ave	12.52	45	97	2	1	11,843	222	86	12,151	4-Double yellow center line	X	X
15	87th St	13.29	45	97	2	1	14,555	372	97	15,024	4-Dual turning lane	X	
16	31st St	9.08		92	5	3	9,668	569	303	10,540	2-Double yellow center line	X	X
17	Blue Ridge Blvd	7.80		97	3	1	11,305	295	92	11,692	4-Dual turning lane	X	
18	Cleveland Ave	6.39	35	93	4	3	7,277	332	201	7,810	4-Double yellow center line	X	
19	Broadway Blvd	7.99		96	2	2	19,979	450	354	20,783	4-Mix of double yellow center line and raised median	X	
20	Eastwood Trfy	8.92	45	95	3	2	11,353	411	211	11,975	4-Double yellow center line	X	
21	Gregory Blvd	8.88	35	97	2	1	10,544	257	109	10,910	4-Double yellow center line	X	X
22	75th St	8.16	35	96	3	1	11,601	329	129	12,059	4-Raised median	X	X
23	US-56			97	2	1	10,994	269	104	11,367	4-Raised median	X	X
24	Broadway Blvd	2.69		97	2	1	12,319	268	124	12,711	4-Dual turning lane	X	X
25	The Paseo	10.90	40	96	2	1	6,854	171	102	7,127	4-Double yellow center line	X	X
26	Ward Pkwy	10.21		98	1	1	21,539	227	125	21,891	4-Dashed white line		
27	Prospect Ave	7.66		94	5	2	3,951	206	64	4,221	2-Double yellow center line	X	X
28	11th St			89	5	7	4,503	235	344	5,082	2-Dashed white line	X	X
29	Truman Rd	8.24		93	4	3	15,432	720	429	16,581	4-Double yellow center line	X	X
30	39th St	5.38		97	2	1	15,320	275	177	15,772	4-Double yellow center line	X	X
31	80th St	13.20	30	95	3	2	1,204	39	28	1,271	2-No road striping		X
32	Blue Ridge Blvd	8.79		97	2	1	9,440	219	64	9,723	4-Double yellow center line	X	
33	Blue River Rd	6.50		97	3	1	2,469	69	14	2,552	2-Double yellow center line		
34	View High Dr	8.74		98	1	1	13,266	176	71	13,513	2-Raised median		
35	Barry Rd	3.95		97	2	1	17,840	278	182	18,300	5-Raised median	X	X
36	Oak Trfy	9.31		98	2	1	19,934	320	181	20,435	4-Dual turning lane		
37	E 35th St	3.29		94	4	2	3,686	154	89	3,929	2-Double yellow center line	X	X
38	Hwy 8-S	9.46		95	3	2	8,701	263	161	9,125	3-Raised median	X	X
39	St John Ave	7.85		96	2	2	7,095	180	140	7,415	2-Double yellow center line	X	
40	Barry Rd	3.37		98	2	1	18,357	303	128	18,788	4-Raised median	X	
41	Oak Trfy	5.48		98	1	1	20,023	276	213	20,512	4-Mix of raised median and dual turning lane	X	
42	Winner Rd	11.53		95	3	2	19,184	629	470	20,283	4-Raised median	X	

## SPEED DATA TABLE

Corridor Identification			USLIMITS2	Traffic Data							Street Cross Section	Field Observations	
Corridor	Street Name	85 %ile vs. Posted (mph) <sup>(4)</sup>	USLIMITS2 (mph)	Pass. (%)	Single (%)	Multi (%)	Pass Ct.	Single Ct.	Multi Ct.	Traffic Volume	Street Cross Section	Transit Route	On-Street Parking
43	Blue Ridge Cutoff	14.29	50	94	4	2	16,987	685	316	17,988	5-Dual turning lane	X	
44	Troost Ave	13.53	40	96	2	2	16,101	331	285	16,717	4-Dual turning lane	X	X
45	Wornall Rd	9.74		96	3	1	15,699	463	199	16,361	4-Double yellow center line	X	
46	Prospect Ave	3.70		92	5	3	6,624	380	235	7,239	2-Double yellow center line	X	X
47	Troost Ave	6.69		96	2	2	12,570	288	330	13,188	4-Dual turning lane	X	X
48	Blue Ridge Blvd	10.48		95	4	2	5,362	224	86	5,672	4-Double yellow center line		
49	Independence Ave	5.34		96	3	1	18,772	511	265	19,548	4-Double yellow center line	X	X
50	Troost Ave	10.29	40	97	2	1	14,825	266	185	15,276	4-Dual turning lane	X	X
51	Meyer Blvd	5.90		93	4	2	10,290	494	226	11,010	6-Raised median	X	X
52	18th St	13.14		87	6	7	2,412	173	197	2,782	2-Double yellow center line	X	X
53	Armour Blvd	9.50		95	2	2	5,469	141	139	5,749	2-Double yellow center line	X	X
54	12th St		25	92	4	4	4,189	198	164	4,551	4-Double yellow center line	X	X
55	Oak Trfy	1.89		97	2	1	15,853	332	168	16,353	4-Raised median	X	X
56	Blue Ridge Blvd	9.92		95	4	2	4,574	180	83	4,837	2-Double yellow center line		
57	Southwest Blvd		25	95	3	2	7,648	277	148	8,073	4-Double yellow center line	X	X
58	Parvin Rd	10.15	45	96	3	1	7,540	238	79	7,857	6-Raised median		
59	29th St	13.21	40	94	3	2	2,609	94	59	2,762	2-No road striping		
60	63rd St	12.03	40	96	2	1	13,298	338	151	13,787	4-Double yellow center line	X	
61	85th St	4.64	35	93	5	2	9,148	469	167	9,784	2-Double yellow center line	X	
62	Linwood Blvd	7.38		97	2	1	14,602	239	151	14,992	4-Double yellow center line	X	X
63	Linwood Blvd	6.67		95	3	2	8,164	282	131	8,577	4-Double yellow center line	X	
64	Benton Blvd			97	2	1	11,252	271	98	11,621	2-Double yellow center line	X	X
65	48th St	14.12	50	96	2	2	7,752	180	125	8,057	4-Double yellow center line	X	
66	59th St	9.85		96	3	1	4,867	140	64	5,071	2-Double yellow center line		X
67	55th St			94	4	2	5,201	227	134	5,562	4-Raised median	X	X
68	17th St	8.45		95	3	2	1,055	29	21	1,105	2-Double yellow center line	X	
69	Holmes Rd	7.51		97	2	1	19,361	380	186	19,927	4-Double yellow center line		
70	Blue Ridge Blvd	17.66		96	3	1	9,854	282	92	10,228	4-Double yellow center line	X	
71	Troost Ave	4.18		97	3	0	8,211	248	40	8,499	4-Double yellow center line	X	X
72	87th St	12.08		96	3	1	6,958	220	49	7,227	4-Dual turning lane		
73	Oak Trafficway	12.08		97	2	1	5,597	122	75	5,794	4-Double yellow center line		
74	68th St	9.33		97	2	1	12,956	226	109	13,291	4-Raised median		
75	Brighton Ave	5.92		97	2	1	15,820	308	160	16,288	4-Double yellow center line		X

## **SPEED DATA TABLE**

<b>Corridor Identification</b>							
<b>Corridor</b>	<b>Street Name</b>	<b>Existing Sidewalks</b>	<b>School Zone</b>	<b>Land Use</b>	<b>Pedestrians Observed</b>	<b>Bicyclists Observed</b>	<b>Traffic Control Along Corridor</b>
1	Chouteau Trfy			Industrial			Signals & Stop Signs
2	Independence Ave	X	X	Commercial	X		Signals & Stop Signs
3	Truman Rd	X		Office	X		Signals
4	Truman Rd	X		Commercial			Signals
5	18th St	X	X	Industrial			Signals & Stop Signs
6	23rd St	X		Residential	X		Stop Signs
7	Van Brunt Blvd	X		Residential			Signals & Stop Signs
8	Prospect Ave	X		Residential/Commercial	X		Signals & Stop Signs
9	Southwest Trfy	X	X	Residential/Commercial			Signals & Stop Signs
10	39th St	X		Residential/Commercial			Signals & Stop Signs
11	Cleaver II Blvd	X		Commercial			Signals & Stop Signs
12	Ward Pkwy	X		Residential			Stop Signs & Yields
13	Oldham Rd			Commercial	X		Stop Signs & Yields
14	Troost Ave	X		Residential/Commercial			Signals
15	87th St	X		Residential			Signals & Stop Signs
16	31st St	X		Residential/Commercial			Signals
17	Blue Ridge Blvd	X	X	Residential/Commercial	X		Signals & Stop Signs
18	Cleveland Ave	X		Residential/Commercial			Signals
19	Broadway Blvd	X		Commercial			Signals
20	Eastwood Trfy	X		Residential/Commercial	X		Signals
21	Gregory Blvd	X	X	Residential/Commercial			Signals & Stop Signs
22	75th St	X		Residential/Commercial	X		Signals & Stop Signs
23	US-56	X		Commercial			Signals & Stop Signs
24	Broadway Blvd	X		Commercial		X	Signals
25	The Paseo	X		Residential			Signals & Stop Signs
26	Ward Pkwy		X	Commercial	X		Signals & Stop Signs
27	Prospect Ave	X		Residential/Commercial			Signals & Stop Signs
28	11th St	X		Office	X	X	Signals & Stop Signs
29	Truman Rd	X		Commercial	X	X	Signals
30	39th St	X		Residential/Commercial		X	Signals
31	80th St			Residential			Stop Signs & Yields
32	Blue Ridge Blvd			Residential/Commercial			Signals & Stop Signs
33	Blue River Rd			Undeveloped			Stop Signs
34	View High Dr			Residential/Commercial	X	X	Stop Signs
35	Barry Rd	X		Commercial			Signals & Stop Signs
36	Oak Trfy	X		Residential/Commercial			Signals
37	E 35th St	X		Residential/Commercial			Signals & Stop Signs
38	Hwy 8-S	X		Residential/Commercial			Signals
39	St John Ave	X		Residential/Commercial			Signals
40	Barry Rd	X		Residential/Commercial			Stop Signs
41	Oak Trfy	X		Residential/Commercial			Signals & Stop Signs
42	Winner Rd	X		Residential/Commercial			Signals

## **SPEED DATA TABLE**

<b>Corridor Identification</b>							
<b>Corridor</b>	<b>Street Name</b>	<b>Existing Sidewalks</b>	<b>School Zone</b>	<b>Land Use</b>	<b>Pedestrians Observed</b>	<b>Bicyclists Observed</b>	<b>Traffic Control Along Corridor</b>
43	Blue Ridge Cutoff			Residential/Commercial	X		Signals
44	Troost Ave	X		Commercial	X		Stop Signs
45	Wornall Rd	X	X	Residential/Commercial			Signals & Stop Signs
46	Prospect Ave	X	X	Residential/Commercial			Signals
47	Troost Ave	X	X	Commercial			Signals & Stop Signs
48	Blue Ridge Blvd	X		Residential/Commercial			None
49	Independence Ave	X		Residential/Commercial			Signals
50	Troost Ave	X	X	Commercial	X		Signals & Stop Signs
51	Meyer Blvd	X		Residential/Commercial	X		Signals & Stop Signs
52	18th St	X		Industrial	X		Signals
53	Armour Blvd	X		Residential	X		Signals & Stop Signs
54	12th St	X		Residential/Commercial			Signals
55	Oak Trfy	X		Commercial			Stop Signs
56	Blue Ridge Blvd			Residential/Commercial			Signals
57	Southwest Blvd	X		Commercial	X	X	Signals & Stop Signs
58	Parvin Rd	X		Residential/Commercial	X		Signals
59	29th St	X		Residential			Signals & Stop Signs
60	63rd St	X	X	Residential/Commercial			Signals & Stop Signs
61	85th St	X	X	Residential/Commercial	X		Signals & Stop Signs
62	Linwood Blvd	X		Residential/Commercial			Signals & Stop Signs
63	Linwood Blvd	X	X	Commercial			Signals
64	Benton Blvd	X		Residential			Signals & Stop Signs
65	48th St	X	X	Residential			Signals & Stop Signs
66	59th St	X		Residential/Commercial			Signals & Stop Signs
67	55th St	X		Commercial			Signals
68	17th St	X	X	Residential			Stop Signs
69	Holmes Rd	X		Residential/Commercial	X		Signals & Stop Signs
70	Blue Ridge Blvd		X	Residential			Signals & Stop Signs
71	Troost Ave	X		Residential/Commercial	X		Stop Signs
72	87th St	X		Residential			Signals & Stop Signs
73	Oak Trafficway	X		Residential/Commercial			Signals & Stop Signs
74	68th St	X		Commercial			Signals & Stop Signs
75	Brighton Ave			Residential/Commercial			Signals & Stop Signs

# Appendix B: Speed and Volume Data

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**KANSAS  
CITY**

# Corridor 1

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## NE Chouteau Trafficway



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: NE CHOUTEAU TRAFICWAY**  
**Location: 1**

A study of vehicle traffic was conducted with the device having serial number 304932. The study was done in the COMBINED lane at NE CHOUTEAU TRAFICWAY in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 17,095 vehicles passed through the location with a peak volume of 434 on 09/25/2024 at [03:45 PM-04:00 PM] and a minimum volume of 24 on 09/25/2024 at [02:00 AM-02:15 AM]. The AADT count for this study was 17,095.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 7.94% vehicles exceeding the posted speed of 45 MPH. 1.73% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 42.10 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
12	57	375	1332	3036	4642	3939	2044	757	284	120	63	35	21	51

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 14071 which represents 84 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 1125 which represents 7 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 1572 which represents 9 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
14071	1125	1572	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [03:45 PM-04:00 PM] the average headway between vehicles was 2.069 seconds. During the slowest traffic period, on 09/25/2024 at [02:00 AM-02:15 AM] the average headway between vehicles was 36 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 113.00 degrees F.



## Corridor 2

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## Independence Ave



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: INDEPENDENCE AVE**  
**Location: 2**

A study of vehicle traffic was conducted with the device having serial number 304941. The study was done in the COMBINED lane at INDEPENDENCE AVE in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 18,835 vehicles passed through the location with a peak volume of 377 on 09/25/2024 at [03:30 PM-03:45 PM] and a minimum volume of 21 on 09/25/2024 at [03:45 AM-04:00 AM]. The AADT count for this study was 18,835.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 40.32% vehicles exceeding the posted speed of 35 MPH. 1.79% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 40.21 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
59	162	327	916	3164	6448	4624	1778	534	214	116	61	55	27	74

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 17609 which represents 95 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 574 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 376 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

<	24	39	100											
to	to	to	to											
23	38	99	>											
17609	574	376	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [03:30 PM-03:45 PM] the average headway between vehicles was 2.381 seconds. During the slowest traffic period, on 09/25/2024 at [03:45 AM-04:00 AM] the average headway between vehicles was 40.909 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 111.00 degrees F.



# Corridor 3

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## Truman Rd



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO**

**Street: TRUMAN RD**

**Location: 3**

A study of vehicle traffic was conducted with the device having serial number 304853. The study was done in the COMBINED lane at TRUMAN RD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 7,350 vehicles passed through the location with a peak volume of 222 on 09/25/2024 at [05:00 PM-05:15 PM] and a minimum volume of 1 on 09/25/2024 at [03:45 AM-04:00 AM]. The AADT count for this study was 7,350.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 33 MPH with 71.39% vehicles exceeding the posted speed of 30 MPH. 0.84% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 39.32 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
6	33	110	384	1547	2605	1732	592	155	46	20	9	7	6	19

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 7029 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 177 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 65 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
7029	177	65	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 4.036 seconds. During the slowest traffic period, on 09/25/2024 at [03:45 AM-04:00 AM] the average headway between vehicles was 450 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 117.00 degrees F.



# Corridor 4

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## Truman Blvd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: TRUMAN BLVD**  
**Location: 4**

A study of vehicle traffic was conducted with the device having serial number 304330. The study was done in the COMBINED lane at TRUMAN BLVD in KCMO, MO in JACKSON county. The study began on 10/02/2024 at 12:00 AM and concluded on 10/03/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 22,158 vehicles passed through the location with a peak volume of 459 on 10/02/2024 at [04:45 PM-05:00 PM] and a minimum volume of 18 on 10/02/2024 at [03:00 AM-03:15 AM]. The AADT count for this study was 22,158.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 37 MPH with 60.73% vehicles exceeding the posted speed of 35 MPH. 1.56% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 43.70 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
13	31	93	325	1911	6303	7246	3858	1464	504	203	67	34	16	25

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 21083 which represents 95 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 671 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 339 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
21083	671	339	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 10/02/2024 at [04:45 PM-05:00 PM] the average headway between vehicles was 1.957 seconds. During the slowest traffic period, on 10/02/2024 at [03:00 AM-03:15 AM] the average headway between vehicles was 47.368 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 109.00 degrees F.



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO**

**Street: TRUMAN RD**

**Location: 4**

A study of vehicle traffic was conducted with the device having serial number 304777. The study was done in the COMBINED lane at TRUMAN RD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 15,157 vehicles passed through the location with a peak volume of 332 on 09/25/2024 at [07:30 AM-07:45 AM] and a minimum volume of 17 on 09/25/2024 at [03:00 AM-03:15 AM]. The AADT count for this study was 15,157.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 37 MPH with 59.68% vehicles exceeding the posted speed of 35 MPH. 1.16% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 43.22 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
4	23	46	190	1267	4563	5121	2534	893	297	89	41	15	14	16

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 14486 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 412 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 215 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
14486	412	215	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [07:30 AM-07:45 AM] the average headway between vehicles was 2.703 seconds. During the slowest traffic period, on 09/25/2024 at [03:00 AM-03:15 AM] the average headway between vehicles was 50 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 115.00 degrees F.



# Corridor 5

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E 18th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: E 18TH ST  
Location: 5**

A study of vehicle traffic was conducted with the device having serial number 1383. The study was done in the COMBINED lane at E 18TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4,014 vehicles passed through the location with a peak volume of 110 on 09/25/2024 at [04:30 PM-04:45 PM] and a minimum volume of 0 on 09/25/2024 at [01:15 AM-01:30 AM]. The AADT count for this study was 4,014.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 38 MPH with 69.29% vehicles exceeding the posted speed of 35 MPH. 2.16% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 43.81 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	5	8	27	212	969	1563	783	247	78	27	17	12	11	19

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 3685 which represents 93 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 167 which represents 4 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 127 which represents 3 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
3685	167	127	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:30 PM-04:45 PM] the average headway between vehicles was 8.108 seconds. During the slowest traffic period, on 09/25/2024 at [01:15 AM-01:30 AM] the average headway between vehicles was 900 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 117.00 degrees F.



# Corridor 7

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## Van Brunt Blvd



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO**

**Street: VAN BRUNT BLVD**

**Location: 7**

A study of vehicle traffic was conducted with the device having serial number 304397. The study was done in the COMBINED lane at VAN BRUNT BLVD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 13,106 vehicles passed through the location with a peak volume of 319 on 09/25/2024 at [04:15 PM-04:30 PM] and a minimum volume of 8 on 09/25/2024 at [02:45 AM-03:00 AM]. The AADT count for this study was 13,106.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 40 MPH with 73.93% vehicles exceeding the posted speed of 35 MPH. 4.88% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 48.20 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
8	39	55	150	685	2436	3682	2901	1628	723	337	142	55	33	65

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 12181 which represents 94 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 558 which represents 4 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 200 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
12181	558	200	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 2.813 seconds. During the slowest traffic period, on 09/25/2024 at [02:45 AM-03:00 AM] the average headway between vehicles was 100 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 115.00 degrees F.



# Corridor 8

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## Prospect Ave



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: PROSPECT AVE**  
**Location: 8**

A study of vehicle traffic was conducted with the device having serial number 1100. The study was done in the COMBINED lane at PROSPECT AVE in KCMO, MO in JACKSON county. The study began on 10/02/2024 at 12:00 AM and concluded on 10/03/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,349 vehicles passed through the location with a peak volume of 202 on 10/02/2024 at [04:15 PM-04:30 PM] and a minimum volume of 6 on 10/02/2024 at [02:45 AM-03:00 AM]. The AADT count for this study was 8,349.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 37 MPH with 57.95% vehicles exceeding the posted speed of 35 MPH. 1.86% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 43.36 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	19	21	153	843	2446	2687	1295	473	191	67	33	10	10	34

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 7815 which represents 94 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 280 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 188 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
7815	280	188	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 10/02/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 4.433 seconds. During the slowest traffic period, on 10/02/2024 at [02:45 AM-03:00 AM] the average headway between vehicles was 128.571 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 100.00 degrees F.



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: PROSPECT AVE**  
**Location: 8**

A study of vehicle traffic was conducted with the device having serial number 304847. The study was done in the N1 lane at PROSPECT AVE in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 3,710 vehicles passed through the location with a peak volume of 126 on 09/25/2024 at [04:15 PM-04:30 PM] and a minimum volume of 2 on 09/25/2024 at [02:30 AM-02:45 AM]. The AADT count for this study was 3,710.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 35 MPH with 46.81% vehicles exceeding the posted speed of 35 MPH. 1.42% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 40.79 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
3	7	16	100	547	1280	1101	423	109	34	19	9	8	5	11

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 3464 which represents 94 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 142 which represents 4 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 66 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
3464	142	66	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 7.087 seconds. During the slowest traffic period, on 09/25/2024 at [02:30 AM-02:45 AM] the average headway between vehicles was 300 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 109.00 degrees F.



# Corridor 9

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## Southwest Trafficway



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: SOUTHWEST TRAFFICWAY**  
**Location: 9**

A study of vehicle traffic was conducted with the device having serial number 1591. The study was done in the COMBINED lane at SOUTHWEST TRAFFICWAY in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 41,789 vehicles passed through the location with a peak volume of 997 on 09/25/2024 at [05:00 PM-05:15 PM] and a minimum volume of 12 on 09/25/2024 at [03:00 AM-03:15 AM]. The AADT count for this study was 41,789.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 37 MPH with 58.60% vehicles exceeding the posted speed of 35 MPH. 2.42% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 44.78 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
20	105	356	1162	4837	10715	12271	6101	3085	1870	570	222	82	35	98

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 40793 which represents 98 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 503 which represents 1 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 233 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
40793	503	233	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 0.902 seconds. During the slowest traffic period, on 09/25/2024 at [03:00 AM-03:15 AM] the average headway between vehicles was 69.231 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 113.00 degrees F.



# Corridor 10

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E 39th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: E 39TH ST  
Location: 10**

A study of vehicle traffic was conducted with the device having serial number 403870. The study was done in the COMBINED lane at E 39TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,768 vehicles passed through the location with a peak volume of 206 on 09/25/2024 at [04:15 PM-04:30 PM] and a minimum volume of 5 on 09/25/2024 at [01:45 AM-02:00 AM]. The AADT count for this study was 8,768.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 35 MPH with 77.00% vehicles exceeding the posted speed of 30 MPH. 2.08% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 40.52 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
4	29	96	373	1488	3040	2237	841	262	103	46	34	26	25	49

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 8054 which represents 93 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 369 which represents 4 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 230 which represents 3 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
8054	369	230	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 4.348 seconds. During the slowest traffic period, on 09/25/2024 at [01:45 AM-02:00 AM] the average headway between vehicles was 150 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 113.00 degrees F.



# Corridor 11

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## Emanuel Cleaver Blvd



**MH Corbin Traffic Analyzer Study  
 Computer Generated Summary Report  
 City: KCMO  
 Street: EMMANUEL CLEVER BLVD  
 Location: 11**

A study of vehicle traffic was conducted with the device having serial number 304892. The study was done in the COMBINED lane at EMMANUEL CLEVER BLVD in KCMO, MO in JACKSON county. The study began on 10/02/2024 at 12:00 AM and concluded on 10/03/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 13,178 vehicles passed through the location with a peak volume of 320 on 10/02/2024 at [04:15 PM-04:30 PM] and a minimum volume of 7 on 10/02/2024 at [02:30 AM-02:45 AM]. The AADT count for this study was 13,178.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 45 - 50 MPH range or lower. The average speed for all classified vehicles was 50 MPH with 67.56% vehicles exceeding the posted speed of 45 MPH. 24.81% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 45MPH and the 85th percentile was 58.90 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	10	3	4	41	325	1254	2590	3103	2467	1638	782	425	206	182

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 12249 which represents 94 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 439 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 342 which represents 3 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
12249	439	342	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 10/02/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 2.804 seconds. During the slowest traffic period, on 10/02/2024 at [02:30 AM-02:45 AM] the average headway between vehicles was 112.5 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 55.00 and 108.00 degrees F.



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: EMANUEL CLEAVER II BLVD**  
**Location: 11**

A study of vehicle traffic was conducted with the device having serial number 1628. The study was done in the COMBINED lane at EMANUEL CLEAVER II BLVD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 10,457 vehicles passed through the location with a peak volume of 297 on 09/25/2024 at [04:15 PM-04:30 PM] and a minimum volume of 4 on 09/25/2024 at [02:00 AM-02:15 AM]. The AADT count for this study was 10,457.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 45 - 50 MPH range or lower. The average speed for all classified vehicles was 47 MPH with 55.87% vehicles exceeding the posted speed of 45 MPH. 13.00% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 45MPH and the 85th percentile was 54.37 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	5	3	10	90	396	1304	2756	2802	1633	764	291	141	48	101

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 9784 which represents 95 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 390 which represents 4 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 171 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
9784	390	171	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 3.02 seconds. During the slowest traffic period, on 09/25/2024 at [02:00 AM-02:15 AM] the average headway between vehicles was 180 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 115.00 degrees F.



# Corridor 12

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## Ward Pkwy



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO**

**Street: WARD PKWY**

**Location: 12**

A study of vehicle traffic was conducted with the device having serial number 304794. The study was done in the COMBINED lane at WARD PKWY in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 34,313 vehicles passed through the location with a peak volume of 988 on 09/25/2024 at [05:15 PM-05:30 PM] and a minimum volume of 4 on 09/25/2024 at [03:15 AM-03:30 AM]. The AADT count for this study was 34,313.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 41 MPH with 86.12% vehicles exceeding the posted speed of 35 MPH. 1.64% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 46.82 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	11	48	135	578	3969	11556	10961	4872	1471	320	120	47	21	51

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 33709 which represents 99 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 280 which represents 1 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 172 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
33709	280	172	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:15 PM-05:30 PM] the average headway between vehicles was 0.91 seconds. During the slowest traffic period, on 09/25/2024 at [03:15 AM-03:30 AM] the average headway between vehicles was 180 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 113.00 degrees F.



Corridor 13

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Oldham Rd



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO**

**Street: OLDHAM RD**

**Location: 13**

A study of vehicle traffic was conducted with the device having serial number 304736. The study was done in the COMBINED lane at OLDHAM RD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 3,488 vehicles passed through the location with a peak volume of 128 on 09/25/2024 at [04:30 PM-04:45 PM] and a minimum volume of 0 on 09/25/2024 at [02:15 AM-02:30 AM]. The AADT count for this study was 3,488.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 43 MPH with 65.35% vehicles exceeding the posted speed of 40 MPH. 4.22% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 48.94 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	2	1	4	35	277	880	1220	662	233	88	27	13	5	13

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 3398 which represents 98 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 44 which represents 1 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 18 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
3398	44	18	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:30 PM-04:45 PM] the average headway between vehicles was 6.977 seconds. During the slowest traffic period, on 09/25/2024 at [02:15 AM-02:30 AM] the average headway between vehicles was 900 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 57.00 and 113.00 degrees F.



Corridor 14

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Troost Ave



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: TROOST AVE**  
**Location: 14**

A study of vehicle traffic was conducted with the device having serial number 304899. The study was done in the COMBINED lane at TROOST AVE in KCMO, MO in JACKSON county. The study began on 10/08/2024 at 12:00 AM and concluded on 10/09/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 12,333 vehicles passed through the location with a peak volume of 348 on 10/08/2024 at [04:45 PM-05:00 PM] and a minimum volume of 8 on 10/08/2024 at [02:00 AM-02:15 AM]. The AADT count for this study was 12,333.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 45 MPH with 75.56% vehicles exceeding the posted speed of 40 MPH. 8.16% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 52.52 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	5	9	190	520	687	1558	3307	3204	1678	565	224	80	50	73

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 11843 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 222 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 86 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
11843	222	86	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 10/08/2024 at [04:45 PM-05:00 PM] the average headway between vehicles was 2.579 seconds. During the slowest traffic period, on 10/08/2024 at [02:00 AM-02:15 AM] the average headway between vehicles was 100 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 55.00 and 108.00 degrees F.



# Corridor 15

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87th St



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: 87TH ST**  
**Location: 15**

A study of vehicle traffic was conducted with the device having serial number 1463. The study was done in the COMBINED lane at 87TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 15,111 vehicles passed through the location with a peak volume of 350 on 09/25/2024 at [05:30 PM-05:45 PM] and a minimum volume of 12 on 09/25/2024 at [02:00 AM-02:15 AM]. The AADT count for this study was 15,111.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 46 MPH with 48.92% vehicles exceeding the posted speed of 45 MPH. 10.61% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 53.29 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	7	4	41	181	530	2320	4591	3824	1931	965	329	173	57	70

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 14555 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 372 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 97 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
14555	372	97	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:30 PM-05:45 PM] the average headway between vehicles was 2.564 seconds. During the slowest traffic period, on 09/25/2024 at [02:00 AM-02:15 AM] the average headway between vehicles was 69.231 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 113.00 degrees F.



# Corridor 16

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E 31th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: E 31ST ST  
Location: 16**

A study of vehicle traffic was conducted with the device having serial number 403869. The study was done in the COMBINED lane at E 31ST ST in KCMO, MO in JACKSON county. The study began on 09/26/2024 at 12:00 AM and concluded on 09/27/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 10,766 vehicles passed through the location with a peak volume of 242 on 09/26/2024 at [05:15 PM-05:30 PM] and a minimum volume of 5 on 09/26/2024 at [03:45 AM-04:00 AM]. The AADT count for this study was 10,766.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 37 MPH with 57.36% vehicles exceeding the posted speed of 35 MPH. 4.21% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 44.08 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
8	53	85	259	1099	2990	3151	1608	574	269	129	77	69	49	120

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 9668 which represents 92 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 569 which represents 5 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 303 which represents 3 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
9668	569	303	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/26/2024 at [05:15 PM-05:30 PM] the average headway between vehicles was 3.704 seconds. During the slowest traffic period, on 09/26/2024 at [03:45 AM-04:00 AM] the average headway between vehicles was 150 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 64.00 and 115.00 degrees F.



Corridor 17

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Blue Ridge Blvd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: BLUE RIDGE BLVD**  
**Location: 17**

A study of vehicle traffic was conducted with the device having serial number 304773. The study was done in the COMBINED lane at BLUE RIDGE BLVD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 11,823 vehicles passed through the location with a peak volume of 290 on 09/25/2024 at [05:30 PM-05:45 PM] and a minimum volume of 8 on 09/25/2024 at [03:30 AM-03:45 AM]. The AADT count for this study was 11,823.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 41 MPH with 23.71% vehicles exceeding the posted speed of 45 MPH. 3.15% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 47.80 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	12	12	25	176	1208	3608	3878	1815	589	189	92	32	11	44

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 11305 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 295 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 92 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
11305	295	92	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:30 PM-05:45 PM] the average headway between vehicles was 3.093 seconds. During the slowest traffic period, on 09/25/2024 at [03:30 AM-03:45 AM] the average headway between vehicles was 100 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 113.00 degrees F.



Corridor 18

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Cleveland Ave



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO**

**Street: CLEVELAND AVE**

**Location: 18**

A study of vehicle traffic was conducted with the device having serial number 304756. The study was done in the COMBINED lane at CLEVELAND AVE in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 7,884 vehicles passed through the location with a peak volume of 217 on 09/25/2024 at [04:30 PM-04:45 PM] and a minimum volume of 2 on 09/25/2024 at [02:45 AM-03:00 AM]. The AADT count for this study was 7,884.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 43.07% vehicles exceeding the posted speed of 35 MPH. 1.78% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 41.39 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
17	64	118	424	1350	2473	1953	857	301	114	53	29	18	14	25

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 7277 which represents 93 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 332 which represents 4 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 201 which represents 3 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

<	24	39	100											
to	to	to	to											
23	38	99	>											
7277	332	201	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:30 PM-04:45 PM] the average headway between vehicles was 4.128 seconds. During the slowest traffic period, on 09/25/2024 at [02:45 AM-03:00 AM] the average headway between vehicles was 300 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 117.00 degrees F.



# Corridor 19

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## Broadway Blvd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: BROADWAY BLVD**  
**Location: 19**

A study of vehicle traffic was conducted with the device having serial number 304897. The study was done in the COMBINED lane at BROADWAY BLVD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 22,203 vehicles passed through the location with a peak volume of 526 on 09/25/2024 at [04:30 PM-04:45 PM] and a minimum volume of 12 on 09/25/2024 at [03:45 AM-04:00 AM]. The AADT count for this study was 22,203.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 37 MPH with 67.16% vehicles exceeding the posted speed of 35 MPH. 1.24% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 42.99 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
135	95	47	123	918	5508	8497	3919	1024	260	97	50	34	26	50

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 19979 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 450 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 354 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

<	24	39	100											
to	to	to	to											
23	38	99	>											
19979	450	354	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:30 PM-04:45 PM] the average headway between vehicles was 1.708 seconds. During the slowest traffic period, on 09/25/2024 at [03:45 AM-04:00 AM] the average headway between vehicles was 69.231 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 108.00 degrees F.



Corridor 20

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Eastwood Trafficway



**MH Corbin Traffic Analyzer Study  
 Computer Generated Summary Report  
 City: KCMO  
 Street: EASTWOOD TRAFFICWAY  
 Location: 20**

A study of vehicle traffic was conducted with the device having serial number 304566. The study was done in the COMBINED lane at EASTWOOD TRAFFICWAY in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 12,211 vehicles passed through the location with a peak volume of 287 on 09/25/2024 at [04:15 PM-04:30 PM] and a minimum volume of 7 on 09/25/2024 at [01:45 AM-02:00 AM]. The AADT count for this study was 12,211.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 25.20% vehicles exceeding the posted speed of 40 MPH. 2.62% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 43.92 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
54	250	432	1292	2072	2608	2249	1559	840	305	123	64	35	30	62

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 11353 which represents 95 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 411 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 211 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
11353	411	211	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 3.125 seconds. During the slowest traffic period, on 09/25/2024 at [01:45 AM-02:00 AM] the average headway between vehicles was 112.5 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 115.00 degrees F.



Corridor 21

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Gregory Blvd



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: GREGORY BLVD  
Location: 21**

A study of vehicle traffic was conducted with the device having serial number 301596. The study was done in the COMBINED lane at GREGORY BLVD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 11,035 vehicles passed through the location with a peak volume of 239 on 09/25/2024 at [04:15 PM-04:30 PM] and a minimum volume of 1 on 09/25/2024 at [03:30 AM-03:45 AM]. The AADT count for this study was 11,035.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 37 MPH with 28.80% vehicles exceeding the posted speed of 40 MPH. 1.84% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 43.88 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
8	24	23	156	1078	3320	3159	1937	754	250	95	36	25	20	25

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 10544 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 257 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 109 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
10544	257	109	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 3.75 seconds. During the slowest traffic period, on 09/25/2024 at [03:30 AM-03:45 AM] the average headway between vehicles was 450 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 104.00 degrees F.



# Corridor 22

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75th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: 75TH ST  
Location: 22**

A study of vehicle traffic was conducted with the device having serial number 304494. The study was done in the COMBINED lane at 75TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 12,158 vehicles passed through the location with a peak volume of 307 on 09/25/2024 at [04:30 PM-04:45 PM] and a minimum volume of 3 on 09/25/2024 at [03:45 AM-04:00 AM]. The AADT count for this study was 12,158.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 37 MPH with 24.53% vehicles exceeding the posted speed of 40 MPH. 1.58% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 43.16 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
19	43	93	224	992	3765	3965	1818	693	257	104	29	17	13	27

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 11601 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 329 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 129 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

<	24	39	100											
to	to	to	to											
23	38	99	>											
11601	329	129	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:30 PM-04:45 PM] the average headway between vehicles was 2.922 seconds. During the slowest traffic period, on 09/25/2024 at [03:45 AM-04:00 AM] the average headway between vehicles was 225 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 118.00 degrees F.



# Corridor 23

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47th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: 47TH ST  
Location: 23**

A study of vehicle traffic was conducted with the device having serial number 403727. The study was done in the COMBINED lane at 47TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 11,545 vehicles passed through the location with a peak volume of 327 on 09/25/2024 at [04:30 PM-04:45 PM] and a minimum volume of 2 on 09/25/2024 at [02:15 AM-02:30 AM]. The AADT count for this study was 11,545.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 20 - 25 MPH range or lower. The average speed for all classified vehicles was 24 MPH with 11.05% vehicles exceeding the posted speed of 30 MPH. 0.55% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 20MPH and the 85th percentile was 29.32 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
91	498	2100	4120	3302	951	159	51	25	8	12	11	15	4	20

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 10994 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 269 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 104 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
10994	269	104	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:30 PM-04:45 PM] the average headway between vehicles was 2.744 seconds. During the slowest traffic period, on 09/25/2024 at [02:15 AM-02:30 AM] the average headway between vehicles was 300 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 64.00 and 122.00 degrees F.



# Corridor 24

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## Broadway St



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: BROADWAY ST**  
**Location: 24**

A study of vehicle traffic was conducted with the device having serial number 304770. The study was done in the COMBINED lane at BROADWAY ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 12,864 vehicles passed through the location with a peak volume of 324 on 09/25/2024 at [05:00 PM-05:15 PM] and a minimum volume of 3 on 09/25/2024 at [03:00 AM-03:15 AM]. The AADT count for this study was 12,864.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 32 MPH with 60.10% vehicles exceeding the posted speed of 30 MPH. 0.83% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 37.69 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
19	109	291	1120	3533	4572	2159	612	140	51	30	17	12	14	32

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 12319 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 268 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 124 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

<	24	39	100											
to	to	to	to											
23	38	99	>											
12319	268	124	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 2.769 seconds. During the slowest traffic period, on 09/25/2024 at [03:00 AM-03:15 AM] the average headway between vehicles was 225 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 113.00 degrees F.



# Corridor 25

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## The Paseo



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO**

**Street: THE PASEO**

**Location: 25**

A study of vehicle traffic was conducted with the device having serial number 304883. The study was done in the COMBINED lane at THE PASEO in KCMO, MO in JACKSON county. The study began on 10/02/2024 at 12:00 AM and concluded on 10/03/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 7,198 vehicles passed through the location with a peak volume of 179 on 10/02/2024 at [04:15 PM-04:30 PM] and a minimum volume of 3 on 10/02/2024 at [02:30 AM-02:45 AM]. The AADT count for this study was 7,198.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 40 MPH with 75.99% vehicles exceeding the posted speed of 35 MPH. 3.82% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 45.90 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	15	20	60	287	1328	2448	1774	688	234	115	64	34	25	34

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 6854 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 171 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 102 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
6854	171	102	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 10/02/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 5 seconds. During the slowest traffic period, on 10/02/2024 at [02:30 AM-02:45 AM] the average headway between vehicles was 225 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 55.00 and 109.00 degrees F.



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: THE PASEO**  
**Location: 25**

A study of vehicle traffic was conducted with the device having serial number 1551. The study was done in the COMBINED lane at THE PASEO in KCMO, MO in JACKSON county. The study began on 09/26/2024 at 12:00 AM and concluded on 09/27/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 7,477 vehicles passed through the location with a peak volume of 208 on 09/26/2024 at [04:15 PM-04:30 PM] and a minimum volume of 1 on 09/26/2024 at [03:00 AM-03:15 AM]. The AADT count for this study was 7,477.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 38 MPH with 69.62% vehicles exceeding the posted speed of 35 MPH. 2.67% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 44.98 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
2	30	91	195	354	1581	2542	1515	687	221	81	45	30	17	25

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 7131 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 210 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 75 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
7131	210	75	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/26/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 4.306 seconds. During the slowest traffic period, on 09/26/2024 at [03:00 AM-03:15 AM] the average headway between vehicles was 450 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 122.00 degrees F.



Corridor 26

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Ward Pkwy



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO**

**Street: WARD PKWY**

**Location: 26**

A study of vehicle traffic was conducted with the device having serial number 1644. The study was done in the COMBINED lane at WARD PKWY in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 22,059 vehicles passed through the location with a peak volume of 831 on 09/25/2024 at [05:00 PM-05:15 PM] and a minimum volume of 3 on 09/25/2024 at [03:00 AM-03:15 AM]. The AADT count for this study was 22,059.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 39 MPH with 77.32% vehicles exceeding the posted speed of 35 MPH. 2.07% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 45.21 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
6	19	25	72	651	4192	8125	5425	2235	688	235	89	53	24	52

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 21539 which represents 98 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 227 which represents 1 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 125 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
21539	227	125	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 1.082 seconds. During the slowest traffic period, on 09/25/2024 at [03:00 AM-03:15 AM] the average headway between vehicles was 225 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 113.00 degrees F.



Corridor 27

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Prospect Ave



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: PROSPECT AVE**  
**Location: 27**

A study of vehicle traffic was conducted with the device having serial number 1542. The study was done in the COMBINED lane at PROSPECT AVE in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4,284 vehicles passed through the location with a peak volume of 138 on 09/25/2024 at [05:30 PM-05:45 PM] and a minimum volume of 1 on 09/25/2024 at [01:00 AM-01:15 AM]. The AADT count for this study was 4,284.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 36 MPH with 96.33% vehicles exceeding the posted speed of 25 MPH. 2.32% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 42.66 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
2	7	30	116	544	1313	1268	577	195	71	26	22	11	12	27

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 3951 which represents 94 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 206 which represents 5 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 64 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
3951	206	64	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:30 PM-05:45 PM] the average headway between vehicles was 6.475 seconds. During the slowest traffic period, on 09/25/2024 at [01:00 AM-01:15 AM] the average headway between vehicles was 450 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 117.00 degrees F.



# Corridor 28

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E 11th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: E 11TH ST  
Location: 28**

A study of vehicle traffic was conducted with the device having serial number 403694. The study was done in the COMBINED lane at E 11TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5,218 vehicles passed through the location with a peak volume of 158 on 09/25/2024 at [07:45 AM-08:00 AM] and a minimum volume of 1 on 09/25/2024 at [03:00 AM-03:15 AM]. The AADT count for this study was 5,218.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 20 - 25 MPH range or lower. The average speed for all classified vehicles was 24 MPH with 37.84% vehicles exceeding the posted speed of 25 MPH. 0.92% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 20MPH and the 85th percentile was 30.07 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
87	339	996	1737	1153	501	128	45	25	24	13	8	5	6	15

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4503 which represents 89 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 235 which represents 5 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 344 which represents 7 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
4503	235	344	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [07:45 AM-08:00 AM] the average headway between vehicles was 5.66 seconds. During the slowest traffic period, on 09/25/2024 at [03:00 AM-03:15 AM] the average headway between vehicles was 450 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 64.00 and 113.00 degrees F.



# Corridor 29

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## E Truman Rd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: E TRUMAN RD**  
**Location: 29**

A study of vehicle traffic was conducted with the device having serial number 304911. The study was done in the COMBINED lane at E TRUMAN RD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 17,667 vehicles passed through the location with a peak volume of 358 on 09/25/2024 at [07:15 AM-07:30 AM] and a minimum volume of 17 on 09/25/2024 at [02:15 AM-02:30 AM]. The AADT count for this study was 17,667.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 23.33% vehicles exceeding the posted speed of 40 MPH. 2.84% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 43.24 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
605	456	460	1073	2569	3892	3657	2128	893	377	143	132	46	35	115

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 15432 which represents 93 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 720 which represents 4 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 429 which represents 3 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
15432	720	429	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [07:15 AM-07:30 AM] the average headway between vehicles was 2.507 seconds. During the slowest traffic period, on 09/25/2024 at [02:15 AM-02:30 AM] the average headway between vehicles was 50 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 111.00 degrees F.



# Corridor 30

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39th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: 39THST  
Location: 30**

A study of vehicle traffic was conducted with the device having serial number 304887. The study was done in the COMBINED lane at 39THST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 15,962 vehicles passed through the location with a peak volume of 348 on 09/25/2024 at [04:45 PM-05:00 PM] and a minimum volume of 5 on 09/25/2024 at [04:00 AM-04:15 AM]. The AADT count for this study was 15,962.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 30 MPH with 44.07% vehicles exceeding the posted speed of 30 MPH. 0.74% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 35.38 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
58	178	644	2545	5396	4454	1720	480	120	60	29	15	18	10	45

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 15320 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 275 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 177 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
15320	275	177	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:45 PM-05:00 PM] the average headway between vehicles was 2.579 seconds. During the slowest traffic period, on 09/25/2024 at [04:00 AM-04:15 AM] the average headway between vehicles was 150 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 64.00 and 118.00 degrees F.



# Corridor 31

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80th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: 80TH ST  
Location: 31**

A study of vehicle traffic was conducted with the device having serial number 304330. The study was done in the COMBINED lane at 80TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 1,336 vehicles passed through the location with a peak volume of 35 on 09/25/2024 at [03:00 PM-03:15 PM] and a minimum volume of 0 on 09/25/2024 at [12:15 AM-12:30 AM]. The AADT count for this study was 1,336.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 32 MPH with 82.53% vehicles exceeding the posted speed of 25 MPH. 2.99% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 38.20 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	8	36	177	389	366	161	57	26	12	11	3	5	3	16

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1204 which represents 95 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 39 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 28 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
1204	39	28	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [03:00 PM-03:15 PM] the average headway between vehicles was 25 seconds. During the slowest traffic period, on 09/25/2024 at [12:15 AM-12:30 AM] the average headway between vehicles was 900 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 64.00 and 118.00 degrees F.



# Corridor 32

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## Blue Ridge Blvd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: BLUE RIDGE BLVD**  
**Location: 32**

A study of vehicle traffic was conducted with the device having serial number 304896. The study was done in the COMBINED lane at BLUE RIDGE BLVD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 9,891 vehicles passed through the location with a peak volume of 266 on 09/25/2024 at [05:00 PM-05:15 PM] and a minimum volume of 7 on 09/25/2024 at [04:00 AM-04:15 AM]. The AADT count for this study was 9,891.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 42 MPH with 28.29% vehicles exceeding the posted speed of 45 MPH. 4.44% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 48.79 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	16	19	78	180	878	2686	3114	1704	615	237	78	43	19	55

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 9440 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 219 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 64 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
9440	219	64	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 3.371 seconds. During the slowest traffic period, on 09/25/2024 at [04:00 AM-04:15 AM] the average headway between vehicles was 112.5 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 108.00 degrees F.



# Corridor 33

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## Blue River Road North of 119th



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: BLUE RIVER ROAD NORTH OF 119TH**  
**Location: 33**

A study of vehicle traffic was conducted with the device having serial number 304918. The study was done in the COMBINED lane at BLUE RIVER ROAD NORTH OF 119TH in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 2,569 vehicles passed through the location with a peak volume of 79 on 09/25/2024 at [04:45 PM-05:00 PM] and a minimum volume of 0 on 09/25/2024 at [11:45 PM-12:00 AM]. The AADT count for this study was 2,569.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 45 MPH with 44.63% vehicles exceeding the posted speed of 45 MPH. 6.54% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 51.50 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
0	0	3	8	19	109	477	797	663	309	96	33	10	11	17

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2469 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 69 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 14 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

<	24	39	100											
to	to	to	to											
23	38	99	>											
2469	69	14	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:45 PM-05:00 PM] the average headway between vehicles was 11.25 seconds. During the slowest traffic period, on 09/25/2024 at [11:45 PM-12:00 AM] the average headway between vehicles was 900 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 111.00 degrees F.



# Corridor 34

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## View High Dr



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: VIEW HIGH DR**  
**Location: 34**

A study of vehicle traffic was conducted with the device having serial number 304894. The study was done in the COMBINED lane at VIEW HIGH DR in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 13,614 vehicles passed through the location with a peak volume of 351 on 09/25/2024 at [06:00 PM-06:15 PM] and a minimum volume of 0 on 09/25/2024 at [02:30 AM-02:45 AM]. The AADT count for this study was 13,614.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 45 - 50 MPH range or lower. The average speed for all classified vehicles was 47 MPH with 62.52% vehicles exceeding the posted speed of 45 MPH. 9.20% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 45MPH and the 85th percentile was 53.74 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	2	9	224	239	172	1008	3410	4101	3104	845	262	51	26	59

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 13266 which represents 98 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 176 which represents 1 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 71 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
13266	176	71	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [06:00 PM-06:15 PM] the average headway between vehicles was 2.557 seconds. During the slowest traffic period, on 09/25/2024 at [02:30 AM-02:45 AM] the average headway between vehicles was 900 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 109.00 degrees F.



# Corridor 35

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NW Barry Rd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: NW BARRY RD**  
**Location: 35**

A study of vehicle traffic was conducted with the device having serial number 304735. The study was done in the COMBINED lane at NW BARRY RD in KCMO, MO in CLAY county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 18,414 vehicles passed through the location with a peak volume of 635 on 09/25/2024 at [05:00 PM-05:15 PM] and a minimum volume of 2 on 09/25/2024 at [02:00 AM-02:15 AM]. The AADT count for this study was 18,414.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 42 MPH with 90.37% vehicles exceeding the posted speed of 35 MPH. 3.68% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 48.95 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
2	11	125	197	175	1252	4573	6335	3650	1307	404	126	49	34	60

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 17840 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 278 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 182 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

<	24	39	100											
to	to	to	to											
23	38	99	>											
17840	278	182	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 1.415 seconds. During the slowest traffic period, on 09/25/2024 at [02:00 AM-02:15 AM] the average headway between vehicles was 300 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 109.00 degrees F.



# Corridor 36

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## N Oak Trafficway



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: N OAK TRAFFICWAY**  
**Location: 36**

A study of vehicle traffic was conducted with the device having serial number 1649. The study was done in the COMBINED lane at N OAK TRAFFICWAY in KCMO, MO in CLAY county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 20,543 vehicles passed through the location with a peak volume of 633 on 09/25/2024 at [05:15 PM-05:30 PM] and a minimum volume of 6 on 09/25/2024 at [01:30 AM-01:45 AM]. The AADT count for this study was 20,543.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 43 MPH with 68.81% vehicles exceeding the posted speed of 40 MPH. 3.73% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 49.31 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	19	59	86	239	1203	4767	7141	4472	1687	464	171	56	28	43

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 19934 which represents 98 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 320 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 181 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
19934	320	181	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:15 PM-05:30 PM] the average headway between vehicles was 1.42 seconds. During the slowest traffic period, on 09/25/2024 at [01:30 AM-01:45 AM] the average headway between vehicles was 128.571 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 108.00 degrees F.



Corridor 37

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Armour Blvd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: ARMOUR BLVD**  
**Location: 37**

A study of vehicle traffic was conducted with the device having serial number 304486. The study was done in the COMBINED lane at ARMOUR BLVD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 3,995 vehicles passed through the location with a peak volume of 185 on 09/25/2024 at [04:15 PM-04:30 PM] and a minimum volume of 2 on 09/25/2024 at [02:00 AM-02:15 AM]. The AADT count for this study was 3,995.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 27 MPH with 25.73% vehicles exceeding the posted speed of 30 MPH. 0.71% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 33.29 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
53	129	359	1037	1340	640	227	76	28	12	8	4	3	7	6

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 3686 which represents 94 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 154 which represents 4 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 89 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
3686	154	89	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 4.839 seconds. During the slowest traffic period, on 09/25/2024 at [02:00 AM-02:15 AM] the average headway between vehicles was 300 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 64.00 and 115.00 degrees F.



# Corridor 38

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## Bannister Rd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: BANNISTER RD**  
**Location: 38**

A study of vehicle traffic was conducted with the device having serial number 1535. The study was done in the COMBINED lane at BANNISTER RD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 9,253 vehicles passed through the location with a peak volume of 315 on 09/25/2024 at [05:15 PM-05:30 PM] and a minimum volume of 4 on 09/25/2024 at [01:30 AM-01:45 AM]. The AADT count for this study was 9,253.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 41 MPH with 30.33% vehicles exceeding the posted speed of 45 MPH. 5.35% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 49.46 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
6	93	109	105	365	1160	2143	2376	1568	712	248	118	33	38	51

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 8701 which represents 95 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 263 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 161 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

<	24	39	100											
to	to	to	to											
23	38	99	>											
8701	263	161	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:15 PM-05:30 PM] the average headway between vehicles was 2.848 seconds. During the slowest traffic period, on 09/25/2024 at [01:30 AM-01:45 AM] the average headway between vehicles was 180 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 113.00 degrees F.



Corridor 39

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St John Ave



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: ST JOHN**  
**Location: 39**

A study of vehicle traffic was conducted with the device having serial number 304859. The study was done in the COMBINED lane at ST JOHN in KCMO, MO in JACKSON county. The study began on 10/02/2024 at 12:00 AM and concluded on 10/03/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 7,485 vehicles passed through the location with a peak volume of 176 on 10/02/2024 at [04:15 PM-04:30 PM] and a minimum volume of 4 on 10/02/2024 at [03:30 AM-03:45 AM]. The AADT count for this study was 7,485.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 37 MPH with 96.44% vehicles exceeding the posted speed of 25 MPH. 1.93% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 42.85 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
4	28	48	184	698	2129	2523	1205	360	93	48	25	30	6	34

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 7095 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 180 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 140 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
7095	180	140	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 10/02/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 5.085 seconds. During the slowest traffic period, on 10/02/2024 at [03:30 AM-03:45 AM] the average headway between vehicles was 180 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 57.00 and 106.00 degrees F.



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: ST JOHN AVE  
Location: 39**

A study of vehicle traffic was conducted with the device having serial number 1374. The study was done in the COMBINED lane at ST JOHN AVE in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 6,334 vehicles passed through the location with a peak volume of 135 on 09/25/2024 at [05:00 PM-05:15 PM] and a minimum volume of 3 on 09/25/2024 at [03:00 AM-03:15 AM]. The AADT count for this study was 6,334.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 36 MPH with 93.32% vehicles exceeding the posted speed of 25 MPH. 6.40% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 42.53 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
7	35	59	210	687	1530	1217	423	121	71	88	30	52	36	92

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4299 which represents 92 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 218 which represents 5 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 141 which represents 3 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
4299	218	141	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 6.618 seconds. During the slowest traffic period, on 09/25/2024 at [03:00 AM-03:15 AM] the average headway between vehicles was 225 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 111.00 degrees F.



Corridor 40

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NW Barry Rd



**KANSAS  
CITY**

**MH Corbin Traffic Analyzer Study  
 Computer Generated Summary Report  
 City: KCMO  
 Street: NW BARRY RD  
 Location: 40**

A study of vehicle traffic was conducted with the device having serial number 304779. The study was done in the COMBINED lane at NW BARRY RD in KCMO, MO in CLAY county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 18,942 vehicles passed through the location with a peak volume of 527 on 09/25/2024 at [05:00 PM-05:15 PM] and a minimum volume of 4 on 09/25/2024 at [02:00 AM-02:15 AM]. The AADT count for this study was 18,942.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 42 MPH with 26.04% vehicles exceeding the posted speed of 45 MPH. 3.66% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 48.37 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	12	8	31	208	1719	5690	6227	3075	1130	367	138	59	41	83

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 18357 which represents 98 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 303 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 128 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
18357	303	128	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 1.705 seconds. During the slowest traffic period, on 09/25/2024 at [02:00 AM-02:15 AM] the average headway between vehicles was 180 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 113.00 degrees F.



# Corridor 41

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## N Oak Trafficway



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: N OAK TRAFFICWAY**  
**Location: 41**

A study of vehicle traffic was conducted with the device having serial number 304871. The study was done in the COMBINED lane at N OAK TRAFFICWAY in KCMO, MO in CLAY county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 20,634 vehicles passed through the location with a peak volume of 554 on 09/25/2024 at [05:00 PM-05:15 PM] and a minimum volume of 4 on 09/25/2024 at [02:00 AM-02:15 AM]. The AADT count for this study was 20,634.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 40 MPH with 49.80% vehicles exceeding the posted speed of 40 MPH. 1.29% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 45.48 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
107	150	191	215	524	2605	6505	6893	2556	502	149	48	21	13	33

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 20023 which represents 98 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 276 which represents 1 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 213 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
20023	276	213	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 1.622 seconds. During the slowest traffic period, on 09/25/2024 at [02:00 AM-02:15 AM] the average headway between vehicles was 180 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 113.00 degrees F.



Corridor 42

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E Winner Rd



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: E WINNER RD  
Location: 42**

A study of vehicle traffic was conducted with the device having serial number 304796. The study was done in the COMBINED lane at E WINNER RD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 20,401 vehicles passed through the location with a peak volume of 487 on 09/25/2024 at [03:30 PM-03:45 PM] and a minimum volume of 22 on 09/25/2024 at [03:00 AM-03:15 AM]. The AADT count for this study was 20,401.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 40 MPH with 80.40% vehicles exceeding the posted speed of 35 MPH. 2.12% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 46.53 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
6	13	25	111	694	3127	6826	5678	2487	887	231	87	44	23	44

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 19184 which represents 95 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 629 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 470 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
19184	629	470	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [03:30 PM-03:45 PM] the average headway between vehicles was 1.844 seconds. During the slowest traffic period, on 09/25/2024 at [03:00 AM-03:15 AM] the average headway between vehicles was 39.13 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 106.00 degrees F.



# Corridor 43

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## Blue Ridge Cutoff



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: BLUE RIDGE CUTOFF**  
**Location: 43**

A study of vehicle traffic was conducted with the device having serial number 304861. The study was done in the COMBINED lane at BLUE RIDGE CUTOFF in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 18,212 vehicles passed through the location with a peak volume of 526 on 09/25/2024 at [04:30 PM-04:45 PM] and a minimum volume of 14 on 09/25/2024 at [02:45 AM-03:00 AM]. The AADT count for this study was 18,212.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 45 - 50 MPH range or lower. The average speed for all classified vehicles was 49 MPH with 67.93% vehicles exceeding the posted speed of 45 MPH. 26.00% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 45MPH and the 85th percentile was 59.29 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
2	18	67	147	174	540	1657	3163	4025	3518	2306	1228	619	208	316

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 16987 which represents 94 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 685 which represents 4 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 316 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

<	24	39	100											
to	to	to	to											
23	38	99	>											
16987	685	316	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:30 PM-04:45 PM] the average headway between vehicles was 1.708 seconds. During the slowest traffic period, on 09/25/2024 at [02:45 AM-03:00 AM] the average headway between vehicles was 60 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 117.00 degrees F.



Corridor 44

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Troost Ave



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: TROOST AVE**  
**Location: 44**

A study of vehicle traffic was conducted with the device having serial number 304924. The study was done in the COMBINED lane at TROOST AVE in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 16,951 vehicles passed through the location with a peak volume of 472 on 09/25/2024 at [04:30 PM-04:45 PM] and a minimum volume of 4 on 09/25/2024 at [03:30 AM-03:45 AM]. The AADT count for this study was 16,951.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 41 MPH with 79.36% vehicles exceeding the posted speed of 35 MPH. 4.79% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 48.53 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
3	15	25	197	630	2581	4982	4175	2270	1039	408	171	77	56	88

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 16101 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 331 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 285 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
16101	331	285	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:30 PM-04:45 PM] the average headway between vehicles was 1.903 seconds. During the slowest traffic period, on 09/25/2024 at [03:30 AM-03:45 AM] the average headway between vehicles was 180 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 111.00 degrees F.



Corridor 45

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Wornall Rd



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO**

**Street: WORNALL RD**

**Location: 45**

A study of vehicle traffic was conducted with the device having serial number 304882. The study was done in the COMBINED lane at WORNALL RD in KCMO, MO in JACKSON county. The study began on 09/26/2024 at 12:00 AM and concluded on 09/27/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 16,461 vehicles passed through the location with a peak volume of 385 on 09/26/2024 at [05:00 PM-05:15 PM] and a minimum volume of 6 on 09/26/2024 at [03:00 AM-03:15 AM]. The AADT count for this study was 16,461.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 39 MPH with 75.94% vehicles exceeding the posted speed of 35 MPH. 1.93% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 44.74 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
8	37	80	267	780	2765	5768	4433	1508	400	147	73	26	18	51

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 15699 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 463 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 199 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
15699	463	199	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/26/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 2.332 seconds. During the slowest traffic period, on 09/26/2024 at [03:00 AM-03:15 AM] the average headway between vehicles was 128.571 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 115.00 degrees F.



Corridor 46

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Prospect Ave



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: PROSPECT AVE**  
**Location: 46**

A study of vehicle traffic was conducted with the device having serial number 301580. The study was done in the COMBINED lane at PROSPECT AVE in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 7,438 vehicles passed through the location with a peak volume of 250 on 09/25/2024 at [04:15 PM-04:30 PM] and a minimum volume of 6 on 09/25/2024 at [04:15 AM-04:30 AM]. The AADT count for this study was 7,438.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 31 MPH with 25.69% vehicles exceeding the posted speed of 35 MPH. 2.49% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 38.70 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
88	225	463	976	1724	1903	1045	395	162	78	48	36	31	22	43

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 6624 which represents 92 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 380 which represents 5 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 235 which represents 3 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
6624	380	235	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 3.586 seconds. During the slowest traffic period, on 09/25/2024 at [04:15 AM-04:30 AM] the average headway between vehicles was 128.571 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 115.00 degrees F.



Corridor 47

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Troost Ave



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: TROOST AVE  
Location: 47**

A study of vehicle traffic was conducted with the device having serial number 304906. The study was done in the COMBINED lane at TROOST AVE in KCMO, MO in JACKSON county. The study began on 10/02/2024 at 12:00 AM and concluded on 10/03/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 13,240 vehicles passed through the location with a peak volume of 316 on 10/02/2024 at [04:45 PM-05:00 PM] and a minimum volume of 3 on 10/02/2024 at [02:15 AM-02:30 AM]. The AADT count for this study was 13,240.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 40.93% vehicles exceeding the posted speed of 35 MPH. 1.54% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 41.69 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
58	103	226	1080	2537	3769	2908	1487	565	222	85	42	24	19	33

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 12570 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 288 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 300 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
12570	288	300	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 10/02/2024 at [04:45 PM-05:00 PM] the average headway between vehicles was 2.839 seconds. During the slowest traffic period, on 10/02/2024 at [02:15 AM-02:30 AM] the average headway between vehicles was 225 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 109.00 degrees F.



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: TROOST AVE  
Location: 47**

A study of vehicle traffic was conducted with the device having serial number 304102. The study was done in the COMBINED lane at TROOST AVE in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 13,489 vehicles passed through the location with a peak volume of 370 on 09/25/2024 at [04:30 PM-04:45 PM] and a minimum volume of 2 on 09/25/2024 at [02:45 AM-03:00 AM]. The AADT count for this study was 13,489.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 41.35% vehicles exceeding the posted speed of 35 MPH. 1.03% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 41.20 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
73	149	290	934	2421	3972	3163	1489	551	185	64	30	15	8	21

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 12835 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 222 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 308 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
12835	222	308	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:30 PM-04:45 PM] the average headway between vehicles was 2.426 seconds. During the slowest traffic period, on 09/25/2024 at [02:45 AM-03:00 AM] the average headway between vehicles was 300 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 117.00 degrees F.



Corridor 49

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Independence Ave



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: INDEPENDENCE AVE**  
**Location: 49**

A study of vehicle traffic was conducted with the device having serial number 1472. The study was done in the COMBINED lane at INDEPENDENCE AVE in KCMO, MO in JACKSON county. The study began on 10/02/2024 at 12:00 AM and concluded on 10/03/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 19,944 vehicles passed through the location with a peak volume of 385 on 10/02/2024 at [04:15 PM-04:30 PM] and a minimum volume of 25 on 10/02/2024 at [03:45 AM-04:00 AM]. The AADT count for this study was 19,944.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 15.65% vehicles exceeding the posted speed of 40 MPH. 1.63% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 40.34 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
21	94	278	1483	4462	6048	4102	1878	627	237	109	65	40	22	82

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 18772 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 511 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 265 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
18772	511	265	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 10/02/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 2.332 seconds. During the slowest traffic period, on 10/02/2024 at [03:45 AM-04:00 AM] the average headway between vehicles was 34.615 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 57.00 and 109.00 degrees F.



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: INDEPENDENCE AVE**  
**Location: 49**

A study of vehicle traffic was conducted with the device having serial number 304195. The study was done in the COMBINED lane at INDEPENDENCE AVE in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 15,832 vehicles passed through the location with a peak volume of 302 on 09/25/2024 at [03:30 PM-03:45 PM] and a minimum volume of 20 on 09/25/2024 at [03:45 AM-04:00 AM]. The AADT count for this study was 15,832.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 16.82% vehicles exceeding the posted speed of 40 MPH. 1.76% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 40.89 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
31	104	259	894	2903	4869	3917	1600	547	203	112	64	37	18	44

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 14958 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 416 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 228 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
14958	416	228	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [03:30 PM-03:45 PM] the average headway between vehicles was 2.97 seconds. During the slowest traffic period, on 09/25/2024 at [03:45 AM-04:00 AM] the average headway between vehicles was 42.857 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 109.00 degrees F.



Corridor 50

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Troost Ave



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: TROOST AVE  
Location: 50**

A study of vehicle traffic was conducted with the device having serial number 1567. The study was done in the COMBINED lane at TROOST AVE in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 15,414 vehicles passed through the location with a peak volume of 422 on 09/25/2024 at [04:45 PM-05:00 PM] and a minimum volume of 4 on 09/25/2024 at [03:30 AM-03:45 AM]. The AADT count for this study was 15,414.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 40 MPH with 80.42% vehicles exceeding the posted speed of 35 MPH. 1.94% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 45.29 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	17	22	144	500	2308	5563	4338	1573	515	156	77	26	18	19

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 14825 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 266 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 185 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
14825	266	185	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:45 PM-05:00 PM] the average headway between vehicles was 2.128 seconds. During the slowest traffic period, on 09/25/2024 at [03:30 AM-03:45 AM] the average headway between vehicles was 180 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 111.00 degrees F.



# Corridor 51

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## Meyer Blvd



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO**

**Street: MEYER BLVD**

**Location: 51**

A study of vehicle traffic was conducted with the device having serial number 304865. The study was done in the COMBINED lane at MEYER BLVD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 11,663 vehicles passed through the location with a peak volume of 307 on 09/25/2024 at [04:30 PM-04:45 PM] and a minimum volume of 1 on 09/25/2024 at [03:30 AM-03:45 AM]. The AADT count for this study was 11,663.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 32 MPH with 29.64% vehicles exceeding the posted speed of 35 MPH. 4.60% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 40.90 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
56	187	650	1790	2762	2302	1477	741	336	203	137	88	73	50	158

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 10290 which represents 93 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 494 which represents 4 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 226 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
10290	494	226	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:30 PM-04:45 PM] the average headway between vehicles was 2.922 seconds. During the slowest traffic period, on 09/25/2024 at [03:30 AM-03:45 AM] the average headway between vehicles was 450 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 104.00 degrees F.



# Corridor 52

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E 18th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: E 18TH ST  
Location: 52**

A study of vehicle traffic was conducted with the device having serial number 403871. The study was done in the COMBINED lane at E 18TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 2,798 vehicles passed through the location with a peak volume of 78 on 09/25/2024 at [04:00 PM-04:15 PM] and a minimum volume of 0 on 09/25/2024 at [02:00 AM-02:15 AM]. The AADT count for this study was 2,798.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 32 MPH with 27.21% vehicles exceeding the posted speed of 35 MPH. 0.61% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 38.14 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
3	1	34	156	732	1099	539	148	41	12	8	5	2	0	2

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2412 which represents 87 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 173 which represents 6 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 197 which represents 7 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
2412	173	197	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:00 PM-04:15 PM] the average headway between vehicles was 11.392 seconds. During the slowest traffic period, on 09/25/2024 at [02:00 AM-02:15 AM] the average headway between vehicles was 900 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 120.00 degrees F.



Corridor 53

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Armour Blvd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: ARMOUR BLVD**  
**Location: 53**

A study of vehicle traffic was conducted with the device having serial number 304216. The study was done in the COMBINED lane at ARMOUR BLVD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5,781 vehicles passed through the location with a peak volume of 204 on 09/25/2024 at [04:15 PM-04:30 PM] and a minimum volume of 2 on 09/25/2024 at [03:30 AM-03:45 AM]. The AADT count for this study was 5,781.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 33 MPH with 71.61% vehicles exceeding the posted speed of 30 MPH. 0.50% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 39.50 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
13	45	98	328	1148	2024	1367	523	143	31	8	5	7	2	7

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 5469 which represents 95 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 141 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 139 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

<	24	39	100											
to	to	to	to											
23	38	99	>											
5469	141	139	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 4.39 seconds. During the slowest traffic period, on 09/25/2024 at [03:30 AM-03:45 AM] the average headway between vehicles was 300 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 64.00 and 81.00 degrees F.



# Corridor 54

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E 12th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: E 12TH ST  
Location: 54**

A study of vehicle traffic was conducted with the device having serial number 304740. The study was done in the COMBINED lane at E 12TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4,645 vehicles passed through the location with a peak volume of 128 on 09/25/2024 at [04:00 PM-04:15 PM] and a minimum volume of 0 on 09/25/2024 at [03:30 AM-03:45 AM]. The AADT count for this study was 4,645.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 28 MPH with 8.94% vehicles exceeding the posted speed of 35 MPH. 0.66% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 33.60 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
8	60	353	977	1761	985	264	79	25	9	10	5	4	5	6

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4189 which represents 92 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 198 which represents 4 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 164 which represents 4 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
4189	198	164	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:00 PM-04:15 PM] the average headway between vehicles was 6.977 seconds. During the slowest traffic period, on 09/25/2024 at [03:30 AM-03:45 AM] the average headway between vehicles was 900 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 117.00 degrees F.



Corridor 55

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N Oak Trafficway



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: N OAK TRAFFICWAY**  
**Location: 55**

A study of vehicle traffic was conducted with the device having serial number 304564. The study was done in the COMBINED lane at N OAK TRAFFICWAY in KCMO, MO in CLAY county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 16,468 vehicles passed through the location with a peak volume of 432 on 09/25/2024 at [05:15 PM-05:30 PM] and a minimum volume of 6 on 09/25/2024 at [01:45 AM-02:00 AM]. The AADT count for this study was 16,468.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 35 MPH with 20.37% vehicles exceeding the posted speed of 40 MPH. 0.93% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 41.89 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
4	66	273	604	2105	4844	5126	2326	667	186	65	25	18	9	35

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 15853 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 332 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 168 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
15853	332	168	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:15 PM-05:30 PM] the average headway between vehicles was 2.079 seconds. During the slowest traffic period, on 09/25/2024 at [01:45 AM-02:00 AM] the average headway between vehicles was 128.571 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 113.00 degrees F.



Corridor 56

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Blue Ridge Blvd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: BLUE RIDGE BLVD**  
**Location: 56**

A study of vehicle traffic was conducted with the device having serial number 301570. The study was done in the COMBINED lane at BLUE RIDGE BLVD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4,877 vehicles passed through the location with a peak volume of 181 on 09/25/2024 at [04:30 PM-04:45 PM] and a minimum volume of 2 on 09/25/2024 at [01:30 AM-01:45 AM]. The AADT count for this study was 4,877.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 39 MPH with 74.47% vehicles exceeding the posted speed of 35 MPH. 2.15% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 44.92 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
0	12	49	91	230	853	1664	1232	452	150	51	19	12	9	13

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4574 which represents 95 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 180 which represents 4 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 83 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

<	24	39	100											
to	to	to	to											
23	38	99	>											
4574	180	83	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:30 PM-04:45 PM] the average headway between vehicles was 4.945 seconds. During the slowest traffic period, on 09/25/2024 at [01:30 AM-01:45 AM] the average headway between vehicles was 300 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 111.00 degrees F.



Corridor 57

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Southwest Blvd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: SOUTHWEST BLVD**  
**Location: 57**

A study of vehicle traffic was conducted with the device having serial number 304754. The study was done in the COMBINED lane at SOUTHWEST BLVD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,208 vehicles passed through the location with a peak volume of 275 on 09/25/2024 at [04:30 PM-04:45 PM] and a minimum volume of 1 on 09/25/2024 at [03:30 AM-03:45 AM]. The AADT count for this study was 8,208.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 27 MPH with 8.42% vehicles exceeding the posted speed of 35 MPH. 0.78% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 33.36 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
33	180	636	2307	2620	1617	426	121	48	22	8	10	15	7	23

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 7648 which represents 95 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 277 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 148 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
7648	277	148	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:30 PM-04:45 PM] the average headway between vehicles was 3.261 seconds. During the slowest traffic period, on 09/25/2024 at [03:30 AM-03:45 AM] the average headway between vehicles was 450 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 117.00 degrees F.



# Corridor 58

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## NE Parvin Rd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: NE PARVIN RD**  
**Location: 58**

A study of vehicle traffic was conducted with the device having serial number 1608. The study was done in the COMBINED lane at NE PARVIN RD in KCMO, MO in CLAY county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,032 vehicles passed through the location with a peak volume of 199 on 09/25/2024 at [03:30 PM-03:45 PM] and a minimum volume of 6 on 09/25/2024 at [01:15 AM-01:30 AM]. The AADT count for this study was 8,032.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 45 - 50 MPH range or lower. The average speed for all classified vehicles was 48 MPH with 89.03% vehicles exceeding the posted speed of 40 MPH. 15.23% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 45MPH and the 85th percentile was 55.15 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	7	7	6	26	152	663	2056	2448	1294	593	279	124	79	122

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 7540 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 238 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 79 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
7540	238	79	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [03:30 PM-03:45 PM] the average headway between vehicles was 4.5 seconds. During the slowest traffic period, on 09/25/2024 at [01:15 AM-01:30 AM] the average headway between vehicles was 128.571 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 115.00 degrees F.



# Corridor 59

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29th St



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: 29TH ST**  
**Location: 59**

A study of vehicle traffic was conducted with the device having serial number 304868. The study was done in the COMBINED lane at 29TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 2,776 vehicles passed through the location with a peak volume of 110 on 09/25/2024 at [04:15 PM-04:30 PM] and a minimum volume of 2 on 09/25/2024 at [02:15 AM-02:30 AM]. The AADT count for this study was 2,776.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 33 MPH with 67.45% vehicles exceeding the posted speed of 30 MPH. 1.05% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 38.21 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1	9	40	161	688	1104	535	142	40	13	12	6	0	3	8

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2609 which represents 94 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 94 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 59 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
2609	94	59	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 8.108 seconds. During the slowest traffic period, on 09/25/2024 at [02:15 AM-02:30 AM] the average headway between vehicles was 300 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 109.00 degrees F.



# Corridor 60

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63rd St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: 63RD ST  
Location: 60**

A study of vehicle traffic was conducted with the device having serial number 304852. The study was done in the COMBINED lane at 63RD ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 13,872 vehicles passed through the location with a peak volume of 387 on 09/25/2024 at [05:00 PM-05:15 PM] and a minimum volume of 4 on 09/25/2024 at [02:00 AM-02:15 AM]. The AADT count for this study was 13,872.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 39 MPH with 72.81% vehicles exceeding the posted speed of 35 MPH. 3.21% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 47.03 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
7	39	59	131	709	2804	4132	3166	1651	647	233	100	44	27	38

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 13298 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 338 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 151 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

<	24	39	100											
to	to	to	to											
23	38	99	>											
13298	338	151	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 2.32 seconds. During the slowest traffic period, on 09/25/2024 at [02:00 AM-02:15 AM] the average headway between vehicles was 180 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 115.00 degrees F.



# Corridor 61

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85th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: 85TH ST  
Location: 61**

A study of vehicle traffic was conducted with the device having serial number 304901. The study was done in the COMBINED lane at 85TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 9,828 vehicles passed through the location with a peak volume of 225 on 09/25/2024 at [05:00 PM-05:15 PM] and a minimum volume of 4 on 09/25/2024 at [02:30 AM-02:45 AM]. The AADT count for this study was 9,828.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 33 MPH with 90.13% vehicles exceeding the posted speed of 25 MPH. 0.71% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 39.64 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
26	85	220	635	1779	3335	2411	930	236	58	30	13	9	6	11

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 9148 which represents 93 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 469 which represents 5 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 167 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
9148	469	167	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 3.982 seconds. During the slowest traffic period, on 09/25/2024 at [02:30 AM-02:45 AM] the average headway between vehicles was 180 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 111.00 degrees F.



Corridor 62

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Linwood Blvd



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: LINWOOD BLVD  
Location: 62**

A study of vehicle traffic was conducted with the device having serial number 403725. The study was done in the COMBINED lane at LINWOOD BLVD in KCMO, MO in JACKSON county. The study began on 09/26/2024 at 12:00 AM and concluded on 09/27/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 15,087 vehicles passed through the location with a peak volume of 364 on 09/26/2024 at [04:15 PM-04:30 PM] and a minimum volume of 6 on 09/26/2024 at [03:00 AM-03:15 AM]. The AADT count for this study was 15,087.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 36 MPH with 48.93% vehicles exceeding the posted speed of 35 MPH. 1.29% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 42.38 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
14	48	141	435	1981	5037	4116	2039	739	248	80	48	27	13	26

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 14602 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 239 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 151 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
14602	239	151	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/26/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 2.466 seconds. During the slowest traffic period, on 09/26/2024 at [03:00 AM-03:15 AM] the average headway between vehicles was 128.571 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 64.00 and 115.00 degrees F.



Corridor 63

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Linwood Blvd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: LINWOOD BLVD**  
**Location: 63**

A study of vehicle traffic was conducted with the device having serial number 304858. The study was done in the COMBINED lane at LINWOOD BLVD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,685 vehicles passed through the location with a peak volume of 258 on 09/25/2024 at [04:30 PM-04:45 PM] and a minimum volume of 5 on 09/25/2024 at [02:45 AM-03:00 AM]. The AADT count for this study was 8,685.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 35 MPH with 47.28% vehicles exceeding the posted speed of 35 MPH. 2.04% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 41.67 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	22	60	250	1221	2969	2442	974	333	131	62	27	23	21	42

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 8164 which represents 95 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 282 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 131 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
8164	282	131	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:30 PM-04:45 PM] the average headway between vehicles was 3.475 seconds. During the slowest traffic period, on 09/25/2024 at [02:45 AM-03:00 AM] the average headway between vehicles was 150 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 122.00 degrees F.



Corridor 64

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Benton Blvd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: BENTON BLVD**  
**Location: 64**

A study of vehicle traffic was conducted with the device having serial number 304857. The study was done in the COMBINED lane at BENTON BLVD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 11,721 vehicles passed through the location with a peak volume of 252 on 09/25/2024 at [03:45 PM-04:00 PM] and a minimum volume of 7 on 09/25/2024 at [02:00 AM-02:15 AM]. The AADT count for this study was 11,721.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 29 MPH with 10.33% vehicles exceeding the posted speed of 35 MPH. 0.62% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 34.21 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
88	174	442	1621	4673	3423	818	199	68	43	18	17	15	2	20

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 11252 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 271 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 98 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
11252	271	98	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [03:45 PM-04:00 PM] the average headway between vehicles was 3.557 seconds. During the slowest traffic period, on 09/25/2024 at [02:00 AM-02:15 AM] the average headway between vehicles was 112.5 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 111.00 degrees F.



# Corridor 65

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NE 48th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: NE 48TH ST  
Location: 65**

A study of vehicle traffic was conducted with the device having serial number 304784. The study was done in the COMBINED lane at NE 48TH ST in KCMO, MO in CLAY county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,406 vehicles passed through the location with a peak volume of 255 on 09/25/2024 at [07:30 AM-07:45 AM] and a minimum volume of 3 on 09/25/2024 at [02:45 AM-03:00 AM]. The AADT count for this study was 8,406.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 45 - 50 MPH range or lower. The average speed for all classified vehicles was 47 MPH with 88.30% vehicles exceeding the posted speed of 40 MPH. 11.53% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 45MPH and the 85th percentile was 54.12 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
2	4	7	15	35	121	759	2081	2512	1592	558	230	71	35	35

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 7752 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 180 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 125 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
7752	180	125	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [07:30 AM-07:45 AM] the average headway between vehicles was 3.516 seconds. During the slowest traffic period, on 09/25/2024 at [02:45 AM-03:00 AM] the average headway between vehicles was 225 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 57.00 and 115.00 degrees F.



# Corridor 66

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59th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: 59TH ST  
Location: 66**

A study of vehicle traffic was conducted with the device having serial number 304935. The study was done in the COMBINED lane at 59TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5,134 vehicles passed through the location with a peak volume of 130 on 09/25/2024 at [04:15 PM-04:30 PM] and a minimum volume of 1 on 09/25/2024 at [03:45 AM-04:00 AM]. The AADT count for this study was 5,134.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 39.28% vehicles exceeding the posted speed of 35 MPH. 1.62% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 39.85 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
8	15	39	259	1000	1758	1268	467	130	45	29	15	12	7	19

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4867 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 140 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 64 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
4867	140	64	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 6.87 seconds. During the slowest traffic period, on 09/25/2024 at [03:45 AM-04:00 AM] the average headway between vehicles was 450 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 113.00 degrees F.



# Corridor 67

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55th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: 55TH ST  
Location: 67**

A study of vehicle traffic was conducted with the device having serial number 304487. The study was done in the COMBINED lane at 55TH ST in KCMO, MO in JACKSON county. The study began on 10/02/2024 at 12:00 AM and concluded on 10/03/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5,725 vehicles passed through the location with a peak volume of 123 on 10/02/2024 at [05:30 PM-05:45 PM] and a minimum volume of 1 on 10/02/2024 at [03:00 AM-03:15 AM]. The AADT count for this study was 5,725.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 20 - 25 MPH range or lower. The average speed for all classified vehicles was 22 MPH with 4.05% vehicles exceeding the posted speed of 35 MPH. 0.83% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 20MPH and the 85th percentile was 29.17 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
143	661	1354	1503	1277	399	111	34	18	16	6	10	7	4	19

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 5201 which represents 94 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 227 which represents 4 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 134 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
5201	227	134	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 10/02/2024 at [05:30 PM-05:45 PM] the average headway between vehicles was 7.258 seconds. During the slowest traffic period, on 10/02/2024 at [03:00 AM-03:15 AM] the average headway between vehicles was 450 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 111.00 degrees F.



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: 55TH ST  
Location: 67**

A study of vehicle traffic was conducted with the device having serial number 304815. The study was done in the COMBINED lane at 55TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5,474 vehicles passed through the location with a peak volume of 150 on 09/25/2024 at [04:15 PM-04:30 PM] and a minimum volume of 3 on 09/25/2024 at [04:00 AM-04:15 AM]. The AADT count for this study was 5,474.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 20 - 25 MPH range or lower. The average speed for all classified vehicles was 24 MPH with 6.40% vehicles exceeding the posted speed of 35 MPH. 1.76% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 20MPH and the 85th percentile was 30.08 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
101	402	859	1195	915	358	102	45	30	13	15	13	9	5	30

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 3784 which represents 92 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 188 which represents 5 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 120 which represents 3 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
3784	188	120	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [04:15 PM-04:30 PM] the average headway between vehicles was 5.96 seconds. During the slowest traffic period, on 09/25/2024 at [04:00 AM-04:15 AM] the average headway between vehicles was 225 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 117.00 degrees F.



# Corridor 68

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E 17th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: E 17TH ST  
Location: 68**

A study of vehicle traffic was conducted with the device having serial number 1443. The study was done in the COMBINED lane at E 17TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 1,109 vehicles passed through the location with a peak volume of 47 on 09/25/2024 at [03:15 PM-03:30 PM] and a minimum volume of 0 on 09/25/2024 at [12:00 AM-12:15 AM]. The AADT count for this study was 1,109.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 28 MPH with 69.05% vehicles exceeding the posted speed of 25 MPH. 0.09% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 33.45 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
2	1	30	309	416	262	64	15	4	1	0	0	1	0	0

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1055 which represents 95 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 29 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 21 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
1055	29	21	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [03:15 PM-03:30 PM] the average headway between vehicles was 18.75 seconds. During the slowest traffic period, on 09/25/2024 at [12:00 AM-12:15 AM] the average headway between vehicles was 900 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 104.00 degrees F.



# Corridor 69

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## Holmes Rd



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO**

**Street: HOLMES RD**

**Location: 69**

A study of vehicle traffic was conducted with the device having serial number 304892. The study was done in the COMBINED lane at HOLMES RD in KCMO, MO in JACKSON county. The study began on 09/26/2024 at 12:00 AM and concluded on 09/27/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 20,027 vehicles passed through the location with a peak volume of 539 on 09/26/2024 at [05:15 PM-05:30 PM] and a minimum volume of 7 on 09/26/2024 at [03:00 AM-03:15 AM]. The AADT count for this study was 20,027.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 41 MPH with 55.82% vehicles exceeding the posted speed of 40 MPH. 2.14% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 47.51 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
2	25	125	236	393	1975	6048	6531	3192	974	236	83	42	23	42

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 19361 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 380 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 186 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
19361	380	186	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/26/2024 at [05:15 PM-05:30 PM] the average headway between vehicles was 1.667 seconds. During the slowest traffic period, on 09/26/2024 at [03:00 AM-03:15 AM] the average headway between vehicles was 112.5 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 115.00 degrees F.



Corridor 70

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Blue Ridge Blvd



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: BLUE RIDGE BLVD**  
**Location: 70**

A study of vehicle traffic was conducted with the device having serial number 1550. The study was done in the COMBINED lane at BLUE RIDGE BLVD in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 10,387 vehicles passed through the location with a peak volume of 271 on 09/25/2024 at [05:00 PM-05:15 PM] and a minimum volume of 7 on 09/25/2024 at [04:15 AM-04:30 AM]. The AADT count for this study was 10,387.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 45 - 50 MPH range or lower. The average speed for all classified vehicles was 49 MPH with 70.19% vehicles exceeding the posted speed of 45 MPH. 20.93% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 45MPH and the 85th percentile was 57.66 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	3	5	18	33	149	737	2104	2882	2156	1138	520	257	91	135

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 9854 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 282 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 92 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
9854	282	92	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 3.309 seconds. During the slowest traffic period, on 09/25/2024 at [04:15 AM-04:30 AM] the average headway between vehicles was 112.5 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 109.00 degrees F.



Corridor 71

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Troost Ave



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: TROOST AVE**  
**Location: 71**

A study of vehicle traffic was conducted with the device having serial number 1525. The study was done in the COMBINED lane at TROOST AVE in KCMO, MO in JACKSON county. The study began on 10/02/2024 at 12:00 AM and concluded on 10/03/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,529 vehicles passed through the location with a peak volume of 205 on 10/02/2024 at [04:30 PM-04:45 PM] and a minimum volume of 2 on 10/02/2024 at [02:45 AM-03:00 AM]. The AADT count for this study was 8,529.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 35 MPH with 42.05% vehicles exceeding the posted speed of 35 MPH. 0.45% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 39.18 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	2	10	87	996	3830	2748	645	121	22	9	7	6	5	11

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 8211 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 248 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 40 which represents 0 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
8211	248	40	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 10/02/2024 at [04:30 PM-04:45 PM] the average headway between vehicles was 4.369 seconds. During the slowest traffic period, on 10/02/2024 at [02:45 AM-03:00 AM] the average headway between vehicles was 300 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 57.00 and 108.00 degrees F.



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: TROOST AVE  
Location: 71**

A study of vehicle traffic was conducted with the device having serial number 304883. The study was done in the COMBINED lane at TROOST AVE in KCMO, MO in JACKSON county. The study began on 09/26/2024 at 12:00 AM and concluded on 09/27/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,999 vehicles passed through the location with a peak volume of 207 on 09/26/2024 at [05:00 PM-05:15 PM] and a minimum volume of 1 on 09/26/2024 at [03:00 AM-03:15 AM]. The AADT count for this study was 8,999.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 41 MPH with 85.61% vehicles exceeding the posted speed of 35 MPH. 3.26% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 47.58 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	6	10	61	215	927	2628	2738	1194	417	168	52	21	17	18

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 8103 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 188 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 181 which represents 2 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
8103	188	181	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/26/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 4.327 seconds. During the slowest traffic period, on 09/26/2024 at [03:00 AM-03:15 AM] the average headway between vehicles was 450 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 63.00 and 124.00 degrees F.



# Corridor 72

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87th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO  
Street: 87TH ST  
Location: 72**

A study of vehicle traffic was conducted with the device having serial number 302135. The study was done in the COMBINED lane at 87TH ST in KCMO, MO in JACKSON county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 7,280 vehicles passed through the location with a peak volume of 175 on 09/25/2024 at [05:15 PM-05:30 PM] and a minimum volume of 3 on 09/25/2024 at [01:45 AM-02:00 AM]. The AADT count for this study was 7,280.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 40 MPH with 20.33% vehicles exceeding the posted speed of 45 MPH. 3.27% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 47.08 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
2	11	15	118	343	853	2162	2254	922	311	110	46	28	20	32

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 6958 which represents 96 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 220 which represents 3 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 49 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
6958	220	49	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:15 PM-05:30 PM] the average headway between vehicles was 5.114 seconds. During the slowest traffic period, on 09/25/2024 at [01:45 AM-02:00 AM] the average headway between vehicles was 225 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 111.00 degrees F.



# Corridor 73

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## N Oak Trafficway



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: OAK TRAFFICWAY**  
**Location: 73**

A study of vehicle traffic was conducted with the device having serial number 304298. The study was done in the COMBINED lane at OAK TRAFFICWAY in KCMO, MO in JACKSON county. The study began on 10/02/2024 at 12:00 AM and concluded on 10/03/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5,846 vehicles passed through the location with a peak volume of 147 on 10/02/2024 at [05:00 PM-05:15 PM] and a minimum volume of 1 on 10/02/2024 at [02:00 AM-02:15 AM]. The AADT count for this study was 5,846.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 35 MPH with 21.18% vehicles exceeding the posted speed of 40 MPH. 1.00% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 42.08 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
4	7	24	197	1120	1882	1333	857	246	66	29	7	6	4	12

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 5597 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 122 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 75 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
5597	122	75	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 10/02/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 6.081 seconds. During the slowest traffic period, on 10/02/2024 at [02:00 AM-02:15 AM] the average headway between vehicles was 450 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 57.00 and 108.00 degrees F.



**MH Corbin Traffic Analyzer Study  
 Computer Generated Summary Report  
 City: KCMO  
 Street: N OAK TRAFFICWAY  
 Location: 73**

A study of vehicle traffic was conducted with the device having serial number 303165. The study was done in the COMBINED lane at N OAK TRAFFICWAY in KCMO, MO in CLAY county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5,020 vehicles passed through the location with a peak volume of 147 on 09/25/2024 at [05:15 PM-05:30 PM] and a minimum volume of 0 on 09/25/2024 at [02:00 AM-02:15 AM]. The AADT count for this study was 5,020.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 36 MPH with 20.73% vehicles exceeding the posted speed of 40 MPH. 0.42% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 41.75 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
5	8	68	94	427	1581	1772	816	173	24	6	4	5	2	4

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4836 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 109 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 44 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
4836	109	44	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:15 PM-05:30 PM] the average headway between vehicles was 6.081 seconds. During the slowest traffic period, on 09/25/2024 at [02:00 AM-02:15 AM] the average headway between vehicles was 900 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 61.00 and 113.00 degrees F.



Corridor 74

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NW 68th St



**MH Corbin Traffic Analyzer Study  
Computer Generated Summary Report**

**City: KCMO**

**Street: NW 68TH ST**

**Location: 74**

A study of vehicle traffic was conducted with the device having serial number 301571. The study was done in the COMBINED lane at NW 68TH ST in KCMO, MO in CLAY county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 13,350 vehicles passed through the location with a peak volume of 379 on 09/25/2024 at [05:00 PM-05:15 PM] and a minimum volume of 4 on 09/25/2024 at [01:45 AM-02:00 AM]. The AADT count for this study was 13,350.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 45 - 50 MPH range or lower. The average speed for all classified vehicles was 47 MPH with 56.20% vehicles exceeding the posted speed of 45 MPH. 12.72% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 45MPH and the 85th percentile was 54.33 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	6	4	18	82	492	1990	3230	3507	2272	1132	342	119	46	51

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 12956 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 226 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 109 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

< to 23	24 to 38	39 to 99	100 to >											
12956	226	109	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [05:00 PM-05:15 PM] the average headway between vehicles was 2.368 seconds. During the slowest traffic period, on 09/25/2024 at [01:45 AM-02:00 AM] the average headway between vehicles was 180 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 57.00 and 111.00 degrees F.



Corridor 75

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N Brighton Ave



**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**  
**City: KCMO**  
**Street: N BRIGHTON AVE**  
**Location: 75**

A study of vehicle traffic was conducted with the device having serial number 1468. The study was done in the COMBINED lane at N BRIGHTON AVE in KCMO, MO in CLAY county. The study began on 09/25/2024 at 12:00 AM and concluded on 09/26/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 16,391 vehicles passed through the location with a peak volume of 386 on 09/25/2024 at [03:45 PM-04:00 PM] and a minimum volume of 8 on 09/25/2024 at [02:45 AM-03:00 AM]. The AADT count for this study was 16,391.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 35 MPH with 17.46% vehicles exceeding the posted speed of 40 MPH. 0.59% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 40.92 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
28	68	208	316	1325	5503	5996	2183	459	106	34	20	19	5	18

CHART 1

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 15820 which represents 97 percent of the total classified vehicles. The number of Single Unit Vehicles in the study was 308 which represents 2 percent of the total classified vehicles. The number of Multi Unit Vehicles in the study was 160 which represents 1 percent of the total classified vehicles. The number of Unclassified in the study was 0 which represents 0 percent of the total classified vehicles.

<	24	39	100											
to	to	to	to											
23	38	99	>											
15820	308	160	0											

CHART 2

**HEADWAY**

During the peak traffic period, on 09/25/2024 at [03:45 PM-04:00 PM] the average headway between vehicles was 2.326 seconds. During the slowest traffic period, on 09/25/2024 at [02:45 AM-03:00 AM] the average headway between vehicles was 100 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 59.00 and 113.00 degrees F.



# Appendix C: Scanned Field Forms

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**KANSAS  
CITY**

# Corridor Record Observations

Corridor number: 1 Begin: CHOUTOU DIAMOND ST. End: FRONT ST.  
Date: 10-8-29 Time: \_\_\_\_\_ Weather conditions: CLEAR  
Estimated Length: .99

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Industrial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Established Arterial Number of lanes: 4

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Good

List existing traffic control elements:

Traffic signals and signs

Condition of Traffic Control Elements:

Good

\* Speed limit posted?  Y / N

If yes, posted speed limit: 45

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals? Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present? Y /  N

Curb cuts and accessible ramps, or clear accessibility issues: N/A

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? N/A

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? roadway

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

bus stop w/o sidewalk access  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Independence Ave. E

Corridor number: 2 Begin: Hardisty Ave End: Elmwood

Date: 10-10-24 Time: 10:30 Weather conditions: clear

Estimated Length: .50

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Intersection, Good

Street surface conditions: Good

List existing traffic control elements:

Striping, traffic signals, signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

### Parking

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: unmetered

Designated spaces or "open": open

### Signals

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

### Sidewalk / Pedestrian Areas

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? jaywalking

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

### Transit Users

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

### Notes

Missing flashing lights on school speed limit sign

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# Corridor Record Observations

E Truman Rd

Corridor number: 3 Begin: U.S. HWY 21 End: Main St

Date: 10-6-21 Time: 12:54 Weather conditions: Clear

Estimated Length: .75

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Commercial, office

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: on street

Existing - driveways or parking lots? Y /  N

## Roadway

Street Classification: Thoroughfare Number of lanes: 2 one way, to 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection

Street surface conditions: Good

List existing traffic control elements:

signals, striping

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: Metered

Designated spaces or "open": Open

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

Transitions from 2 lanes to 1 lane  
one way

# Corridor Record Observations

E Truman Rd

Corridor number: 4 Begin: Indiana Ave End: Kingsinton Ave

Date: 10-8-21 Time: 1:09 Weather conditions: Clear

Estimated Length: .25

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: on-street

Existing - driveways or parking lots? Y /  N

## Roadway

Street Classification: Commercial / Mixed Number of lanes: 5 to 3

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection, Good

Street surface conditions: Good

List existing traffic control elements:

striping, signals

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed:  Y / N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y /  N  
Illegal parking observed? Y /  N  
If parking is allowed (circle all that apply):  Parallel    Angled    90°    Other: \_\_\_\_\_  
Metered or unmetered: Unmetered  
Designated spaces or "open": Open

**Signals**

Is the corridor signalized?  Y /  N  
Existing dedicated pedestrian signals?  Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y /  N  
Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_  
Are children observed / school nearby (marked school crossings)? Y /  N  
Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N  
Dedicated cycling facilities present? Y /  N  
If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y /  N                      Bus stops / shelters?  Y /  N

**Notes**

Aggressive Speeding  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

E 18th St

Corridor number: 5 Begin: ASKEW AVE End: PROSPECT AVE

Date: 10-8-24 Time: 1:31 Weather conditions: CLEAR

Estimated Length: .60

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Industrial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 2

Pedestrian crossing?  / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Good, mid-block

Street surface conditions: Fair

List existing traffic control elements:

Striping, signs, signals

Condition of Traffic Control Elements:

POV STOP BAR

Speed limit posted?  / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  / N

Existing loading zone?  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: unmetered

Designated spaces or "open": open

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? jaywalking

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

Poor sidewalk condition  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

23rd St

Corridor number: U Begin: Hardisty Ave End: Spruce Ave

Date: 10-8-21 Time: 2:05 Weather conditions: Clear

Estimated Length: .65

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection, Good

Street surface conditions: Good

List existing traffic control elements:

Condition of Traffic Control Elements:

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: Metered

Designated spaces or "open": open

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? jaywalking

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Independence Ave E

Corridor number: 7 Begin: Hardisty Ave End: Elmwood Ave

Date: 10-4-24 Time: 11:29 Weather conditions: Clear

Estimated Length: .25

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: sidewalk

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Established Boulevard Number of lanes: 4

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Street surface conditions: Good

List existing traffic control elements:

Divided roadway, street light, sign

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed: Y /  N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: No truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? N/A

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? Sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Prospect Ave S

Corridor number: 8 Begin: 30th St End: 31st St

Date: 10-09-21 Time: 1:00 Weather conditions: Clear

Estimated Length: .81

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Commercial, Residential

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: Sidewalk

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Activity street Number of lanes: 2

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection, mid-block

Street surface conditions: Fair

List existing traffic control elements:

Striping, signals, signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed?  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

### Parking

Parking allowed?  Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel  Angled  90° Other: \_\_\_\_\_

Metered or unmetered: Unmetered

Designated spaces or "open": Open

### Signals

Is the corridor signalized?  Y /  N

Existing dedicated pedestrian signals?  Y /  N

### Sidewalk / Pedestrian Areas

Sidewalk present? Y /  N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? jaywalking

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

### Transit Users

Is this a transit route?  Y /  N

Bus stops / shelters?  Y /  N

### Notes

Tree limit visibility for driveways

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# Corridor Record Observations

Southwest Trfy N

Corridor number: 9 Begin: W 31st st End: Roanoke Rd

Date: 10-09-21 Time: 2:28 Weather conditions: Clear

Estimated Length: .61

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection

Street surface conditions: Good

List existing traffic control elements:

Median, signs, signals

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters? Y /  N

**Notes**

Assuming transit route  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

E 39th St

Corridor number: 10 Begin: Indiana Ave End: Chestnut Ave

Date: 10-09-24 Time: 1:10 Weather conditions: Clear

Estimated Length: .39

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: sidewalk

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Local link Number of lanes: 2

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection

Street surface conditions: Fair

List existing traffic control elements:

Striping, signals, signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 30

## Motorists

Trucks or other large vehicles observed: Y /  N Existing loading zone?  Y / N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel  Angled  90° Other: \_\_\_\_\_

Metered or unmetered: Unmetered

Designated spaces or "open": Open

**Signals**

Is the corridor signalized? Y /  N

Existing dedicated pedestrian signals? Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? Sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Clearer 11 Blvd W

Corridor number: 11 Begin: Vinyard Dr End: Elmwood Ave

Date: 10-9-21 Time: 11:16 Weather conditions: Clear

Estimated Length: .58

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Brush Creek

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: sidewalk

Existing - driveways or parking lots? Y /  N

## Roadway

Street Classification: Est. Parkway Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection

Street surface conditions: Good

List existing traffic control elements:

\*Guard rail, street lights, signals, signs, road divider

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 45

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: N/A

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? N/A

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Ward Hwy 5

Corridor number: 12 Begin: W 79th St End: W Meyer Blvd

Date: 10-11-24 Time: \_\_\_\_\_ Weather conditions: Clear

Estimated Length: 1.96

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Local Fountain

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Est. Parkway Number of lanes: 6 to 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection, Good

Street surface conditions: Good

List existing traffic control elements:

Street light, sign, signals, raised median

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed: Y /  N Existing loading zone? Y /  N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: unmetered

Designated spaces or "open": open

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 13 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 1:05 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

KC park area

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

KC park area

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 2

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Good

List existing traffic control elements:

striping, street lights

Condition of Traffic Control Elements:

fair

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed: Y /  N Existing loading zone? Y /  N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed?  Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel     Angled     90°    Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized? Y /  N

Existing dedicated pedestrian signals? Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present? Y /  N

Curb cuts and accessible ramps, or clear accessibility issues: N/A

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? yes

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? NO sidewalk

**Transit Users**

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

**Notes**

intended for a picnic / public gatherings  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 14 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 10:48 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Apartment complex

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Good

List existing traffic control elements:

street signs / signals

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 40

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorecyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

Apartment complex, two lane merging into 2  
for bus lane in each direction, no sign  
stating "no parking"  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

587th St

Corridor number: 15 Begin: Newton Ave End: Blue Ridge Blvd  
Date: 10-3-14 Time: 12:53 Weather conditions: Clear  
Estimated Length: .102

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: sidewalk

Existing - driveways or parking lots? Y / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 5

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection

Street surface conditions: Good

List existing traffic control elements:

striping, signals

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 90

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed:  Y / N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

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**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

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# Corridor Record Observations

31st St

Corridor number: 116 Begin: Jackson Ave S End: Prospect Ave

Date: 10-4-24 Time: 11:47 Weather conditions: Clear

Estimated Length: 1 mile

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Worship Center

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Commercial/Mixed Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection

Street surface conditions: Good

List existing traffic control elements:

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed:  Y / N

Existing pick-up or drop-off zones?  Y / N

### Parking

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel

Angled 90° Other: \_\_\_\_\_

Metered or unmetered: Unmetered

Designated spaces or "open": Open

### Signals

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

### Sidewalk / Pedestrian Areas

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes, crosswalk

Are children observed / school nearby (marked school crossings)? Y /  N doesn't direct pedestrians

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? Speeding

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? Sidewalk

### Transit Users

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

### Notes

Areas without striping, transitions from 4 lanes to 2 without proper signaling

# Corridor Record Observations

Blue Ridge Blvd

Corridor number: 14 Begin: 104th St E End: 113th Terrace E

Date: 10-11-21 Time: 2:33 Weather conditions: Clear

Estimated Length: 1.29

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

School

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: on-street

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Thoroughfare / Local Link Number of lanes: 2

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Fair, intersection

Street surface conditions: Good

List existing traffic control elements:

Street lights, signs, signals

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 40

## Motorists

Trucks or other large vehicles observed:  Y / N Existing loading zone?  Y / N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: missing curb cuts

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? jaywalking

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present?  Y / N

If not, do people cycle in the roadway or on the sidewalk?

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Cleveland Ave S

Corridor number: 18 Begin: 910th Terrace E End: 53rd Terrace E

Date: 10-4-24 Time: 11:04 Weather conditions: Clear

Estimated Length: .52

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Fountain, Swap health center, water park / Community center

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Established Arterial Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Intersection

Street surface conditions: Good

List existing traffic control elements:

Street light, signals, signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed: Y /  N Existing loading zone?  Y / N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: N/A

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? Speeding

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? Sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Broadway Blvd S

Corridor number: 19 Begin: Linwood Blvd E End: W 29th St

Date: 10-09-24 Time: 2:11 Weather conditions: Clear

Estimated Length: .53

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Childhood clinic

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: sidewalk

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Est. Boulevard Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection

Street surface conditions: Fair

List existing traffic control elements:

Street lights, signals, signs

Condition of Traffic Control Elements:

Good

Speed limit posted? Y /  N

If yes, posted speed limit: 35 mph south of corridor

## Motorists

Trucks or other large vehicles observed: Y /  N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones? Y /  N

### Parking

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

### Signals

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals? Y /  N

### Sidewalk / Pedestrian Areas

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

### Transit Users

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

### Notes

No striping in certain areas, grass divider  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 20 Begin: East at Palmer Dr End: Eastwood Trfy E Crabapple Ln

Date: 10-9-21 Time: 10:53 Weather conditions: clear

Estimated Length: .57

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Local Link Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection

Street surface conditions: Good

List existing traffic control elements:

Street lights, signs, signals

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed: Y /  N Existing loading zone? Y /  N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones? Y /  N

### Parking

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

### Signals

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

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### Sidewalk / Pedestrian Areas

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: N/A

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? jaywalking

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? Sidewalk

### Transit Users

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

### Notes

sidewalk varies; lanes transition from 1 lanes to 2 lanes

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# Corridor Record Observations

Gregory Blvd E

Corridor number: 21 Begin: Agnes Ave End: The Paseo

Date: 10-3-24 Time: 10:11am Weather conditions: clear

Estimated Length: .66

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Homes, commercial development (church, school)

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  / N

## Roadway

Street Classification: Boulevard Number of lanes: 4

Pedestrian crossing?  / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection - Fair

Street surface conditions: Good

List existing traffic control elements:

Street lights, stop lights, signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  / N

Existing loading zone?  / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: unmetered

Designated spaces or "open": open

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? N/A

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

Excessive speeding  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 22 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 10:22 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Transit center

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Street surface conditions: poor

List existing traffic control elements:

street lights / signals / signs

Condition of Traffic Control Elements:

poor

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel     Angled     90°    Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? Transit center

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

People walking in street not using sidewalk  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# Corridor Record Observations

Corridor number: 29 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 3:00 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):  
\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):  
\_\_\_\_\_

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?  
\_\_\_\_\_

Street surface conditions: Good

List existing traffic control elements:

raised median

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 30

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

### Parking

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

### Signals

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

### Sidewalk / Pedestrian Areas

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

### Transit Users

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

### Notes

Truncated domes in certain areas

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# Corridor Record Observations

Broadway Blvd S

Corridor number: 24 Begin: W 91st St End: W 39th Terrace

Date: 10-09-24 Time: 2:40 Weather conditions: Clear

Estimated Length: .33

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: sidewalk

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Est. Parkway Number of lanes: 3

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection, Good

Street surface conditions: Good

List existing traffic control elements:

Dual turning lane, signal

Condition of Traffic Control Elements:

Good

Speed limit posted? Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: Metered

Designated spaces or "open": Open

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed?  Y / N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

The PAICO S

Corridor number: 25 Begin: E 43rd St End: E 39th St

Date: 10-04-24 Time: 1:23 Weather conditions: Clear

Estimated Length: .50

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: sidewalk

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Est Boulevard Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection

Street surface conditions: Fair

List existing traffic control elements:

striping, signals, signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: unmetered

Designated spaces or "open": Open

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals? Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Ward 11115

Corridor number: 20 Begin: W 51st St End: Brush Creek Pkwy

Date: 10-09-21 Time: 3:12 Weather conditions: Clear

Estimated Length: .68

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots? Y /  N

## Roadway

Street Classification: Est. Boulevard Number of lanes: 1 one way

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Good

List existing traffic control elements:

Street lights, signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals? Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present? Y /  N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? roadway

**Transit Users**

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

**Notes**

Pedestrian walking in grass  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

E Hickman Mills Dr

RWSPELL AVE S

Corridor number: 29 Begin: E 81st St End: E 99th St

Date: \_\_\_\_\_ Time: \_\_\_\_\_ Weather conditions: \_\_\_\_\_

Estimated Length: .55

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Arleta Park

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 2

Pedestrian crossing? Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Good

List existing traffic control elements:

striping

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed: Y /  N Existing loading zone?  Y / N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel  Angled  90° Other: \_\_\_\_\_

Metered or unmetered: unmetered

Designated spaces or "open": open

**Signals**

Is the corridor signalized? Y /  N

Existing dedicated pedestrian signals? Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y /  N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y /  N

Bus stops / shelters?  Y /  N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

E 11th St W

Corridor number: 28 Begin: Grand Blvd End: Hamson St.

Date: 10-8-21 Time: 12:43 Weather conditions: Clear

Estimated Length: .46

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Office

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

\_\_\_\_\_

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: sidewalk

Existing - driveways or parking lots? Y  N

## Roadway

Street Classification: Commercial / Mixed Use Number of lanes: 3 one way

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection

Street surface conditions: Good

List existing traffic control elements:

Flashing pedestrian lights

Condition of Traffic Control Elements:

Good

Speed limit posted? Y  N

\* If yes, posted speed limit: 35 mph (30 miles E of corridor)

## Motorists

Trucks or other large vehicles observed: Y /  N Existing loading zone?  Y / N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N  
Illegal parking observed? Y /  N  
If parking is allowed (circle all that apply):  Parallel Angled 90° Other: \_\_\_\_\_  
Metered or unmetered: Metered  
Designated spaces or "open": Open

**Signals**

Is the corridor signalized?  Y / N  
Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N  
Curb cuts and accessible ramps, or clear accessibility issues: truncated domes  
Are children observed / school nearby (marked school crossings)? Y /  N  
Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N  
Dedicated cycling facilities present?  Y / N  
If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N  
Bus stops / shelters?  Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Truman Rd E

Corridor number: 29 Begin: Hardesty Ave End: Winchester Ave

Date: 10-8-24 Time: \_\_\_\_\_ Weather conditions: Clear

Estimated Length: .97

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: on street

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 5

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

mid-block

Street surface conditions: Good

List existing traffic control elements:

Condition of Traffic Control Elements:

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed:  Y / N

Existing pick-up or drop-off zones?  Y / N

### Parking

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel  Angled  90° Other: \_\_\_\_\_

Metered or unmetered: unmetered

Designated spaces or "open": open

### Signals

Is the corridor signalized? Y /  N

Existing dedicated pedestrian signals?  Y / N

### Sidewalk / Pedestrian Areas

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? jaywalking

### Cyclists

Cyclists observed?  Y / N

Dedicated cycling facilities present?  Y / N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

### Transit Users

Is this a transit route?  Y / N

Bus stops / shelters? Y /  N

### Notes

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# Corridor Record Observations

39th St.

Corridor number: 30 Begin: Pennsylvania End: McEree St

Date: 10-9-24 Time: 2:39 Weather conditions: Clear

Estimated Length: .59

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: sidewalk

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Est. Arterial Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection

Street surface conditions: Fair

List existing traffic control elements:

Striping, Signals

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 30

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: Metered

Designated spaces or "open": Open

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed?  Y / N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 31 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 10:41 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):  
\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):  
N/A

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots? Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 2

Pedestrian crossing? Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?  
\_\_\_\_\_

Street surface conditions: Fair

List existing traffic control elements:  
Street sign

Condition of Traffic Control Elements:  
Good

Speed limit posted? Y / N

If yes, posted speed limit: 25

## Motorists

Trucks or other large vehicles observed: Y / N Existing loading zone? Y / N

Motorcyclists observed: Y / N Existing pick-up or drop-off zones? Y / N

### Parking

Parking allowed?  Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel  Angled  90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

### Signals

Is the corridor signalized? Y /  N

Existing dedicated pedestrian signals? Y /  N

### Sidewalk / Pedestrian Areas

Sidewalk present? Y /  N

Curb cuts and accessible ramps, or clear accessibility issues: NO curb cuts / ramps

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? N/A

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? NO sidewalk

### Transit Users

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

### Notes

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# Corridor Record Observations

Corridor number: 32 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 1:17 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):  
\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):  
\_\_\_\_\_

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 4

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?  
\_\_\_\_\_

Street surface conditions: Good

List existing traffic control elements:

street lights, sign

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 40

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

### Parking

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

### Signals

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals? Y /  N

### Sidewalk / Pedestrian Areas

Sidewalk present? Y /  N

Curb cuts and accessible ramps, or clear accessibility issues: No sidewalk present

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? N/A

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

### Transit Users

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

### Notes

Blw side blvd intersecting to spring valley rd,  
theres no good visibility when turning due to  
bad geometry

# Corridor Record Observations

Blue Ridge Blvd

Corridor number: 33 Begin: Elmth St End: Bu Hu Ca Trl

Date: 10-11-24 Time: 2:08 Weather conditions: Clear

Estimated Length: .57

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Park

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Trail

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots? Y /  N

## Roadway

Street Classification: Local Link Number of lanes: 2

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?  
\_\_\_\_\_

Street surface conditions: Good

List existing traffic control elements:

Divided roadway

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 45

## Motorists

Trucks or other large vehicles observed: Y /  N Existing loading zone? Y /  N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones? Y /  N

### Parking

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

### Signals

Is the corridor signalized? Y /  N

Existing dedicated pedestrian signals? Y /  N

### Sidewalk / Pedestrian Areas

Sidewalk present? Y /  N

Curb cuts and accessible ramps, or clear accessibility issues: no street lights, speeding

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

### Transit Users

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

### Notes

Occasional shoulder for parking?  
No street lights  
speeding  
deer sign

# Corridor Record Observations

view high vrs

Corridor number: 3A Begin: Sw Longview Rd End: Merri Rd

Date: 10-11-24 Time: 2:50 Weather conditions: clear

Estimated Length: 1.45

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

GOLF COURSE

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: on-street

Existing - driveways or parking lots? Y /  N

## Roadway

Street Classification: Parkway Number of lanes: transition from

Pedestrian crossing? Y /  N

2 to 4

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Good

List existing traffic control elements:

lane to bike lane buffer zone

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 40 to 45

## Motorists

Trucks or other large vehicles observed: Y /  N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized? Y /  N

Existing dedicated pedestrian signals? Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes missing

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present?  Y / N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

**Notes**

sidewalk ends in middle of corridor  
bike lane ends in middle of corridor  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

NW Bamy Rd

Corridor number: 35 Begin: N Marston Ave End: N Madison Ave

Date: 10-10-24 Time: 11:40 Weather conditions: Clear

Estimated Length: .66

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Fair, intersection

Street surface conditions: Good

List existing traffic control elements:

raised median, street lights, signals

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 45

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

-VUEX sign

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

N OAK TRFY

Corridor number: 36 Begin: NE 90th St End: NE 82nd St

Date: 10-10-21 Time: 12:40 Weather conditions: Clear

Estimated Length: .86

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

School of Dance - Miss Dianna, Library

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: sidewalk

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Wood / Fair intersection, Mid block

Street surface conditions: Good

List existing traffic control elements:

Dual turning lane

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 40

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones? Y /  N

### Parking

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

### Signals

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

### Sidewalk / Pedestrian Areas

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present?  Y / N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

### Transit Users

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

### Notes

- Flashing pedestrian lights
  - Not wheelchair accessible at pedestrian crosswalk intersection
- 
- 
- 
- 
- 
-

# Corridor Record Observations

Corridor number: 39 Begin: Wayne Ave / E 35th St End: Warpac Ave / 31st St E

Date: 10-09 Time: 1:48 Weather conditions: Clear

Estimated Length: .42

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Local Link Number of lanes: 2

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Street surface conditions: Good

List existing traffic control elements:

Condition of Traffic Control Elements:

Good

Speed limit posted? Y / N

If yes, posted speed limit: \_\_\_\_\_

## Motorists

Trucks or other large vehicles observed: Y /  N Existing loading zone?  Y / N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed?  Y / N

If parking is allowed (circle all that apply):  Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: unmetered

Designated spaces or "open": open

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

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**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

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# Corridor Record Observations

Corridor number: 38 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 11:30 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

N/A

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 3

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Fair

Street surface conditions: Good

List existing traffic control elements:

guard rail

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 40

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: N/A

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? N/A

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

Road varies from 4 to 8 lanes  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

St John Ave

Corridor number: 39 Begin: Asklew Ave End: Jackson Ave S

Date: 10-8-21 Time: 11:20 Weather conditions: Clear

Estimated Length: .33

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 2

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Street surface conditions: Fair

List existing traffic control elements:

Condition of Traffic Control Elements:

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed: Y /  N Existing loading zone?  Y / N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: Metered

Designated spaces or "open": Open

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals? Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

NW Barry Rd

Corridor number: 40 Begin: Green Hills End: N St Chair Ave

Date: 10-10-24 Time: 11:57 Weather conditions: clear

Estimated Length: .89

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots? Y /  N

## Roadway

Street Classification: Thoroughfare Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

intersection, good

Street surface conditions: Fair

List existing traffic control elements:

raised median

Condition of Traffic Control Elements:

good

Speed limit posted?  Y / N

If yes, posted speed limit: 45

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

### Parking

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

### Signals

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

### Sidewalk / Pedestrian Areas

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? yes

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

### Transit Users

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

### Notes

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# Corridor Record Observations

NI OAK TRYS

Corridor number: 41 Begin: NE 34th St End: NE Englewood Rd

Date: 10-10-24 Time: 11:22 Weather conditions: clear

Estimated Length: .20

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: sidewalk

Existing - driveways or parking lots? Y /  N

## Roadway

Street Classification: Thoroughfare Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection

Street surface conditions: Good

List existing traffic control elements:

Condition of Traffic Control Elements:

Speed limit posted?  Y / N

If yes, posted speed limit: 40

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: pedestrian ramp missing

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

- dual middle turning lane  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 92 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-8-21 Time: 10:35 Weather conditions: clear

Estimated Length: .99

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 4

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Good

List existing traffic control elements:

curved curb, street lights, signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized? Y /  N

Existing dedicated pedestrian signals? Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: N/A

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

sidewalk not protected by curb  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 43 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-8-24 Time: 10:30 Weather conditions: clear

Estimated Length: .38

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Bus stops, GEA stadium, Kaufman stadium

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 10

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Intersection

Street surface conditions: Good

List existing traffic control elements:

street lights, signs, signals

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 45

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

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**Sidewalk / Pedestrian Areas**

Sidewalk present? Y /  N

Curb cuts and accessible ramps, or clear accessibility issues: N/A

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? jaywalking

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? roadway

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

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# Corridor Record Observations

Corridor number: 44 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-3-24 Time: 9:40am Weather conditions: clear

Estimated Length: .40

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

commercial development

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: sidewalk

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Established Arterial Number of lanes: 3

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

intersection

Street surface conditions: good

List existing traffic control elements:

street lights, signs, signals

Condition of Traffic Control Elements:

good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y  N

If parking is allowed (circle all that apply):  Parallel  Angled  90°  Other: \_\_\_\_\_

Metered or unmetered: unmetered

Designated spaces or "open": open

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: N/A

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? jaywalking

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 43 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 11:10 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Church, apartment complex

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots? Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 4

Pedestrian crossing? Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Fair

Street surface conditions: Good

List existing traffic control elements:

street lights, signals, signs

Condition of Traffic Control Elements:

Good

Speed limit posted? Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed? Y / N

Existing loading zone? Y / N

Motorcyclists observed: Y / N

Existing pick-up or drop-off zones? Y / N

### Parking

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

### Signals

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

### Sidewalk / Pedestrian Areas

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: N/A

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? N/A

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

### Transit Users

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

### Notes

Divided roadway

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# Corridor Record Observations

Corridor number: 410 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 3:30 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):  
\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):  
\_\_\_\_\_

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 3 to 2

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?  
\_\_\_\_\_

Street surface conditions: Good

List existing traffic control elements:  
\_\_\_\_\_

Condition of Traffic Control Elements:  
\_\_\_\_\_

Speed limit posted?  Y / N

If yes, posted speed limit: 33

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed:  Y / N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed?  Y / N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

Speeding  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 47 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 9:28 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Basketball courts

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 3

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Good

List existing traffic control elements:

signals / signs dual direction turning lane

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N School zone 25

If yes, posted speed limit: 25

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel     Angled     90°    Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals? Y / N

\_\_\_\_\_

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: missing truncated domes

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

No school crossing for Frontier schools  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 48 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-11-24 Time: 2:24 Weather conditions: clear

Estimated Length: .69

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Local Link Number of lanes: 4

Pedestrian crossing? Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Good

List existing traffic control elements:

Divided lanes w/ separated bike lane dividers

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 40

## Motorists

Trucks or other large vehicles observed:  Y / N Existing loading zone? Y /  N

Motorcyclists observed:  Y / N Existing pick-up or drop-off zones? Y /  N

### Parking

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

### Signals

Is the corridor signalized? Y /  N

Existing dedicated pedestrian signals? Y /  N

### Sidewalk / Pedestrian Areas

Sidewalk present?  Y /  N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

### Transit Users

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

### Notes

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# Corridor Record Observations

Corridor number: 49 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-8-24 Time: 11:31 Weather conditions: clear

Estimated Length: .83

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Homes / commercial development

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection, Good

Street surface conditions: Good

List existing traffic control elements:

lined roadway

Condition of Traffic Control Elements:

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

### Parking

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: unmetered

Designated spaces or "open": open

### Signals

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

### Sidewalk / Pedestrian Areas

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? N/A

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

### Transit Users

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

### Notes

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# Corridor Record Observations

Corridor number: 50 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 10:33 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

church, children learning center

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 3

Pedestrian crossing?  / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Good

List existing traffic control elements:

street light / signal signals

Condition of Traffic Control Elements:

Good

Speed limit posted?  / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  / N

Existing loading zone?  / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

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**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: N/A

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? Walking

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

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# Corridor Record Observations

Corridor number: 31 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-3-24 Time: 9:56am Weather conditions: clear

Estimated Length: .32

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Homes w/ commercial development

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: sidewalk

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Established Parkway Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection - Fair

Street surface conditions: Fair

List existing traffic control elements:

street light, signs, signals, divided roadway

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone? Y /  N

Motorcyclists observed:  Y / N

Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel

Angled     90°    Other: \_\_\_\_\_

Metered or unmetered: unmetered

Designated spaces or "open": open

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? jaywalking

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters? Y /  N

**Notes**

- observed police traffic stop  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 52 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-8-29 Time: 1:30 Weather conditions: Clear

Estimated Length: 1.01

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

\_\_\_\_\_

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 2

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

\_\_\_\_\_

Street surface conditions: Fair

List existing traffic control elements:

Speed bump

Condition of Traffic Control Elements:

\_\_\_\_\_

Speed limit posted?  Y / N

If yes, posted speed limit: 25

## Motorists

Trucks or other large vehicles observed?  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? jaywalking

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

Crosswalk directs pedestrian to a raised curb  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 53 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 1:40 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

\_\_\_\_\_

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 2

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

\_\_\_\_\_

Street surface conditions: Good

List existing traffic control elements:

\_\_\_\_\_

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 30

## Motorists

Trucks or other large vehicles observed?  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y  N

Existing pick-up or drop-off zones?  Y / N

### Parking

Parking allowed?  Y / N

Illegal parking observed?  Y / N

If parking is allowed (circle all that apply): Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

### Signals

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

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### Sidewalk / Pedestrian Areas

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? jaywalking

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

### Transit Users

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

### Notes

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# Corridor Record Observations

Corridor number: 54 Begin: BROOKLYN AVE End: BALDUCCI AVE  
Date: 10-8-24 Time: 11:40 Weather conditions: clear  
Estimated Length: .82

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Established Arterial Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

intersection, good

Street surface conditions: Fair

List existing traffic control elements:

signals, signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 25

## Motorists

Trucks or other large vehicles observed: Y /  N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel  Angled  90° Other: \_\_\_\_\_

Metered or unmetered: Metered

Designated spaces or "open": Open

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: N/A

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present?  Y / N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

Transition 4 laws to 2  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 55 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-10-24 Time: 1:00 Weather conditions: clear

Estimated Length: .54

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: sidewalk

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Good

Street surface conditions: Good

List existing traffic control elements:

raised median

Condition of Traffic Control Elements:

Speed limit posted?  Y / N

If yes, posted speed limit: 40

## Motorists

Trucks or other large vehicles observed?  Y / N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present?  Y / N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

**Notes**

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\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 510 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-8-21 Time: 10:49 Weather conditions: clear

Estimated Length: .29

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Church, other commercial development, homes

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Thoroughfare Number of lanes: 2

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Good

List existing traffic control elements:

Street lights, signals, signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals? Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present? Y /  N

Curb cuts and accessible ramps, or clear accessibility issues: Truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 5A Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-8-24 Time: 1:50 Weather conditions: clear

Estimated Length: 1.30

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):  
\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):  
\_\_\_\_\_

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: may use full lane

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?  
\_\_\_\_\_

Street surface conditions: Good / Fair

List existing traffic control elements:  
\_\_\_\_\_

Condition of Traffic Control Elements:  
Good

Speed limit posted? Y /  N

If yes, posted speed limit: \_\_\_\_\_

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed:  Y / N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel  Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or  "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? jaywalking

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present?  Y / N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

SCOOTERS  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 58 Begin: NE Parvin Rd Worlds of Fun Ave End: NE Parvin Rd N Belmont Ave

Date: \_\_\_\_\_ Time: \_\_\_\_\_ Weather conditions: \_\_\_\_\_

Estimated Length: .81

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Worlds of Fun

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: on-street

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Local Link Number of lanes: 1 to 2 lanes

Pedestrian crossing? Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Good

List existing traffic control elements:

striping, divided median, signals

Condition of Traffic Control Elements:

Speed limit posted?  Y / N

If yes, posted speed limit: 45

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed? Y  N

Illegal parking observed? Y  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  / N

Existing dedicated pedestrian signals?  / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present?  / N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

**Notes**

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# Corridor Record Observations

Corridor number: 59 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-4-24 Time: 11:38 Weather conditions: \_\_\_\_\_

Estimated Length: .73

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

basketball court, baseball field

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Local Link Number of lanes: 2

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?  
\_\_\_\_\_

Street surface conditions: Fair

List existing traffic control elements:

Street lights, signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 25

## Motorists

Trucks or other large vehicles observed: Y /  N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized? Y /  N

Existing dedicated pedestrian signals? Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: No truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

**Notes**

Some areas dont have ADA ramps.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

E 63rd St

Corridor number: 100 Begin: College Ave End: Swope Pkwy

Date: 10-03-21 Time: 8:46 Weather conditions: Clear

Estimated Length: .30

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

School

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y / N

If yes, list: sidewalk

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Local Link Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection, Good

Street surface conditions: Good

List existing traffic control elements:

striping, signals

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N Existing loading zone?  Y / N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 101 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 11:00 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

School

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots? Y /  N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 2

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

\_\_\_\_\_

Street surface conditions: Good

List existing traffic control elements:

Street sign

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 05

## Motorists

Trucks or other large vehicles observed: Y /  N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals? Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: missing truncated domes

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? Cutting grass off sidewalk

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

Striped shoulder, solar powered Traffic speedometer  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 62 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 1:36 Weather conditions: \_\_\_\_\_

Estimated Length: .19

## Land Use

Adjacent land-use (residential, commercial, office, industrial, etc.):  
\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):  
\_\_\_\_\_

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?  
\_\_\_\_\_

Street surface conditions: Good

List existing traffic control elements:  
\_\_\_\_\_

Condition of Traffic Control Elements:  
\_\_\_\_\_

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed: Y /  N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed?  Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y /  N

Existing dedicated pedestrian signals? Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y /  N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y /  N

Bus stops / shelters? Y /  N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 63 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: \_\_\_\_\_ Weather conditions: \_\_\_\_\_

Estimated Length: .68

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

\_\_\_\_\_

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 4

Pedestrian crossing?  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

\_\_\_\_\_

Street surface conditions: Good

List existing traffic control elements:

\_\_\_\_\_

Condition of Traffic Control Elements:

\_\_\_\_\_

Speed limit posted?  / N

If yes, posted speed limit: 35 / 25 school

## Motorists

Trucks or other large vehicles observed: Y /  Existing loading zone?  / N

Motorcyclists observed: Y /  Existing pick-up or drop-off zones?  / N

### Parking

Parking allowed? Y /  N

Illegal parking observed?  Y / N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

### Signals

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals? Y /  N

### Sidewalk / Pedestrian Areas

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

### Transit Users

Is this a transit route?  Y / N

Bus stops / shelters? Y /  N

### Notes

No pedestrian signals at Indiana ave  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Bunton Blvd

Corridor number: 104 Begin: E 12th St End: E 9th St

Date: 10-8-24 Time: 11:41 Weather conditions: Clear

Estimated Length: .25

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Established Boulevard Number of lanes: 2

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Fair

List existing traffic control elements:

street lights, signals

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed: Y /  N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed?  Y / N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: unmetered

Designated spaces or "open": open

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

Aggressive speeding  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 105 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-10-24 Time: 10:34 Weather conditions: clear

Estimated Length: 1 mile

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

\_\_\_\_\_

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 4

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

\_\_\_\_\_

Street surface conditions: Good

List existing traffic control elements:

Street lights, signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 40

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

· school zone speed limit is "30" instead of "25"  
· assuming transit for school bus / bus stops  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 100 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-3-24 Time: 9:00am Weather conditions: Sunny / Clear

Estimated Length: .23

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Residential, Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Abandon school / childhood center

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Local Link Number of lanes: 2 transition to 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Intersection (Fair)

Street surface conditions: Fair

List existing traffic control elements:

Street lights, signals, signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 30

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone? Y /  N

Motorcyclists observed:  Y / N

Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: N/A

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? N/A

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 107 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-3-21 Time: 9:11am Weather conditions: clear

Estimated Length: .11 miles

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Commercial

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Local Link Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Fair

Street surface conditions: Good

List existing traffic control elements:

stop lights, signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 30

## Motorists

Trucks or other large vehicles observed?  Y / N

Existing loading zone? Y /  N

Motorcyclists observed?  Y / N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? walking on road

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? sidewalk

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 08 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-8-24 Time: 1:20 Weather conditions: Clear

Estimated Length: .13

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

SCHOOL ZONE

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots? Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 2

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

\_\_\_\_\_

Street surface conditions: Good

List existing traffic control elements:

\_\_\_\_\_

Condition of Traffic Control Elements:

\_\_\_\_\_

Speed limit posted? Y / N

If yes, posted speed limit: \_\_\_\_\_

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized? Y /  N

Existing dedicated pedestrian signals? Y /  N

\_\_\_\_\_

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

Assumed school bus route  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 09 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 11:29 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Church, Flower boutique

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Fair

List existing traffic control elements:

Street lights, signs, signals, guard rail

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 40

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone? Y /  N

Motorcyclists observed: Y /  N

Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? Walking in street

not using sidewalk

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route? Y / N

Bus stops / shelters? Y / N

**Notes**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 70 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-3-24 Time: 12:40 Weather conditions: Clear

Estimated Length: .51

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

Street surface conditions: Good

List existing traffic control elements:

Striping

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 40

## Motorists

Trucks or other large vehicles observed: Y /  N Existing loading zone?  Y / N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones?  Y / N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized? Y / N

Existing dedicated pedestrian signals? Y / N

\_\_\_\_\_

**Sidewalk / Pedestrian Areas**

Sidewalk present? Y /  N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)?  Y / N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters?  Y / N

**Notes**

*Dual turning lane*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 71 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 1:30 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):  
\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):  
\_\_\_\_\_

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?  
\_\_\_\_\_

Street surface conditions: \_\_\_\_\_

List existing traffic control elements:  
\_\_\_\_\_

Condition of Traffic Control Elements:  
\_\_\_\_\_

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed: Y /  N Existing loading zone? Y /  N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed?  Y / N

Illegal parking observed?  Y / N

If parking is allowed (circle all that apply):  Parallel    Angled    90°    Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals?  Y / N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? jaywalk

**Cyclists**

Cyclists observed?  Y / N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route?  Y / N

Bus stops / shelters? Y /  N

**Notes**

Double parked in "no parking" area  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 72 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: \_\_\_\_\_ Time: 11:30 Weather conditions: \_\_\_\_\_

Estimated Length: \_\_\_\_\_

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

\_\_\_\_\_

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots? Y /  N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 3

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?

\_\_\_\_\_

Street surface conditions: Good

List existing traffic control elements:

Street signs

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed: Y /  N Existing loading zone? Y /  N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized? Y /  N

Existing dedicated pedestrian signals? Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: N/A

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? N/A

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? Bike lane

**Transit Users**

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

**Notes**

Dual turn lane  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 73 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-10-24 Time: 1:08 Weather conditions: Clear

Estimated Length: .43

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):  
\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Gas station middle of intersection

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: Faint

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: Local Link Number of lanes: transition 2 to 5

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?  
\_\_\_\_\_

Street surface conditions: Fair

List existing traffic control elements:

lights, street signs, dual turning lane

Condition of Traffic Control Elements:

Good

Speed limit posted?  Y / N

If yes, posted speed limit: 30

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone? Y /  N

Motorcyclists observed:  Y / N

Existing pick-up or drop-off zones? Y /  N

**Parking**

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

**Signals**

Is the corridor signalized?  Y / N

Existing dedicated pedestrian signals? Y /  N

**Sidewalk / Pedestrian Areas**

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: broken sidewalk, truncated domes

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

**Cyclists**

Cyclists observed? Y /  N

Dedicated cycling facilities present?  Y / N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

**Transit Users**

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

**Notes**

112th non standard sidewalk width  
speed transition from 40 to 30  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Corridor Record Observations

Corridor number: 74 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-10-21 Time: 11:31 Weather conditions: clear

Estimated Length: .61

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):  
\_\_\_\_\_

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):  
\_\_\_\_\_

Existing bike lanes (on-street), bike paths (off-street), or sidewalks? Y /  N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots? Y /  N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 4

Pedestrian crossing? Y /  N

If yes, location and condition (intersection, mid-block, condition of striping, etc.)?  
\_\_\_\_\_

Street surface conditions: good

List existing traffic control elements:  
raised median, lights, signs

Condition of Traffic Control Elements:  
good

Speed limit posted?  Y / N

If yes, posted speed limit: 45

## Motorists

Trucks or other large vehicles observed: Y /  N Existing loading zone? Y /  N

Motorcyclists observed: Y /  N Existing pick-up or drop-off zones? Y /  N

### Parking

Parking allowed? Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply): Parallel Angled 90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

### Signals

Is the corridor signalized? Y /  N

Existing dedicated pedestrian signals? Y /  N

### Sidewalk / Pedestrian Areas

Sidewalk present?  Y / N

Curb cuts and accessible ramps, or clear accessibility issues: \_\_\_\_\_

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

### Transit Users

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

### Notes

- No sign

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# Corridor Record Observations

Corridor number: 95 Begin: \_\_\_\_\_ End: \_\_\_\_\_

Date: 10-10-24 Time: 11:04 Weather conditions: clear

Estimated Length: .48

## Land Use

Adjacent land use (residential, commercial, office, industrial, etc.):

Pedestrian/cyclist generators (playground/parks, skatepark, outdoor entertainment, etc.):

Existing bike lanes (on-street), bike paths (off-street), or sidewalks?  Y / N

If yes, list: \_\_\_\_\_

Existing - driveways or parking lots?  Y / N

## Roadway

Street Classification: \_\_\_\_\_ Number of lanes: 4

Pedestrian crossing?  Y / N

If yes, location and condition (intersection, mid-block, condition of striping, etc.):

Street surface conditions: mud

List existing traffic control elements:

street lights, signals, signs

Condition of Traffic Control Elements:

Fair

Speed limit posted?  Y / N

If yes, posted speed limit: 35

## Motorists

Trucks or other large vehicles observed:  Y / N

Existing loading zone?  Y / N

Motorcyclists observed:  Y / N

Existing pick-up or drop-off zones?  Y / N

### Parking

Parking allowed?  Y /  N

Illegal parking observed? Y /  N

If parking is allowed (circle all that apply):  Parallel  Angled  90° Other: \_\_\_\_\_

Metered or unmetered: \_\_\_\_\_

Designated spaces or "open": \_\_\_\_\_

### Signals

Is the corridor signalized?  Y /  N

Existing dedicated pedestrian signals?  Y /  N

### Sidewalk / Pedestrian Areas

Sidewalk present? Y /  N

Curb cuts and accessible ramps, or clear accessibility issues: pedestrian ramp missing

Are children observed / school nearby (marked school crossings)? Y /  N

Are people observed walking outside of pedestrian facilities (walking in the roadway, crossing midblock outside of crosswalks, or ignoring pedestrian traffic signal indications)? \_\_\_\_\_

### Cyclists

Cyclists observed? Y /  N

Dedicated cycling facilities present? Y /  N

If not, do people cycle in the roadway or on the sidewalk? \_\_\_\_\_

### Transit Users

Is this a transit route? Y /  N

Bus stops / shelters? Y /  N

### Notes

- Speed limit sign not very visible
  - Small sidewalk that ends in middle of corridor abruptly
- 
- 
- 
- 
- 
- 
-

# Appendix D: Assembled Graphs

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	Box and whisker without outliers	Box and whisker with outliers	Speed histogram	Volume bar graph
1				
2				
3				
4				
5				
6				
7	X	X		
8				
9	X	X	X	X
10				
11	X	X		
12	X	X	X	X
13	X	X		
14	X	X		
15	X	X		
16				
17				
18	X	X		
19				
20	X	X		
21	X	X	X	X
22				
23				
24				
25	X	X	X	X
26	X	X	X	X
27				
28				
29				
30				
31	X	X	X	X
32				
33				
34				
35				
36				
37				
38				
39				
40				
41				
42				
43	X	X	X	X
44	X	X	X	X

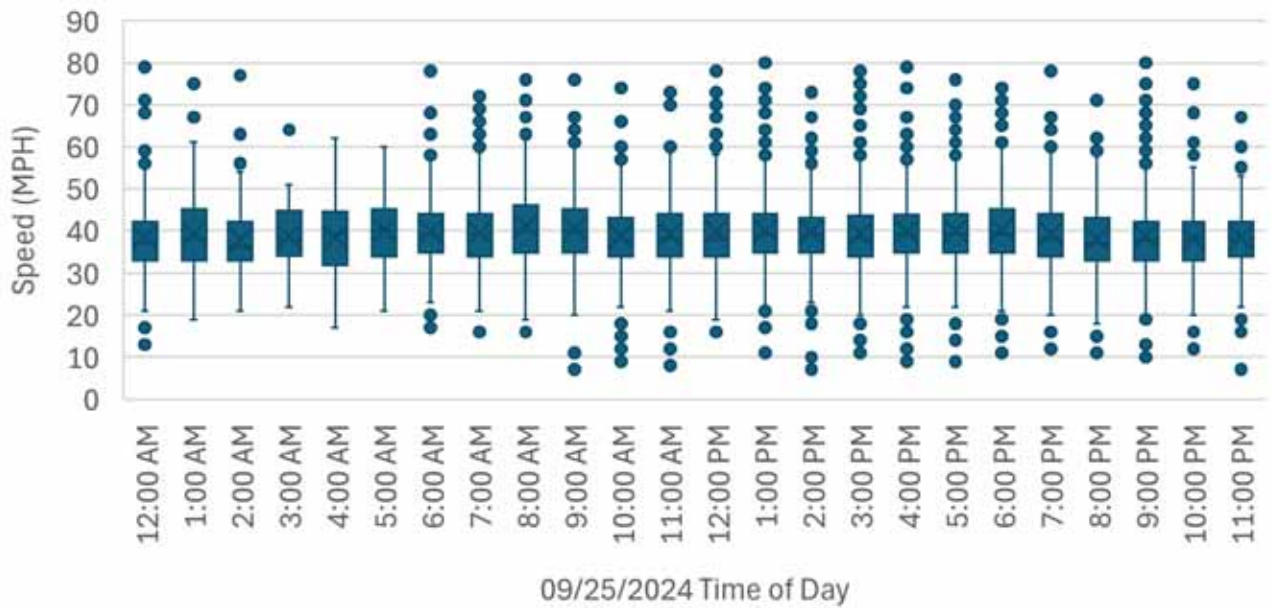


	Box and whisker without outliers	Box and whisker with outliers	Speed histogram	Volume bar graph
45	X	X	X	X
46				
47				
48				
49				
50				
51				
52				
53				
54	X	X		
55				
56	X	X	X	X
57	X	X		
58	X	X		
59	X	X	X	X
60	X	X	X	X
61	X	X		
62				
63				
64				
65	X	X		
66				
67				
68				
69	X	X	X	X
70	X	X		
71	X	X	X	X
72	X	X	X	X
73	X	X	X	X
74	X	X	X	X
75				

20 Corridors for specific recommendations

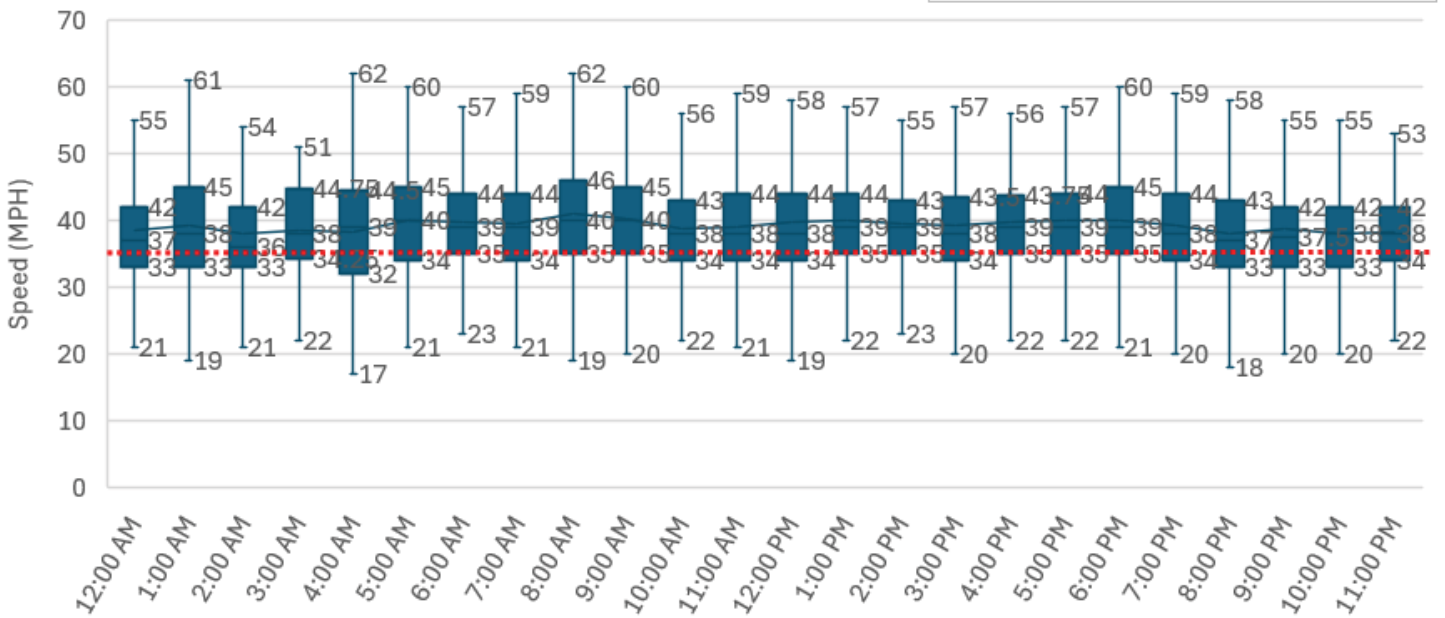


### Corridor 7 - Van Brunt Boulevard from E 27th St to E 29th St



### Corridor 7 - Van Brunt Boulevard from E 27th St to E 29th St

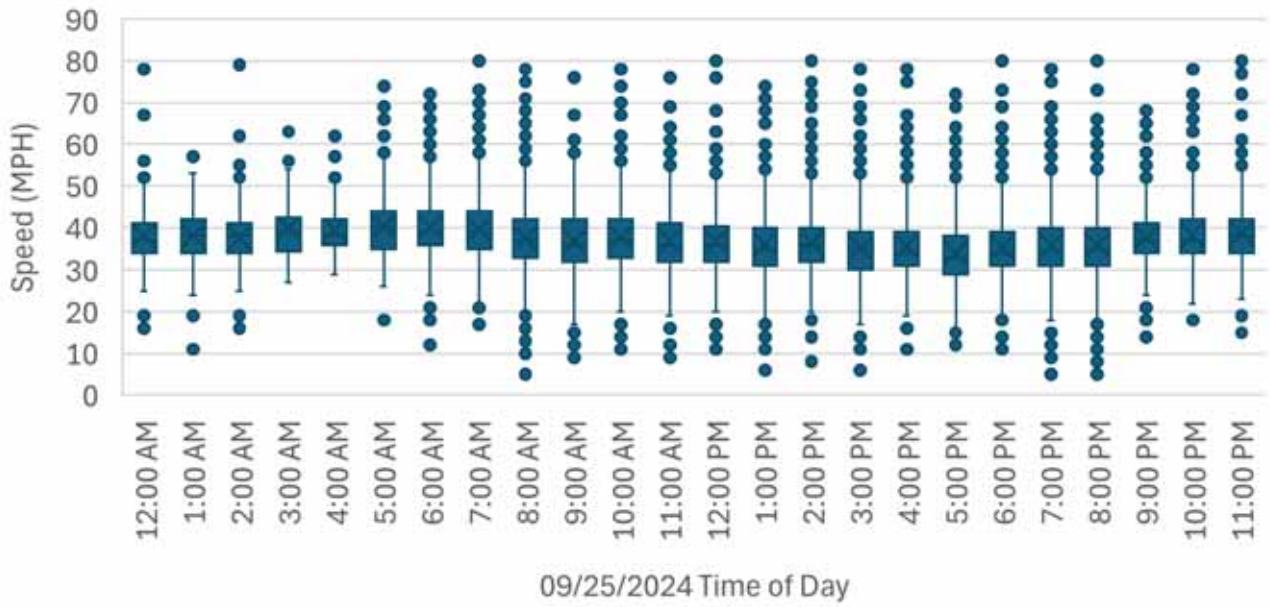
..... Posted Speed Limit = 35 MPH



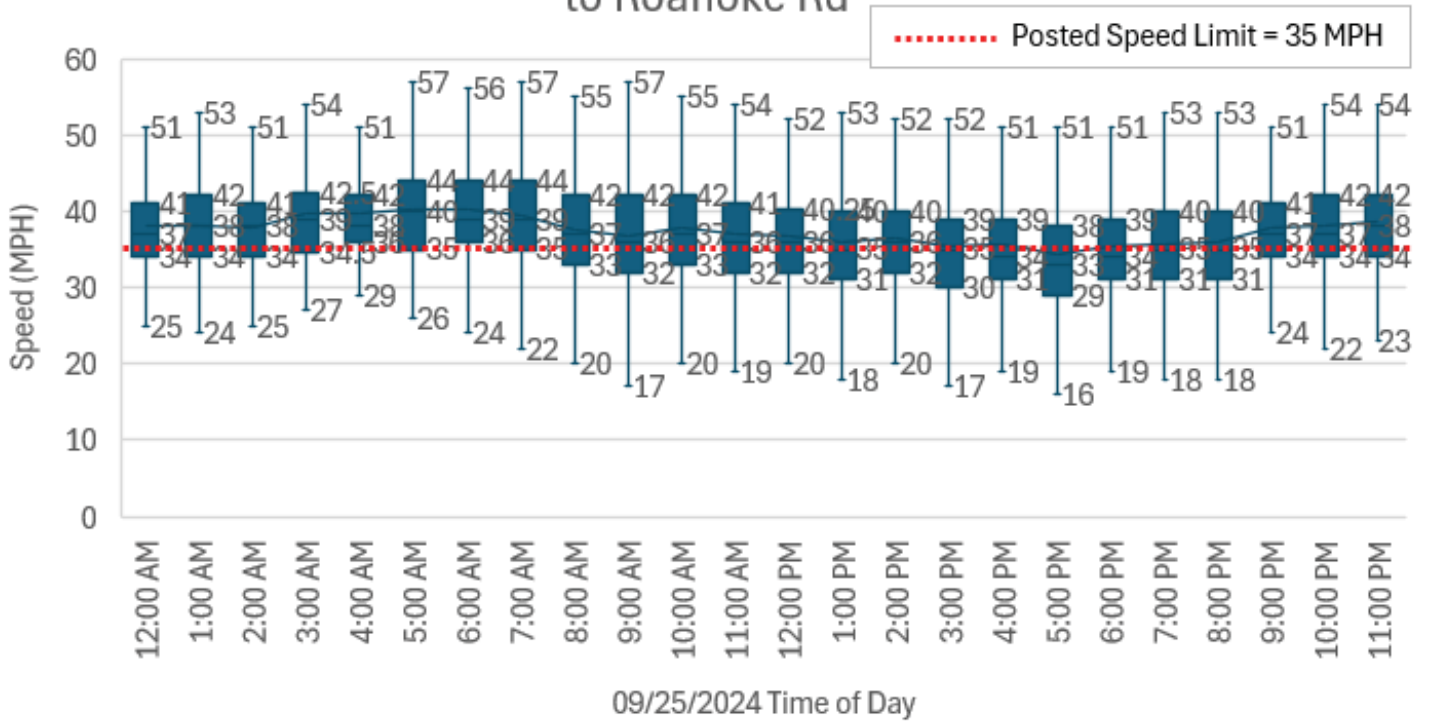
09/25/2024 Time of Day



# Corridor 9 - Southwest Trafficway from W 31st St to Roanoke Rd

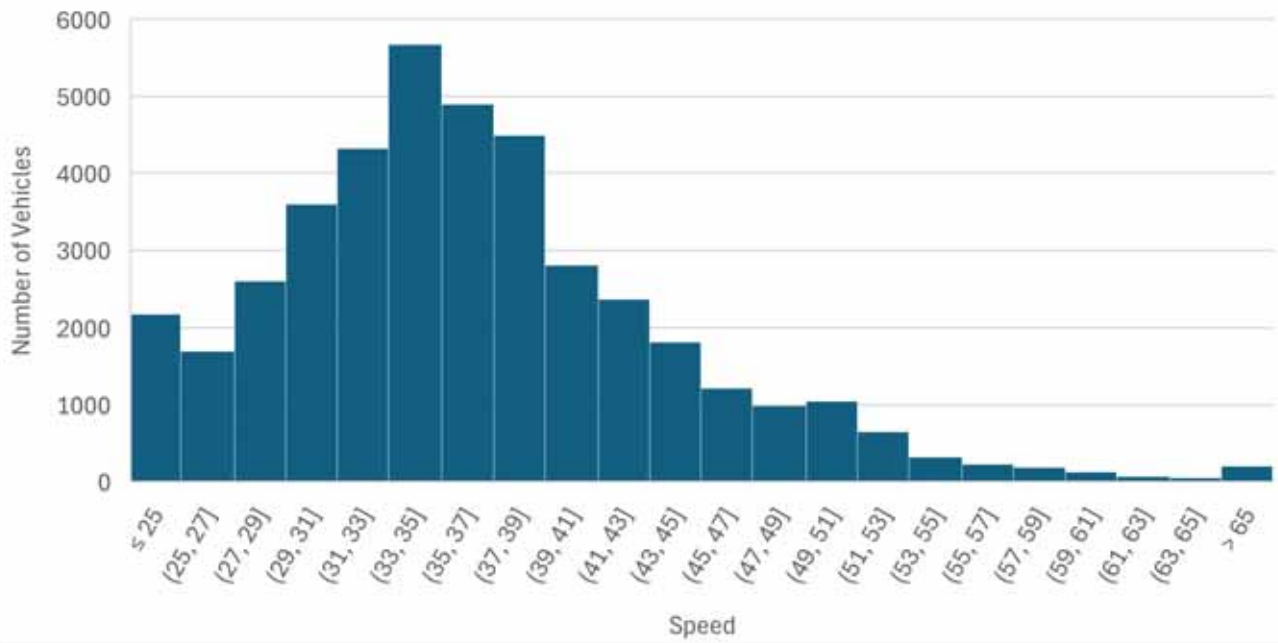


## Corridor 9 - Southwest Trafficway from W 31st St to Roanoke Rd

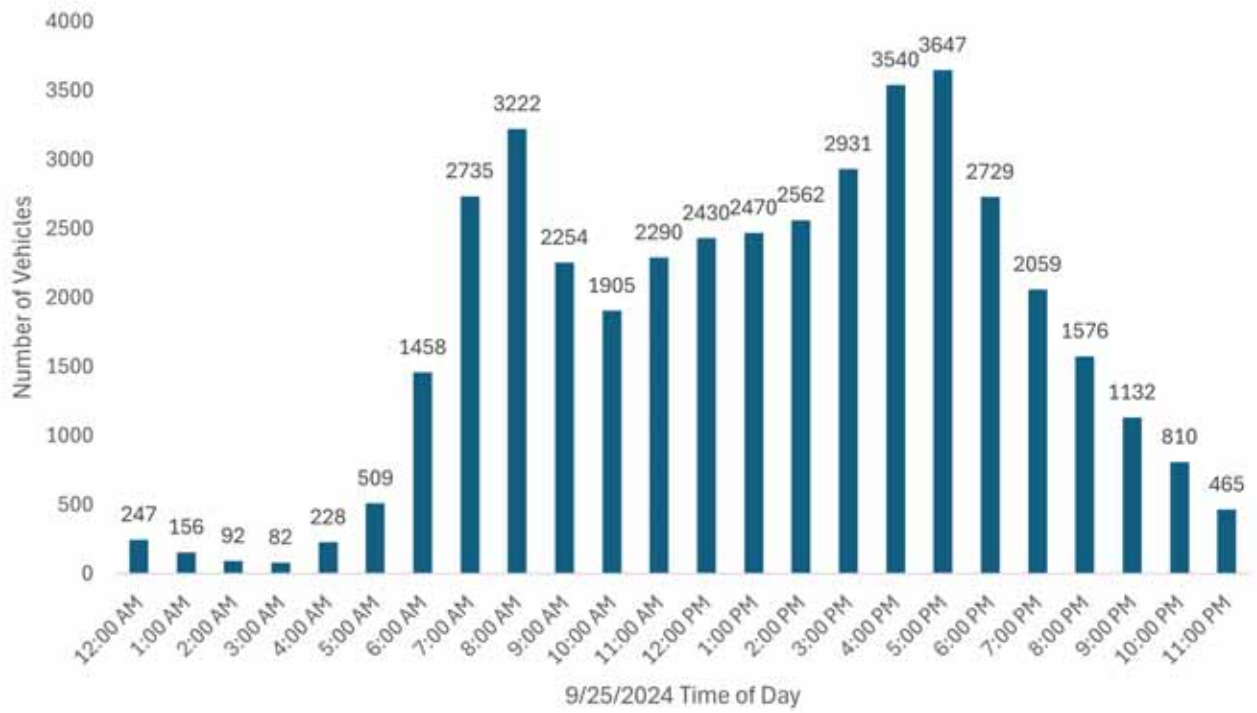


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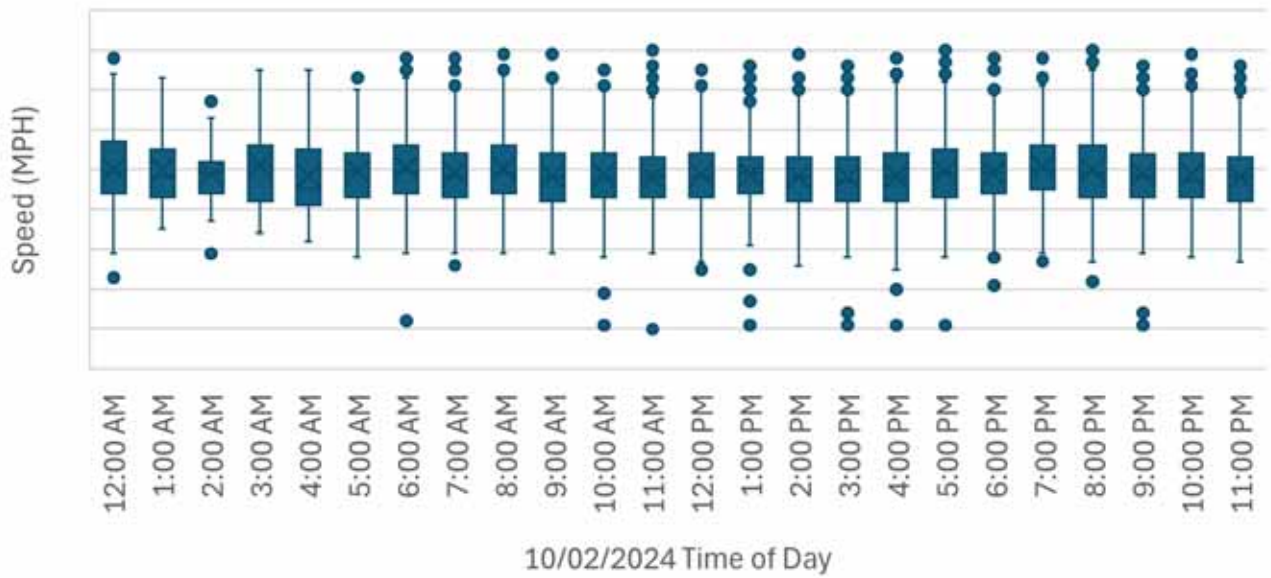
### Corridor 9 - Southwest Trafficway from W 31st St to Roanoke Rd Speed Limit 35 MPH



### Corridor 9 - Southwest Trafficway from W 31st St to Roanoke Rd

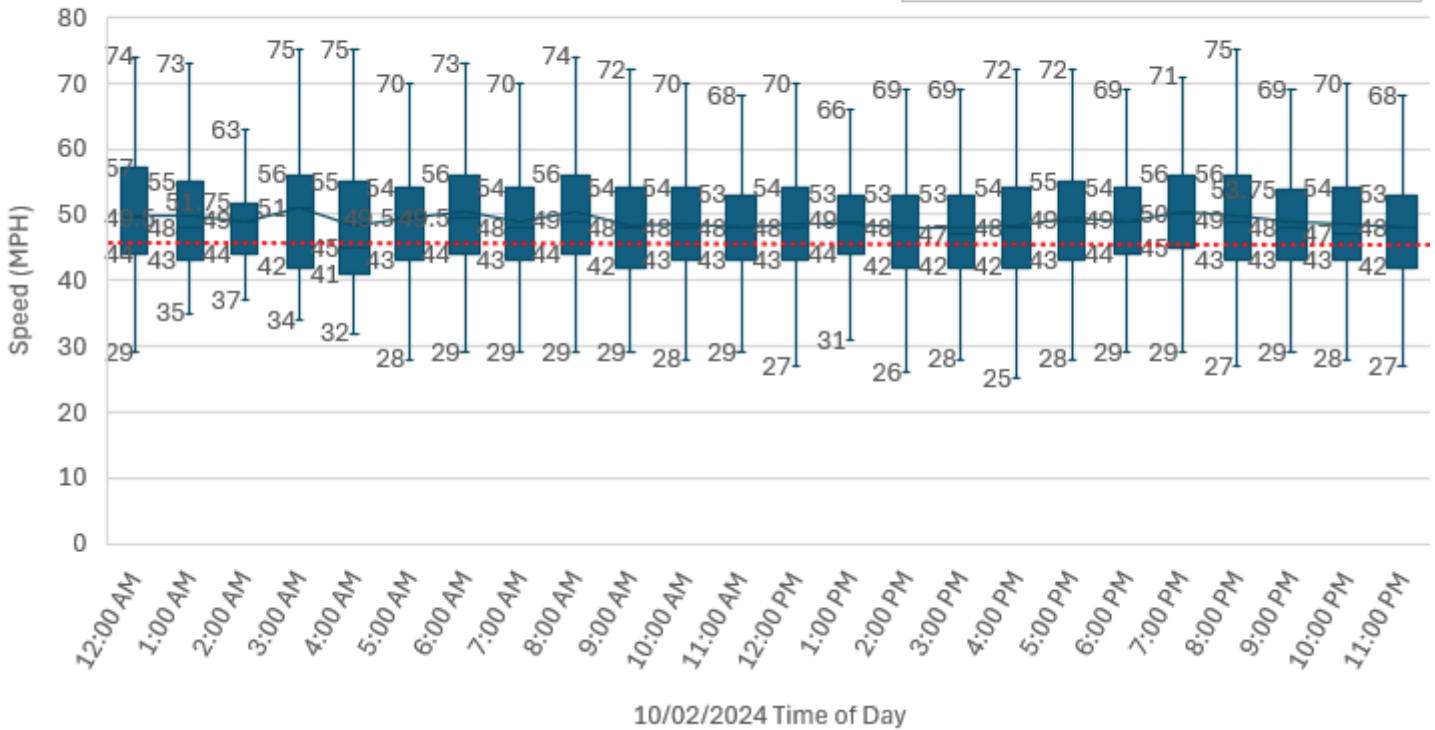


### Corridor 11 - Cleaver II Boulevard from Vinyard Dr to Elmwood Ave

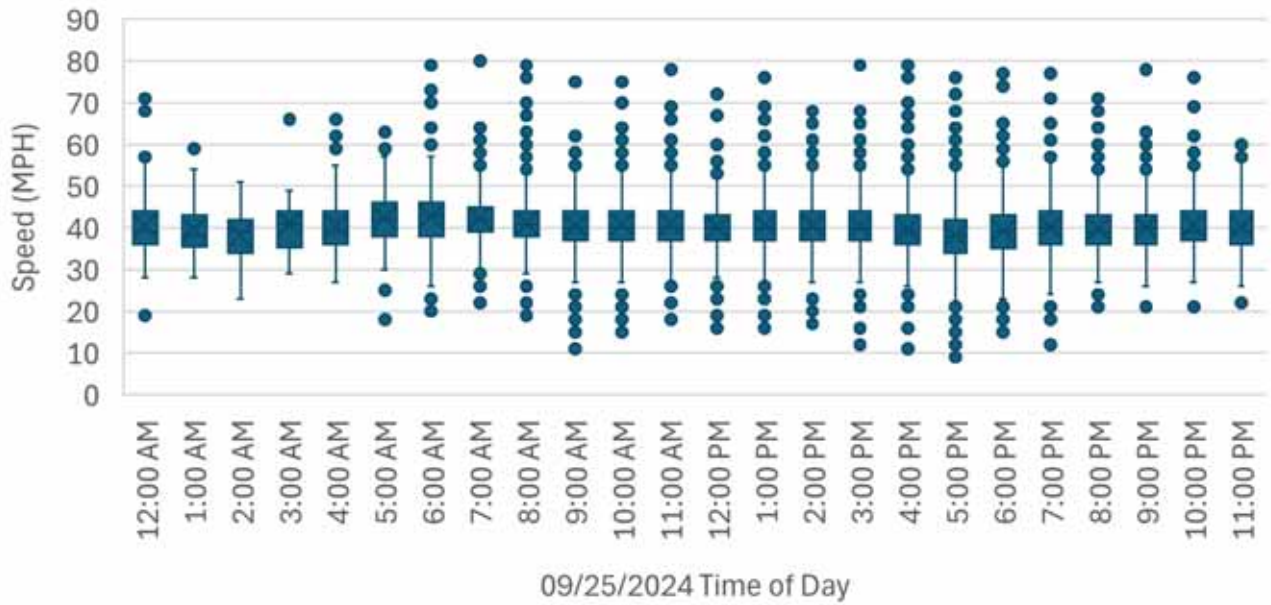


## Corridor 11 - Cleaver II Boulevard from Vinyard Dr to Elmwood Ave

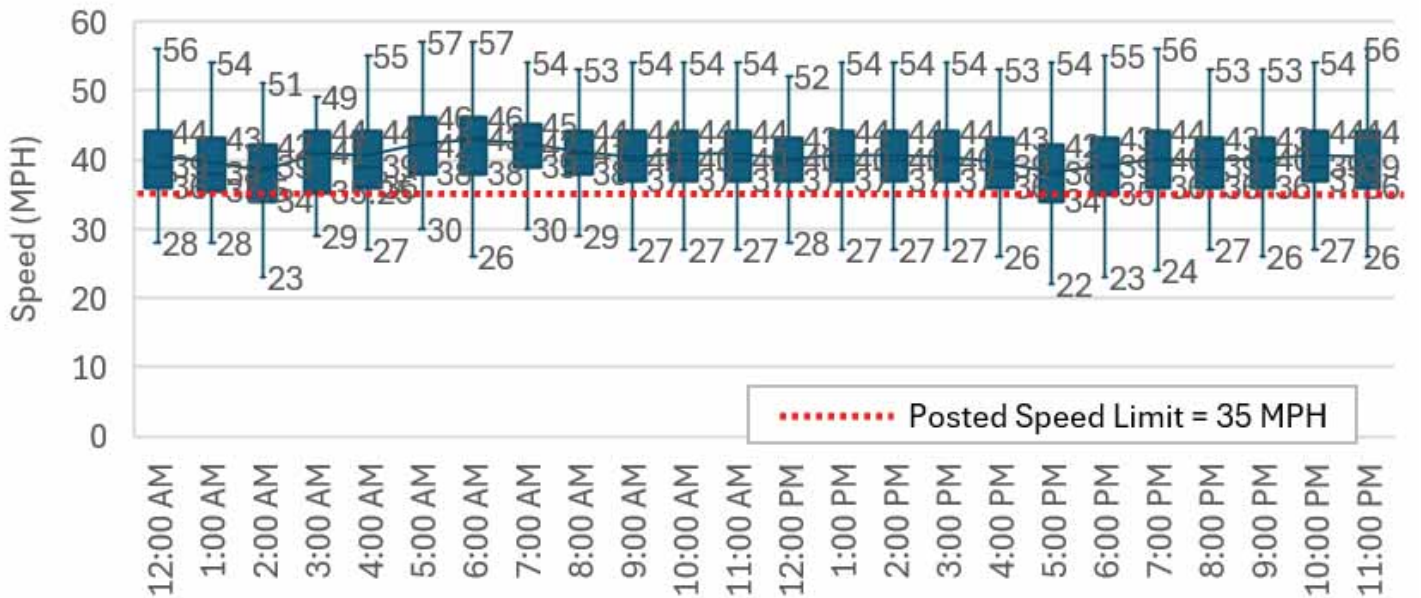
..... Posted Speed Limit = 45 MPH



### Corridor 12 - Ward Parkway from W 79th St to W Meyer Blvd



## Corridor 12 - Ward Parkway from W 79th St to W Meyer Blvd

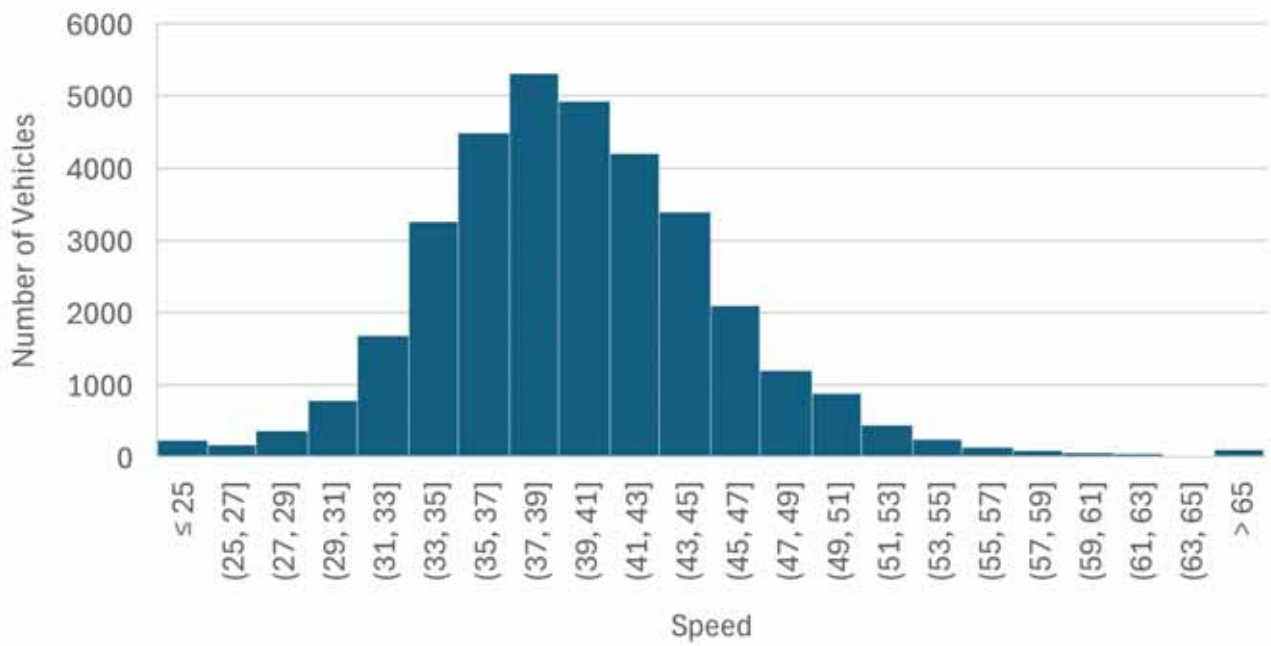


09/25/2024 Time of Day

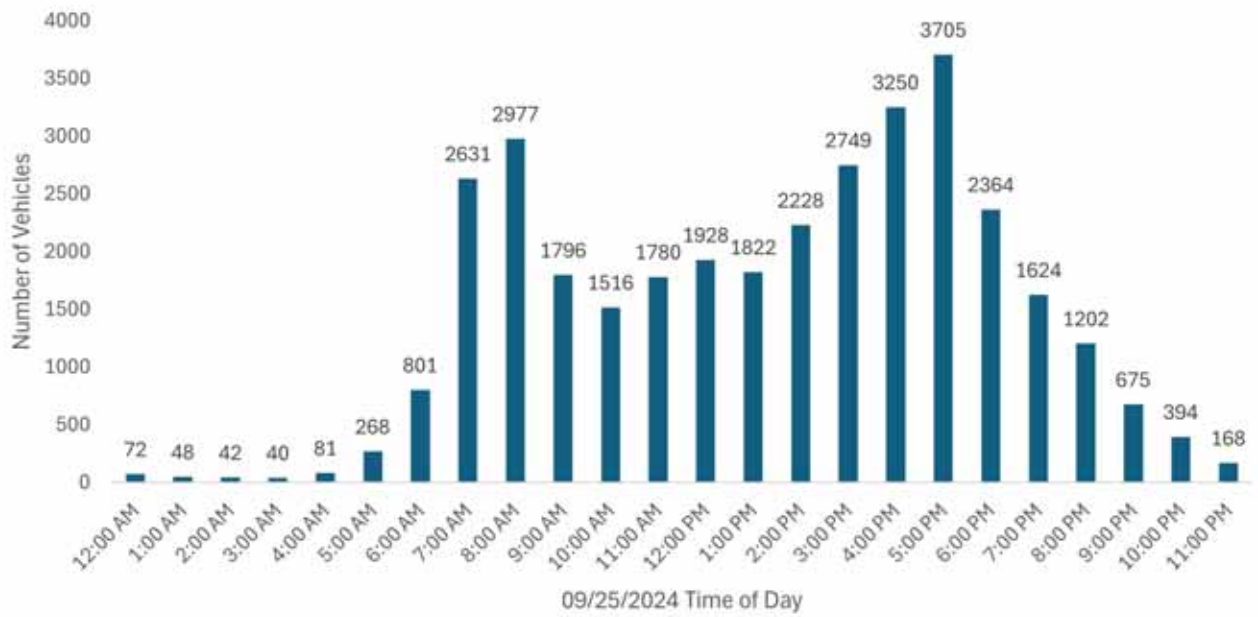


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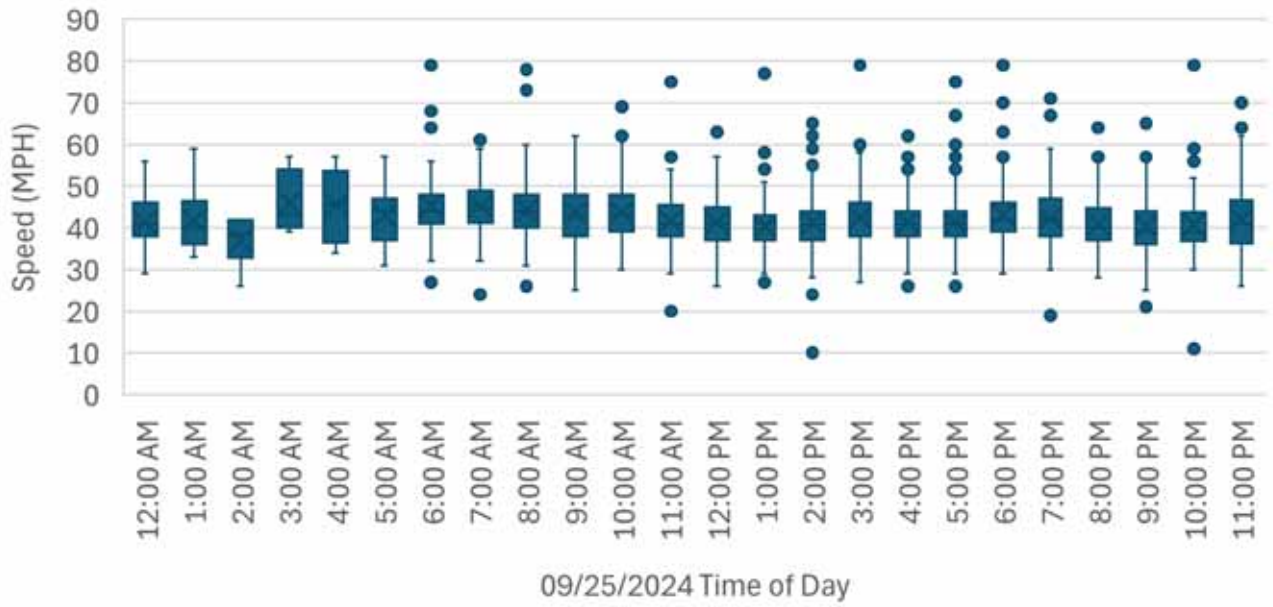
### Corridor 12 - Ward Parkway from W 79th St to W Meyer Blvd Speed Limit 35 MPH



### Corridor 12 - Ward Parkway from W 79th St to W Meyer Blvd

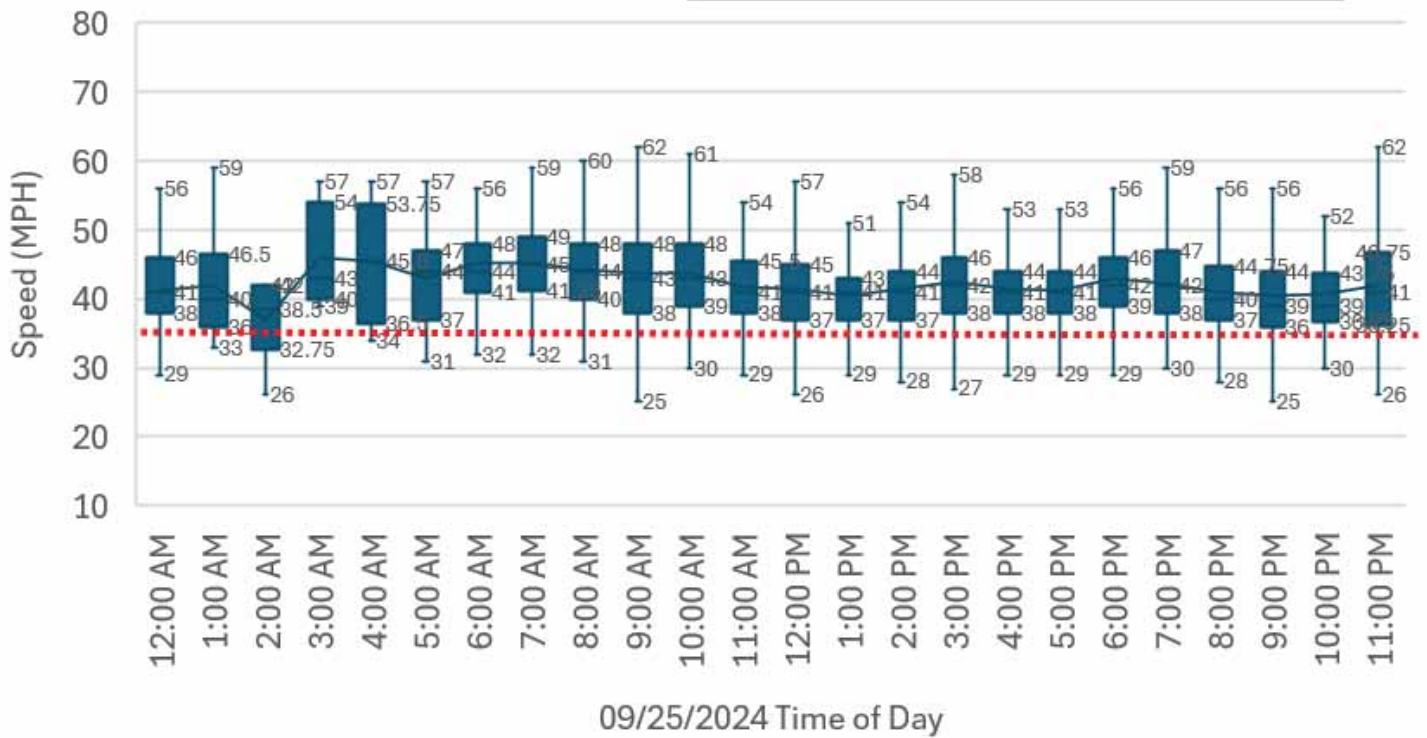


### Corridor 13 - Oldham Road from Oakwood Rd to Hillcrest Rd

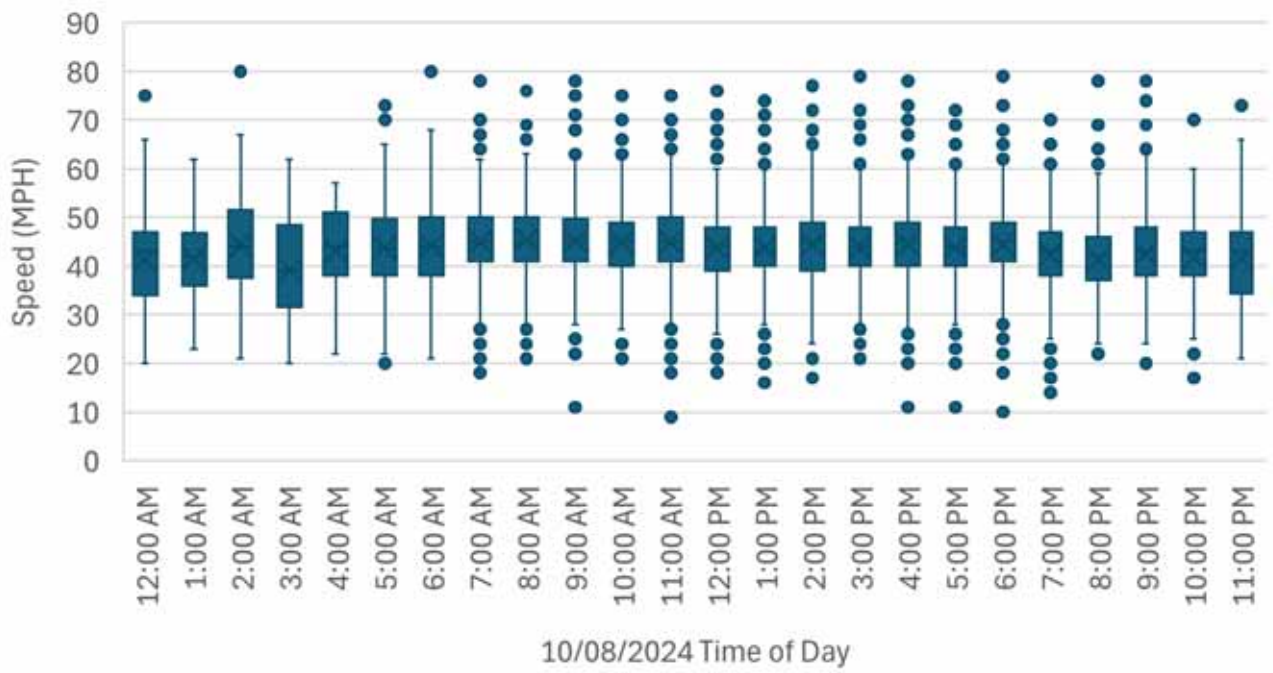


## Corridor 13 - Oldham Road from Oakwood Rd to Hillcrest Rd

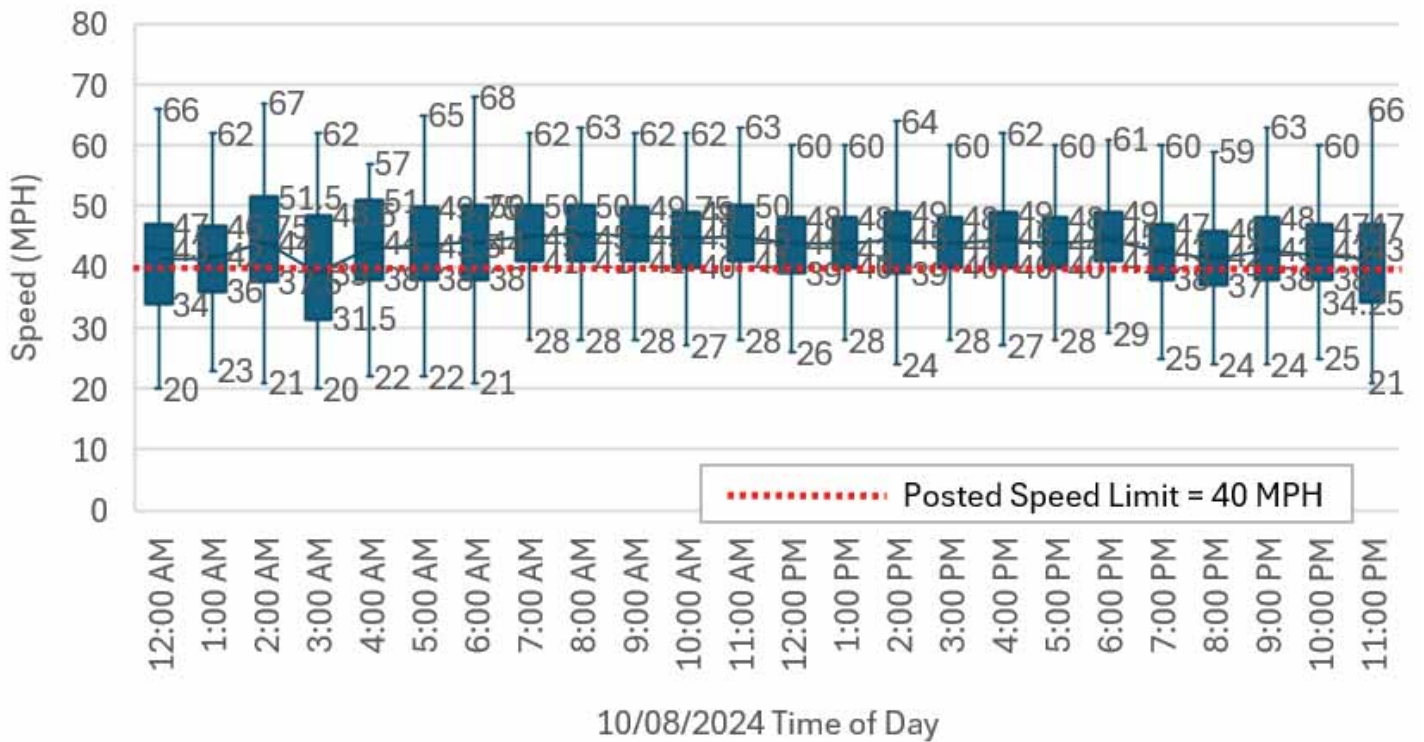
..... Posted Speed Limit = 35 MPH



### Corridor 14 - Troost Avenue from 81st St E to 85th St E

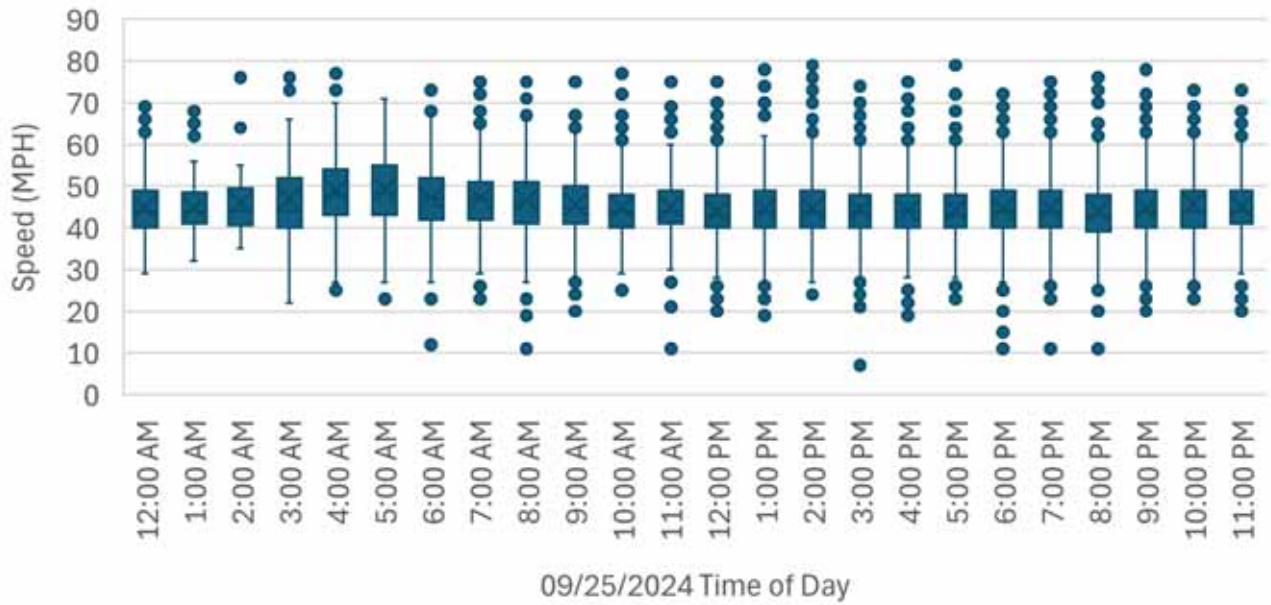


## Corridor 14 - Troost Avenue from 81st St E to 85th St E

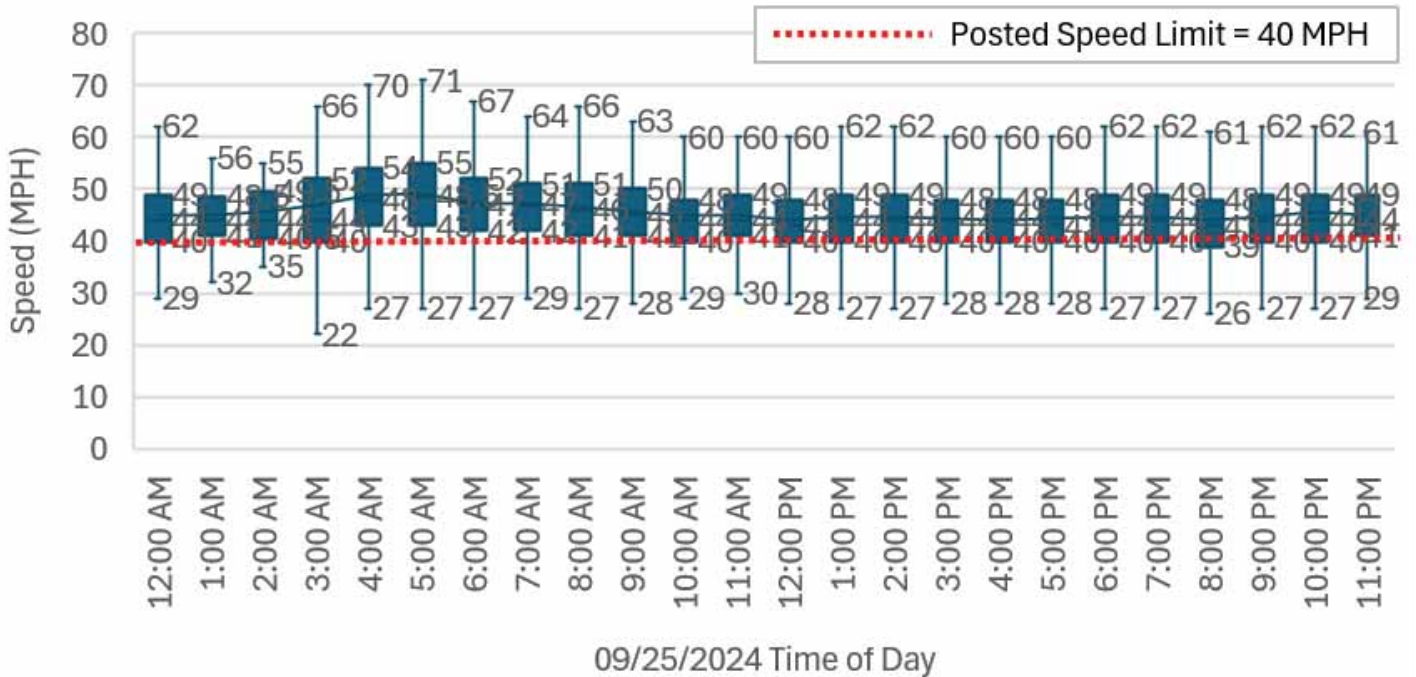


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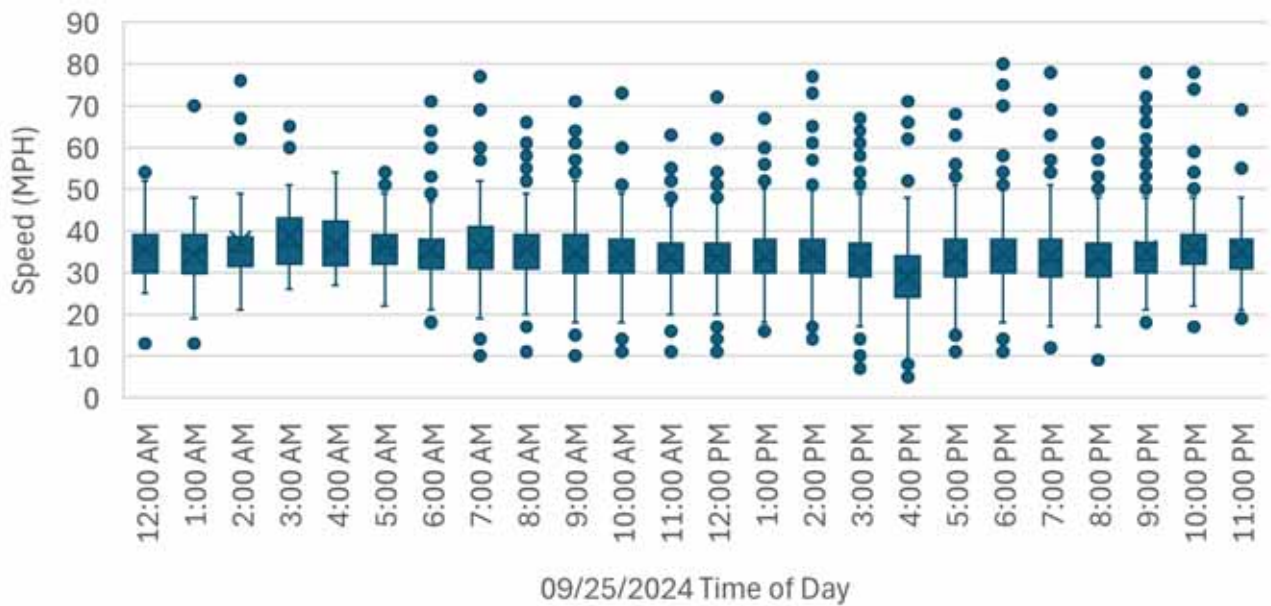
## Corridor 15 - 87th Street from Newton Ave to Blue Ridge Blvd



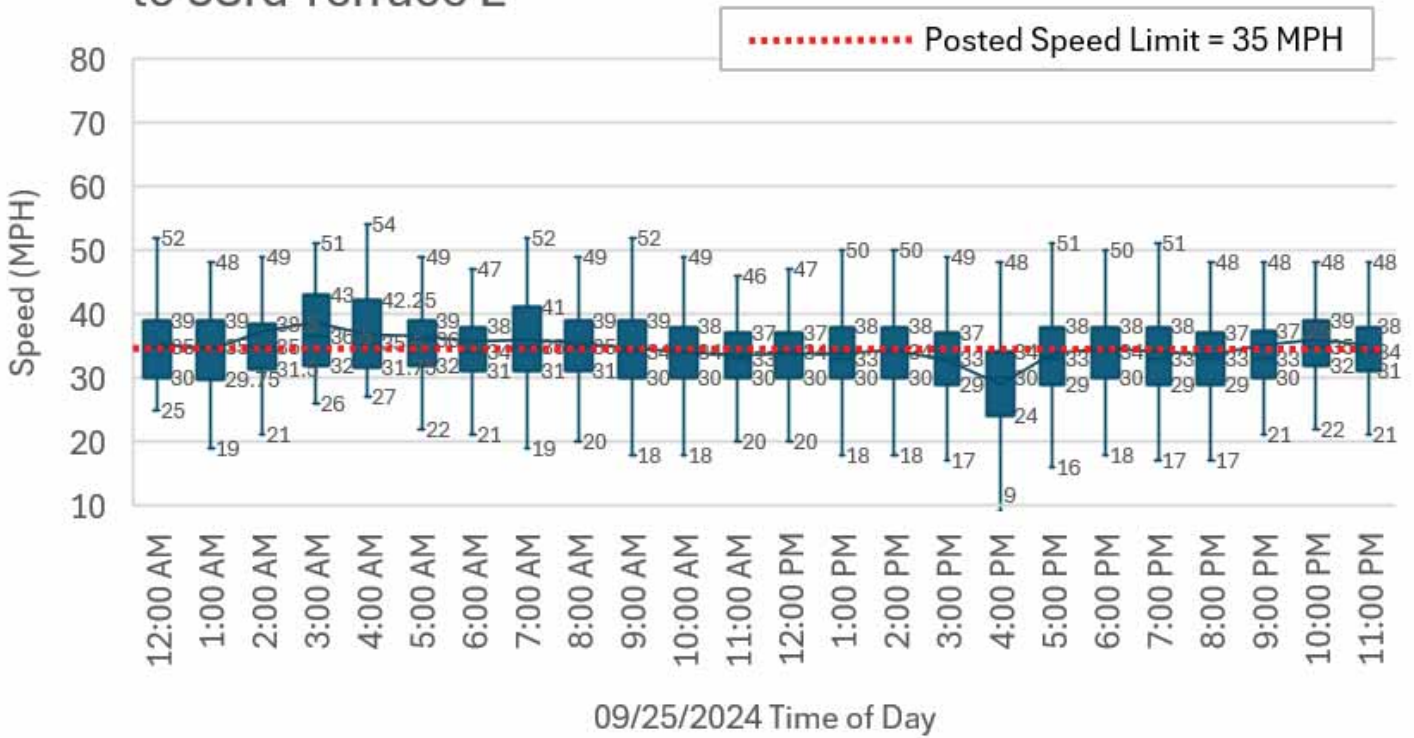
## Corridor 15 - 87th Street from Newton Ave to Blue Ridge Blvd



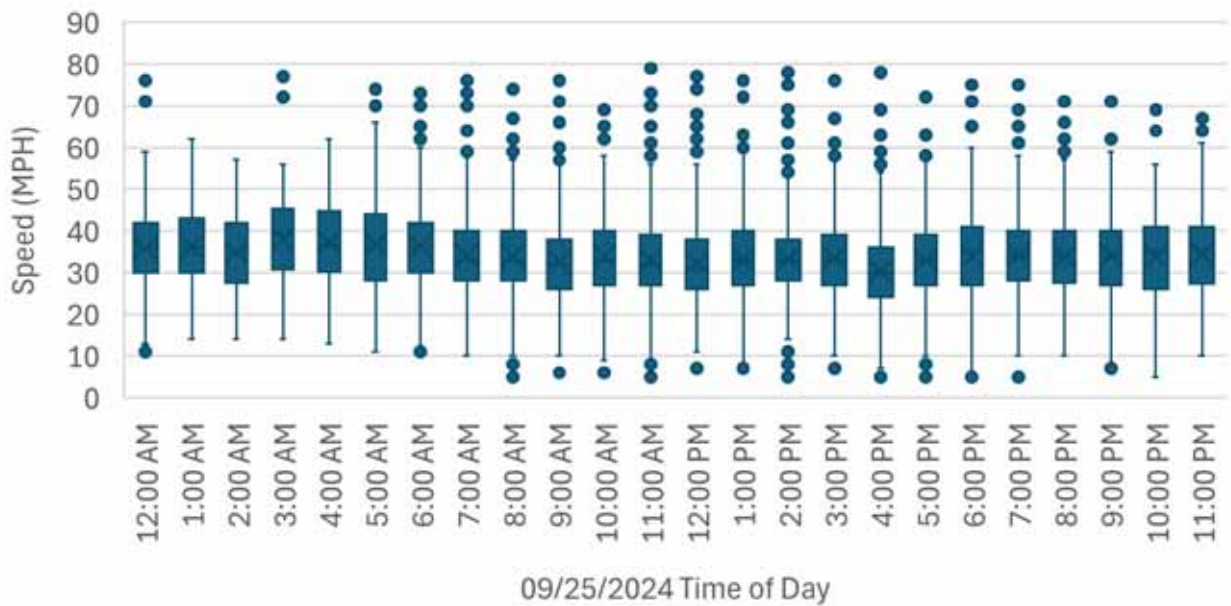
### Corridor 18 - Cleveland Avenue from 46th Terrace E to 53rd Terrace E



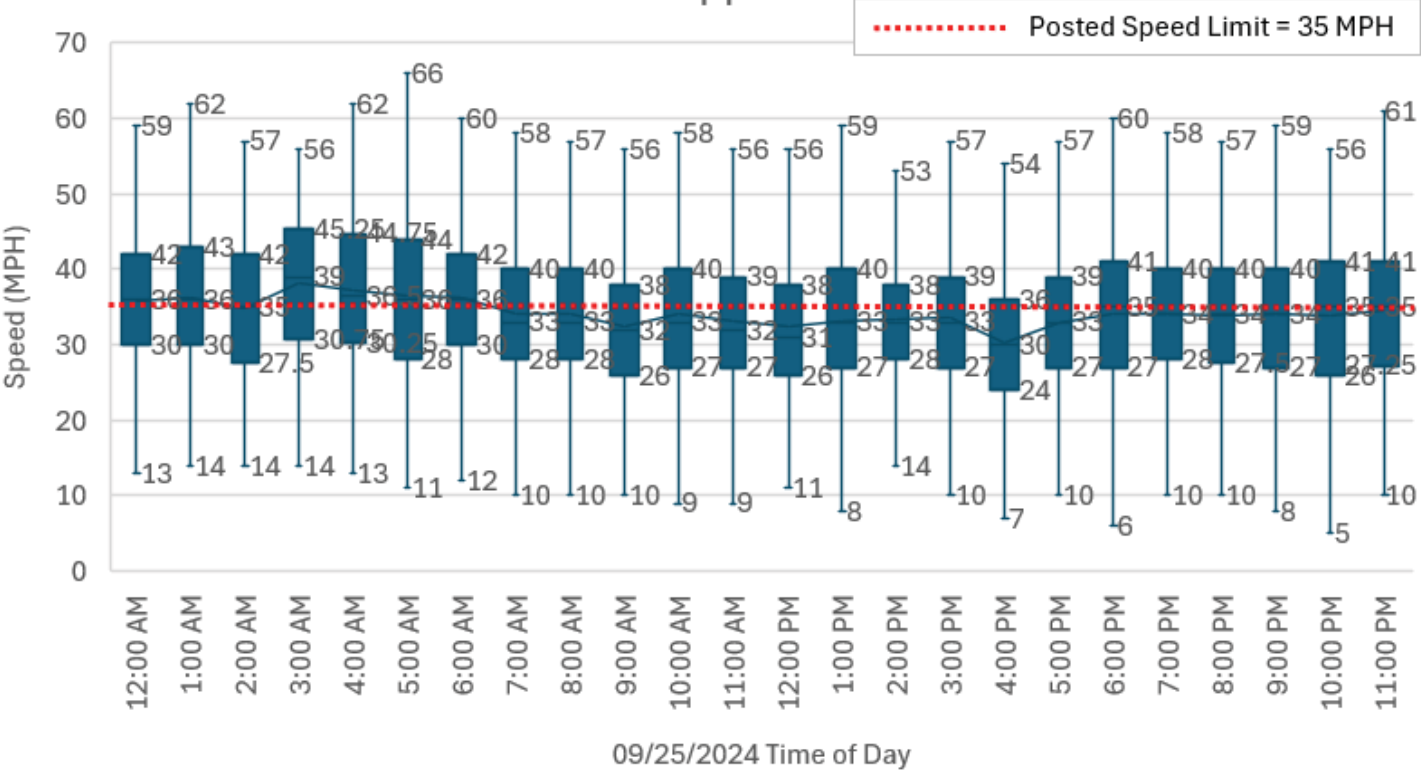
# Corridor 18 - Cleveland Avenue from 46th Terrace E to 53rd Terrace E



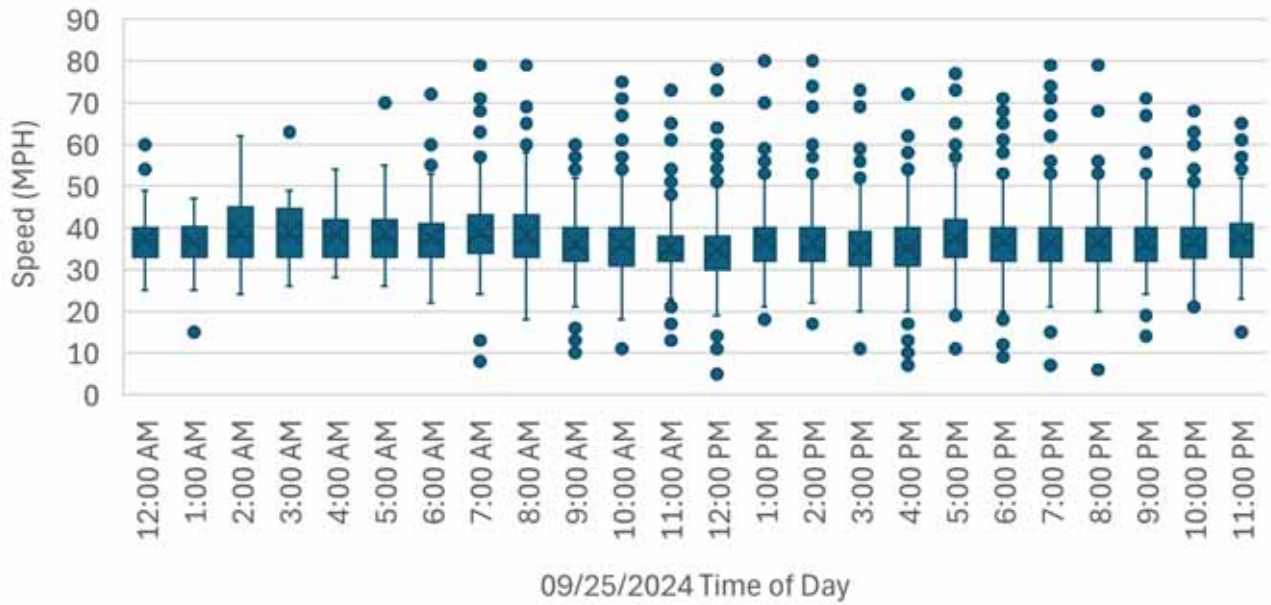
### Corridor 20 - Eastwood Trafficway from Palmer Dr to Crabapple Ln



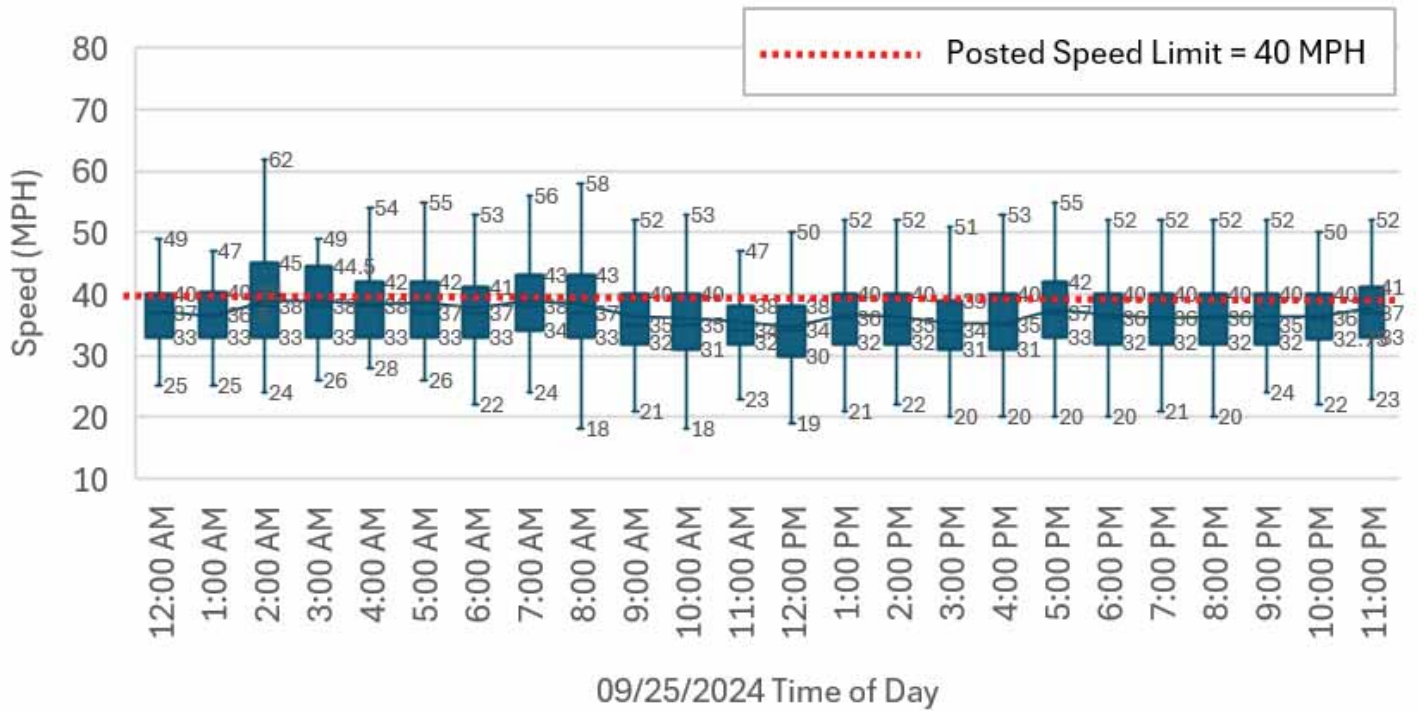
### Corridor 20 - Eastwood Trafficway from Palmer Dr to Crabapple Ln



# Corridor 21 - Gregory Boulevard from Agnes Ave to The Paseo

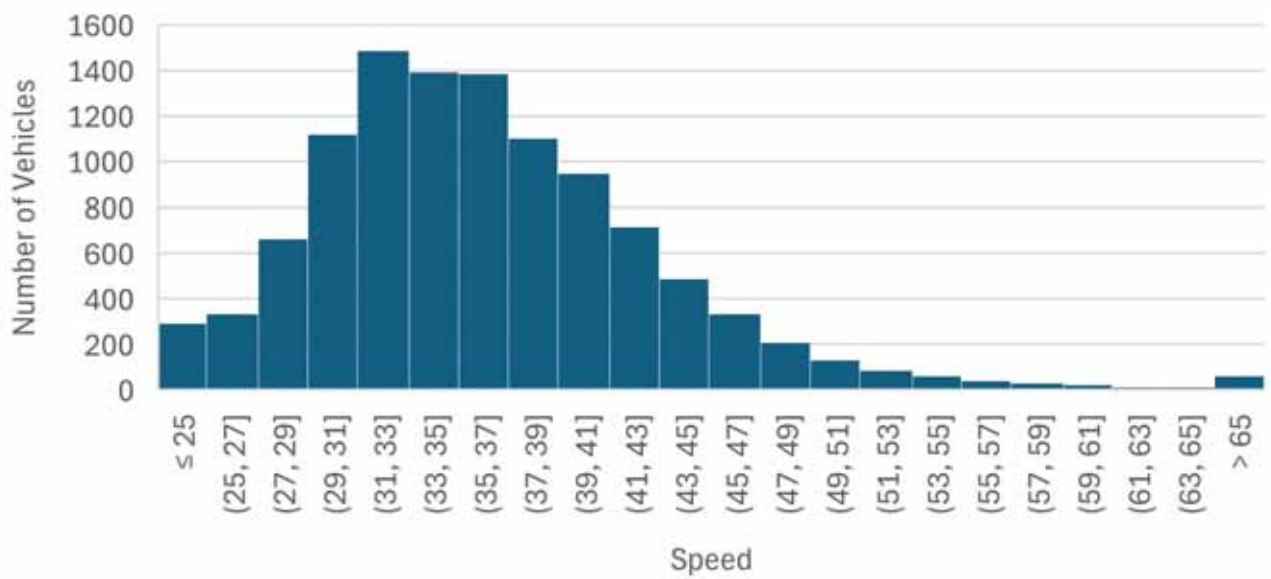


## Corridor 21 - Gregory Boulevard From Agnes Ave to The Paseo



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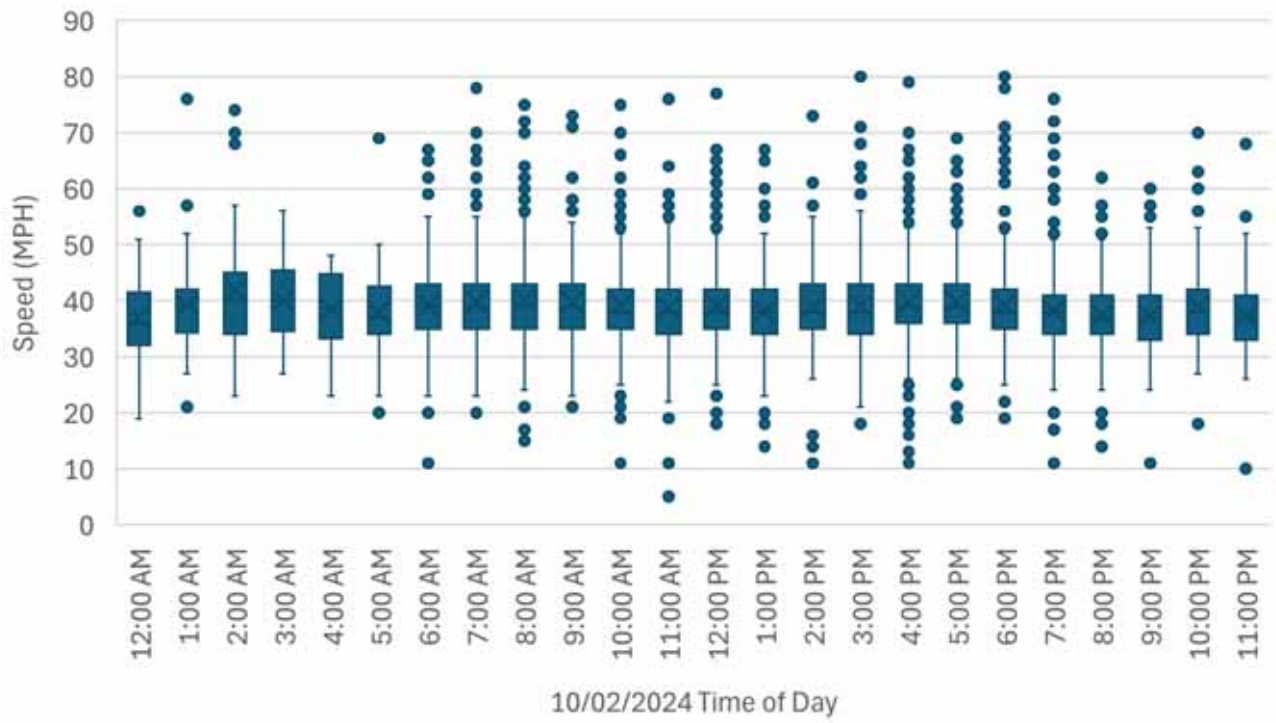
### Corridor 21 - Gregory Boulevard from Agnes Ave to The Paseo Speed Limit 40 MPH



### Corridor 21 - Gregory Boulevard from Agnes Ave to The Paseo

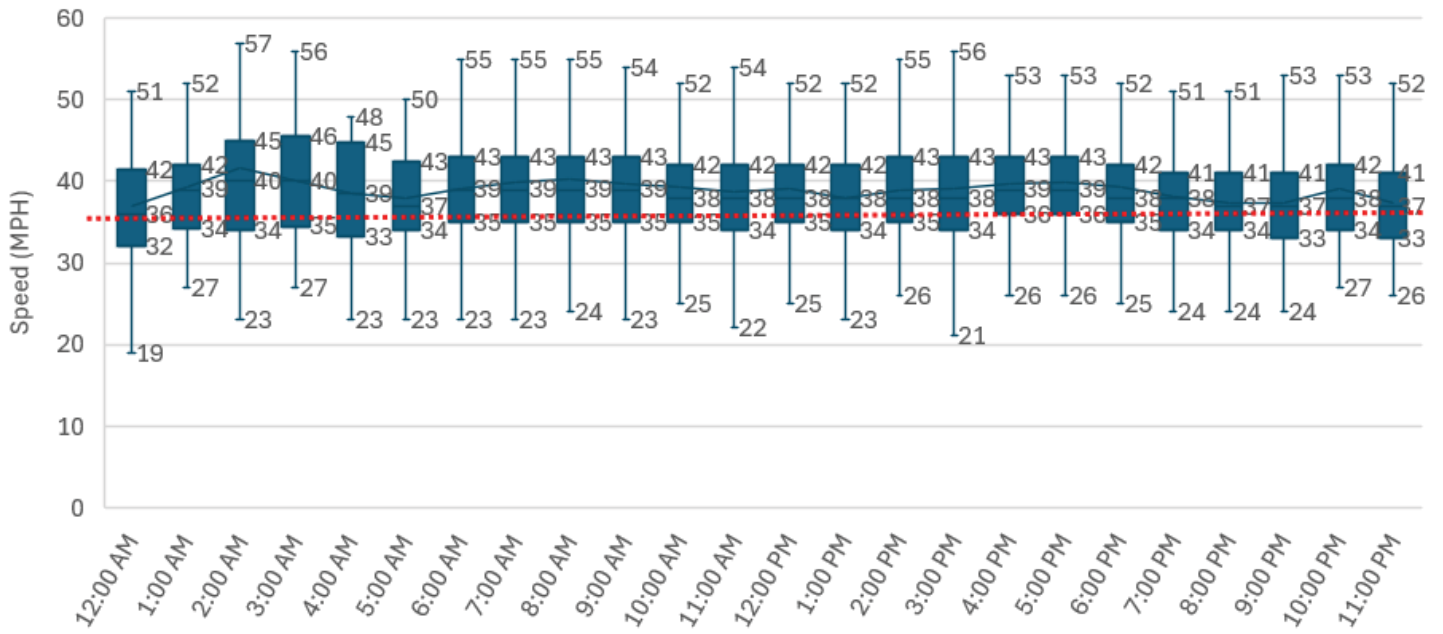


### Corridor 25 - The Paseo from E 43rd St to E 39th St



## Corridor 25 - The Paseo from E 43rd St to E 39th St

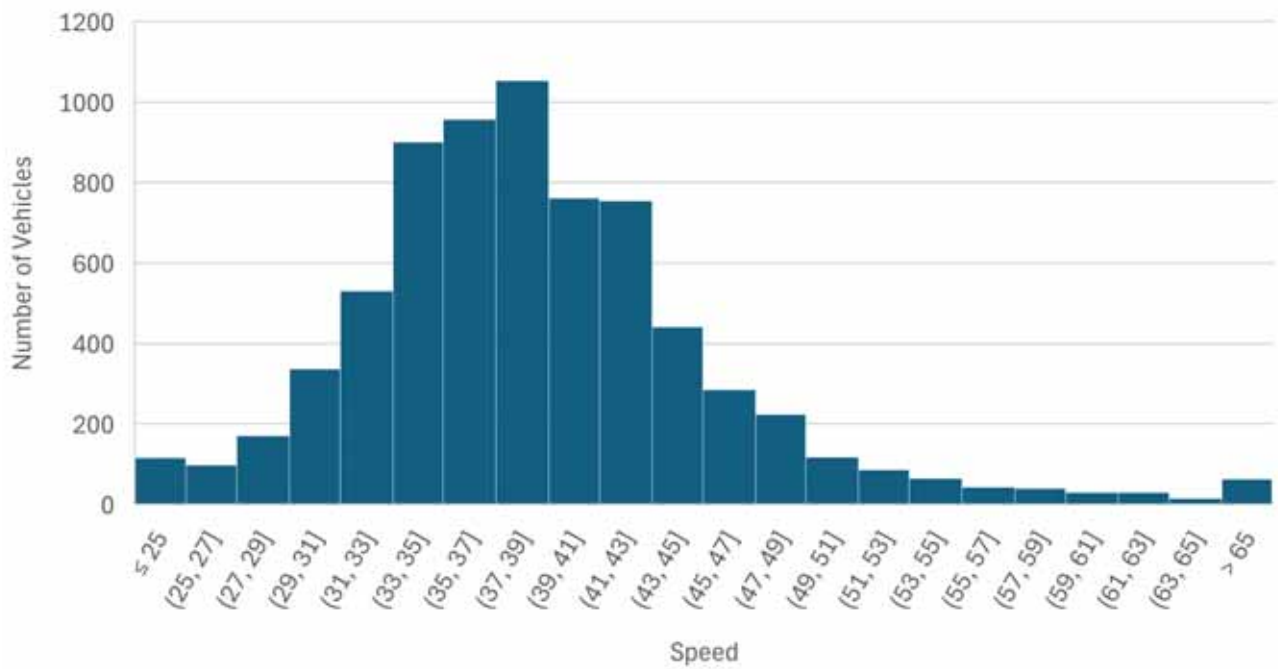
..... Posted Speed Limit = 35 MPH



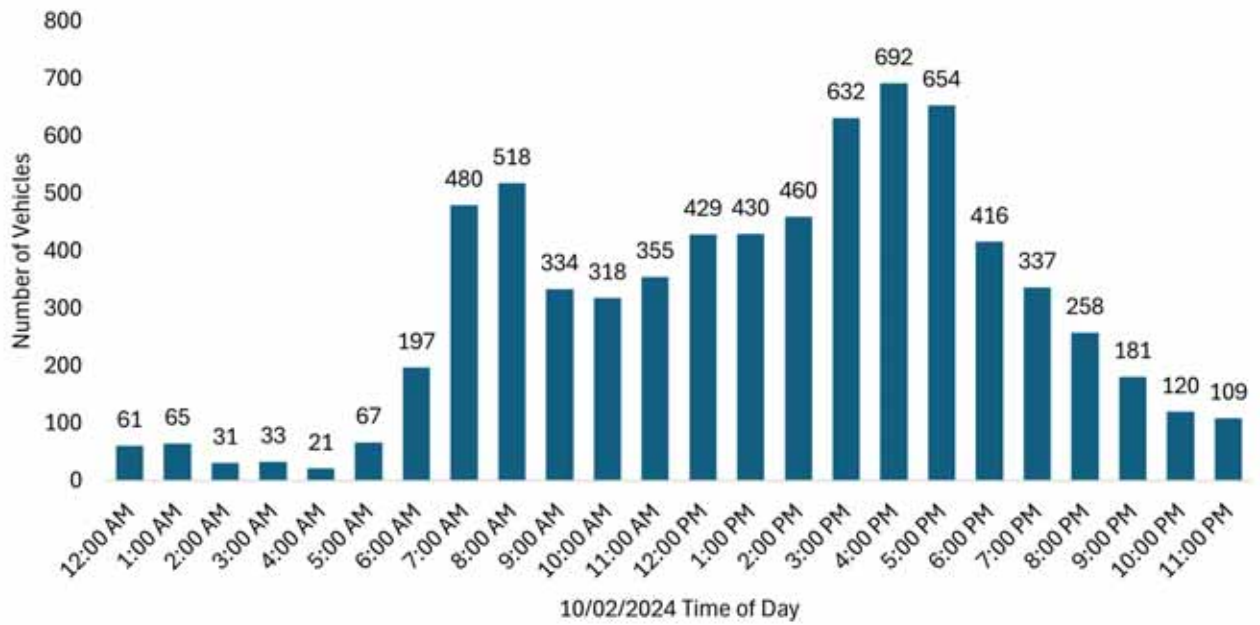
10/02/2024 Time of Day



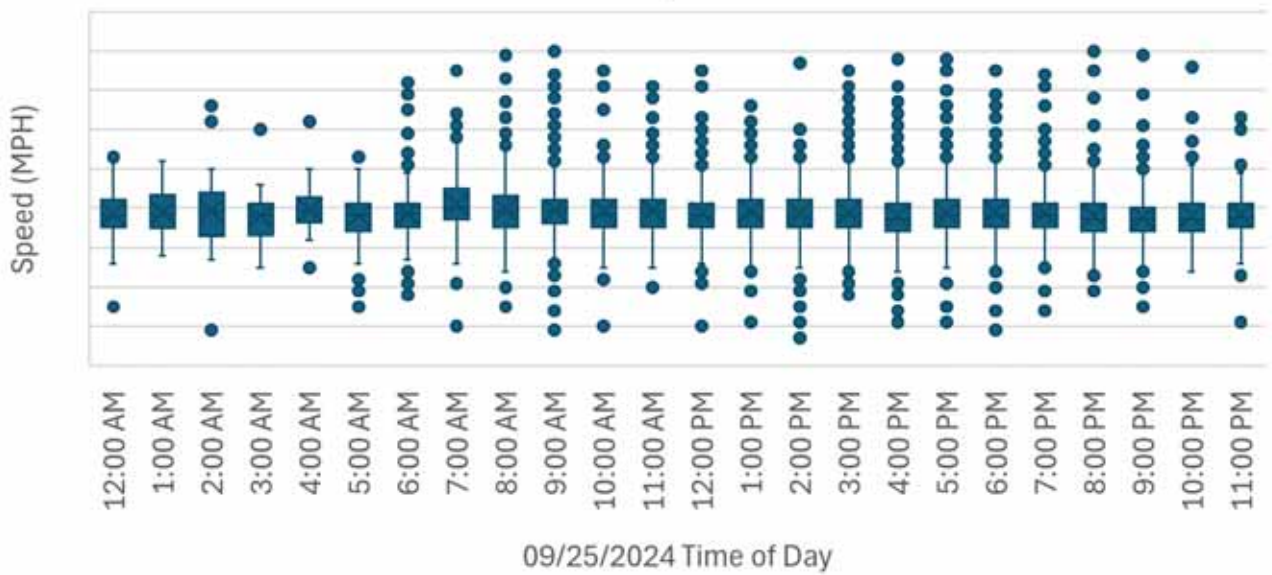
### Corridor 25 - The Paseo from E 43rd St to E 39th St Speed Limit 35 MPH



Corridor 25 - The Paseo from E 43rd St to E 39th St

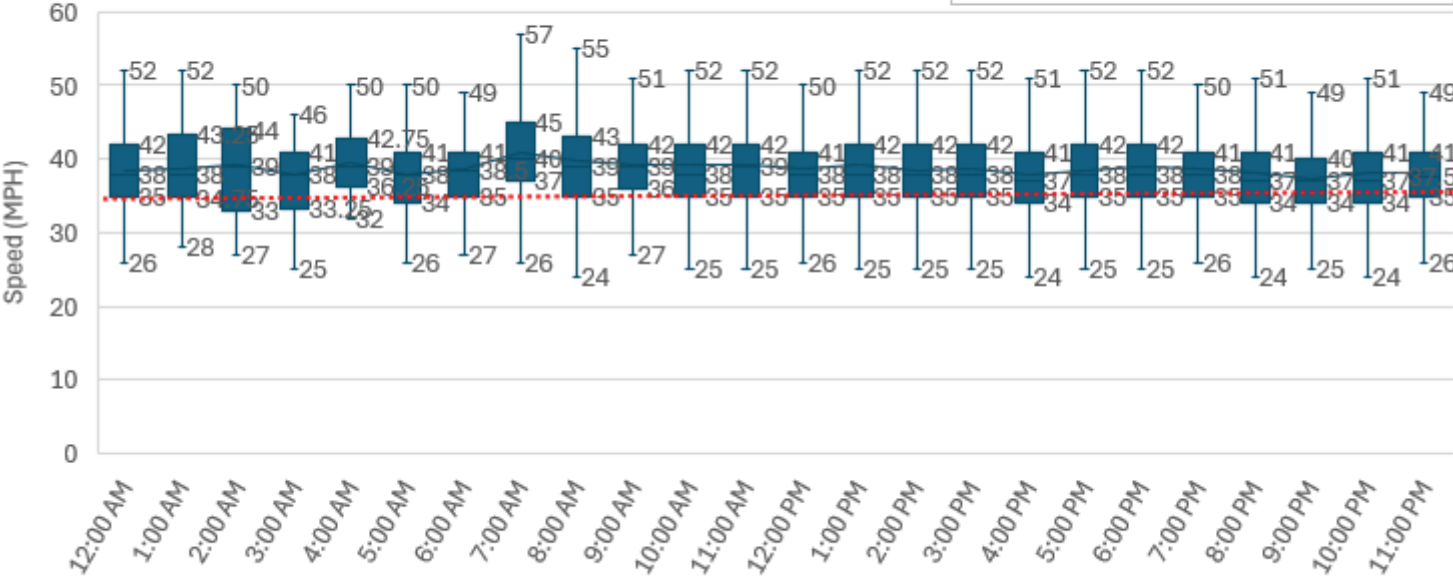


# Corridor 26 - Ward Pkwy from W 51st St to Brush Creek Pkwy



### Corridor 26 - Ward Pkwy from W 51st St to Brush Creek Pkwy

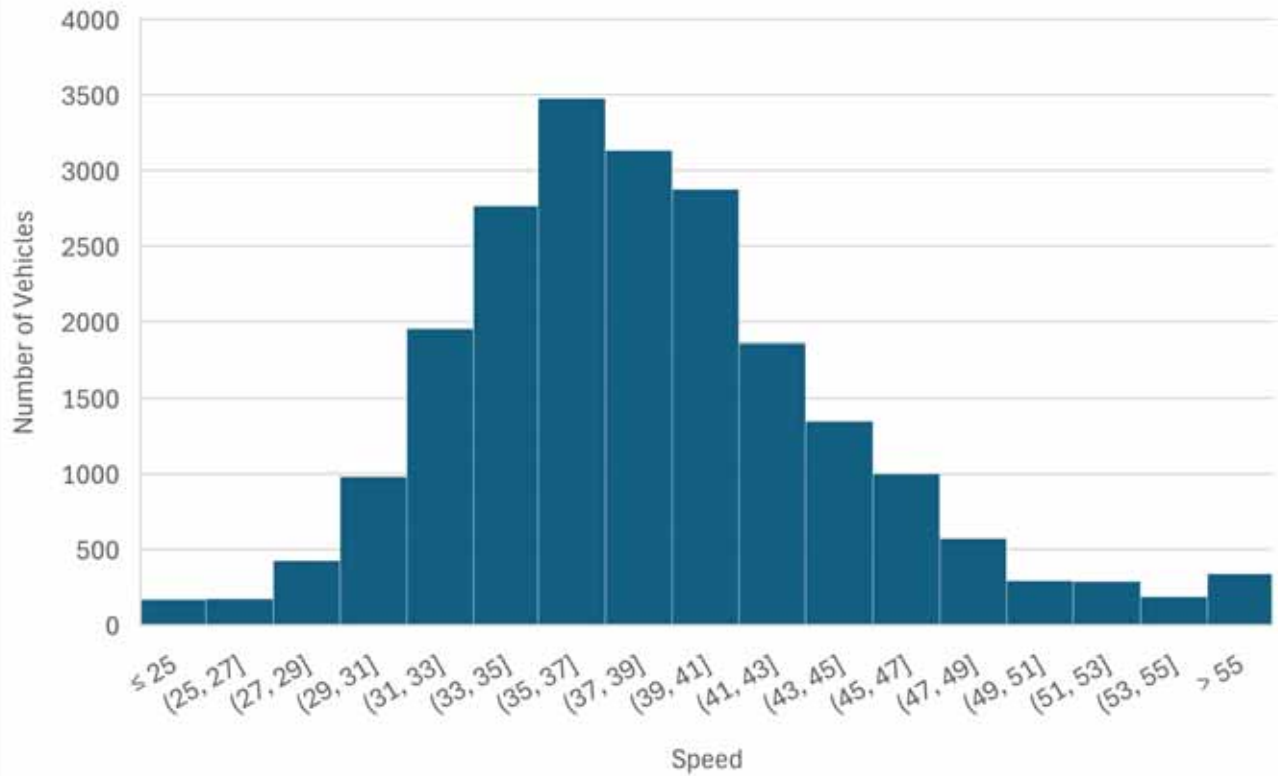
..... Posted Speed Limit = 35 MPH



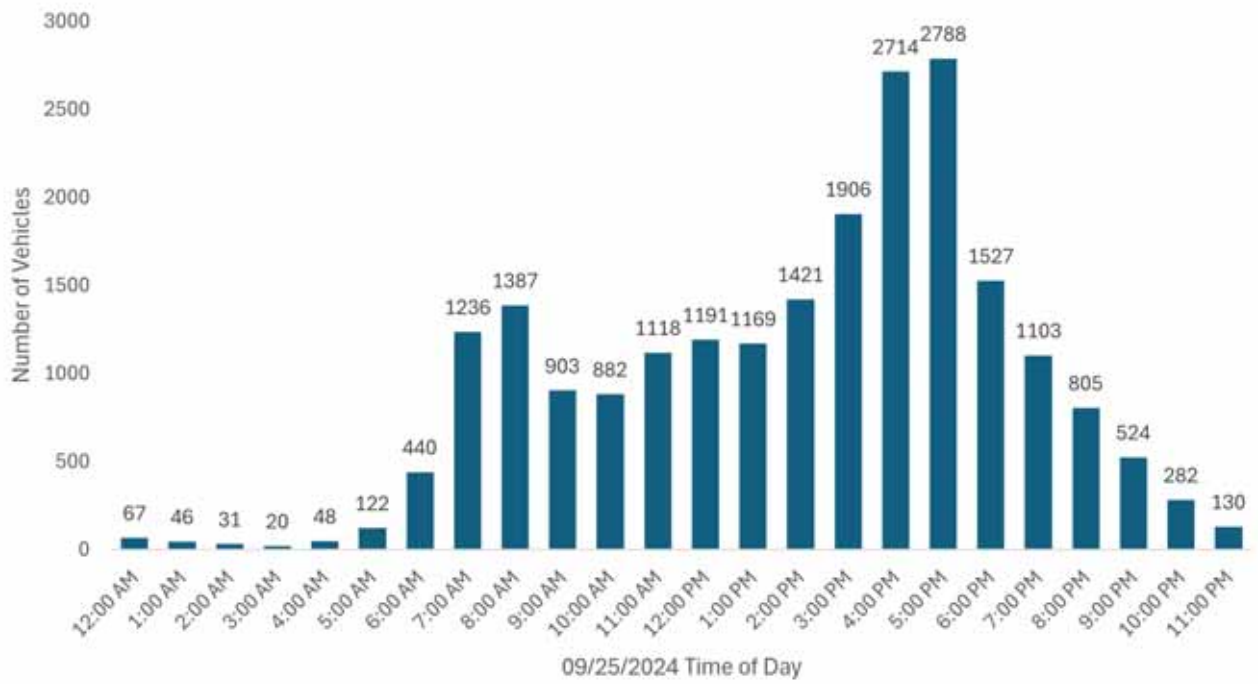
09/25/2024 Time of Day



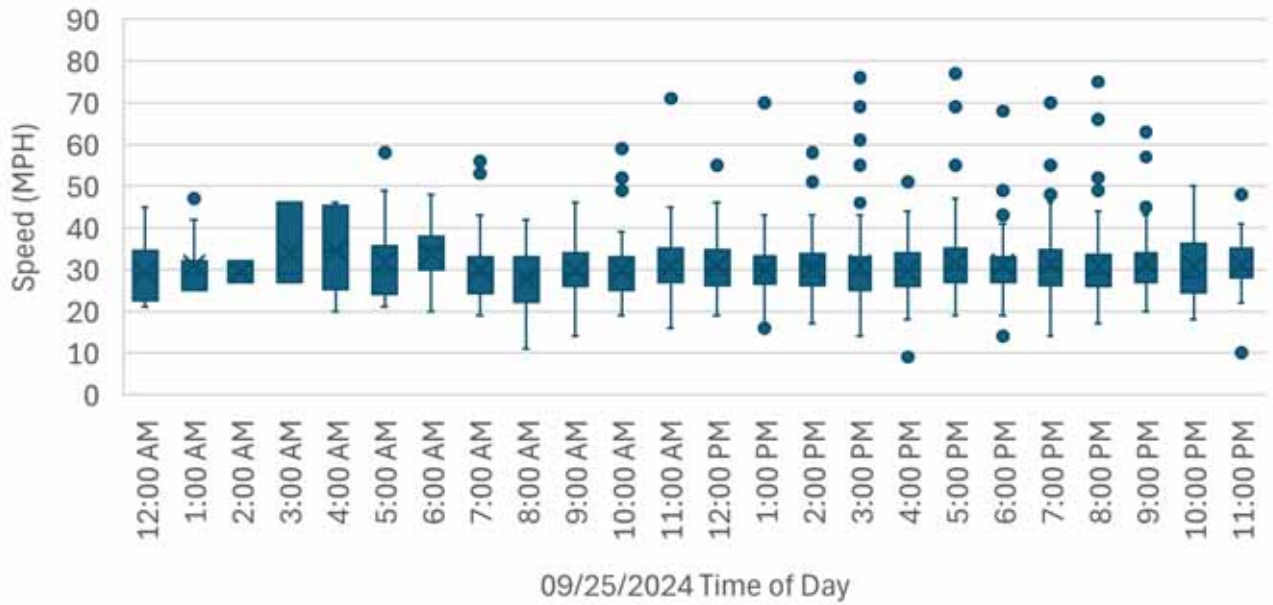
### Corridor 26 - Ward Pkwy from W 51st St to Brush Creek Pkwy Speed Limit 35 MPH



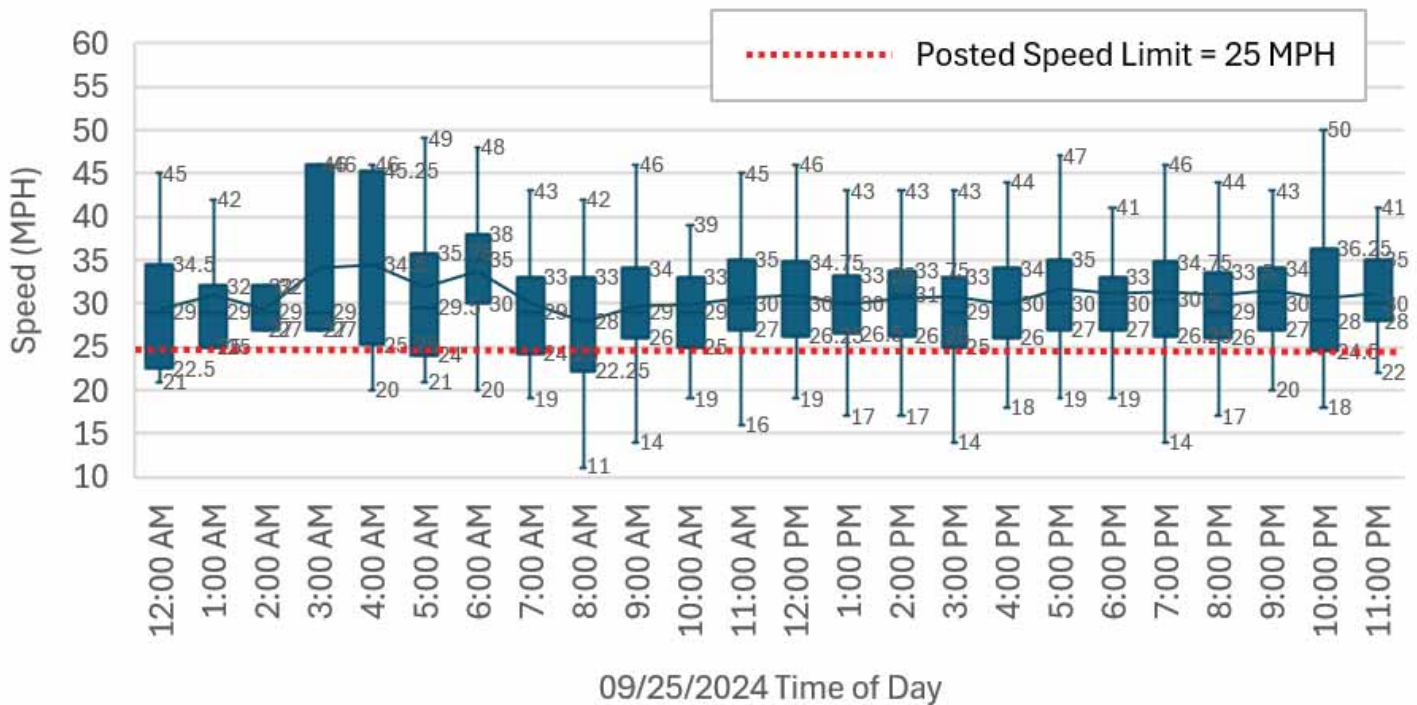
Corridor 26 - Ward Pkwy from W 51st St to Brush Creek Pkwy



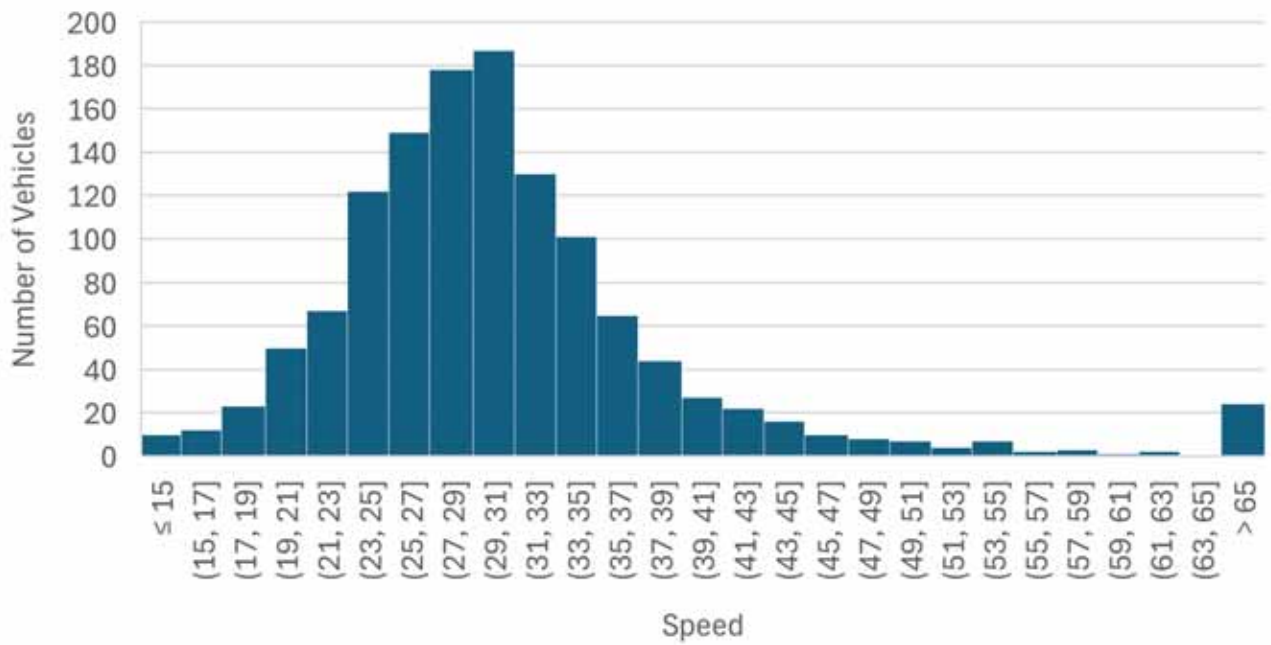
### Corridor 31 - 80th Street from Troost Ave S to The Paseo



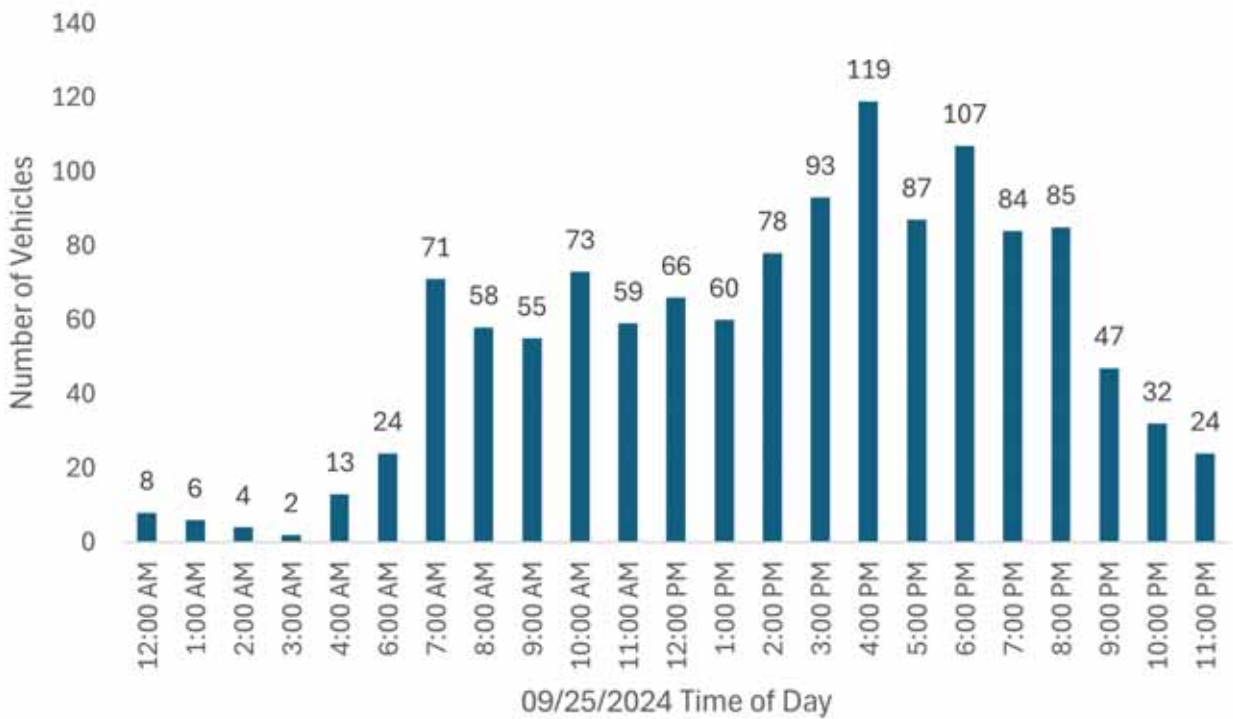
## Corridor 31 - 80th Street from Troost Ave S to The Paseo



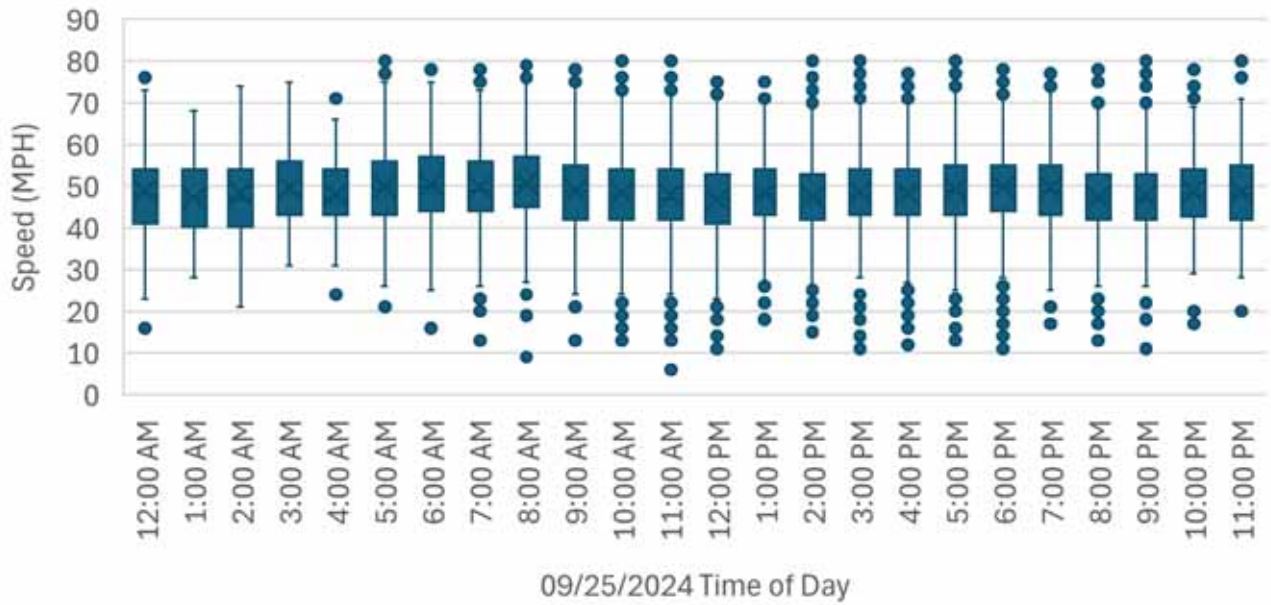
### Corridor 31 - 80th Street from Troost Ave S to The Paseo Speed Limit 25 MPH



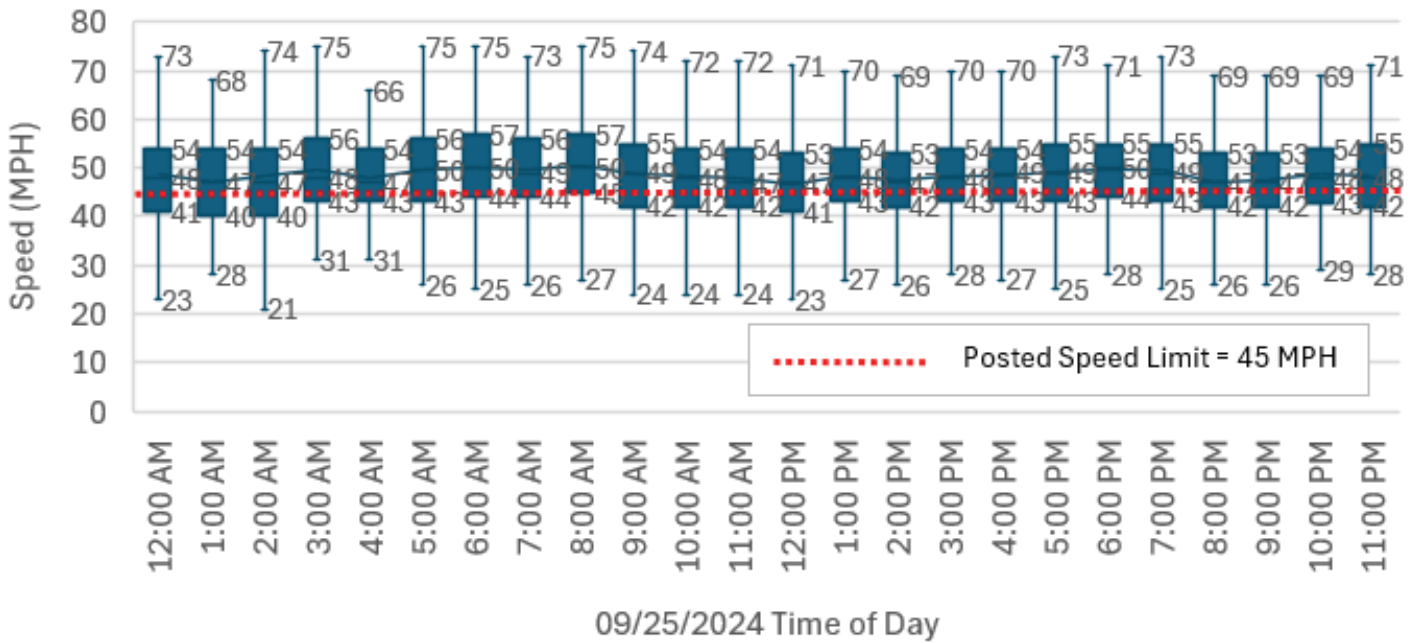
### Corridor 31 - 80th Street from Troost Ave S to The Paseo



### Corridor 43 - Blue Ridge Cutoff from E 43rd St to E 39th St

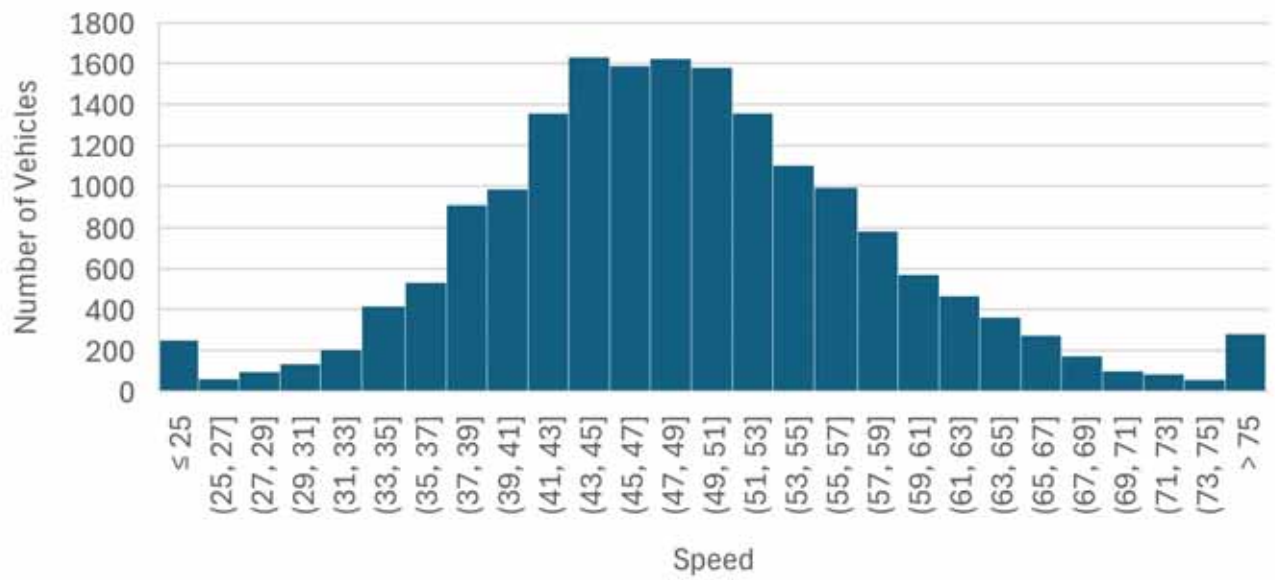


## Corridor 43 - Blue Ridge Cutoff from E 43rd St to E 39th St

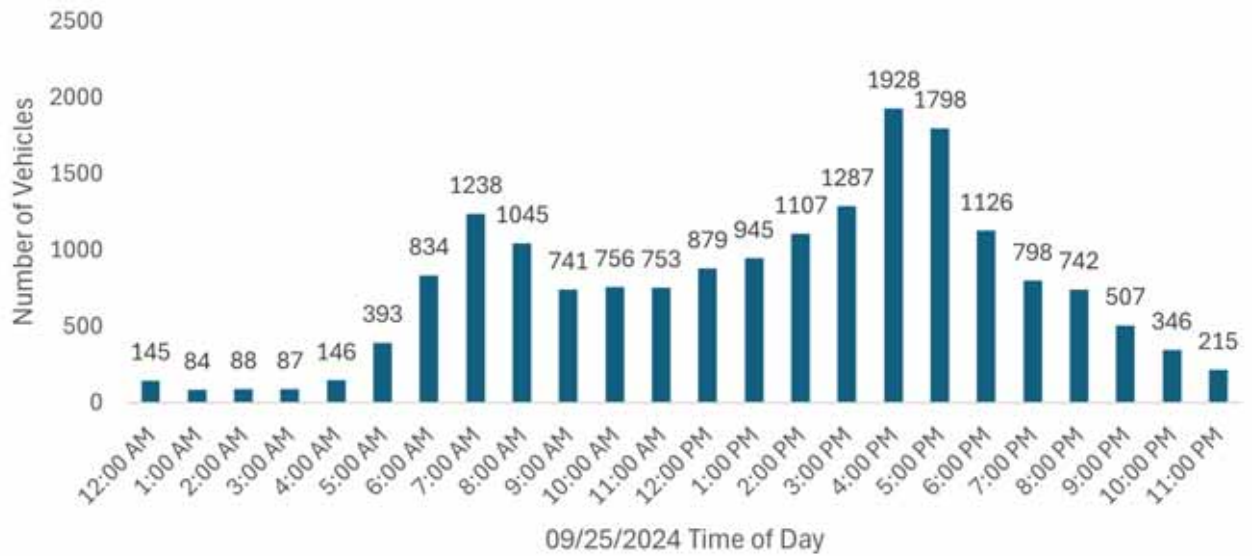


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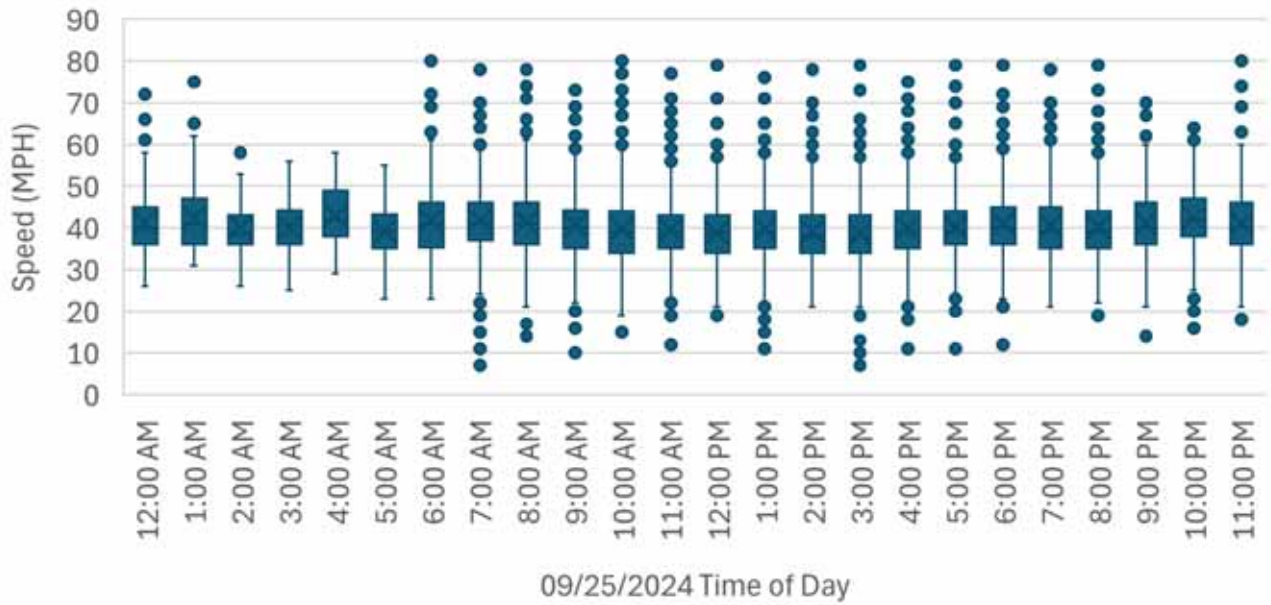
Corridor 43 - Blue Ridge Cutoff from E 43rd St  
to E 39th St  
Speed Limit 45 MPH



### Corridor 43 - Blue Ridge Cutoff from E 43rd St to E 39th St

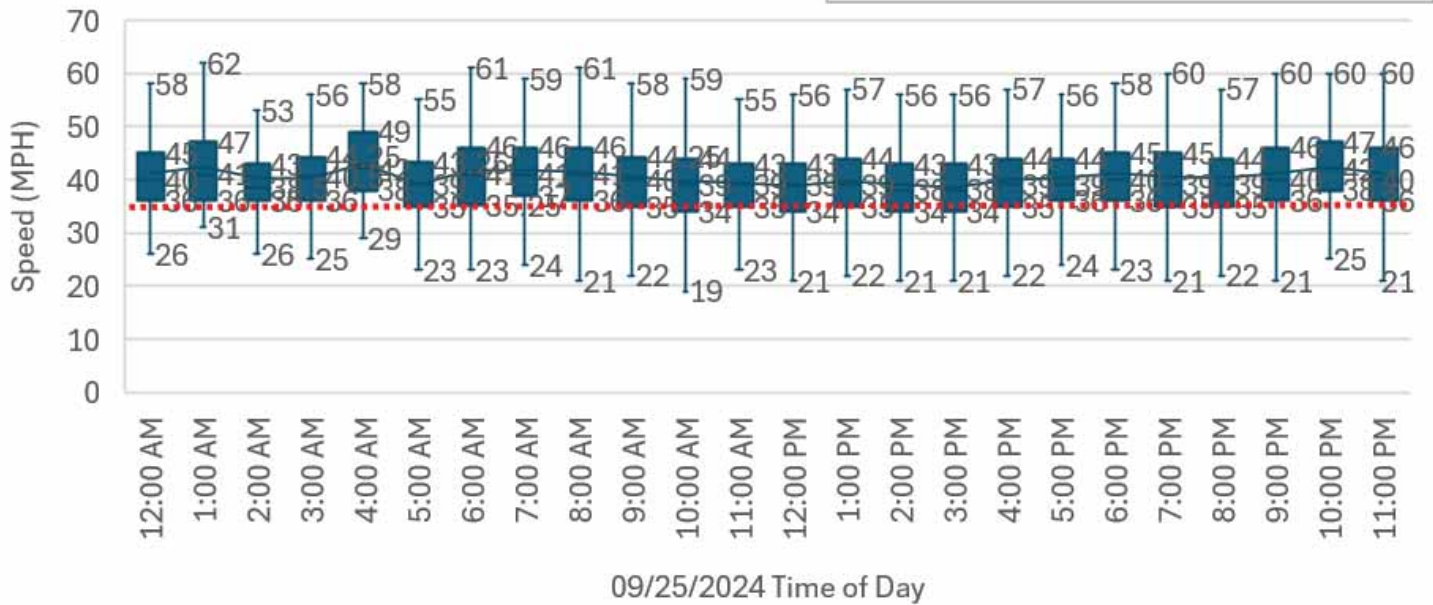


### Corridor 44 - Troost Avenue from E Meyer Blvd to E 67th St

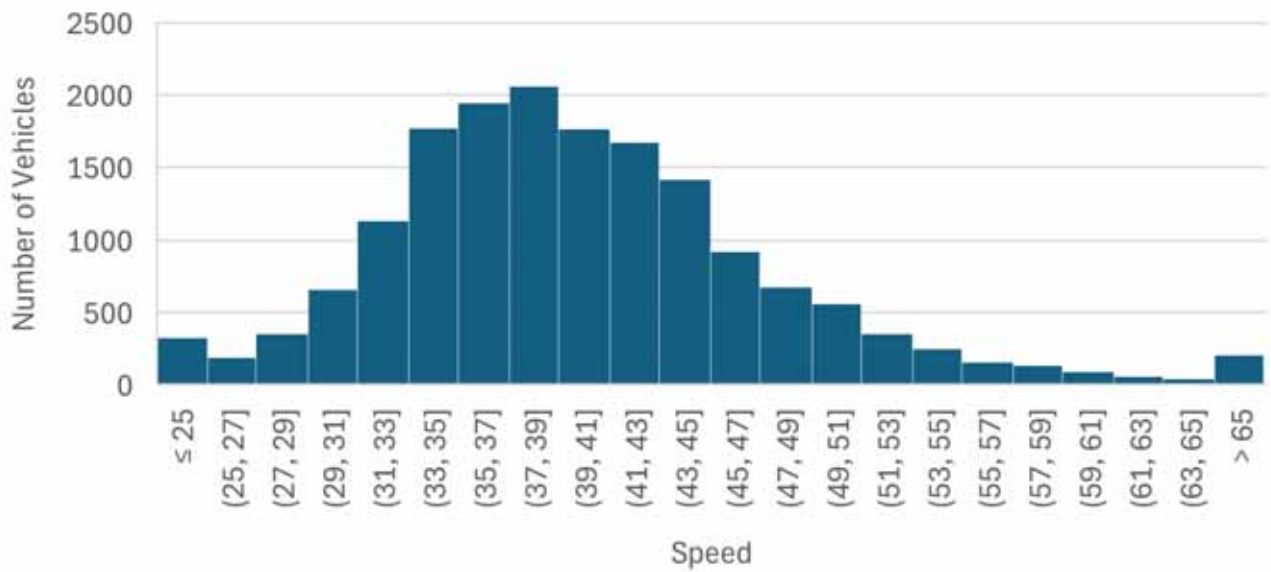


## Corridor 44 - Troost Avenue from E Meyer Blvd to E 67th St

..... Posted Speed Limit = 35 MPH

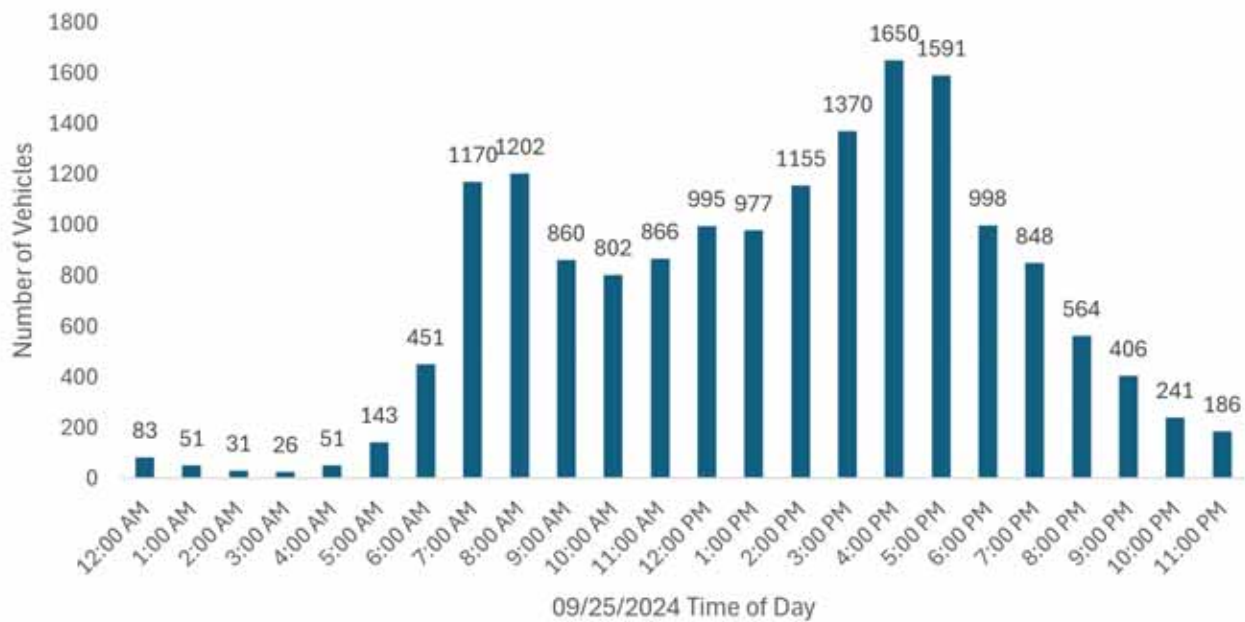


Corridor 44 - Troost Avenue from E Meyer Blvd  
to E 67th St  
Speed Limit 35 MPH

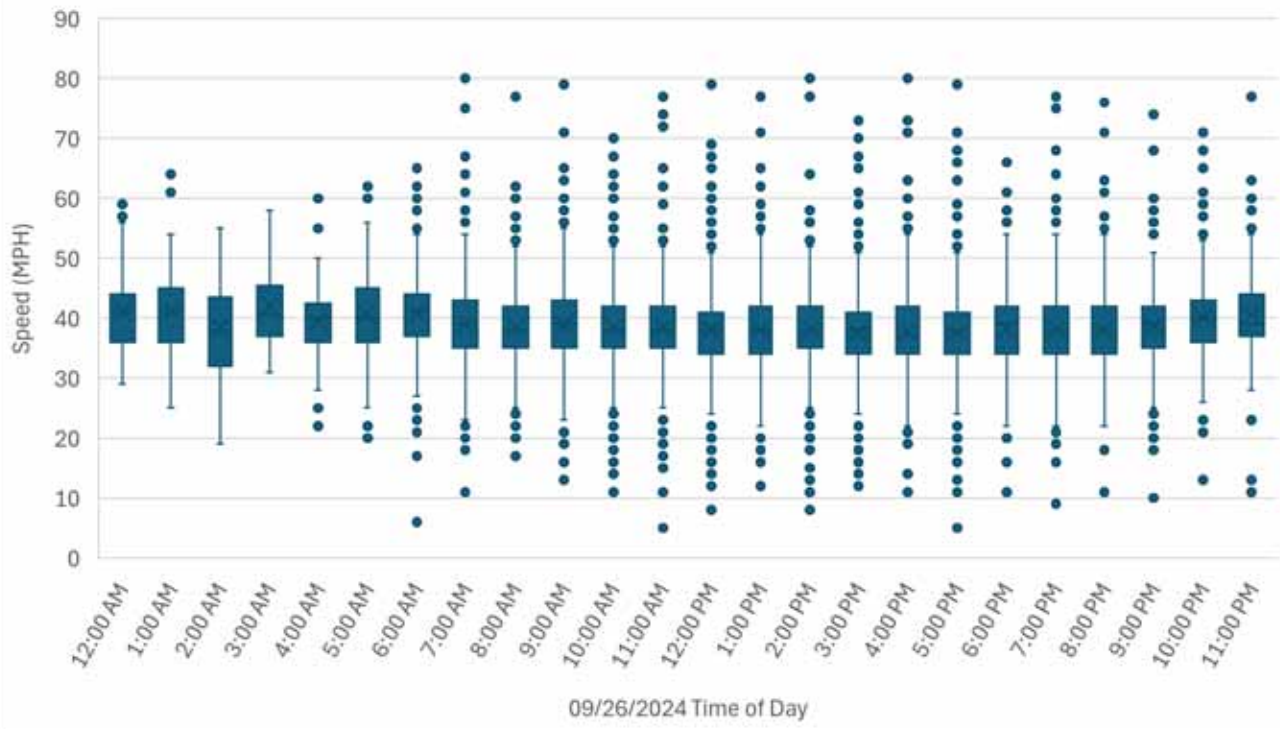


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### Corridor 44 - Troost Avenue from E Meyer Blvd to E 67th St

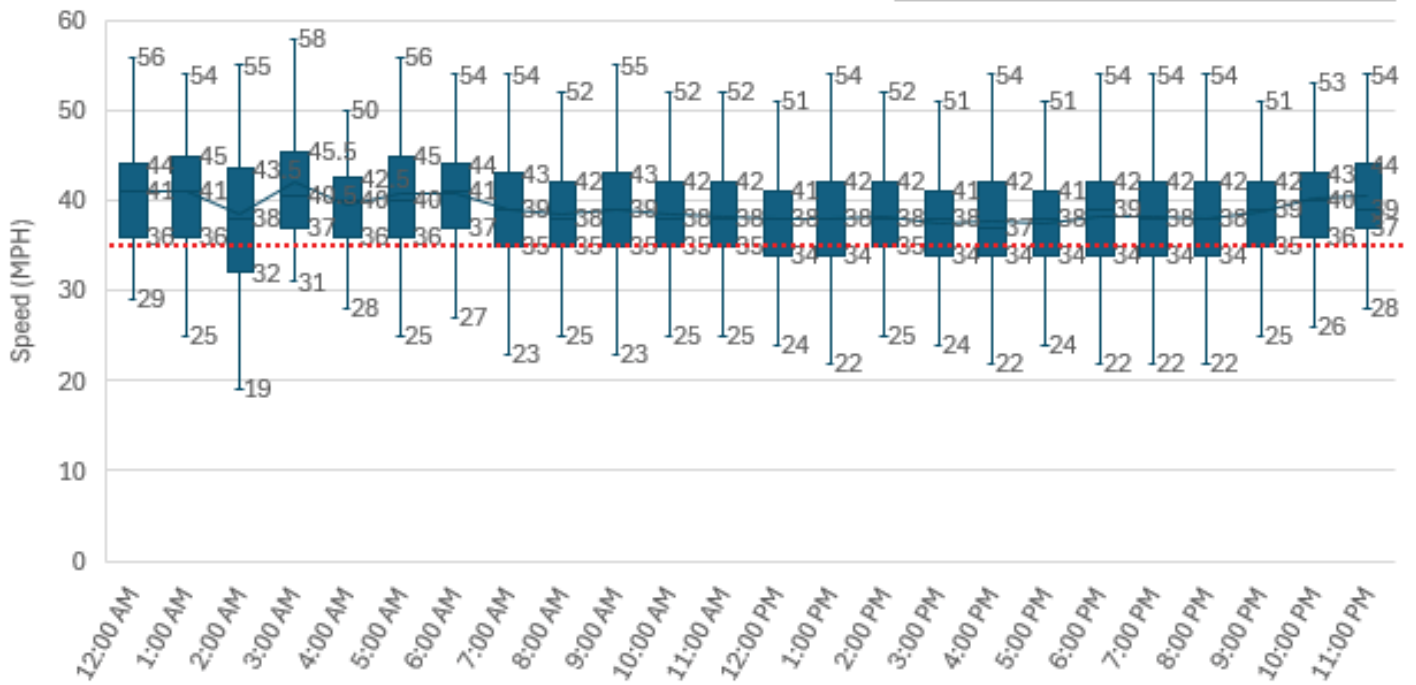


### Corridor 45 - Wornall Rd from E 89th St to W 84th St



### Corridor 45 - Wornall Rd from E 89th St to W 84th St

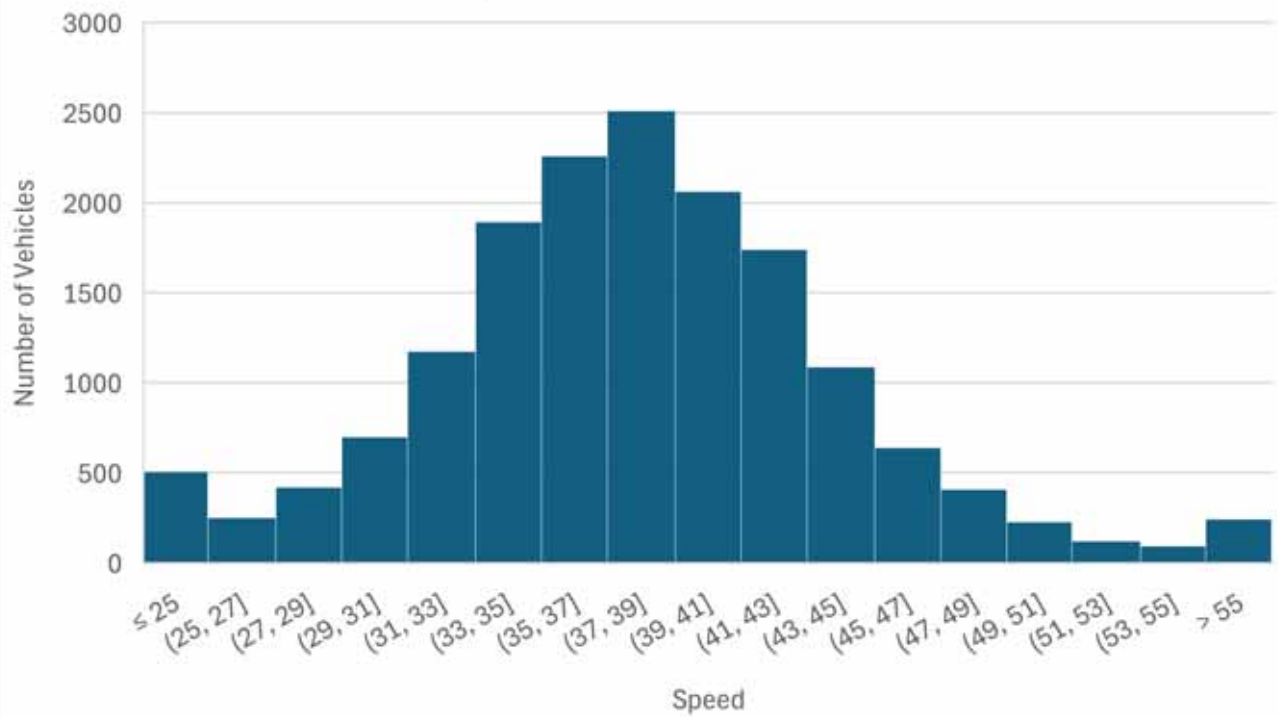
..... Posted Speed Limit = 35 MPH



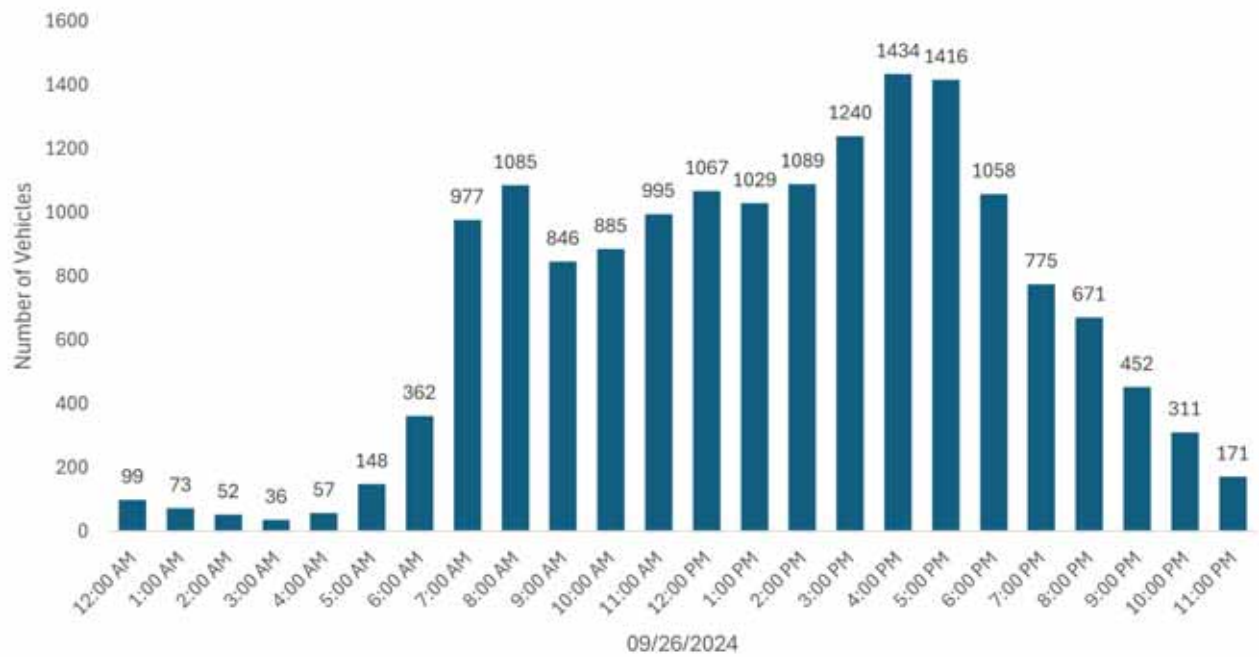
09/26/2024 Time of Day



### Corridor 45 - Wornall Rd from E 89th St to W 84th St Speed Limit 35 MPH

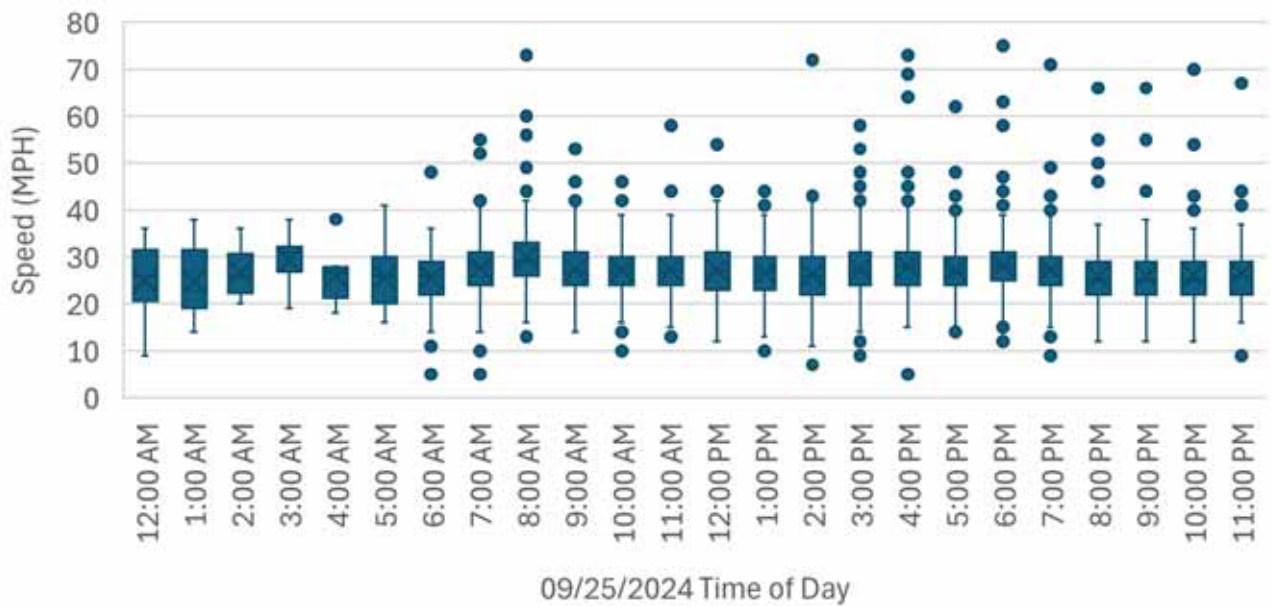


### Corridor 45 - Wornall Rd from E 89th St to W 84th St



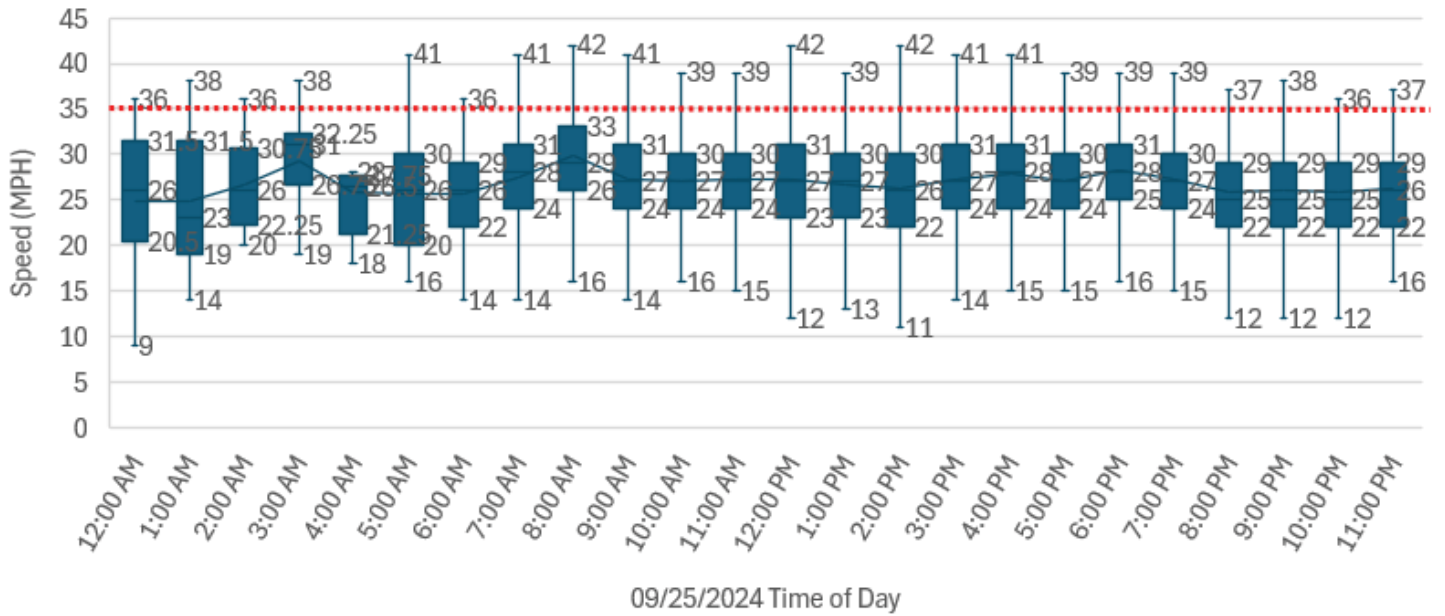
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### Corridor 54 - 12th Street from Brooklyn Ave to Bales Ave

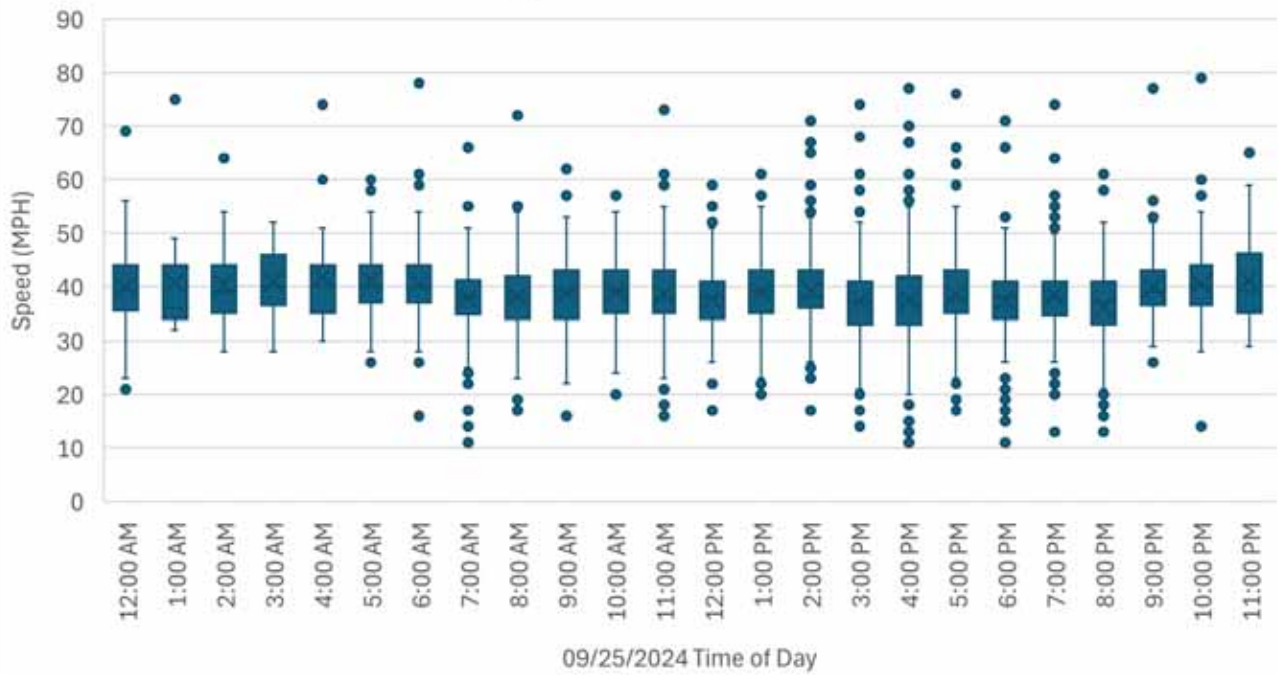


## Corridor 54 - 12th Street from Brooklyn Ave to Bales Ave

..... Posted Speed Limit = 35 MPH

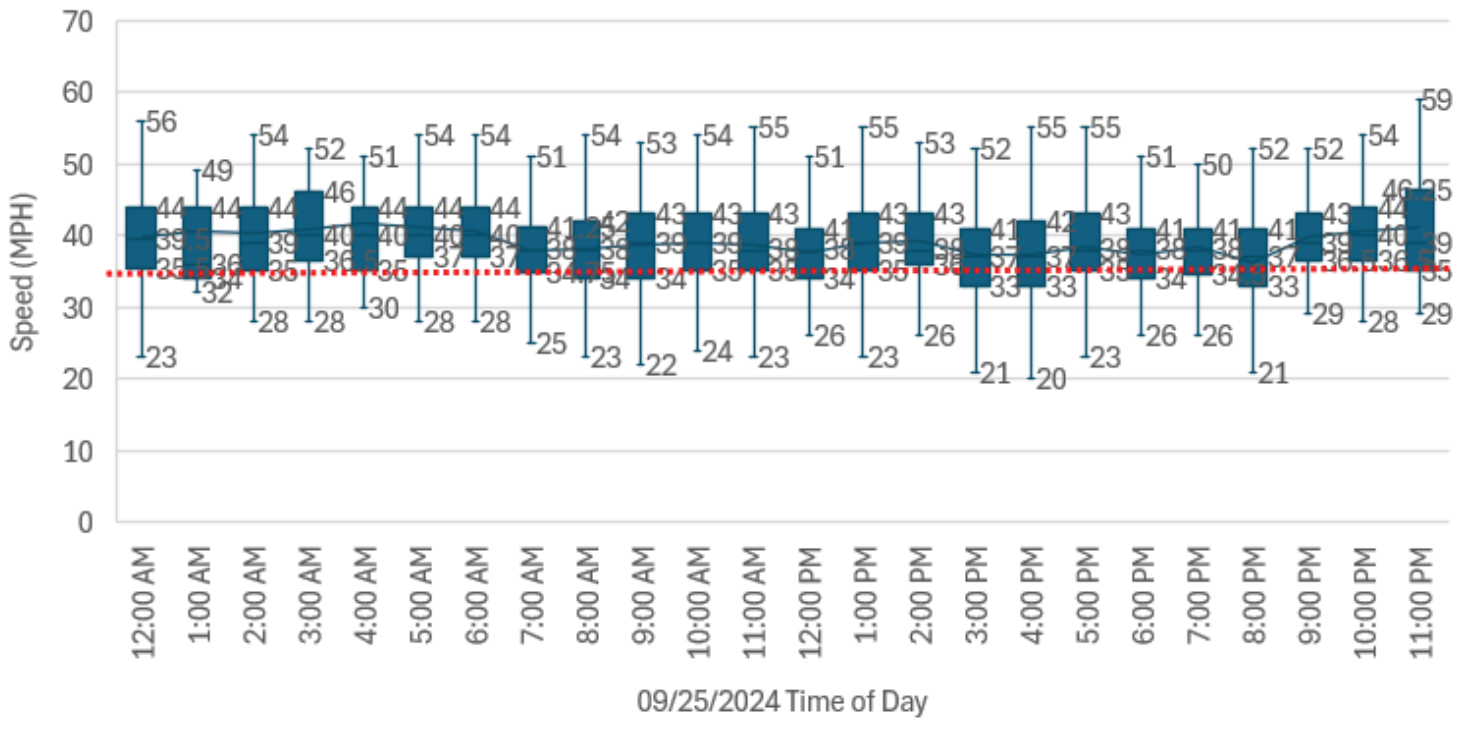


### Corridor 56 - Blue Ridge Blvd S from E 29th St to E 31st St S

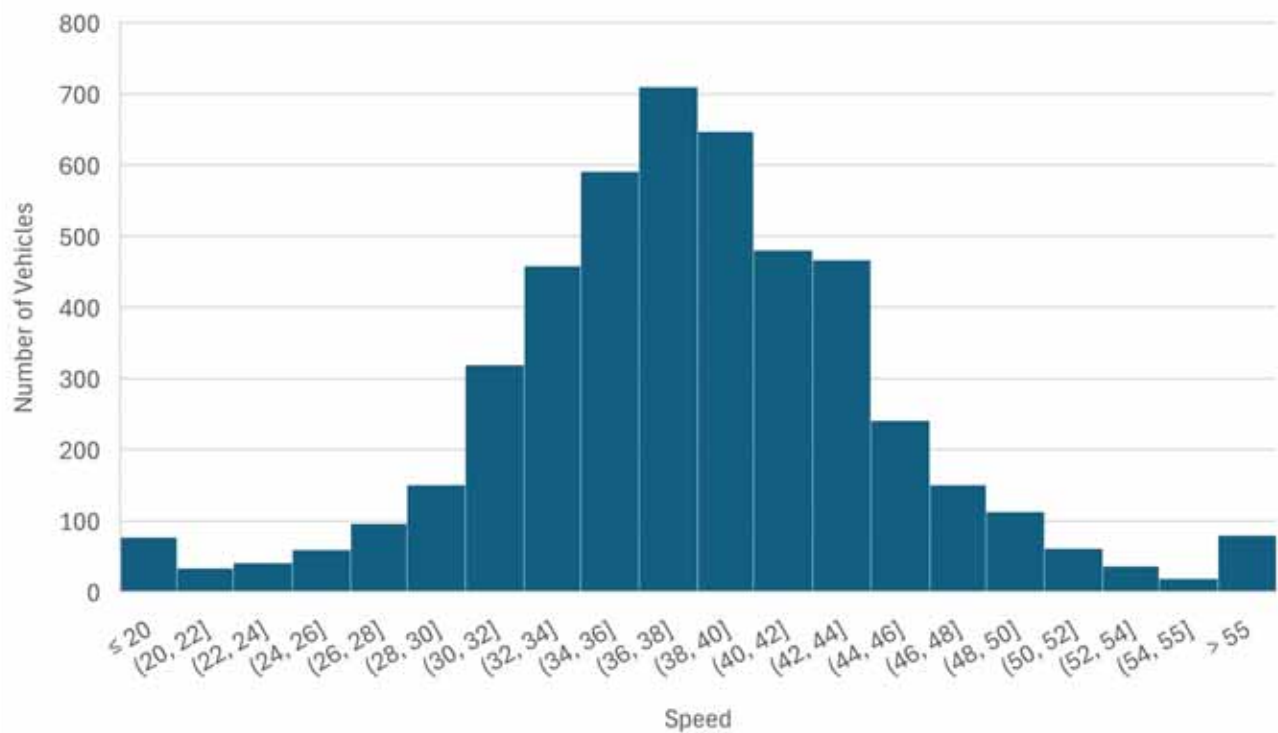


## Corridor 56 - Blue Ridge Blvd S from E 29th St to E 31st St S

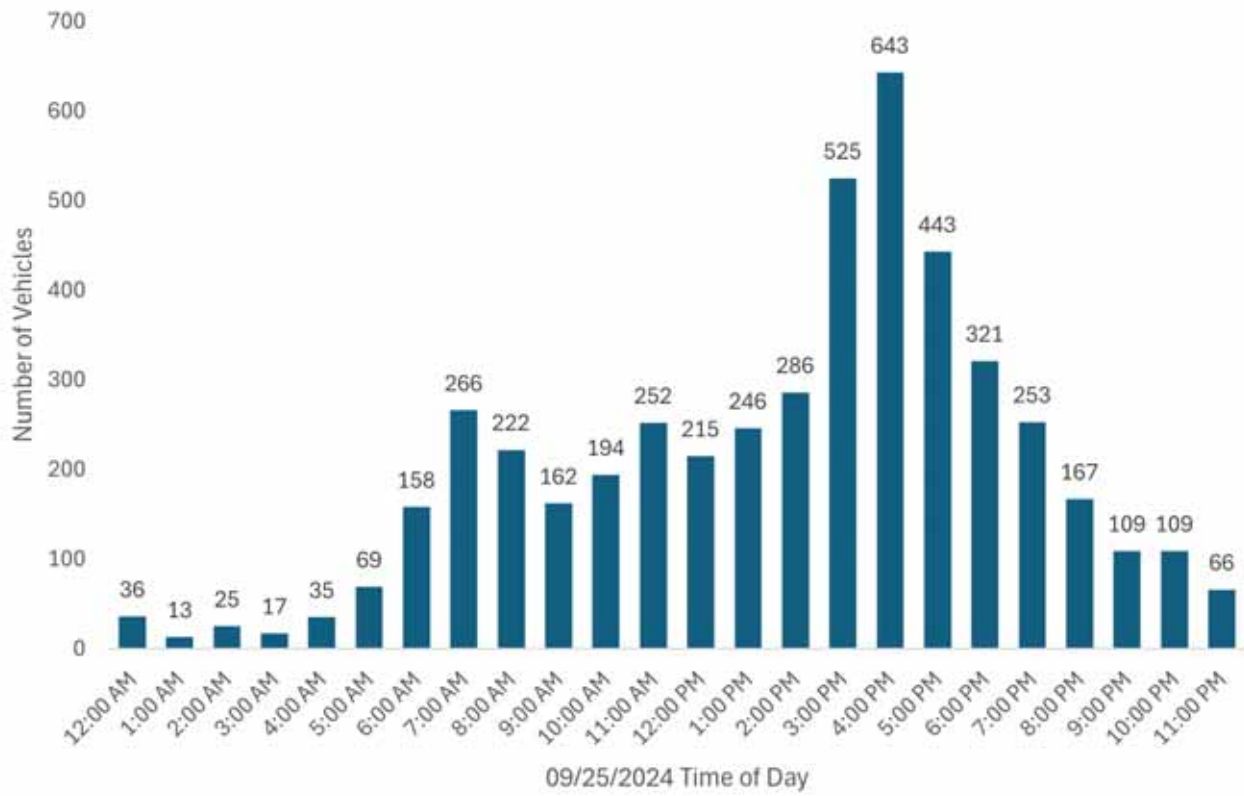
..... Posted Speed Limit = 35 MPH



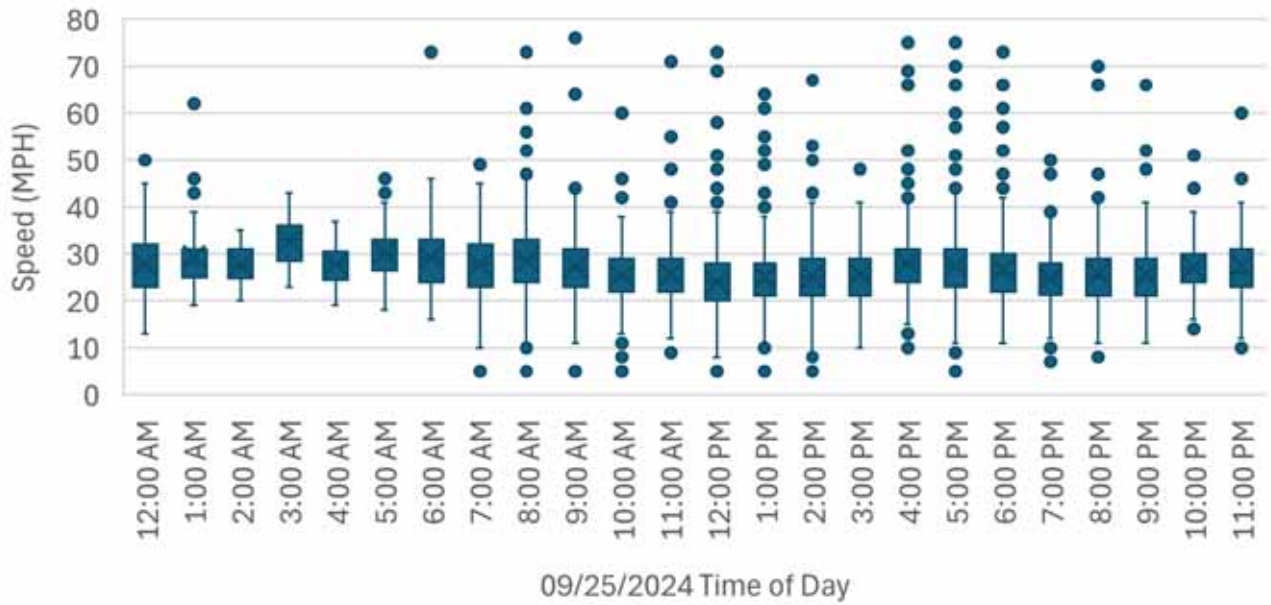
### Corridor 56 - Blue Ridge Blvd S from E 29th St to E 31st St S Speed Limit 35 MPH



### Corridor 56 - Blue Ridge Blvd S from E 29th St to E 31st St S

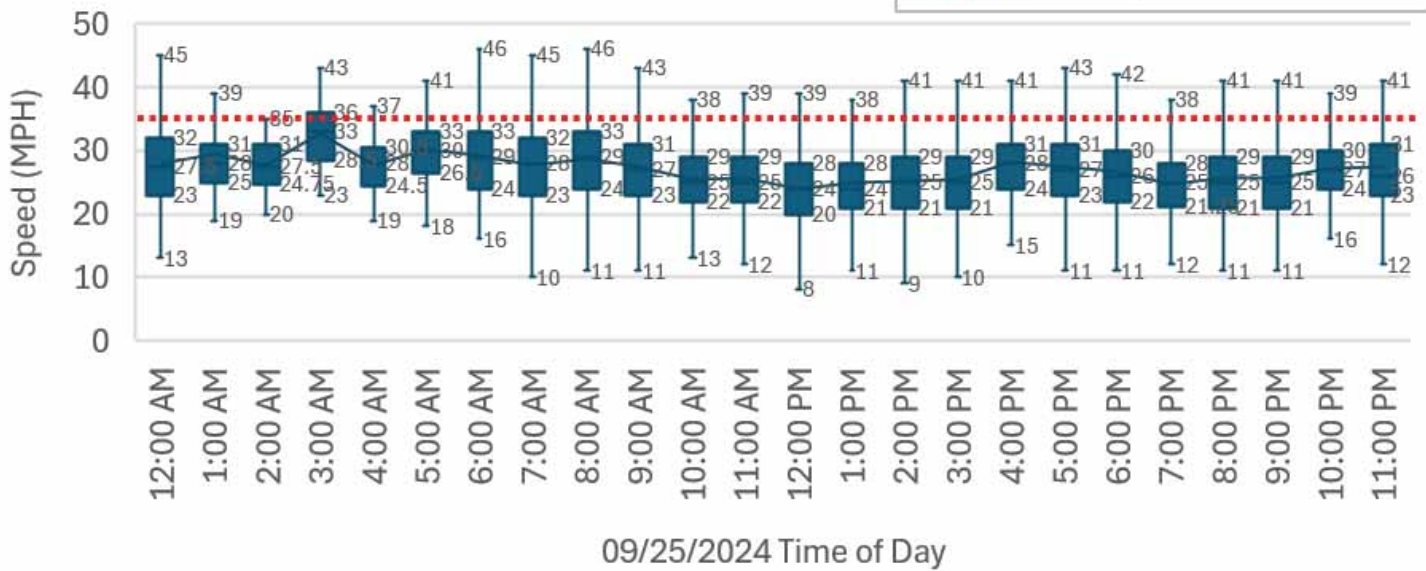


### Corridor 57 - Southwest Boulevard from W 25th St to Southwest Blvd

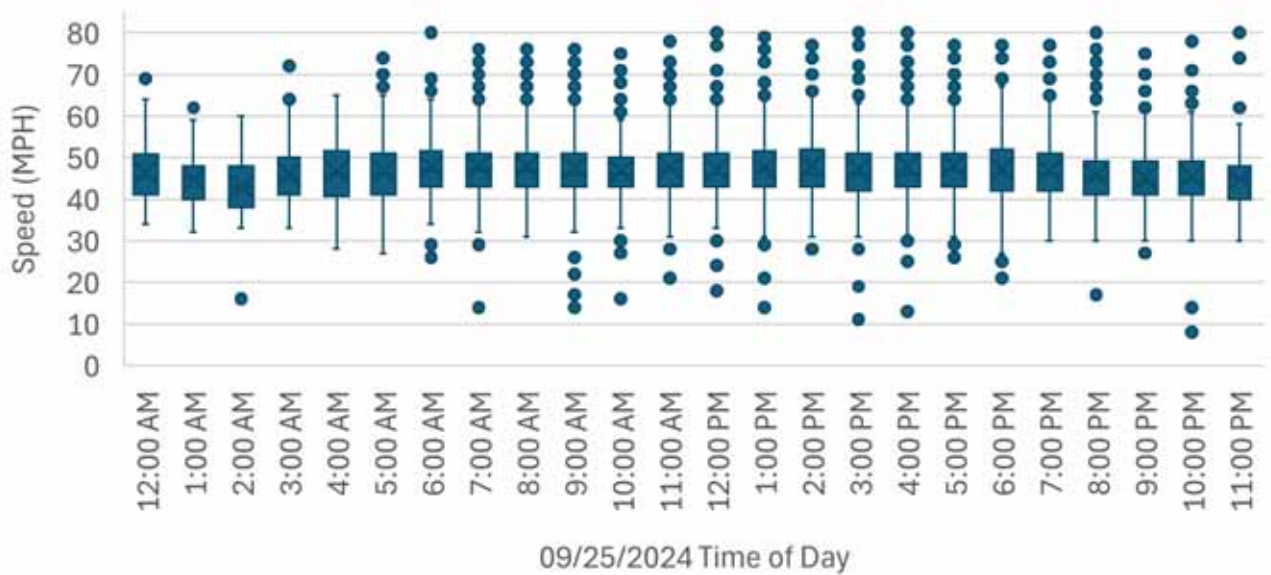


## Corridor 57 - Southwest Boulevard from W 25th St to Southwest Blvd

Posted Speed Limit = 35 MPH

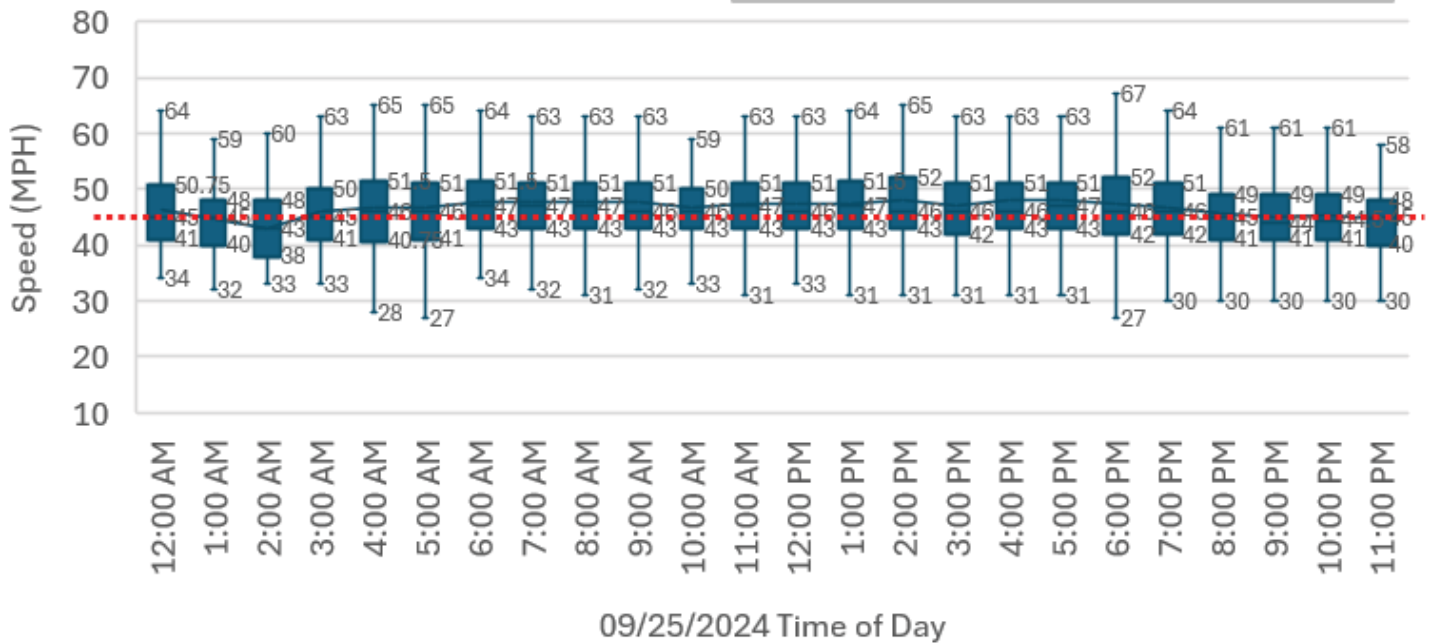


### Corridor 58 - Parvin Road from Worlds of Fun Ave to Belmont Ave

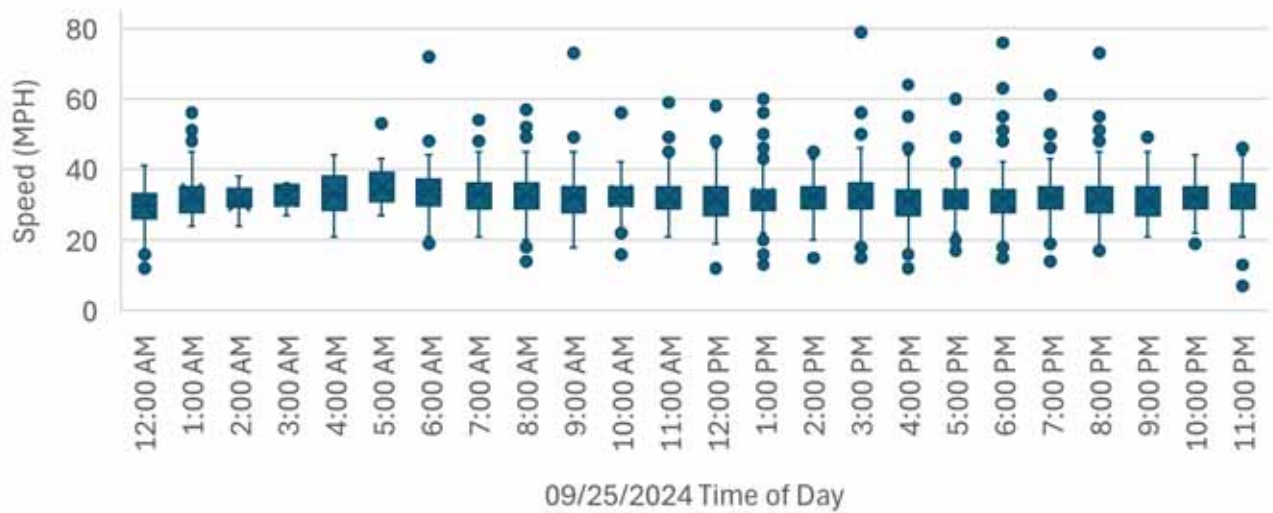


# Corridor 58 - Parvin Road from Worlds of Fun Ave to Belmont Ave

..... Posted Speed Limit = 45 MPH

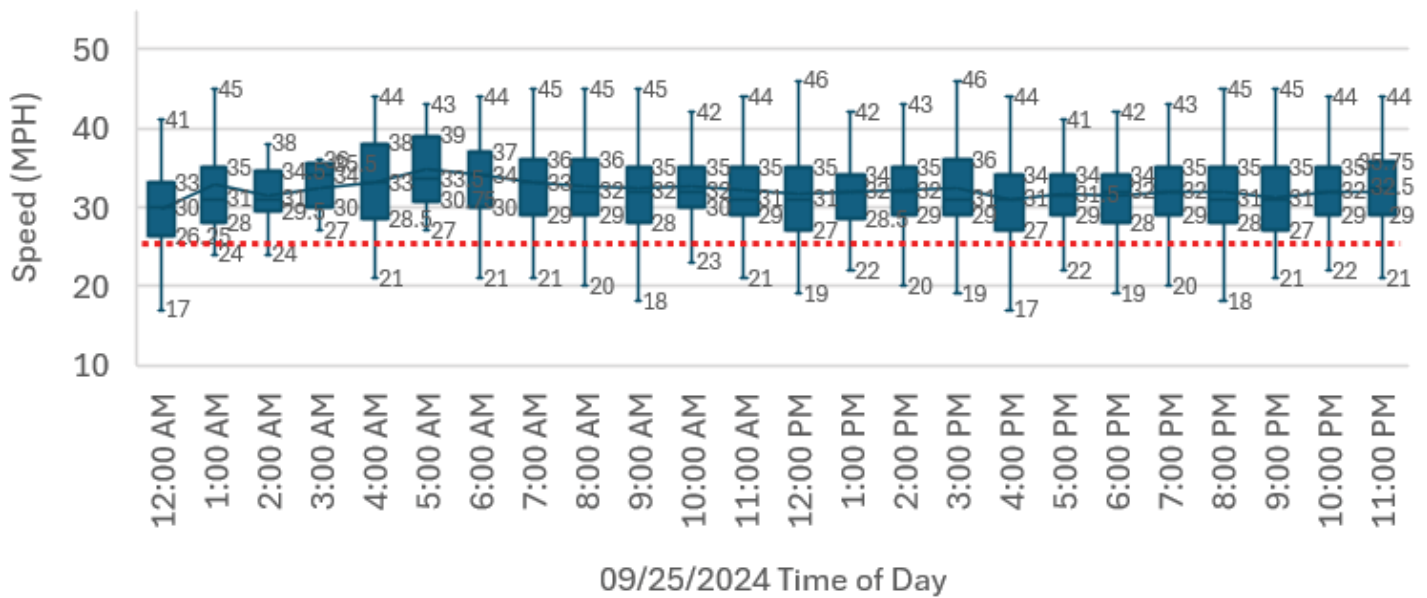


### Corridor 59 - 29th Street from The Paseo to Prospect Ave

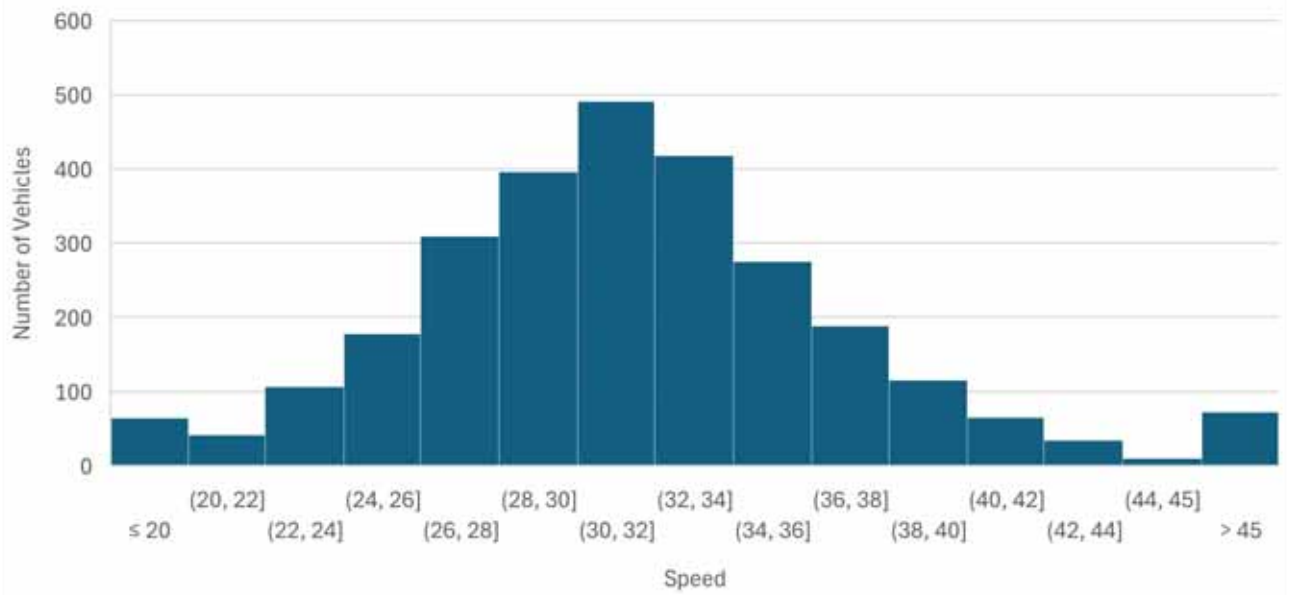


## Corridor 59 - 29th Street from The Paseo to Prospect Ave

..... Posted Speed Limit = 25 MPH



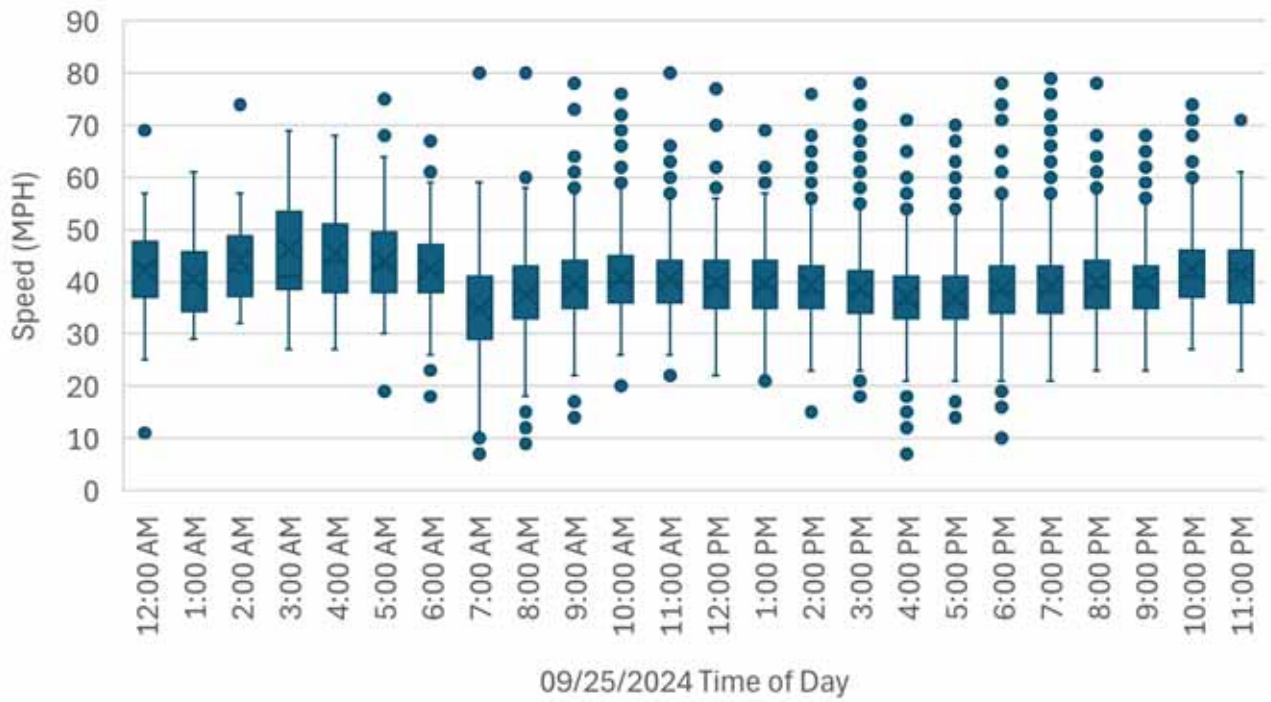
Corridor 59 - 29th Street from The Paseo  
to Prospect Ave  
Speed Limit 30 MPH



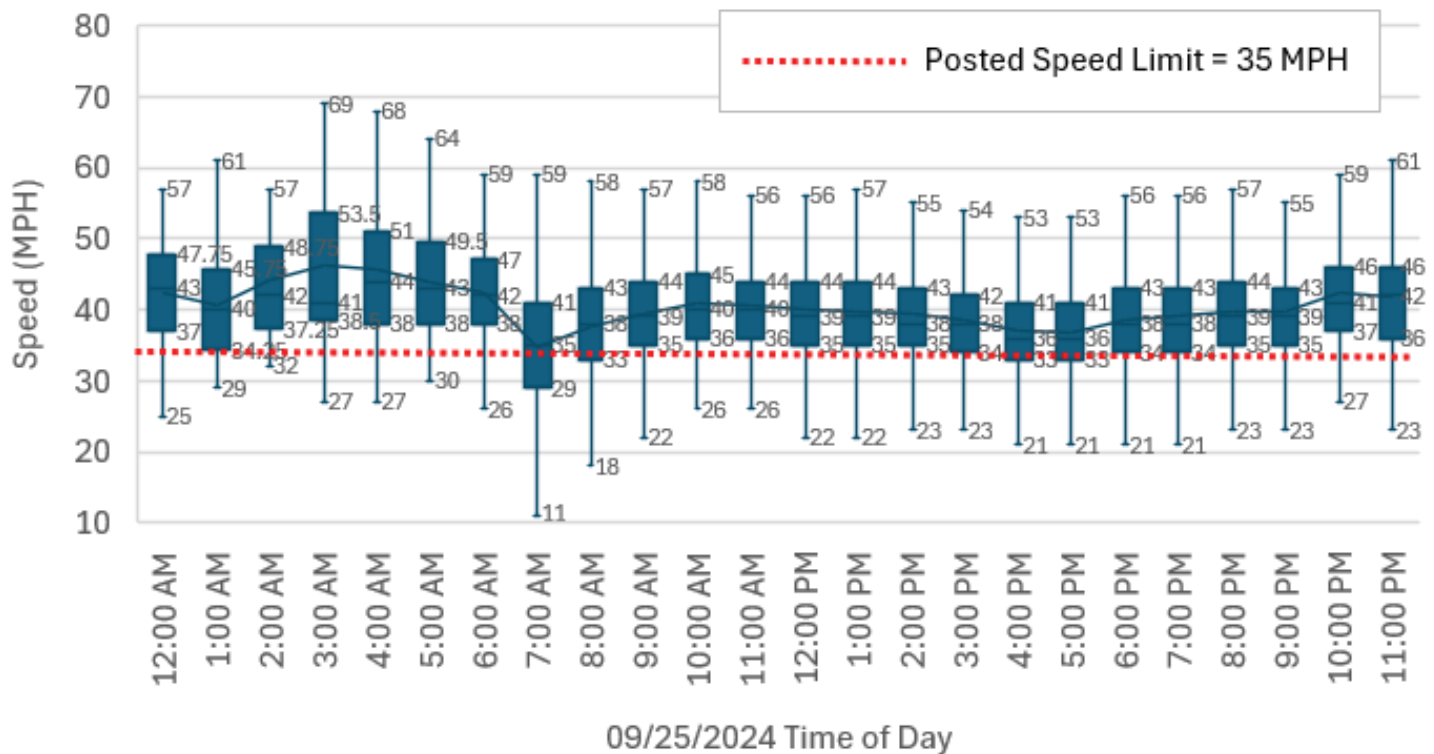
### Corridor 59 - 29th Street from The Paseo to Prospect Ave



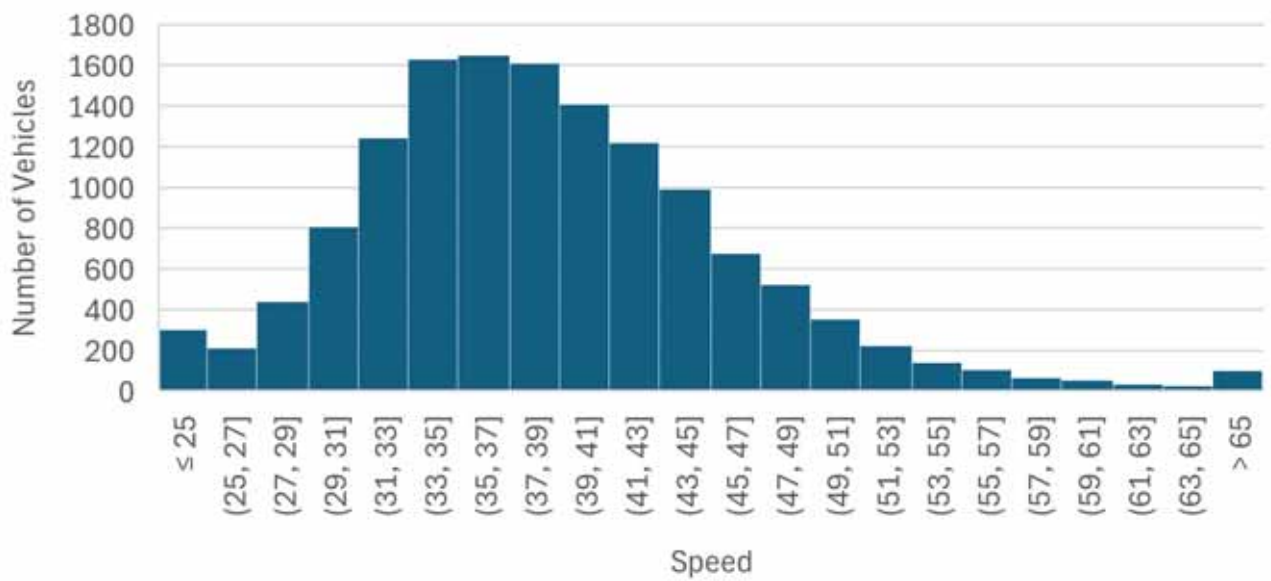
### Corridor 60 - 63rd Street from College Ave to Swope Pkwy



# Corridor 60 - 63rd Street from College Ave to Swope Pkwy



### Corridor 60 - 63rd Street from College Ave to Swope Pkwy Speed Limit 35 MPH

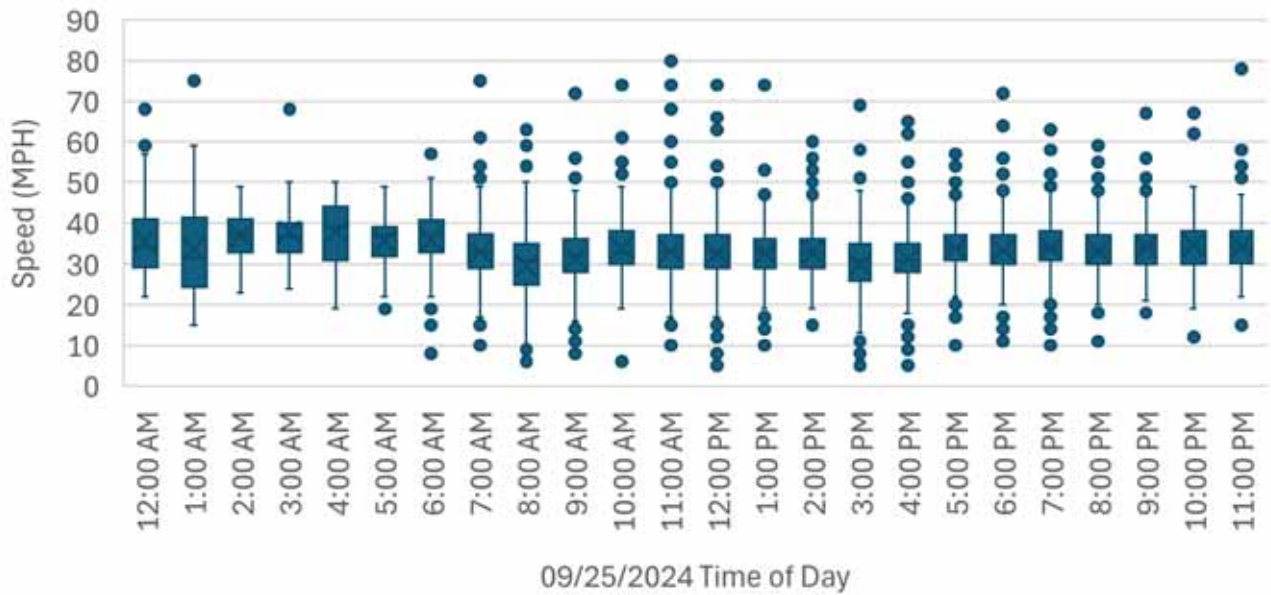


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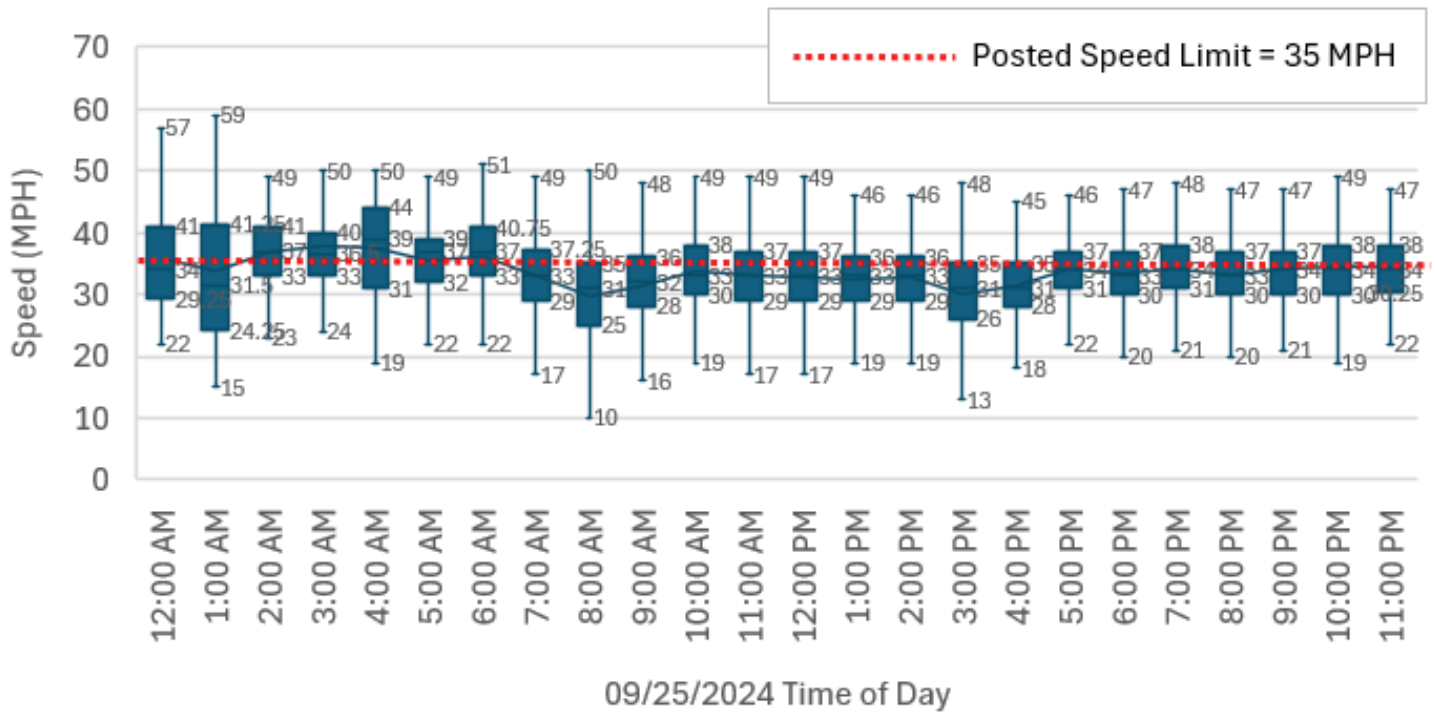
### Corridor 60 - 63rd Street from College Ave to Swope Pkwy



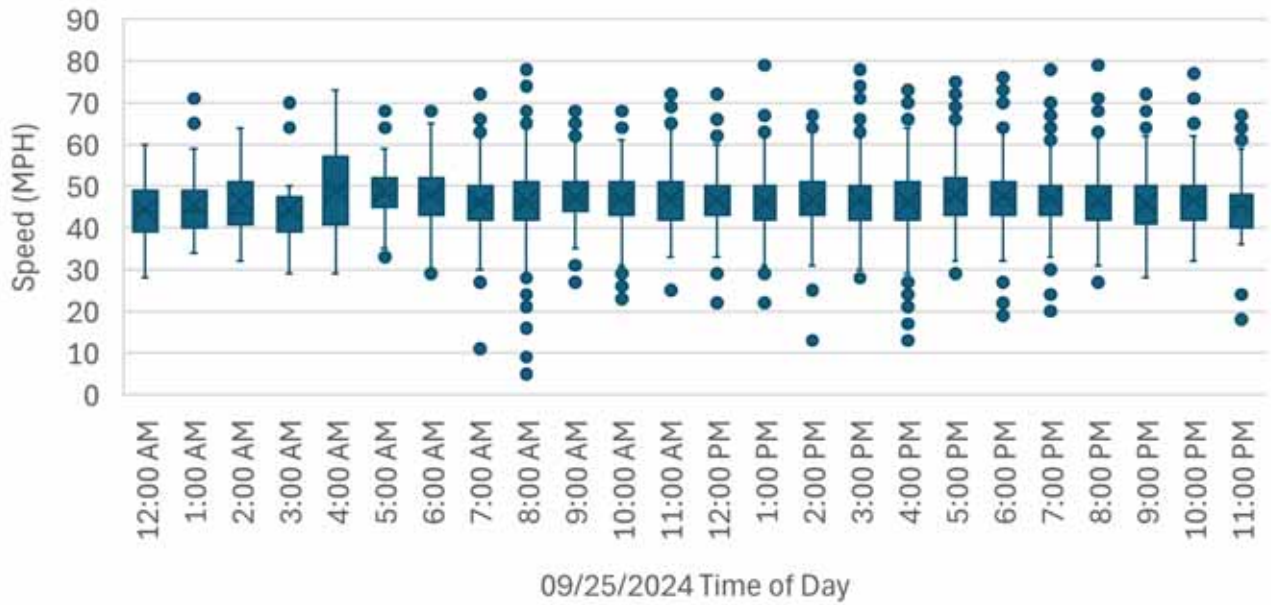
### Corridor 61 - 85th Street from Wayne Ave to Euclid Ave



## Corridor 61 - 85th Street from Wayne Ave to Euclid Ave

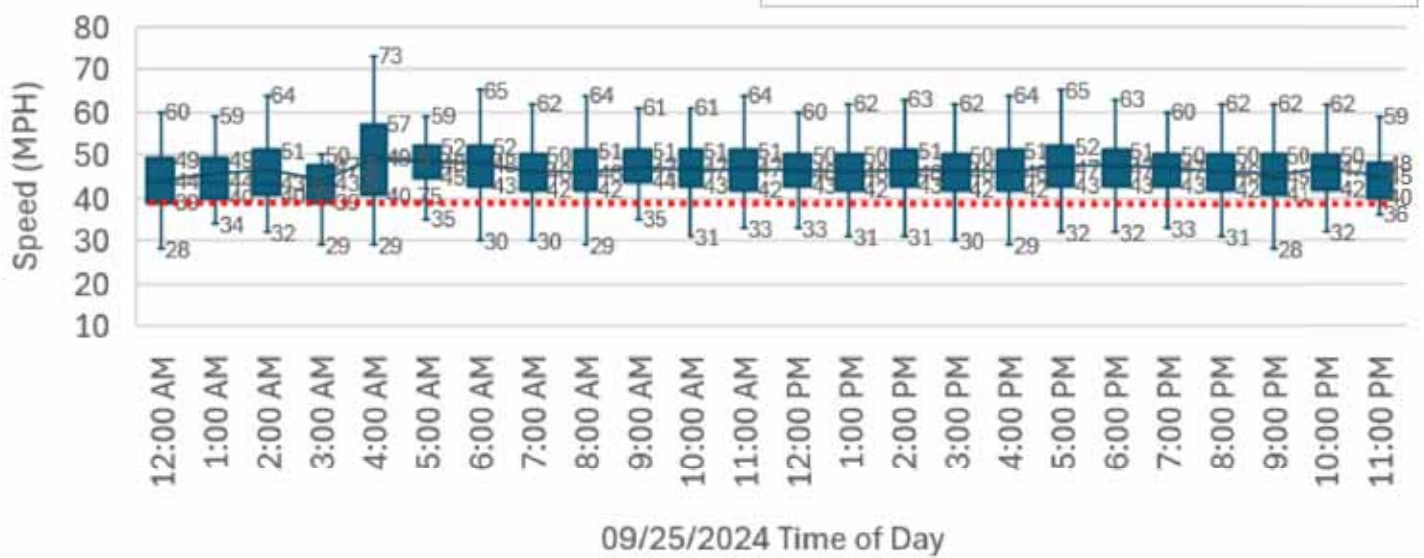


### Corridor 65 - 48th Street from N Brighton Ave to N Bennington Ave

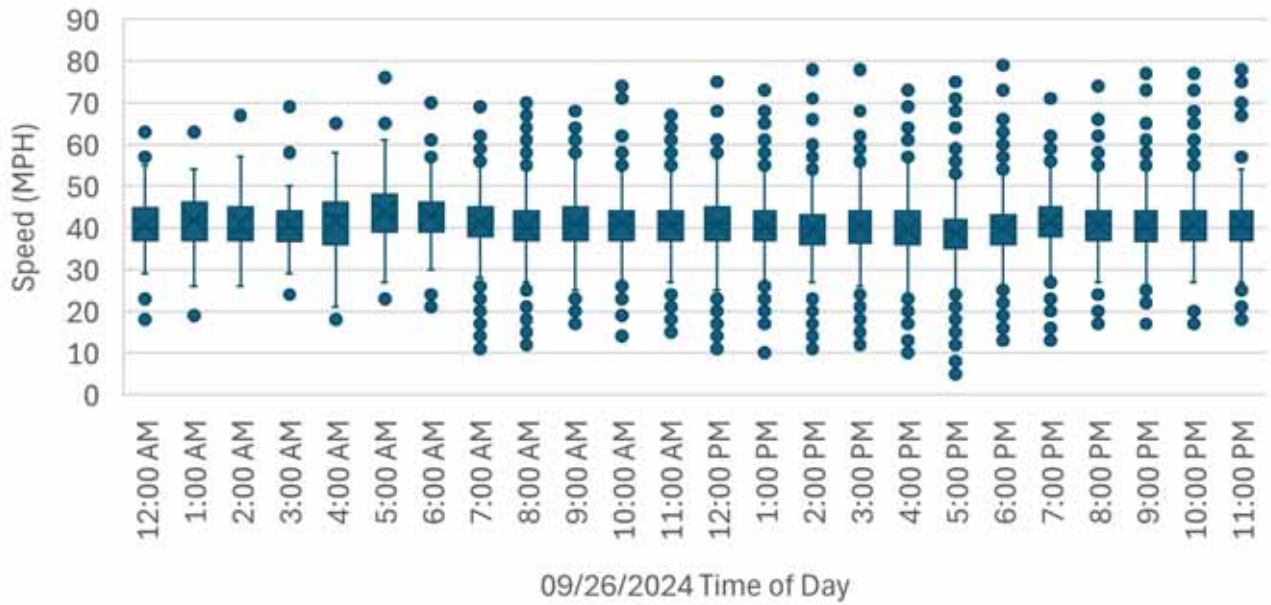


# Corridor 65 - 48th Street from N Brighton Ave to N Bennington Ave

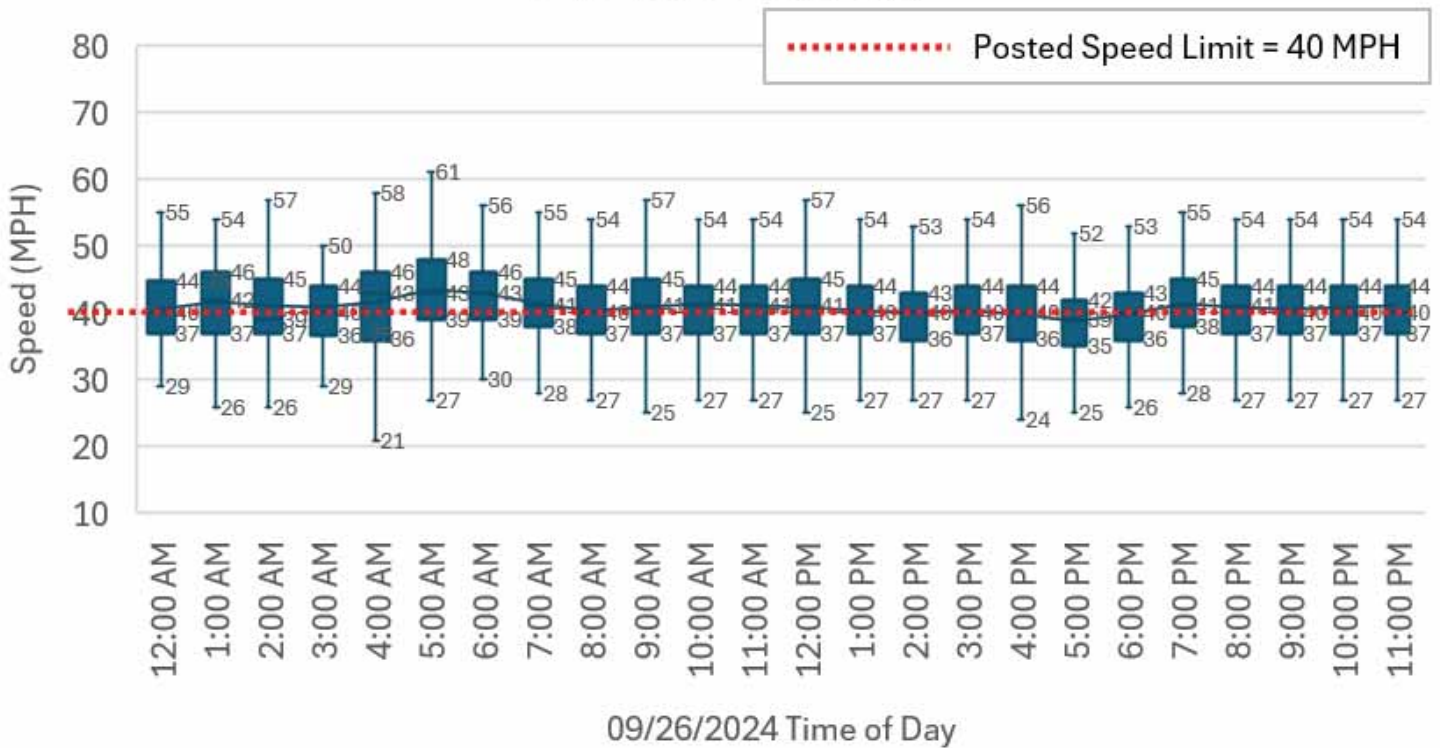
..... Posted Speed Limit = 40 MPH



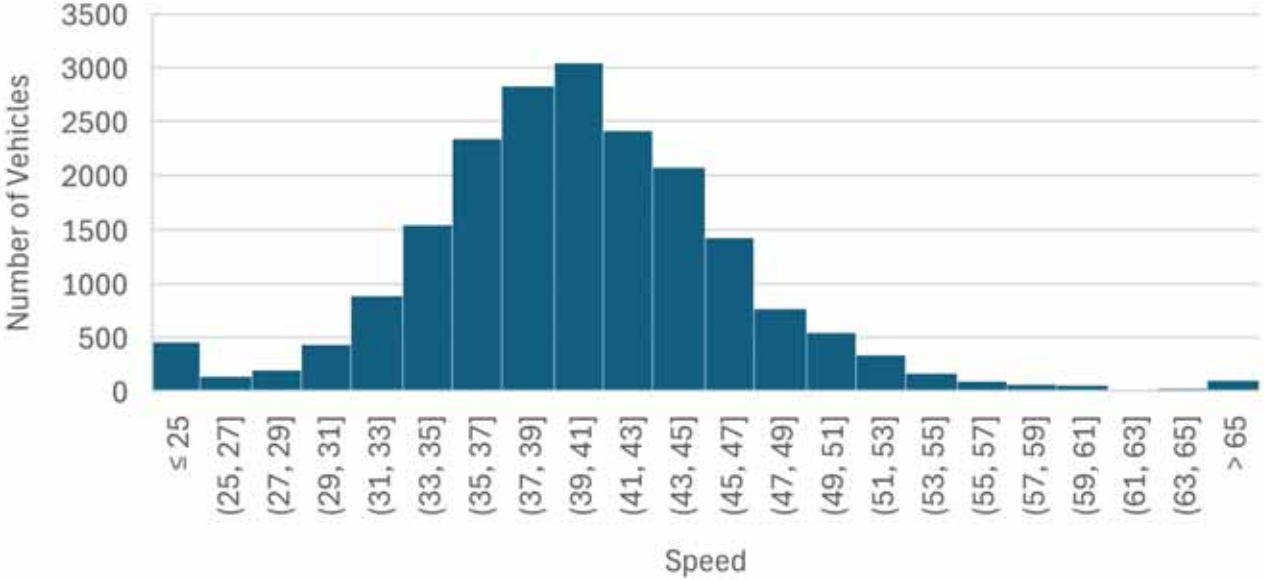
### Corridor 69 - Holmes Road from E 99th St to W Bannister Rd



## Corridor 69 - Holmes Road from E 99th St to W Bannister Rd



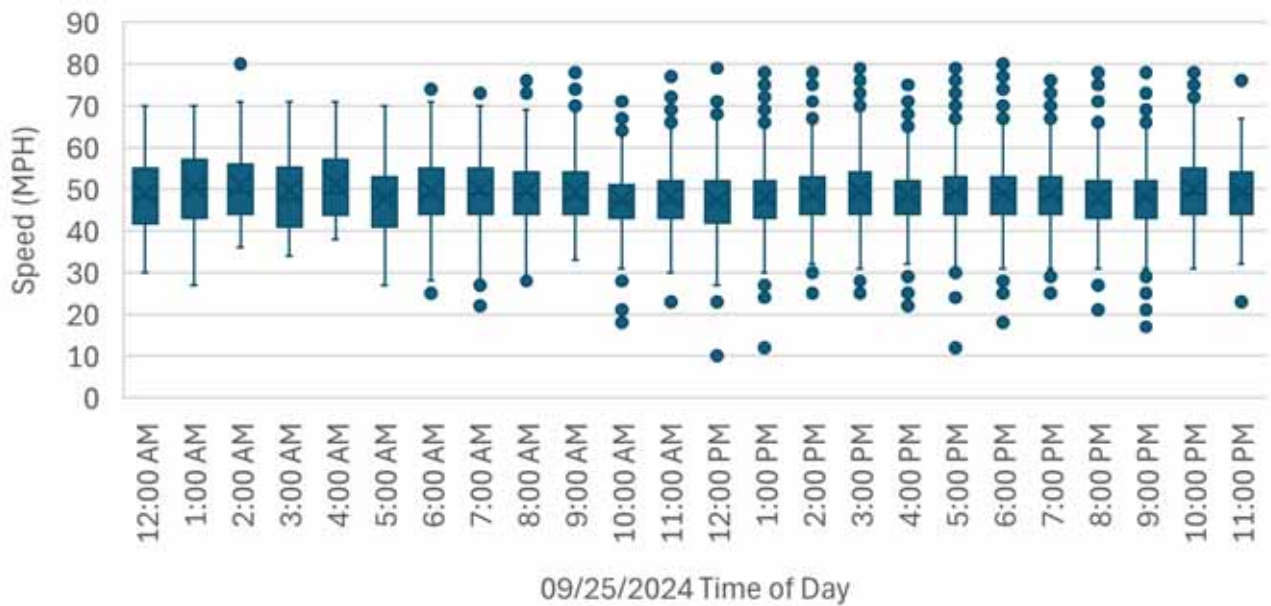
### Corridor 69 - Holmes Road from E 99th St to W Bannister Rd Speed Limit 40 MPH



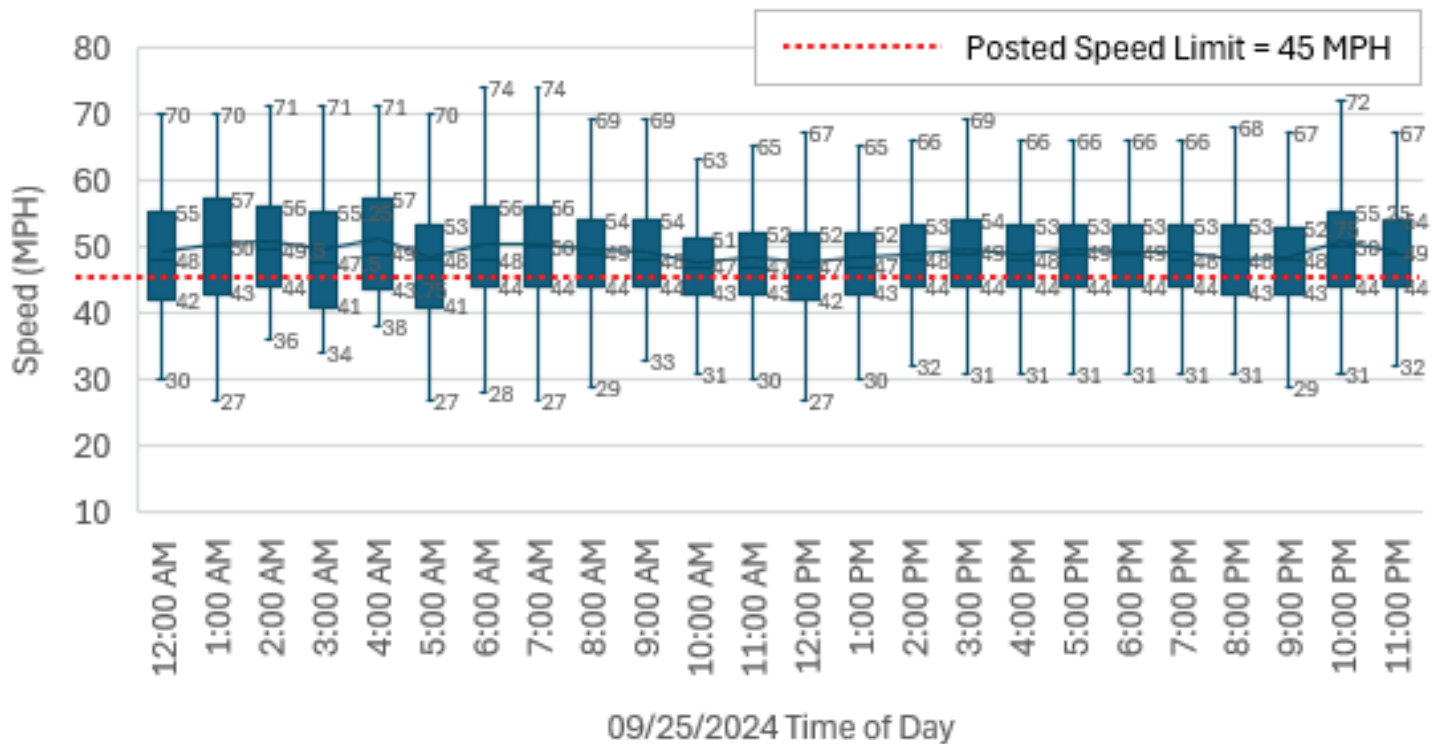
### Corridor 69 - Holmes Road from E 99th St to W Bannister Rd



### Corridor 70 - Blue Ridge Boulevard from Greenwood Rd to E 87th St

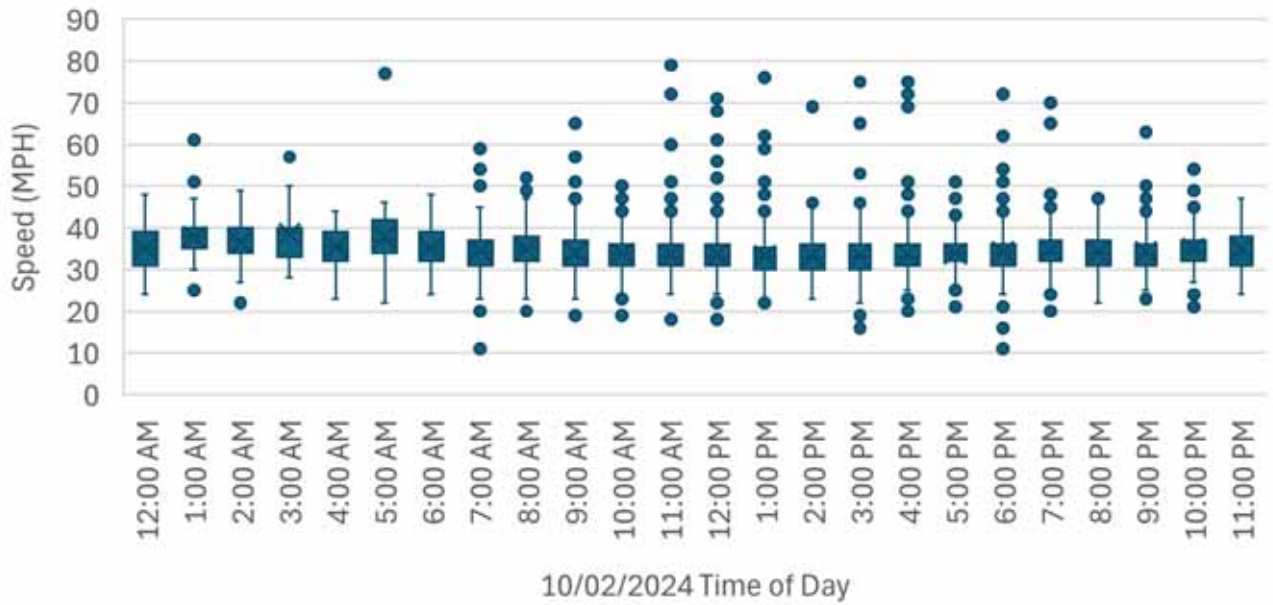


## Corridor 70 - Blue Ridge Boulevard from Greenwood Rd to E 87th St

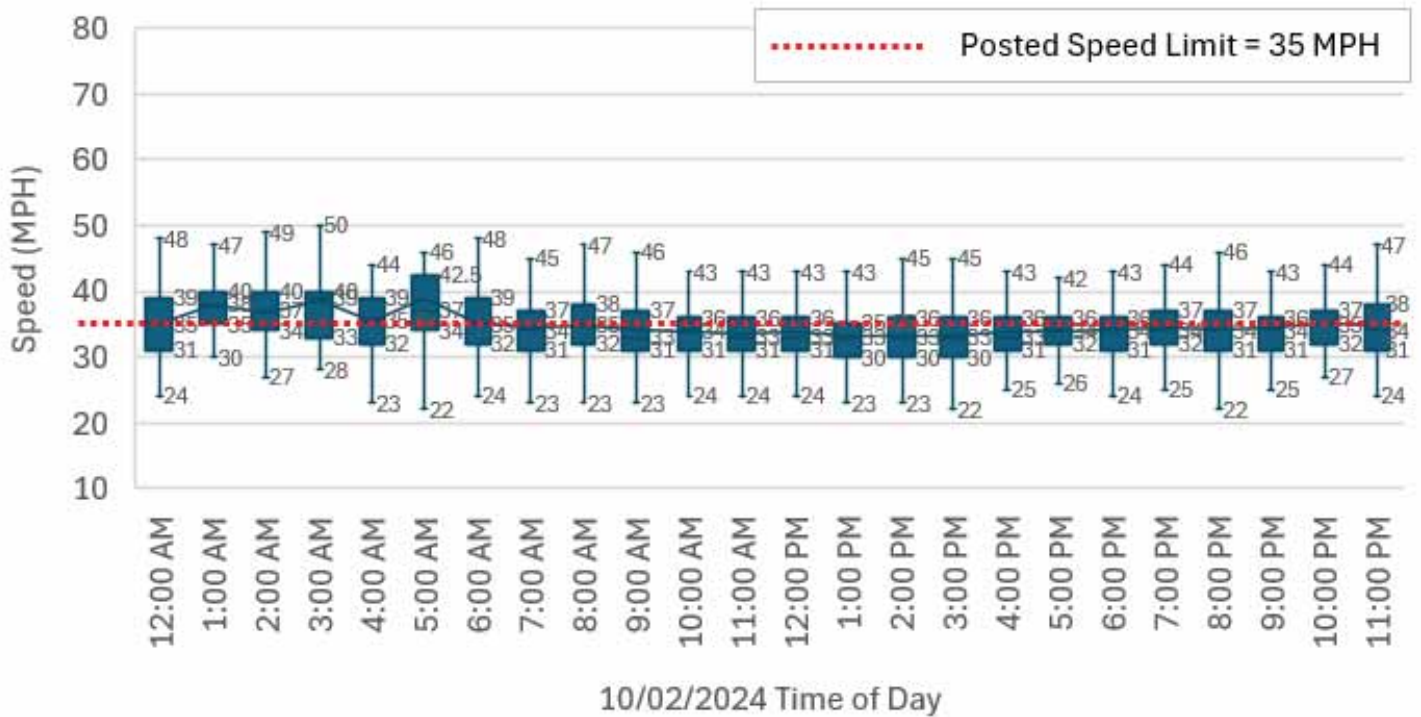


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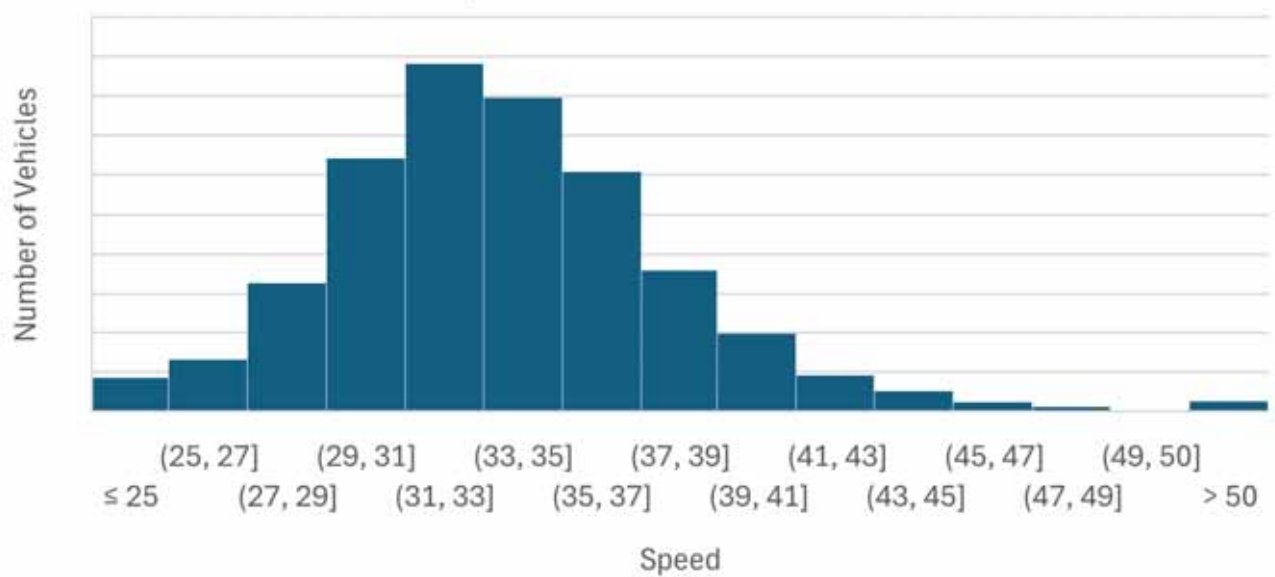
### Corridor 71 - Troost Avenue from Manheim Rd to E 36th St



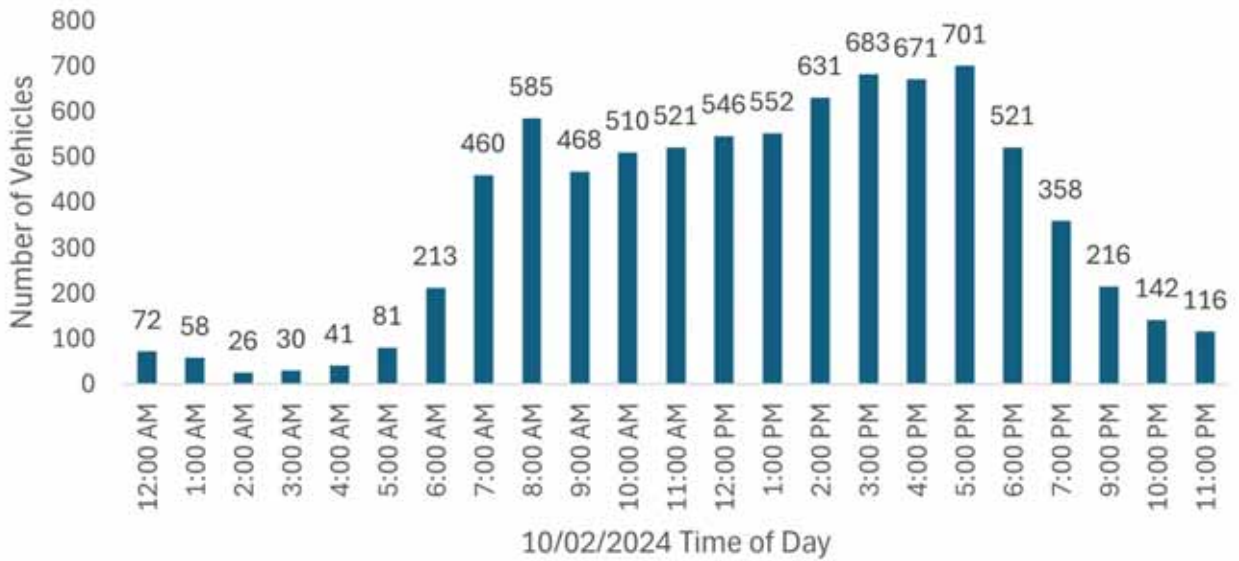
## Corridor 71 - Troost Avenue from Manheim Rd to E 36th St



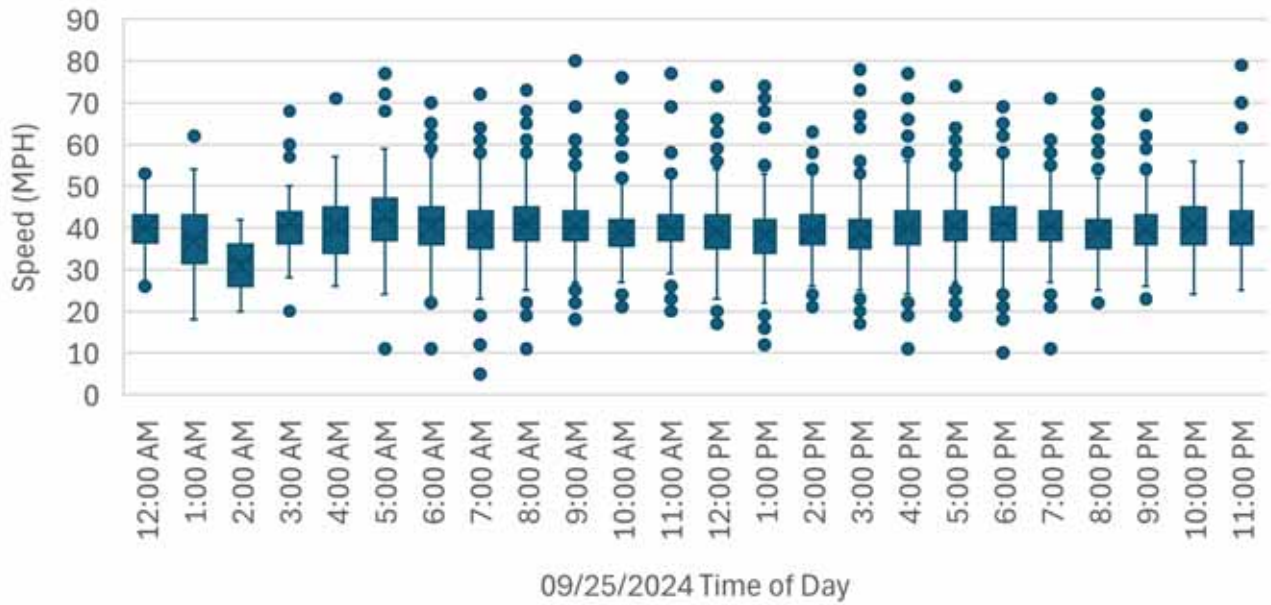
Corridor 71 - Troost Avenue from Manheim Rd  
to E 36th St  
Speed Limit 35 MPH



### Corridor 71 - Troost Avenue from Manheim Rd to E 36th St

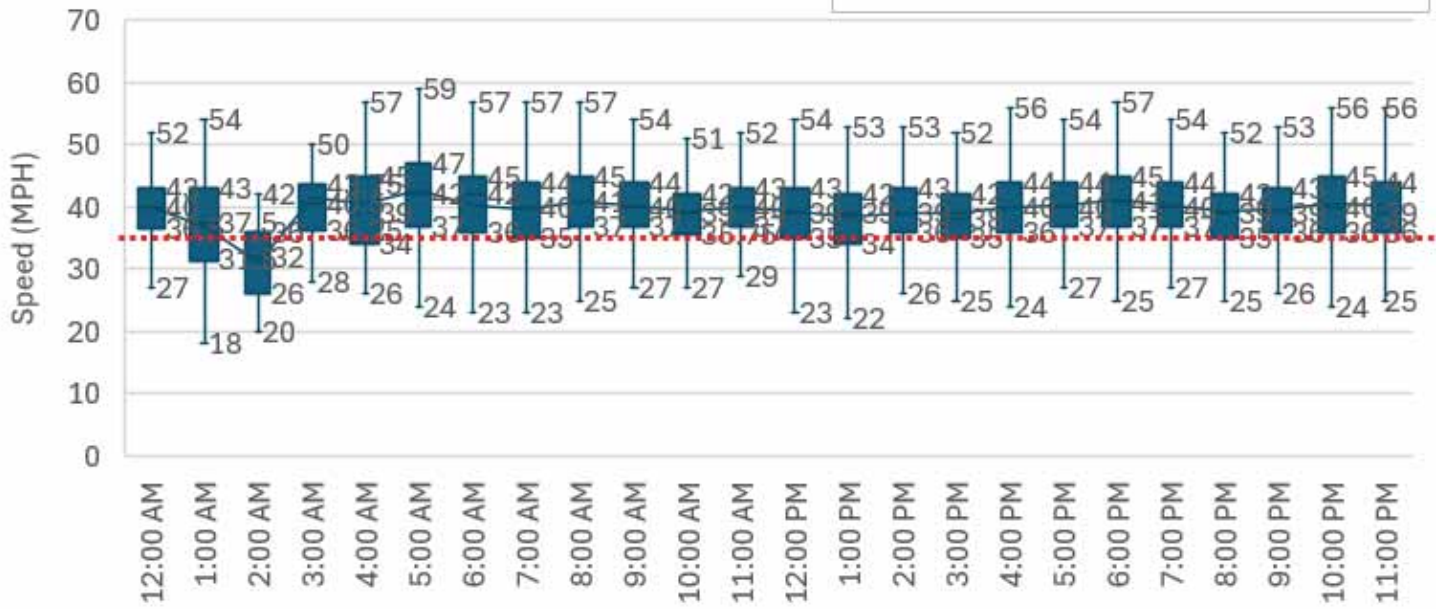


### Corridor 72 - 87th Street from James A Reed Rd to Elm Ave



## Corridor 72 - 87th Street from James A Reed Rd to Elm Ave

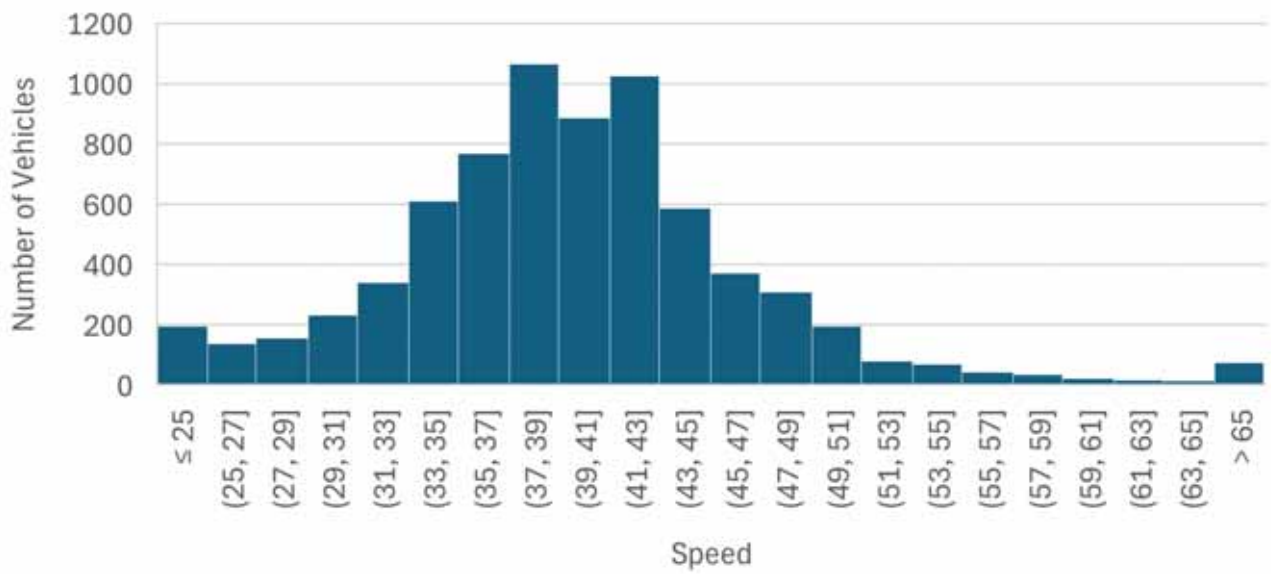
..... Posted Speed Limit = 35 MPH



09/25/2024 Time of Day

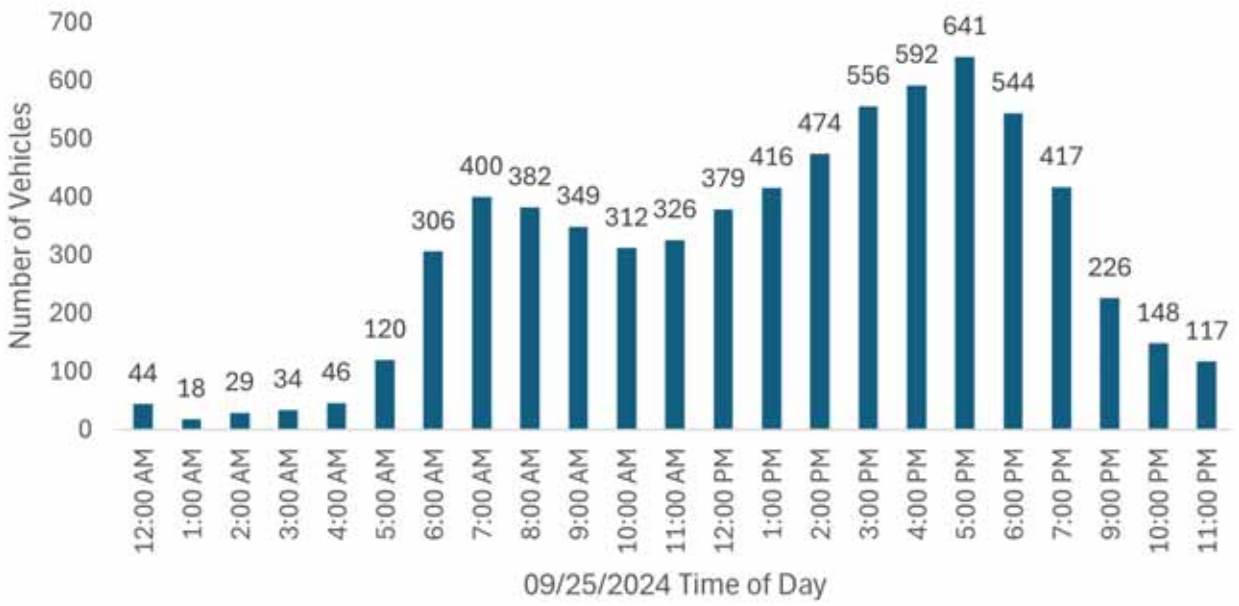


Corridor 72 - 87th Street from James A Reed Rd  
to Elm Ave  
Speed Limit 45 MPH

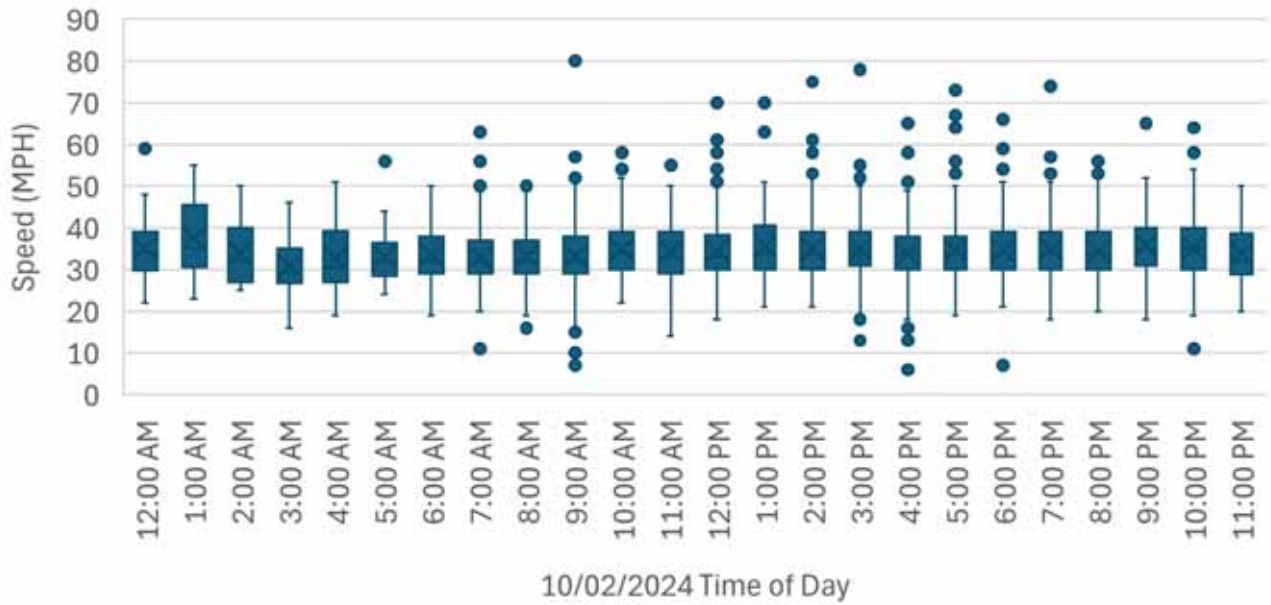


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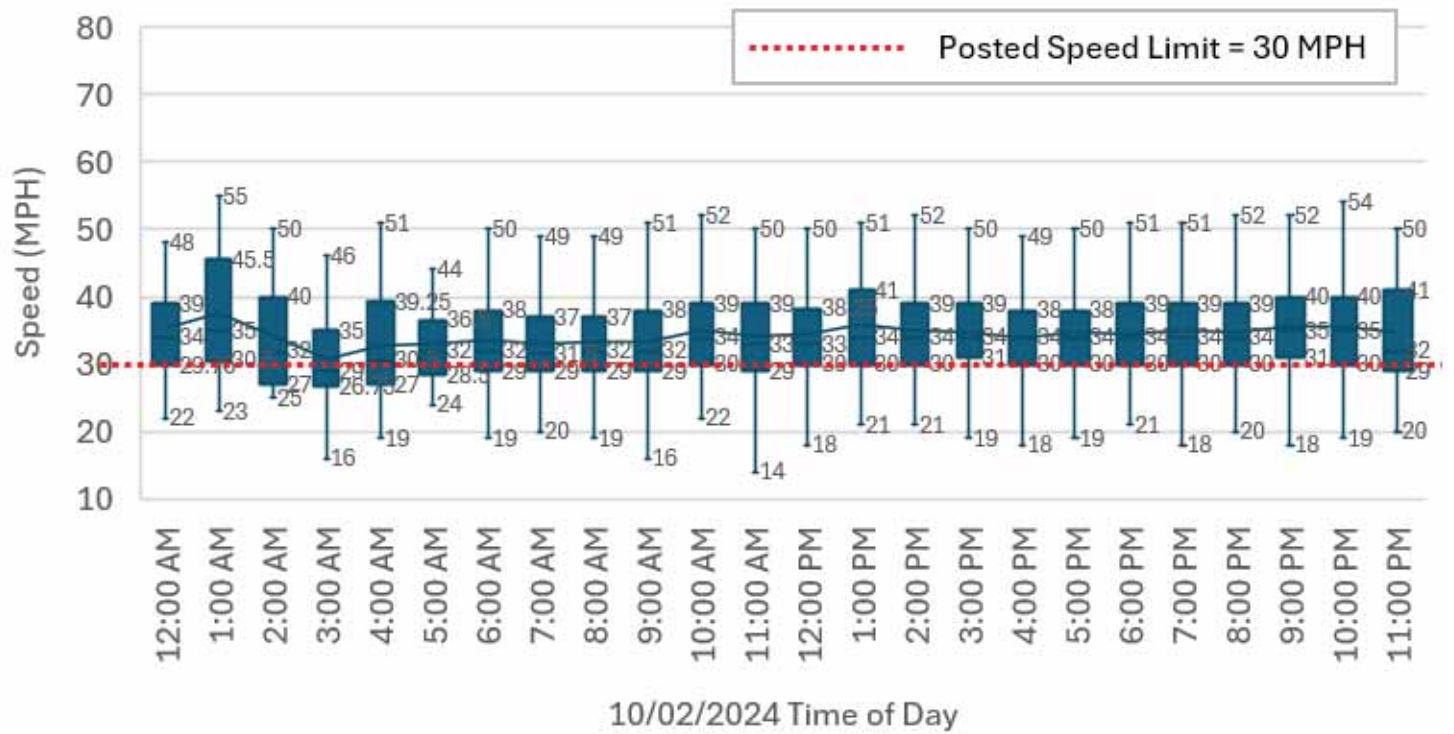
### Corridor 72 - 87th Street from James A Reed Rd to Elm Ave



### Corridor 73 - Oak Trafficway from NE 109th St to NE 112th Ter

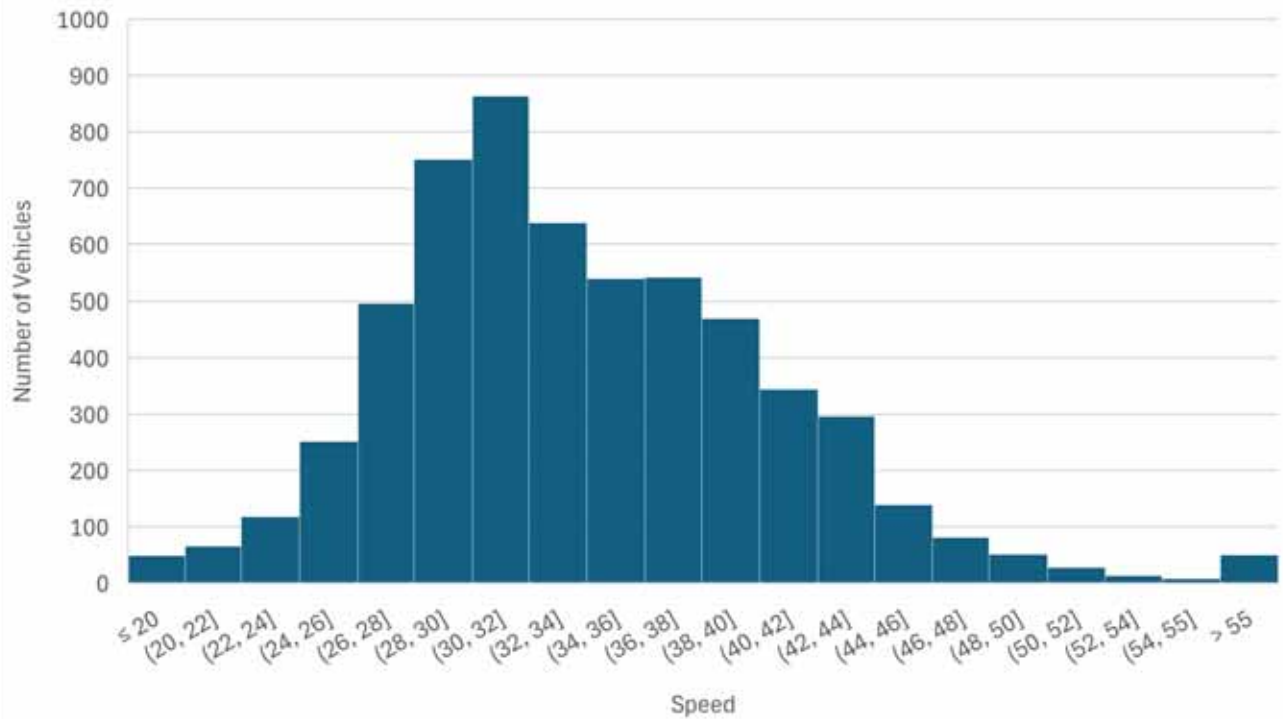


## Corridor 73 - Oak Trafficway from NE 109th St to NE 112th Ter



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Corridor 73 - Oak Trafficway from NE 109th St  
to NE 112th Ter  
Speed Limit 40 MPH

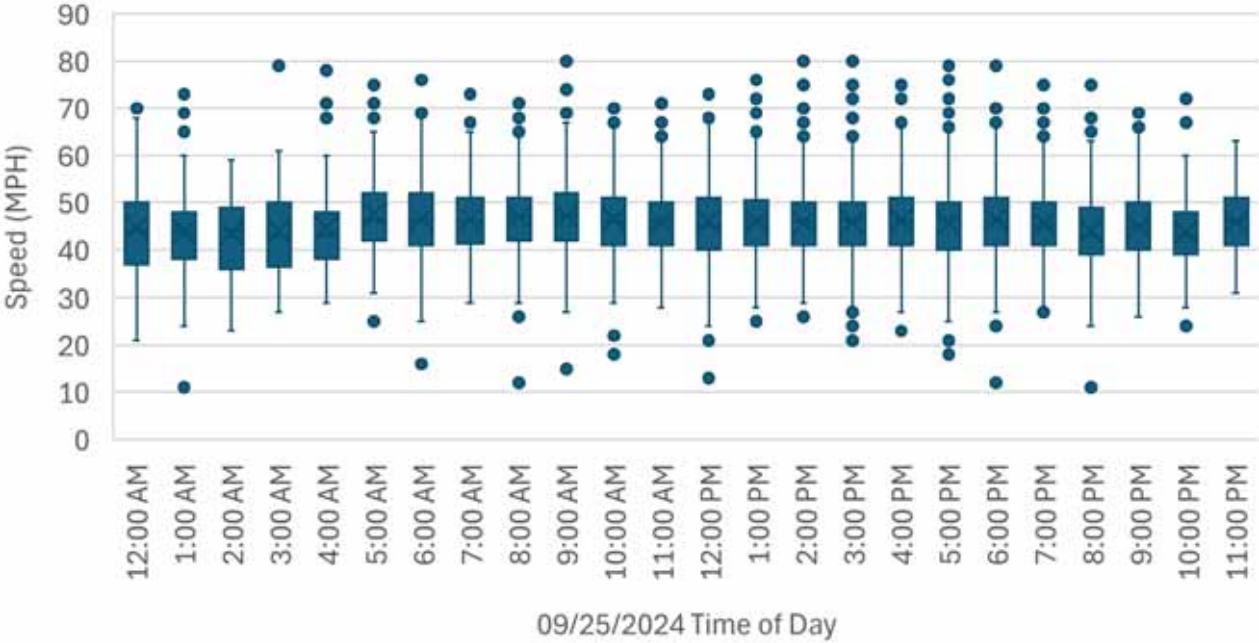


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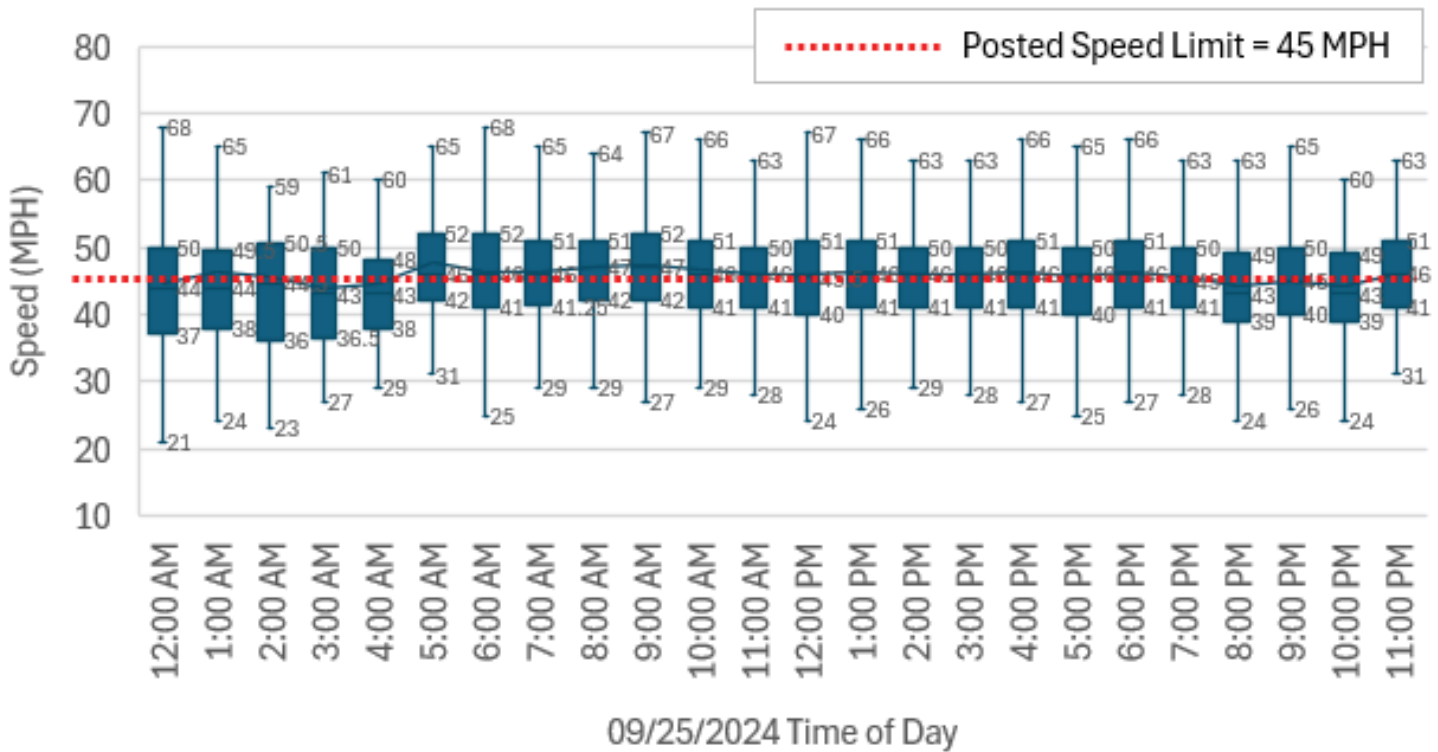
### Corridor 73 - Oak Trafficway from NE 109th St to NE 112th Ter



### Corridor 74 - 68th Street from N Edison Ave to N Bell St

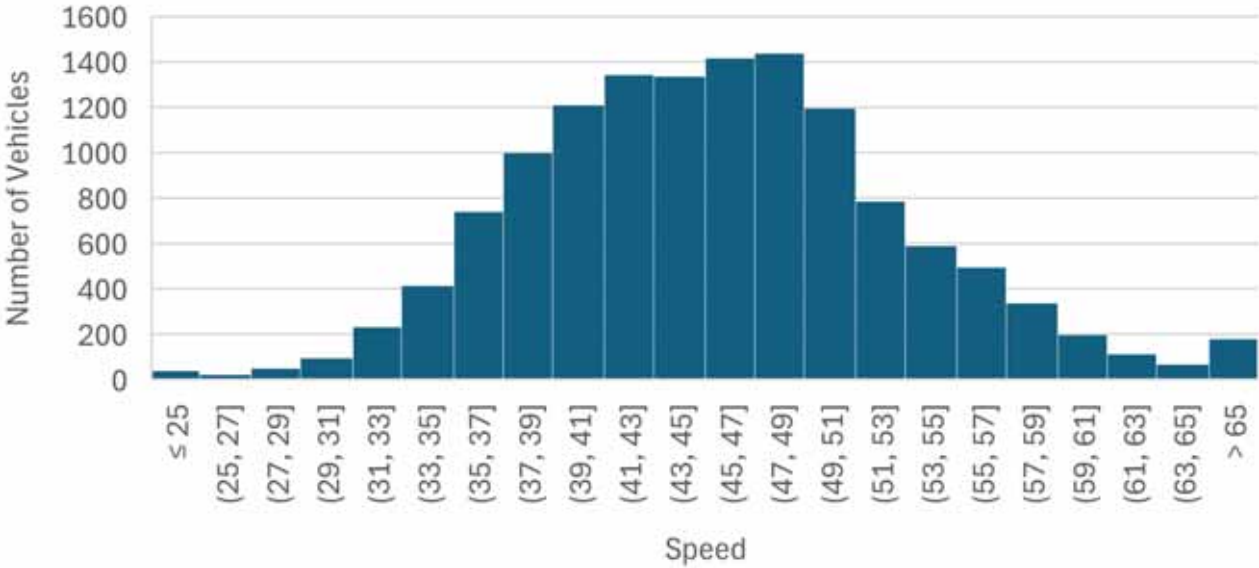


## Corridor 74 - 68th Street from N Edison Ave to N Bell St

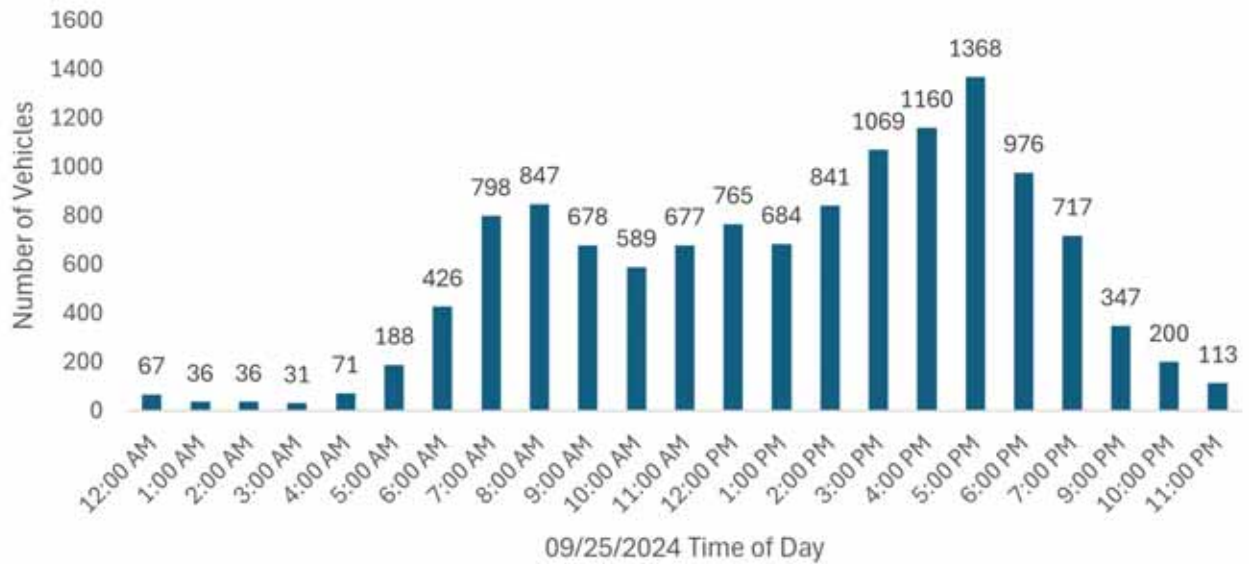


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Corridor 74 - 68th Street from N Edison Ave  
to N Bell St  
Speed Limit 45 MPH



### Corridor 74 - 68th Street from N Edison Ave to N Bell St



# Appendix E: Additional Pivot Tables

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Table 1

Average of 85 %ile (mph) (3)	Column Labels					
Row Labels	25	30	35	40	45	Grand Total
Activity Street			43.36			43.36
Boulevard			45.48		42.1	44.35333333
Commerce / Mixed-Use			39.28333333			39.28333333
Established Arterial		35.38	42.1975	53.32		43.6
Established Boulevard		34.41	42.93714286			41.04222222
Established Parkway			41.80333333		58.9	46.0775
Local Link	37.528	36.982	43.21666667	51.32	54.04333333	43.06789474
Parkway			48.94		53.74	51.34
Thoroughfare			41.91166667	47.886	52.735	45.39571429
Thoroughfare / Local Link				47.8		47.8
<b>Grand Total</b>	<b>37.528</b>	<b>36.13875</b>	<b>42.43125</b>	<b>49.80272727</b>	<b>52.781</b>	<b>43.91405405</b>



Table 2

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Posted (mph)
Activity Street	8.36	57.95	1
Boulevard	6.02	19.02	3
Commerce / Mixed-Use	8.89	51.98	3
Established Arterial	8.15	54.83	11
Established Boulevard	7.15	53.73	9
Established Parkway	8.58	60.86	4
Local Link	9.65	52.66	19
Parkway	11.34	63.94	2
Thoroughfare	7.30	52.90	21
Thoroughfare / Local Link	7.80	23.71	1
<b>Grand Total</b>	<b>8.21</b>	<b>52.22</b>	<b>74</b>



Table 3

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Posted (mph)
Boulevard	4.59	14.14	2
Established Arterial	10.08	69.10	3
Established Boulevard	9.52	66.42	4
Established Parkway	13.90	67.56	1
Local Link	10.87	59.92	12
Parkway	8.74	62.52	1
Thoroughfare	9.42	62.76	10
Thoroughfare / Local Link	7.80	23.71	1
<b>Grand Total</b>	<b>9.78</b>	<b>58.87</b>	<b>34</b>



Table 4

ADT Range	(Multiple Items)	<10k ADT
-----------	------------------	----------

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Posted (mph)
Activity Street	8.36	57.95	1.00
Boulevard	12.08	20.33	1.00
Commerce / Mixed-Use	-4.93	37.84	1.00
Established Arterial	5.82	45.59	4.00
Established Boulevard	10.07	67.20	4.00
Local Link	8.75	48.61	13.00
Parkway	13.94	65.35	1.00
Thoroughfare	6.15	69.39	6.00
<b>Grand Total</b>	<b>7.860322581</b>	<b>54.22354839</b>	<b>31</b>



Table 5

ADT Range	(Multiple Items)	>10k ADT <20k
-----------	------------------	---------------

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Posted (mph)
Boulevard	2.99	18.37	2.00
Commerce / Mixed-Use	9.08	57.36	1.00
Established Arterial	9.47	60.12	7.00
Established Boulevard	1.97	23.44	3.00
Established Parkway	7.50	52.43	3.00
Local Link	10.41	45.65	5.00
Parkway	8.74	62.52	1.00
Thoroughfare	7.50	36.17	10.00
Thoroughfare / Local Link	7.80	23.71	1.00
<b>Grand Total</b>	<b>7.675757576</b>	<b>42.98939394</b>	<b>33</b>



Table 6

ADT Range	(Multiple Items)	ADT>20k
-----------	------------------	---------

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Posted (mph)
Commerce / Mixed-Use	8.70	60.73	1.00
Established Boulevard	9.10	72.24	2.00
Established Parkway	11.82	86.12	1.00
Local Link	7.51	55.82	1.00
Thoroughfare	8.29	54.65	5.00
<b>Grand Total</b>	<b>8.767</b>	<b>62.041</b>	<b>10</b>



Table 7

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Posted (mph)
2-No road striping	13.21	87.45	2.00
4-Dashed white line	10.21	77.32	1.00
5-Dual turning lane	14.29	67.93	1.00
4-Mix of double yellow center line and raised median	7.99	67.16	1.00
2-Raised median	8.74	62.52	1.00
6-Raised median	9.41	59.31	4.00
2-Double yellow center line	7.91	55.26	17.00
4-Dual turning lane	9.46	52.82	8.00
4-Mix of raised median and dual turning lane	5.48	49.80	1.00
4-Raised median	6.42	43.55	10.00
4-Double yellow center line	7.64	43.47	25.00
2-Dashed white line	-4.93	37.84	1.00
5-Raised median	3.95	30.77	1.00
3-Raised median	9.46	30.33	1.00
<b>Grand Total</b>	<b>7.900540541</b>	<b>50.27013514</b>	<b>74</b>



## Table 8

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Posted (mph)
2-Dashed white line	-4.93	37.84	1.00
2-Double yellow center line	7.91	55.26	17.00
2-No road striping	13.21	87.45	2.00
2-Raised median	8.74	62.52	1.00
3-Raised median	9.46	30.33	1.00
4-Dashed white line	10.21	77.32	1.00
4-Double yellow center line	7.64	43.47	25.00
4-Dual turning lane	9.46	52.82	8.00
4-Mix of double yellow center line and raised median	7.99	67.16	1.00
4-Mix of raised median and dual turning lane	5.48	49.80	1.00
4-Raised median	6.42	43.55	10.00
5-Dual turning lane	14.29	67.93	1.00
5-Raised median	3.95	30.77	1.00
6-Raised median	9.41	59.31	4.00
<b>Grand Total</b>	<b>7.900540541</b>	<b>50.27013514</b>	<b>74</b>



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Table 9

	Column Labels											
	Average of 85 %ile vs. Posted (mph) (4)					Average of Speeding (%)					Total Average of 85 %ile vs. Posted (mph) (4)	Total Average of Speeding (%)
Row Labels	25	30	35	40	45	25	30	35	40	45		
2-Dashed white line			-4.93					37.84			-4.93	37.84
2-Double yellow center line	10.80	8.29	7.32		6.50	48.13	53.41	58.50		44.63	7.91	55.26
2-No road striping	13.21					87.45					13.21	87.45
2-Raised median					8.74					62.52	8.74	62.52
3-Raised median				9.46					30.33		9.46	30.33
4-Dashed white line			10.21					77.32			10.21	77.32
4-Double yellow center line		8.73	6.59	12.12	3.79		32.63	39.68	63.63	34.16	7.64	43.47
4-Dual turning lane			9.06	10.13				56.23	47.15		9.46	52.82
4-Mix of double yellow center line and raised median			7.99					67.16			7.99	67.16
4-Mix of raised median and dual turning lane				5.48					49.80		5.48	49.80
4-Raised median		-0.75	9.30	1.89	8.87		7.55	62.56	20.37	49.93	6.42	43.55
5-Dual turning lane					14.29					67.93	14.29	67.93
5-Raised median					3.95					30.77	3.95	30.77
6-Raised median			9.17		10.15			58.12		62.86	9.41	59.31
<b>Grand Total</b>	<b>12.00</b>	<b>6.14</b>	<b>7.36</b>	<b>9.80</b>	<b>7.78</b>	<b>67.79</b>	<b>36.75</b>	<b>51.41</b>	<b>50.92</b>	<b>48.68</b>	<b>7.90</b>	<b>50.27</b>



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Table 10

ADT Range	(Multiple Items)	ADT ≤5k
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Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Posted (mph)
2-Double yellow center line	8.96	59.01	8.00
2-No road striping	13.21	87.45	2.00
4-Double yellow center line	-1.40	8.94	1.00
4-Raised median	13.20	73.93	1.00
<b>Grand Total</b>	<b>9.16</b>	<b>60.81833333</b>	<b>12</b>



Table 11

ADT Range	(Multiple Items)	ADT ≤5k
-----------	------------------	---------

	Column Labels									
	Average of 85 %ile vs. Posted (mph) (4)				Average of Speeding (%)				Total Average of 85 %ile vs. Posted (mph) (4)	Total Average of Speeding (%)
Row Labels	25	30	35	45	25	30	35	45		
2-Double yellow center line	10.80	3.29	10.08	6.50	48.13	25.73	76.36	44.63	8.96	59.01
2-No road striping	13.21				87.45				13.21	87.45
4-Double yellow center line			-1.40				8.94		-1.40	8.94
4-Raised median			13.20				73.93		13.20	73.93
<b>Grand Total</b>	<b>12.00</b>	<b>3.29</b>	<b>8.69</b>	<b>6.50</b>	<b>67.79</b>	<b>25.73</b>	<b>64.72</b>	<b>44.63</b>	<b>9.16</b>	<b>60.82</b>



Table 12

ADT Range	(Multiple Items)	ADT ≤10k
-----------	------------------	----------

<u>Row Labels</u>	<u>Average of 85 %ile vs. Posted (mph) (4)</u>	<u>Average of Speeding (%)</u>	<u>Count of Posted (mph)</u>
2-Dashed white line	-4.93	37.84	1.00
2-Double yellow center line	8.41	58.12	15.00
2-No road striping	13.21	87.45	2.00
3-Raised median	9.46	30.33	1.00
4-Double yellow center line	7.06	42.39	10.00
4-Dual turning lane	12.08	20.33	1
4-Raised median	5.56	49.79	3.00
6-Raised median	10.15	62.86	1.00
<b>Grand Total</b>	<b>7.84</b>	<b>52.09676471</b>	<b>34</b>



### Table 13

ADT Range						(Multiple Items)					ADT ≤10k	
	Column Labels											
	Average of 85 %ile vs. Posted (mph) (4)					Average of Speeding (%)					Total Average of 85 %ile vs. Posted (mph) (4)	Total Average of Speeding (%)
Row Labels	25	30	35	40	45	25	30	35	40	45		
2-Dashed white line			-4.93					37.84			-4.93	37.84
2-Double yellow center line	10.80	8.29	8.11		6.50	48.13	53.41	64.66		44.63	8.41	58.12
2-No road striping	13.21					87.45					13.21	87.45
3-Raised median				9.46					30.33		9.46	30.33
4-Double yellow center line		12.08	4.18	11.46	10.48		21.18	37.63	58.30	60.38	7.06	42.39
4-Dual turning lane			12.08					20.33			12.08	20.33
4-Raised median		-0.83	8.76				4.05	72.66			5.56	49.79
6-Raised median					10.15					62.86	10.15	62.86
<b>Grand Total</b>	<b>12.00</b>	<b>7.40</b>	<b>6.37</b>	<b>10.79</b>	<b>9.04</b>	<b>67.79</b>	<b>39.81</b>	<b>52.58</b>	<b>48.97</b>	<b>55.96</b>	<b>7.84</b>	<b>52.10</b>



Table 14

ADT Range	(Multiple Items)	ADT ≤20k, > 10k
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Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Posted (mph)
2-Double yellow center line	4.15	33.85	2.00
2-Raised median	8.74	62.52	1.00
4-Double yellow center line	7.99	43.00	14.00
4-Dual turning lane	9.05	55.57	6.00
4-Raised median	6.00	34.29	6.00
5-Dual turning lane	14.29	67.93	1.00
5-Raised median	3.95	30.77	1.00
6-Raised median	5.90	29.64	1.00
<b>Grand Total</b>	<b>7.601875</b>	<b>43.7425</b>	<b>32</b>



Table 15

ADT Range		(Multiple Items)				ADT ≤20k, > 10k				
	Column Labels									
	Average of 85 %ile vs. Posted (mph) (4)				Average of Speeding (%)				Total Average of 85 %ile vs. Posted (mph) (4)	Total Average of Speeding (%)
Row Labels	30	35	40	45	30	35	40	45		
2-Double yellow center line		4.15				33.85			4.15	33.85
2-Raised median				8.74				62.52	8.74	62.52
4-Double yellow center line	5.38	7.96	12.56	-2.90	44.07	38.72	67.19	7.94	7.99	43.00
4-Dual turning lane		8.30	10.55			65.20	36.32		9.05	55.57
4-Raised median	-0.68	8.16	1.89	8.87	11.05	24.53	20.37	49.93	6.00	34.29
5-Dual turning lane				14.29				67.93	14.29	67.93
5-Raised median				3.95				30.77	3.95	30.77
6-Raised median		5.90				29.64			5.90	29.64
<b>Grand Total</b>	<b>2.35</b>	<b>7.482941176</b>	<b>10.11166667</b>	<b>7.24</b>	<b>27.6</b>	<b>43.00647059</b>	<b>49.095</b>	<b>45.57</b>	<b>7.601875</b>	<b>43.7425</b>



Table 16

ADT Range	(Multiple Items)	ADT >20k
Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)
4-Dashed white line	10.21	77.32
4-Double yellow center line	8.70	60.73
4-Dual turning lane	9.31	68.81
4-Mix of double yellow center line and raised median	7.99	67.16
4-Mix of raised median and dual turning lane	5.48	49.80
4-Raised median	11.53	80.40
6-Raised median	10.80	72.36
<b>Grand Total</b>	<b>9.3525</b>	<b>68.6175</b>



Table 17

ADT Range		(Multiple Items)			ADT >20k	
	Column Labels					
	Average of 85 %ile vs. Posted (mph) (4)		Average of Speeding (%)		Total Average of 85 %ile vs. Posted (mph) (4)	Total Average of Speeding (%)
Row Labels	35	40	35	40		
4-Dashed white line	10.21		77.32		10.21	77.32
4-Double yellow center line	8.70		60.73		8.70	60.73
4-Dual turning lane		9.31		68.81	9.31	68.81
4-Mix of double yellow center line and raised median	7.99		67.16		7.99	67.16
4-Mix of raised median and dual turning lane		5.48		49.80	5.48	49.80
4-Raised median	11.53		80.40		11.53	80.40
6-Raised median	10.80		72.36		10.80	72.36
<b>Grand Total</b>	<b>10.005</b>	<b>7.395</b>	<b>71.72166667</b>	<b>59.3</b>	<b>9.35</b>	<b>68.6175</b>



Table 18

-Parking

Average of Speeding (%)	Column Labels					
Row Labels	25	30	35	40	45	Grand Total
X	54.87	38.97	46.79	42.09	30.77	45.07
X	80.71	21.18	60.34	54.23	50.67	56.39
40						
<b>Grand Total</b>	<b>67.7875</b>	<b>36.74625</b>	<b>51.41317073</b>	<b>50.9</b>	<b>48.7</b>	<b>50.27013514</b>



Table 19

-Bicyclists

<u>Average of Speeding (%)</u>	<u>Column Labels</u>					
Row Labels	25	30	35	40	45	Grand Total
X		44.07	32.42		62.52	39.38
X	67.79	35.70	53.47	50.92	47.15	51.23
6						
<b>Grand Total</b>	<b>67.7875</b>	<b>36.74625</b>	<b>51.41317073</b>	<b>50.91818182</b>	<b>48.683</b>	<b>50.27013514</b>



Table 20

Count of Heatmap	Column Labels					
Row Labels	Dense	Moderate	Moderate/Dense	Moderate/Sparse	Sparse	Grand Total
2-Dashed white line		1				1
2-Double yellow center line		5		6	5	16
2-No road striping					2	2
2-Raised median		1				1
3-Raised median		1				1
4-Dashed white line					1	1
4-Double yellow center line	2	1	2	8	8	21
4-Dual turning lane		2	1	2	2	7
4-Mix of double yellow center line and raised median		1				1
4-Mix of raised median and dual turning lane					1	1
4-Raised median	1	2		4	2	9
5-Dual turning lane				1		1
5-Raised median				1		1
6-Raised median		1		2	1	4
<b>Grand Total</b>	<b>3</b>	<b>15</b>	<b>3</b>	<b>24</b>	<b>22</b>	<b>67</b>



Table 21

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Posted (mph)
2-Double yellow center line	6.40	48.94	4.00
4-Dashed white line	10.21	77.32	1.00
4-Double yellow center line	10.62	60.52	7.00
4-Dual turning lane	8.26	48.35	3.00
6-Raised median	9.78	58.60	1.00
<b>Grand Total</b>	<b>9.0425</b>	<b>56.274375</b>	<b>16</b>



Table 22

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)
<b>2-Lane</b>	<b>7.62</b>	<b>53.58</b>
33	6.5	44.63
34	8.74	62.52
<b>Multilane</b>	<b>7.82</b>	<b>47.46</b>
1	-2.9	7.94
11	13.9	67.56
35	3.95	30.77
40	3.37	26.04
43	14.29	67.93
48	10.48	60.38
58	10.15	62.86
74	9.33	56.2
<b>Grand Total</b>	<b>7.781</b>	<b>48.683</b>



## Table 23

<u>Average of Speeding (%)</u>	<u>Column Labels</u>										
<u>Row Labels</u>	<u>2000</u>	<u>3000</u>	<u>4000</u>	<u>5000</u>	<u>6000</u>	<u>8000</u>	<u>9000</u>	<u>10000</u>	<u>11000</u>	<u>12000</u>	<u>13000</u>
<u>Activity Street</u>							<u>57.95</u>				
2-Double yellow center line							<u>57.95</u>				
<u>Boulevard</u>						<u>20.33</u>			<u>28.8</u>		
4-Double yellow center line									<u>28.8</u>		
4-Dual turning lane						<u>20.33</u>					
<u>Commerce / Mixed-Use</u>					<u>37.84</u>				<u>57.36</u>		
2-Double yellow center line									<u>57.36</u>		
4-Double yellow center line											
2-Dashed white line					<u>37.84</u>						
<u>Established Arterial</u>				<u>8.94</u>		<u>43.07</u>	<u>65.175</u>				<u>50.045</u>
4-Double yellow center line				<u>8.94</u>		<u>43.07</u>	<u>65.175</u>				<u>75.56</u>
4-Raised median											<u>24.53</u>
4-Dual turning lane											



<b>Average of Speeding (%)</b>	<b>Column Labels</b>										
<b>Row Labels</b>	<b>2000</b>	<b>3000</b>	<b>4000</b>	<b>5000</b>	<b>6000</b>	<b>8000</b>	<b>9000</b>	<b>10000</b>	<b>11000</b>	<b>12000</b>	<b>13000</b>
<b>Established Boulevard</b>		<u>73.93</u>			<u>71.61</u>	<u>75.99</u>	<u>47.28</u>			<u>10.69</u>	
<u>2-Double yellow center line</u>					<u>71.61</u>					<u>10.33</u>	
<u>4-Double yellow center line</u>						<u>75.99</u>	<u>47.28</u>				
<u>4-Raised median</u>		<u>73.93</u>								<u>11.05</u>	
<u>4-Mix of double yellow center line and raised median</u>											
<u>4-Dashed white line</u>											
<b>Established Parkway</b>										<u>29.64</u>	<u>60.1</u>
<u>4-Raised median</u>											
<u>6-Raised median</u>										<u>29.64</u>	
<u>4-Dual turning lane</u>											<u>60.1</u>
<b>Local Link</b>	<u>75.79</u>	<u>54.73333333</u>	<u>25.73</u>		<u>31.2225</u>	<u>44.275</u>	<u>77</u>	<u>30.02</u>	<u>70.19</u>	<u>25.2</u>	
<u>2-Double yellow center line</u>	<u>69.05</u>	<u>35.92</u>	<u>25.73</u>		<u>39.28</u>	<u>25.69</u>	<u>77</u>	<u>31.74</u>			
<u>4-Double yellow center line</u>					<u>40.78</u>			<u>28.29</u>	<u>70.19</u>	<u>25.2</u>	
<u>4-Raised median</u>					<u>4.05</u>						
<u>6-Raised median</u>						<u>62.86</u>					
<u>2-No road striping</u>	<u>82.53</u>	<u>92.36</u>									
<b>Parkway</b>			<u>65.35</u>								
<u>2-Double yellow center line</u>			<u>65.35</u>								
<u>2-Raised median</u>											



<b>Average of Speeding (%)</b>	<b>Column Labels</b>										
<b>Row Labels</b>	<b>2000</b>	<b>3000</b>	<b>4000</b>	<b>5000</b>	<b>6000</b>	<b>8000</b>	<b>9000</b>	<b>10000</b>	<b>11000</b>	<b>12000</b>	<b>13000</b>
<b>Thoroughfare</b>			<u>69.29</u>	<u>85.4</u>		<u>83.915</u>	<u>8.42</u>	<u>30.33</u>			
<u>2-Double yellow center line</u>			<u>69.29</u>	<u>85.4</u>		<u>96.44</u>					
<u>3-Raised median</u>								<u>30.33</u>			
<u>4-Double yellow center line</u>							<u>8.42</u>				
<u>4-Raised median</u>						<u>71.39</u>					
<u>5-Raised median</u>											
<u>6-Raised median</u>											
<u>4-Dual turning lane</u>											
<u>4-Mix of raised median and dual turning lane</u>											
<u>5-Dual turning lane</u>											
<b>Thoroughfare / Local Link</b>										<u>23.71</u>	
<u>4-Dual turning lane</u>										<u>23.71</u>	
<b>Grand Total</b>	<u>75.79</u>	<u>59.5325</u>	<u>53.45666667</u>	<u>59.91333333</u>	<u>39.05666667</u>	<u>56.53857143</u>	<u>53.5</u>	<u>30.12</u>	<u>52.11666667</u>	<u>19.986</u>	<u>53.39666667</u>



<b>Average of Speeding (%)</b>	<b>Column Labels</b>												
<b>Row Labels</b>	<b>14000</b>	<b>15000</b>	<b>16000</b>	<b>17000</b>	<b>18000</b>	<b>19000</b>	<b>20000</b>	<b>21000</b>	<b>22000</b>	<b>23000</b>	<b>35000</b>	<b>42000</b>	<b>Grand Total</b>
<b>Activity Street</b>													<u>57.95</u>
<u>2-Double yellow center line</u>													<u>57.95</u>
<b>Boulevard</b>				<u>7.94</u>									<u>19.02333333</u>
<u>4-Double yellow center line</u>				<u>7.94</u>									<u>18.37</u>
<u>4-Dual turning lane</u>													<u>20.33</u>
<b>Commerce / Mixed-Use</b>										<u>60.73</u>			<u>51.97666667</u>
<u>2-Double yellow center line</u>													<u>57.36</u>
<u>4-Double yellow center line</u>										<u>60.73</u>			<u>60.73</u>
<u>2-Dashed white line</u>													<u>37.84</u>
<b>Established Arterial</b>	<u>40.93</u>		<u>62.245</u>	<u>77.65</u>									<u>54.83363636</u>
<u>4-Double yellow center line</u>			<u>44.07</u>	<u>75.94</u>									<u>53.99</u>
<u>4-Raised median</u>													<u>24.53</u>
<u>4-Dual turning lane</u>	<u>40.93</u>		<u>80.42</u>	<u>79.36</u>									<u>66.90333333</u>
<b>Established Boulevard</b>		<u>48.93</u>						<u>67.16</u>	<u>77.32</u>				<u>53.73333333</u>
<u>2-Double yellow center line</u>													<u>40.97</u>



<b>Average of Speeding (%)</b>	<b>Column Labels</b>												
<b>Row Labels</b>	<b>14000</b>	<b>15000</b>	<b>16000</b>	<b>17000</b>	<b>18000</b>	<b>19000</b>	<b>20000</b>	<b>21000</b>	<b>22000</b>	<b>23000</b>	<b>35000</b>	<b>42000</b>	<b>Grand Total</b>
4-Raised median													<u>42.49</u>
4-Mix of double yellow center line and raised median								<u>67.16</u>					<u>67.16</u>
4-Dashed white line									<u>77.32</u>				<u>77.32</u>
<b>Established Parkway</b>	<b><u>67.56</u></b>										<b><u>86.12</u></b>		<b><u>60.855</u></b>
4-Raised median	<u>67.56</u>												<u>67.56</u>
6-Raised median											<u>86.12</u>		<u>57.88</u>
4-Dual turning lane													<u>60.1</u>
<b>Local Link</b>	<b><u>72.81</u></b>						<b><u>55.82</u></b>						<b><u>48.21052632</u></b>
2-Double yellow center line													<u>42.54125</u>
4-Double yellow center line	<u>72.81</u>						<u>55.82</u>						<u>47.69571429</u>
4-Raised median													<u>4.05</u>
6-Raised median													<u>62.86</u>
2-No road striping													<u>87.445</u>



<b>Average of Speeding (%)</b>	<b>Column Labels</b>												
<b>Row Labels</b>	<b>14000</b>	<b>15000</b>	<b>16000</b>	<b>17000</b>	<b>18000</b>	<b>19000</b>	<b>20000</b>	<b>21000</b>	<b>22000</b>	<b>23000</b>	<b>35000</b>	<b>42000</b>	<b>Grand Total</b>
<u>2-Double yellow center line</u>													<u>84.1325</u>
<u>3-Raised median</u>													<u>30.33</u>
<u>4-Double yellow center line</u>				<u>20.395</u>		<u>40.32</u>	<u>15.65</u>						<u>21.036</u>
<u>4-Raised median</u>	<u>56.2</u>			<u>20.37</u>		<u>26.04</u>		<u>80.4</u>					<u>50.88</u>
<u>5-Raised median</u>						<u>30.77</u>							<u>30.77</u>
<u>6-Raised median</u>												<u>58.6</u>	<u>58.6</u>
<u>4-Dual turning lane</u>			<u>48.92</u>					<u>68.81</u>					<u>58.865</u>
<u>4-Mix of raised median and dual turning lane</u>								<u>49.8</u>					<u>49.8</u>
<u>5-Dual turning lane</u>					<u>67.93</u>								<u>67.93</u>
<b><u>Thoroughfare / Local Link</u></b>													<b><u>23.71</u></b>
<u>4-Dual turning lane</u>													<u>23.71</u>
<b><u>Grand Total</u></b>	<b><u>60.004</u></b>	<b><u>48.93</u></b>	<b><u>57.80333333</u></b>	<b><u>37.4</u></b>	<b><u>67.93</u></b>	<b><u>32.37666667</u></b>	<b><u>35.735</u></b>	<b><u>66.5425</u></b>	<b><u>77.32</u></b>	<b><u>60.73</u></b>	<b><u>86.12</u></b>	<b><u>58.6</u></b>	<b><u>50.27013514</u></b>



Table 24

Row Labels	Average of Speeding (%)
<b>Activity Street</b>	<b>57.95</b>
2-Double yellow center line	57.95
<b>Boulevard</b>	<b>19.02333333</b>
4-Double yellow center line	18.37
4-Dual turning lane	20.33
<b>Commerce / Mixed-Use</b>	<b>51.97666667</b>
2-Double yellow center line	57.36
4-Double yellow center line	60.73
2-Dashed white line	37.84
<b>Established Arterial</b>	<b>54.83363636</b>
4-Double yellow center line	53.99
4-Raised median	24.53
4-Dual turning lane	66.90333333
<b>Established Boulevard</b>	<b>53.73333333</b>
2-Double yellow center line	40.97
4-Double yellow center line	57.4
4-Raised median	42.49
4-Mix of double yellow center line and raised median	67.16
4-Dashed white line	77.32
<b>Established Parkway</b>	<b>60.855</b>
4-Raised median	67.56
6-Raised median	57.88
4-Dual turning lane	60.1
<b>Local Link</b>	<b>48.21052632</b>
2-Double yellow center line	42.54125



Row Labels	Average of Speeding (%)
4-Double yellow center line	47.69571429
4-Raised median	4.05
6-Raised median	62.86
2-No road striping	87.445
<b>Parkway</b>	<b>63.935</b>
2-Double yellow center line	65.35
2-Raised median	62.52
<b>Thoroughfare</b>	<b>50.06047619</b>
2-Double yellow center line	84.1325
3-Raised median	30.33
4-Double yellow center line	21.036
4-Raised median	50.88
5-Raised median	30.77
6-Raised median	58.6
4-Dual turning lane	58.865
4-Mix of raised median and dual turning lane	49.8
5-Dual turning lane	67.93
<b>Thoroughfare / Local Link</b>	<b>23.71</b>
4-Dual turning lane	23.71
<b>Grand Total</b>	<b>50.27013514</b>



Table 25

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Posted (mph)
<b>2-Lane</b>	<b>7.84</b>	<b>57.84</b>	<b>21</b>
X	7.52	53.11	14
X	8.47	67.32	7
<b>Multilane</b>	<b>7.92</b>	<b>47.27</b>	<b>53</b>
X	6.03	40.74	26
X	9.75	53.55	27
40			
<b>Grand Total</b>	<b>7.900540541</b>	<b>50.27013514</b>	<b>74</b>



Table 26

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Posted (mph)
<b>2-Lane</b>	<b>7.84</b>	<b>57.84</b>	<b>21</b>
Commercial	13.94	65.35	1
Industrial	10.98	48.25	2
Office	-4.93	37.84	1
Residential	8.71	65.18	5
Residential/Commercial	7.60	58.59	11
Undeveloped	6.50	44.63	1
<b>Multilane</b>	<b>7.92</b>	<b>47.27</b>	<b>53</b>
Commercial	6.24	45.61	17
Industrial	-2.90	7.94	1
Office	4.32	71.39	1
Residential	13.30	66.25	7
Residential/Commercial	8.12	43.96	27
<b>Grand Total</b>	<b>7.900540541</b>	<b>50.27013514</b>	<b>74</b>



Table 27

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Posted (mph)	Average of Pass Ct.
<b>Activity Street</b>	<b>8.4</b>	<b>58.0</b>	<b>1</b>	<b>7815</b>
2-Lane	8.4	58.0	1	7815
<b>Boulevard</b>	<b>6.0</b>	<b>19.0</b>	<b>3</b>	<b>10524</b>
Multilane	6.0	19.0	3	10524.33333
<b>Commerce / Mixed-Use</b>	<b>4.3</b>	<b>52.0</b>	<b>3</b>	<b>11751</b>
2-Lane	2.1	47.6	2	7085.5
Multilane	8.7	60.7	1	21083
<b>Established Arterial</b>	<b>8.1</b>	<b>54.8</b>	<b>11</b>	<b>11399</b>
Multilane	8.1	54.8	11	11398.90909
<b>Established Boulevard</b>	<b>7.2</b>	<b>53.7</b>	<b>9</b>	<b>11226</b>
2-Lane	4.4	41.0	2	8360.5
Multilane	8.0	57.4	7	12044.71429
<b>Established Parkway</b>	<b>8.6</b>	<b>60.9</b>	<b>4</b>	<b>17142</b>
Multilane	8.6	60.9	4	17141.75
<b>Local Link</b>	<b>9.1</b>	<b>48.2</b>	<b>19</b>	<b>6797</b>
2-Lane	8.7	51.5	10	4212.8
Multilane	9.6	44.5	9	9667.333333
<b>Parkway</b>	<b>11.3</b>	<b>63.9</b>	<b>2</b>	<b>8332</b>
2-Lane	11.3	63.9	2	8332
<b>Thoroughfare</b>	<b>7.3</b>	<b>50.1</b>	<b>21</b>	<b>14609</b>
2-Lane	8.6	84.1	4	4826.25
Multilane	7.0	42.0	17	16911.35294
<b>Thoroughfare / Local Link</b>	<b>7.8</b>	<b>23.7</b>	<b>1</b>	<b>11305</b>
Multilane	7.8	23.7	1	11305
<b>Grand Total</b>	<b>7.900540541</b>	<b>50.27013514</b>	<b>74</b>	<b>11263.94595</b>



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Table 28

ADT Range	(Multiple Items)	ADT <10k
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Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Corridor
25	12.00	67.79	4
30	7.40	39.81	6
35	6.47	53.81	17
40	14.12	88.30	1
45	9.04	55.96	3
<b>Grand Total</b>	<b>7.860322581</b>	<b>54.22354839</b>	<b>31</b>



Table 29

ADT Range	(Multiple Items)	20k<ADT <10k
-----------	------------------	--------------

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Corridor
30	2.35	27.56	2
35	7.44	43.95	17
40	10.20	42.48	7
45	7.24	45.57	7
<b>Grand Total</b>	<b>7.675757576</b>	<b>42.98939394</b>	<b>42</b>



Table 30

ADT Range	(Multiple Items)	ADT >20k
-----------	------------------	----------

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Corridor
35	9.34	63.71	7
40	7.43	58.14	3
<b>Grand Total</b>	<b>8.767</b>	<b>62.041</b>	<b>10</b>



Table 31

Row Labels	Average of 85 %ile vs. Posted (mph) (4)	Average of Speeding (%)	Count of Posted (mph)
1	6.29	32.24	5
2	9.67	57.69	4
3	8.66	53.22	19
4	3.90	47.82	11
5	9.33	43.36	17
6	7.52	58.48	6
3,4	7.26	53.02	6
3,5	3.70	25.69	1
5,6	11.25	71.76	5
<b>Grand Total</b>	<b>7.900540541</b>	<b>50.27013514</b>	<b>74</b>



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# Appendix F: Specific Corridor Recommendations

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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

## **Corridor 7: Van Brunt Blvd from E 27<sup>th</sup> St to E 29<sup>th</sup> St**

Van Brunt Boulevard is a 6-lane corridor with a raised median. It serves as a gateway to I-70 for the surrounding neighborhoods to the north. This residential corridor has numerous driveways connecting to the roadway and no signalized intersections.



- *Council District: 3*
- *Posted Speed Limit: 35 MPH*
- *50<sup>th</sup> Percentile Speed: 40 MPH*
- *85<sup>th</sup> Percentile Speed: 48 MPH*
- *Percentage of Drivers Speeding: 73.93%*
- *Traffic Count: 2,939 ADT*

The following countermeasures are proposed for speed attenuation:

Within the limits of the corridor, a speed limit sign can be found on the northbound road but not the southbound road. Adding a southbound sign is a cost-effective reminder to reduce speed.

### **Speed Limit Signs**

---

Adding speed limit signs, specifically Vision Zero speed limit signs with orange or yellow borders, are an effective visual for drivers to know the speed limit.

### **Lowering Speed Limit**

---

Results of the speed study indicate that speed limit adherence was better for corridors with a speed limit of 30 MPH compared to corridors with a speed limit of 35 MPH. Reducing the speed limit from 35 MPH to 30 MPH could lower the average speeds for this two-lane roadway.

### **Flashing Speed Feedback Signs**

---

Over 50 percent of drivers are speeding on this corridor. Flashing Speed Feedback Signs will alert drivers to their actual speeds. Flashing Speed Feedback Signs can be especially effective in this area because the East Patrol Division of the KCMO PD is in this corridor.



## **Education Campaign**

---

This corridor provides an opportunity to work with the surrounding community to raise awareness of the dangers of excessive speeding. The East Patrol Division of the KCMO PD can be part of the education campaign which could include a city-wide initiative using social media reminding drivers to obey traffic laws. The campaign could also include temporary signs/billboards as additional reminders for drivers like what is used for seat belt laws.

## **Roundabout Construction**

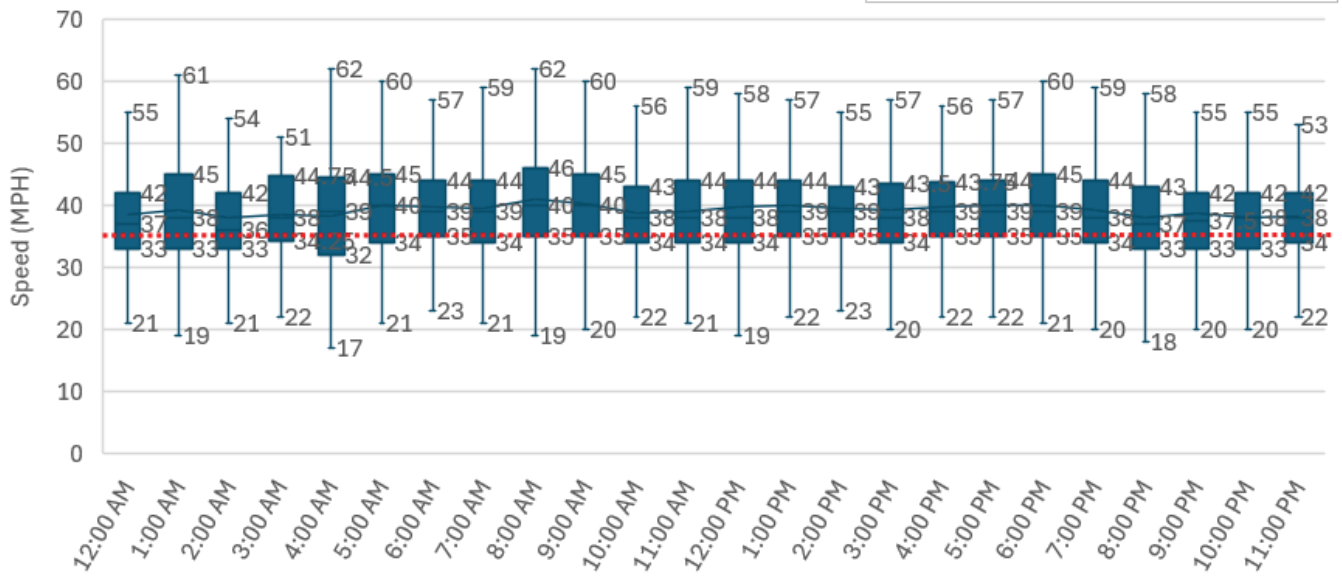
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There appears to be enough right-of-way to consider constructing a large roundabout, similar to Ward Parkway and Meyer Boulevard, to slow traffic at Van Brunt Blvd and E 29<sup>th</sup> Street. Additional analysis, to include geometrics and lane reconfigurations will be necessary to ensure roundabout feasibility.



Corridor 7 - Van Brunt Boulevard from E 27th St to E 29th St

Posted Speed Limit = 35 MPH



09/25/2024 Time of Day

## **Corridor 9: Southwest Trfy from W 31<sup>st</sup> St to Roanoke Rd**

Southwest Trafficway is a 6-lane corridor with a raised median. The northern length of this 0.61-mile corridor connects to I-35. Southbound Southwest Trafficway leads towards Old Westport. This corridor has the highest traffic volume of the corridors studied; proposed improvements to reduce speeding will need to be carefully considered as traffic congestion for Southwest Trafficway will be considerably higher compared to other corridors.



- *Council District: 4*
- *Posted Speed Limit: 35 MPH*
- *50<sup>th</sup> Percentile Speed: 37 MPH*
- *85<sup>th</sup> Percentile Speed: 45 MPH*
- *Percentage of Drivers Speeding: 58.60%*
- *Traffic Count: 40,793 ADT*

The following countermeasures are proposed for speed attenuation:

### **Speed Limit Signs**

---

Adding speed limit signs, specifically Vision Zero speed limit signs with orange or yellow borders, are an effective visual for drivers to know the speed limit.

### **Coordinated Speed Limits**

---

Coordinated signal timing synchronizes traffic movements and manages the progression speed of specific modes where uninterrupted flow is desired along a corridor. While traditionally applied to increase vehicular traffic flow, coordinated signal timing can also be optimized for slower speeds. Southwest Trafficway is a good candidate to consider this treatment for speed mitigation.

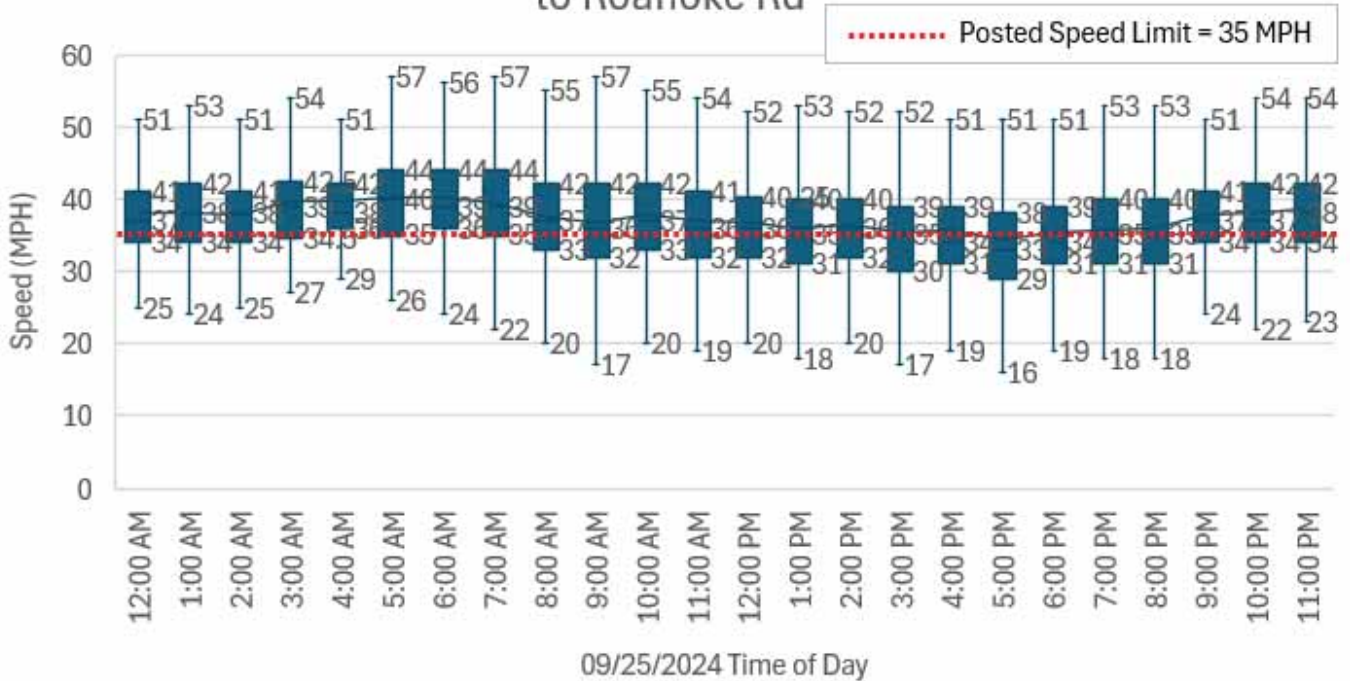
### **Education Campaign**

---

As Southwest Trafficway is the most traveled corridor of the observed corridors, an education campaign would likely draw the most attention if Southwest Trafficway were to be a participating corridor. The education campaign could be part of a city-wide initiative using social media reminding drivers to obey traffic laws. The campaign could also include temporary signs/billboards as additional reminders for drivers like what is used for seat belt laws.



### Corridor 9 - Southwest Trafficway from W 31st St to Roanoke Rd



## Corridor 11: Cleaver II Blvd from Vineyard Dr to Elmwood Ave

Cleaver II Boulevard is a 4-lane corridor with a raised median. The corridor primarily serves to connect the residential neighborhood north of the street to 71-Highway to the west and I-70 to the north. Industrial land use is found south of the street which will also be using the corridor for highway access. The degree of separation between the northbound and southbound sections, paired with the minimal amount of intersections and obstructed views, results in a corridor that feels very safe and a high comfort level for significant speeding.



- *Council District: 3*
- *Posted Speed Limit: 45 MPH*
- *50<sup>th</sup> Percentile Speed: 50 MPH*
- *85<sup>th</sup> Percentile Speed: 59 MPH*
- *Percentage of Drivers Speeding: 67.56%*
- *Traffic Count: 13,030 ADT*

The following countermeasures are proposed for speed attenuation:

### **Additional Enforcement**

---

As the corridor is one of the 5 worst offender of 85<sup>th</sup> percentile speeds compared to posted speed limits, additional enforcement for speeding should be strongly considered to address the worst offenders travelling through the corridor. The presence of a police officer would also discourage drivers from speeding even if sight lines along the corridor result in minimal traffic tickets being issued.

### **Flashing Speed Feedback Signs**

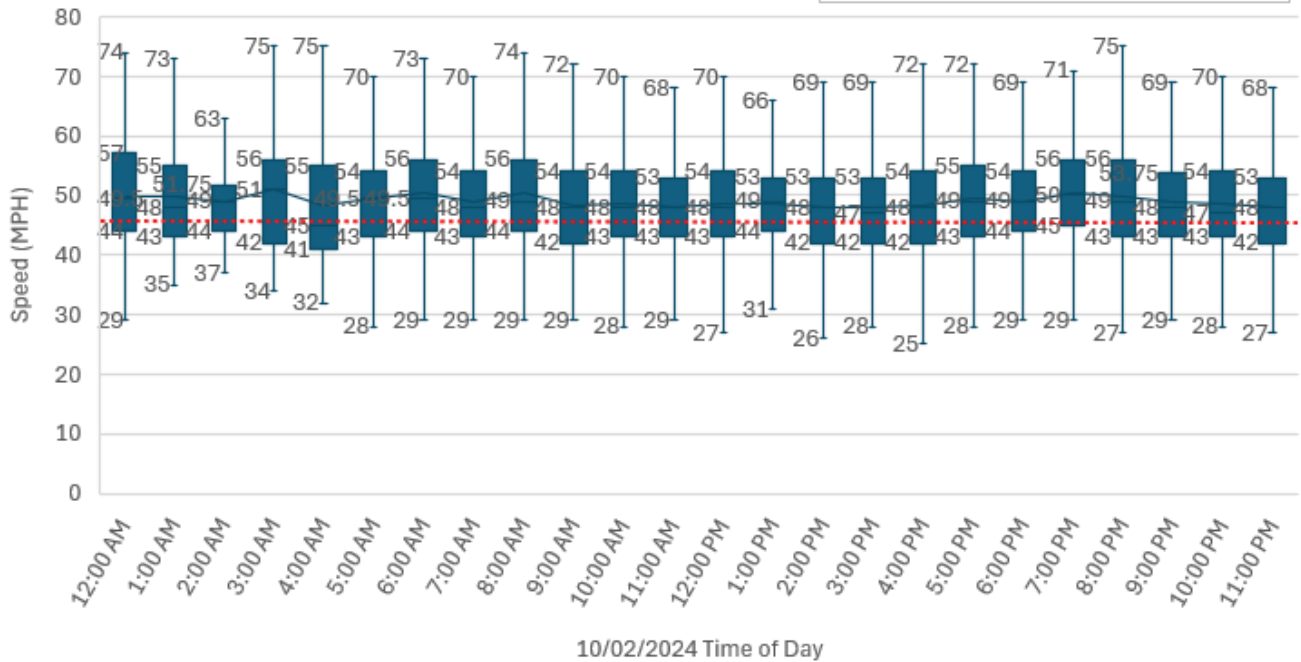
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Over 50 percent of drivers are speeding in this corridor. Flashing Speed Feedback Signs will alert drivers to their actual speeds. This, coupled with additional enforcement, can be an effective way to reduce speeds.



Corridor 11 - Cleaver II Boulevard form Vinyard Dr to Elmwood Ave

Posted Speed Limit = 45 MPH



## Corridor 12: Ward Pkwy from W 79<sup>th</sup> St to W Meyer Blvd

Ward Parkway is a divided 6-lane corridor. The corridor grants crucial north-south access for the surrounding residences of council district 6. The corridor has the second highest average daily traffic of all observed corridors which will result in congestion concerns for any substantial lane reconfigurations.



- *Council District: 6*
- *Posted Speed Limit: 35 MPH*
- *50<sup>th</sup> Percentile Speed: 41 MPH*
- *85<sup>th</sup> Percentile Speed: 47 MPH*
- *Percentage of Drivers Speeding: 86.12%*
- *Traffic Count: 34,161 ADT*

The following countermeasures are proposed for speed attenuation:

### **Speed Limit Signs**

---

Speed limit signs could be added to additional intersections as a reminder to slow down near access points where cars will be often turning in and out.

### **Lane Narrowing**

---

As over 85 percent of drivers are speeding along the corridor, this likely indicates a comfort for travelling at higher speeds. This corridor consists of residential neighborhoods. In locations where the lanes are 12' wide they can be narrowed to 11'. In locations where they are 11' wide they can be considered for narrowing to 10' wide. In both cases a painted outside shoulder can be provided with the additional width.

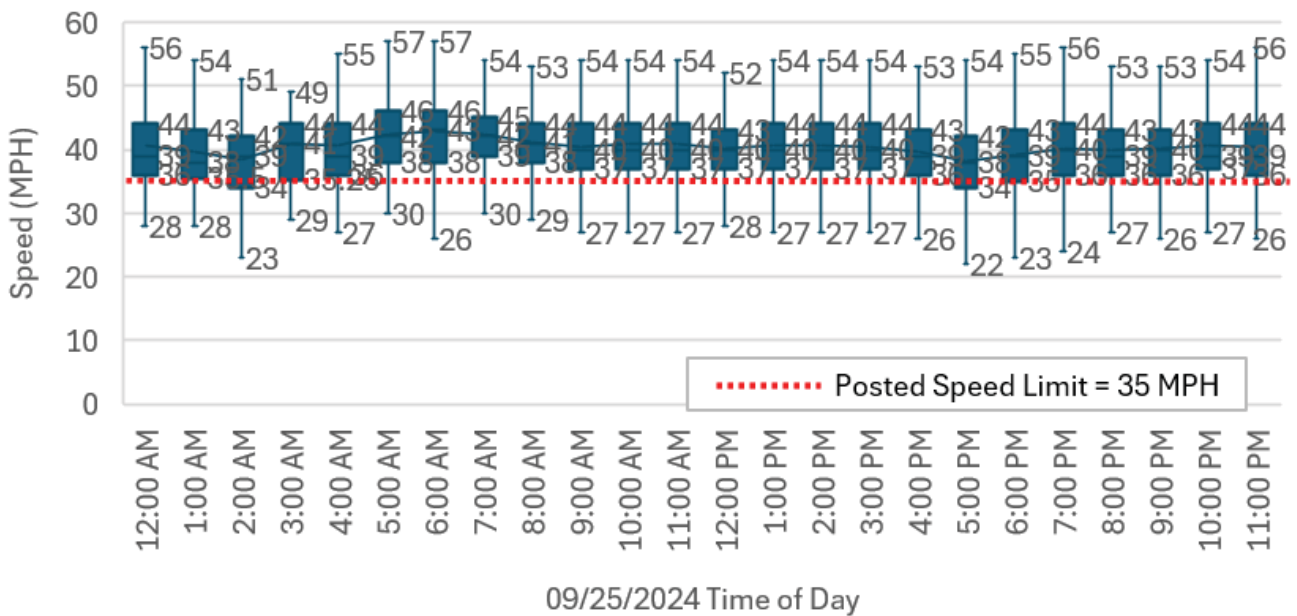
### **Education Campaign**

---

This corridor is predominantly residential including several neighborhood associations and councils. The education campaign could be part of a city-wide initiative using social media reminding drivers to obey traffic laws. An education campaign could also include presentations to residents during association meetings. The campaign could also include temporary signs/billboards as additional reminders for drivers like what is used for seat belt laws.



### Corridor 12 - Ward Parkway from W 79th St to W Meyer Blvd



## **Corridor 13: Oldham Rd from Oakwood Rd to Hillcrest Rd**

Oldham Road is a 2-lane corridor with a double yellow centerline. This low traffic corridor grants access to multiple trailheads, park shelters, and golf courses. Designated parking spaces and frequent pedestrian appearances results in a high importance to reduce speeding in this corridor.



- *Council District: 5*
- *Posted Speed Limit: 35 MPH*
- *50<sup>th</sup> Percentile Speed: 43 MPH*
- *85<sup>th</sup> Percentile Speed: 49 MPH*
- *Percentage of Drivers Speeding: 90.78%*
- *Traffic Count: 3,460 ADT*

The following countermeasures are proposed for speed attenuation:

### **Lowering Speed Limit**

---

Results of the speed study indicate that speed limit adherence was better for corridors with a speed limit of 30 MPH compared to corridors with a speed limit of 35 MPH. Reducing the speed limit from 35 MPH to 30 MPH could lower the average speeds for this two-lane roadway.

### **Flashing Speed Feedback Signs**

---

Oldham Road has the unique distinction of having the third worst speeding percentages of the observed corridors while being the eighth least traveled corridor. Flashing Speed Feedback Signs will alert drivers to their actual speeds. Additionally, since this is a two-lane road, reducing the speed of a small number of cars will have a greater effect on overall speeds.

### **Mid-Block Pedestrian Crossings**

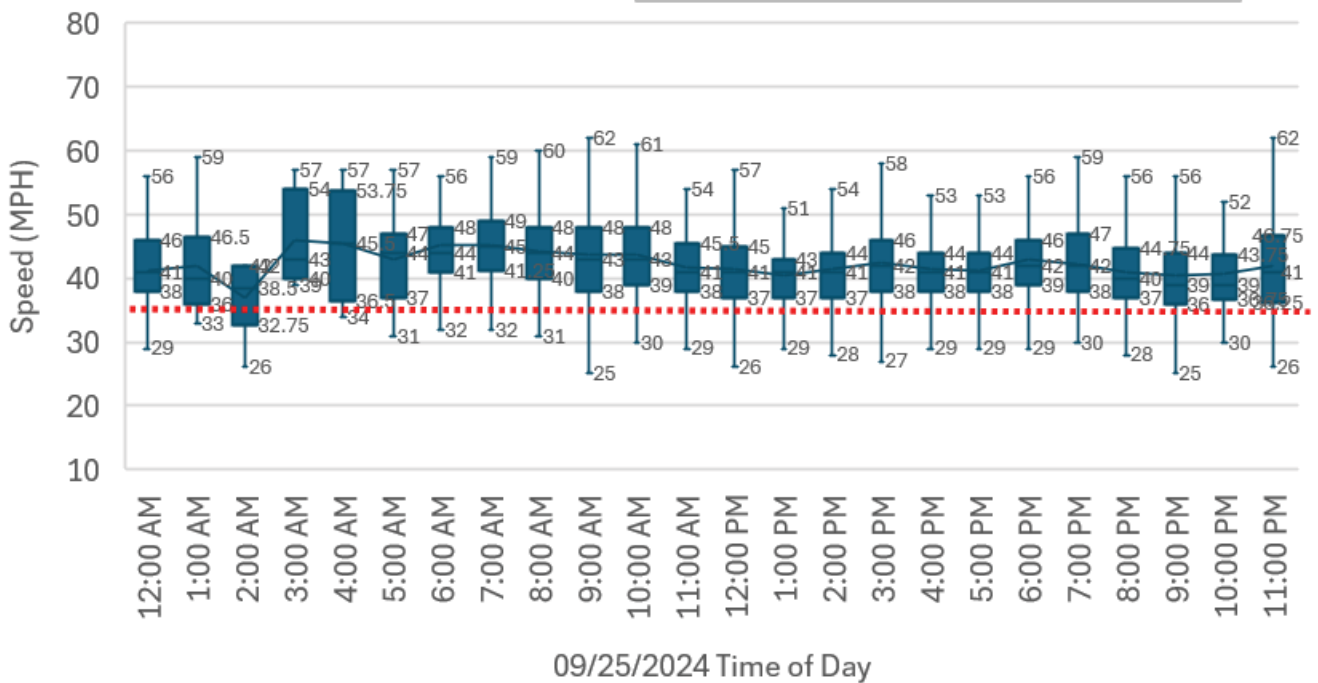
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The number of trailheads and park shelters results in a high number of pedestrians. Adding pedestrian crossing facilities will help to reduce speeds. Pedestrian crossing facilities may include crosswalks with identifying signs, raised crosswalks, or pedestrian hybrid beacons.



Corridor 13 - Oldham Road from Oakwood Rd to Hillcrest Rd

Posted Speed Limit = 35 MPH



## **Corridor 15: 87<sup>th</sup> St from Newton Ave to Blue Ridge Blvd**

87<sup>th</sup> Street is a 4-lane corridor with an additional dual turning lane. This corridor serves as a connector for the neighborhoods to the north and south to I-435 on the west end of the corridor. Numerous driveways and residential streets connect to 87<sup>th</sup> Street throughout the segment. While the median speeds were observed to obey the posted speed limit, speeds as high as 71 MPH were observed in the corridor.



- *Council District: 5*
- *Posted Speed Limit: 40 MPH*
- *50<sup>th</sup> Percentile Speed: 46 MPH*
- *85<sup>th</sup> Percentile Speed: 53 MPH*
- *Percentage of Drivers Speeding: 79.47%*
- *Traffic Count: 15,024 ADT*

The following countermeasures are proposed for speed attenuation:

### **Lane Narrowing**

---

Narrowing the lanes in the corridor may reduce the comfort level of drivers, helping to avoid top speeds from being reached. This corridor consists of residential neighborhoods. In locations where the lanes are 12' wide they can be narrowed to 11'. In locations where they are 11' wide they can be considered for narrowing to 10' wide. In both cases a painted outside shoulder can be provided with the additional width.

### **Additional Enforcement**

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85<sup>th</sup> percentile speeds of over 13 MPH over the posted speed limit were observed. The highest speeds were observed between 3 am and 6 am. Providing police presence during that time frame will reduce the overall observed speeds.

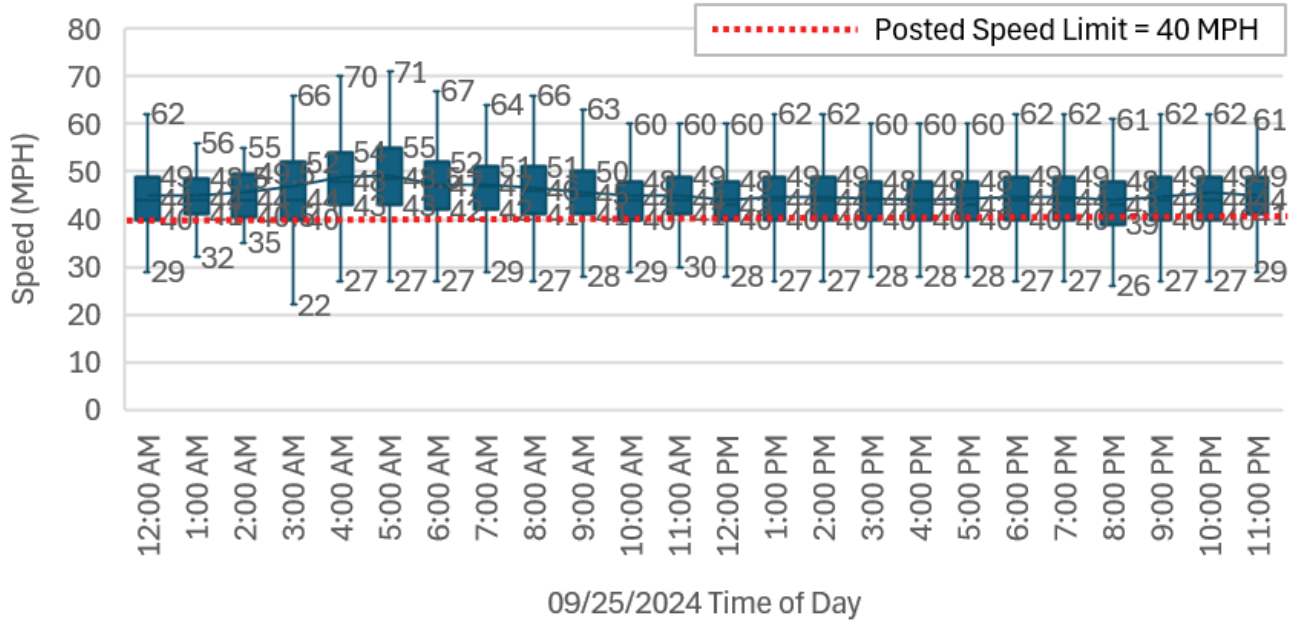
### **Lane Reconfiguration**

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Enough right-of-way is present to consider a lane reconfiguration to either include on-street parking or to reduce the corridor to one lane in each direction with a dual turning lane. Additional study would be necessary to ensure congestion during rush hour will not negatively impact the neighborhoods as well as facilitating community feedback to ensure a positive reception.



Corridor 15 - 87th Street from Newton Ave to Blue Ridge Blvd



## **Corridor 18: Cleveland Ave from 46<sup>th</sup> Terrace E to 53<sup>rd</sup> Terrace E**

Cleveland Avenue is a 4-lane corridor with a double yellow centerline. The corridor serves residential and commercial areas as well as provides access to Brush Creek Trail and a community center pool. As one of the access points across Brush Creek, this established arterial collects traffic from numerous areas aiming to cross the river.



- *Council District: 3*
- *Posted Speed Limit: 35 MPH*
- *50<sup>th</sup> Percentile Speed: 34 MPH*
- *85<sup>th</sup> Percentile Speed: 41 MPH*
- *Percentage of Drivers Speeding: 43.07%*
- *Traffic Count: 7,810 ADT*

The following countermeasures are proposed for speed attenuation:

### **Lowering Speed Limit**

---

Results of the speed study indicate that speed limit adherence was better for corridors with a speed limit of 30 MPH compared to corridors with a speed limit of 35 MPH. Reducing the speed limit from 35 MPH to 30 MPH could lower the average speeds for this four-lane roadway.

### **Speed Limit Signs**

---

Adding speed limit signs, specifically Vision Zero speed limit signs with orange or yellow borders, are an effective visual for drivers to know the speed limit.

### **Mid-Block Pedestrian Crossings**

---

At the north end of the bridge across Brush Creek the sidewalk along the southbound lane terminates without safe passage to the northbound lane's sidewalk where pedestrian access across the bridge is provided. Adding a pedestrian crossing facility will help to reduce speeds. Pedestrian crossing facilities may include crosswalks with identifying signs, raised crosswalks, or pedestrian hybrid beacons.



# MEMORANDUM

## Lane Reconfiguration

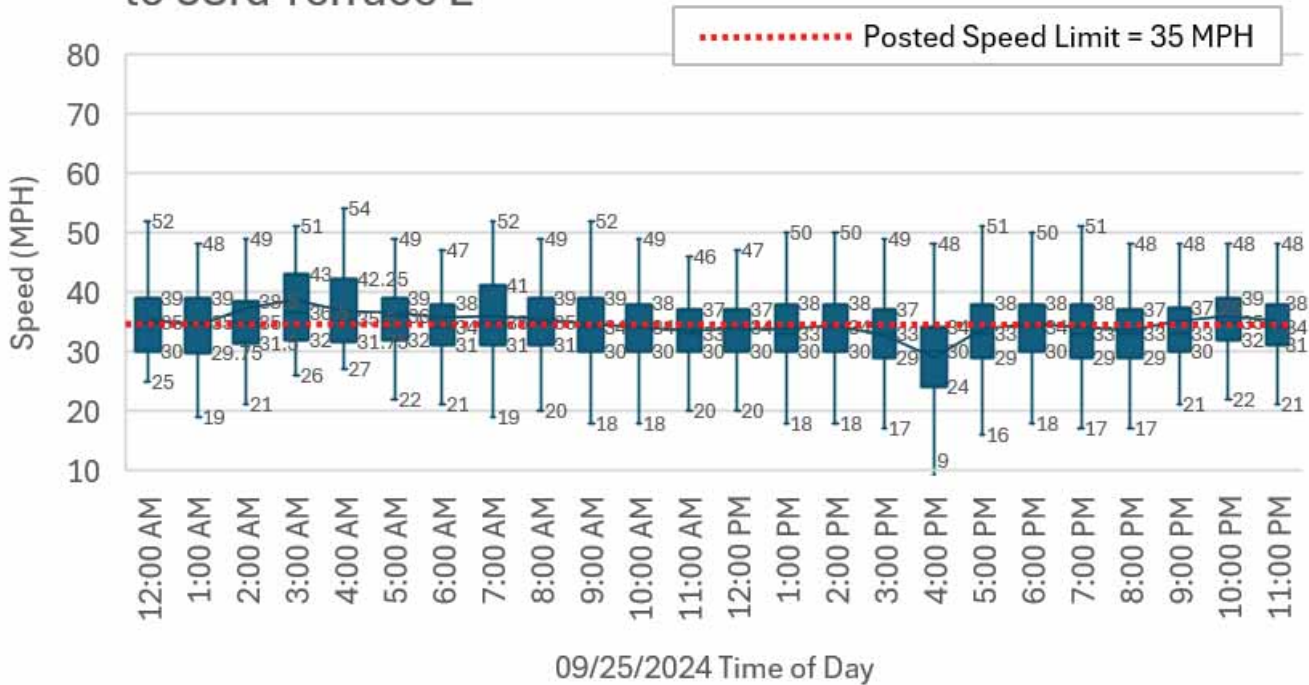
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This corridor has a lower volume of traffic and may be amenable to a new lane configuration. Restriping strategic stretches of roadway to allow on-street parking can be used to effectively “narrow” the corridor. Additional alternatives may include replacing a lane in each direction with personal mobility lanes.





### Corridor 18 - Cleveland Avenue from 46th Terrace E to 53rd Terrace E



## **Corridor 20: Eastwood Trfy from Palmer Dr to Crabapple Ln**

Eastwood Trafficway is a 4-lane corridor with a double yellow centerline. The corridor straddles either side of I-435 to give access to the surrounding neighborhoods as well as provides access to Dr. Martin Luther King Jr. Boulevard. Frequent turns into commercial lots near the interstate were observed in the field.



- *Council District: 3*
- *Posted Speed Limit: 35 MPH*
- *50<sup>th</sup> Percentile Speed: 34 MPH*
- *85<sup>th</sup> Percentile Speed: 44 MPH*
- *Percentage of Drivers Speeding: 43.98%*
- *Traffic Count: 11,975 ADT*

The following countermeasures are proposed for speed attenuation:

### **Lowering Speed Limit**

---

A speed limit reduction from 35 MPH to 30 MPH would be a cost-effective measure to reduce overall speeds. The speeding percentage is lower on Eastwood Trafficway compared to other corridors; this is likely due to the frequent turning movement opportunities.

### **Mid-Block Pedestrian Crossings**

---

Access to the sidewalk along southbound Eastwood Trafficway and consequently transit access is not provided at Crabapple Lane. Adding a pedestrian crossing facility will help to reduce speeds. Pedestrian crossing facilities may include crosswalks with identifying signs, raised crosswalks, or pedestrian hybrid beacons.

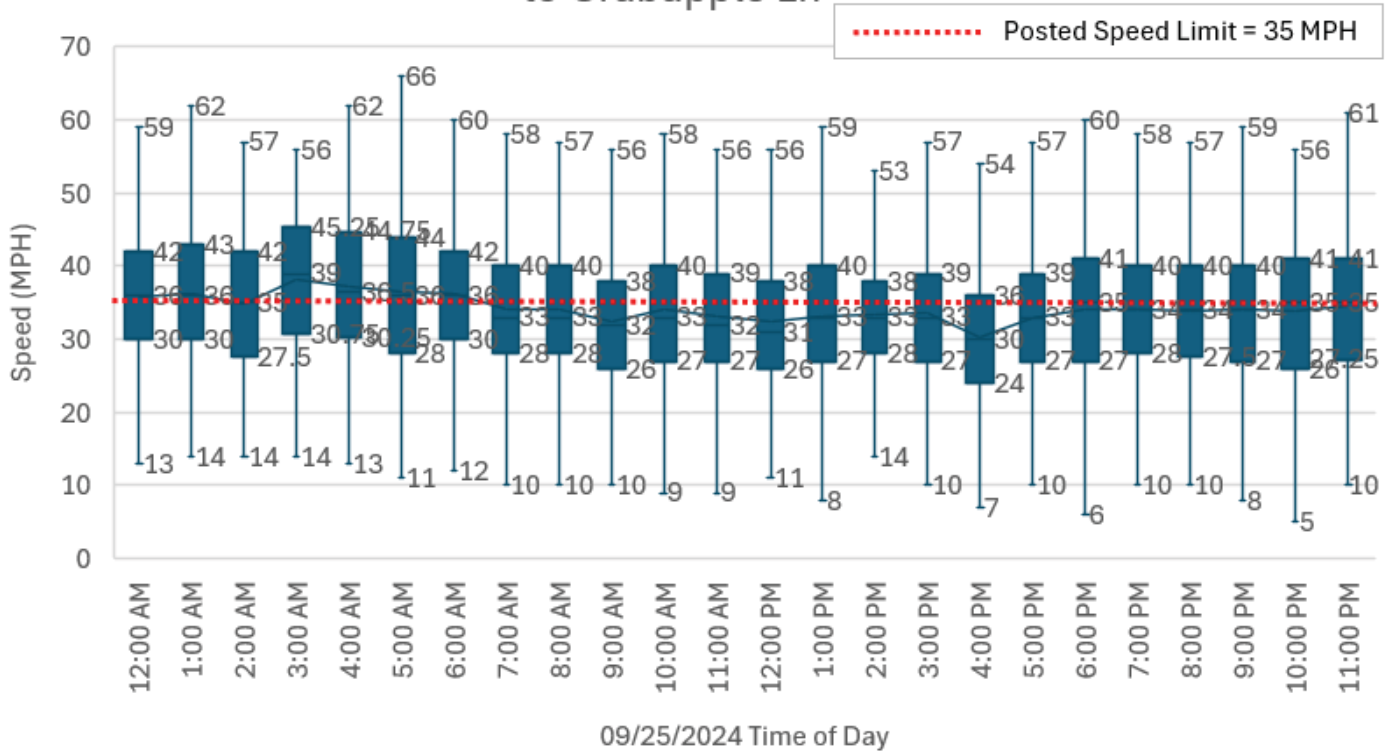
### **Flashing Speed Feedback Signs**

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East of I-435 the corridor transitions to a 2-lane residential street. Fewer than 50 percent of drivers were observed speeding in this corridor. Flashing Speed Feedback Signs will alert drivers to their actual speeds. Flashing Speed Feedback Signs can be especially effective in this area when accompanied with additional enforcement. A closer evaluation of speed related accidents to the east of I-435 versus to the west should be conducted to determine the if additional countermeasures on the east end of the corridor will be necessary.



Corridor 20 - Eastwood Trafficway from Palmer Dr to Crabapple Ln



## **Corridor 25: The Paseo from E 43<sup>rd</sup> St to E 39<sup>th</sup> St**

The Paseo is a 4-lane corridor with a double yellow centerline and additional space for on-street parking. The Paseo is a key established boulevard that serves numerous residences along council district 3. Many driveways connect directly to the corridor along the entire length of it.



- *Council District: 3*
- *Posted Speed Limit: 35 MPH*
- *50<sup>th</sup> Percentile Speed: 40 MPH*
- *85<sup>th</sup> Percentile Speed: 46 MPH*
- *Percentage of Drivers Speeding: 75.99%*
- *Traffic Count: 6,854 ADT*

The following countermeasures are proposed for speed attenuation:

### **Lowering Speed Limit**

---

Results of the speed study indicate that speed limit adherence was better for corridors with a speed limit of 30 MPH compared to corridors with a speed limit of 35 MPH. Reducing the speed limit from 35 MPH to 30 MPH could lower the average speeds for this four-lane roadway.

### **Speed Limit Signs**

---

Adding speed limit signs, specifically Vision Zero speed limit signs with orange or yellow borders, are an effective visual for drivers to know the speed limit.

### **Additional Enforcement**

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85th percentile speeds of over 10 MPH over the posted speed limit were observed. The highest speeds were observed between 2 am and 4 am. Providing police presence during will reduce the overall observed speeds.

### **Lane Reconfiguration**

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This corridor has a lower volume of traffic and may be amenable to road reconfiguration by adding a median and/or turn lanes. This will preserve the Boulevard nature of the corridor and provide less opportunity for speeding.



**Education Campaign**

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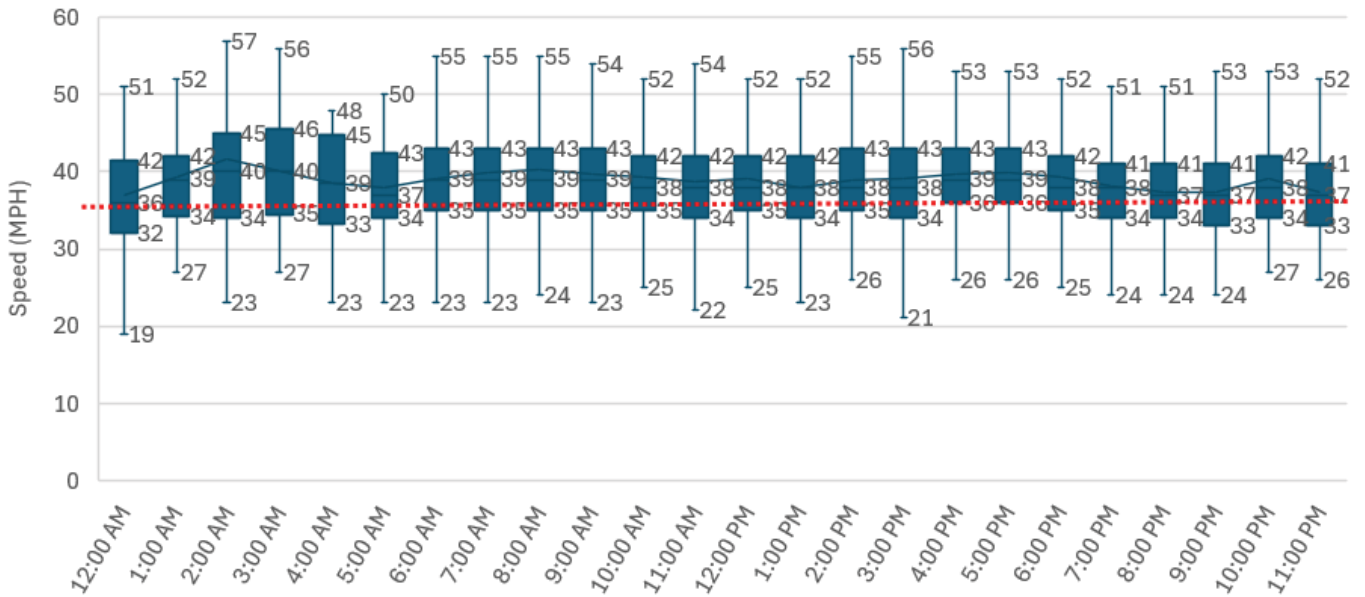
This corridor is predominantly residential including several neighborhood associations and councils which could be used as an important means of providing education to the residents. Presentations to residents during association meetings would be a strong method to disseminate information and to teach safety. The education campaign could be part of a city-wide initiative using social media reminding drivers to obey traffic laws.





Corridor 25 - The Paseo from E 43rd St to E 39th St

..... Posted Speed Limit = 35 MPH



10/02/2024 Time of Day

## **Corridor 26: Ward Pkwy from W 51<sup>st</sup> St to Brush Creek Pkwy**

This corridor is a 4-lane single direction southbound corridor with dashed white lines. The corridor terminates by splitting a lane towards Shanee Mission Parkway as Ward Parkway continues south as a 3-lane street. The corridor is a densely traveled established boulevard for council district 6 and contains the third highest average daily traffic of the corridors observed. As a result, speed attenuation will need to be carefully considered to not impact traffic congestion.



- *Council District: 6*
- *Posted Speed Limit: 35 MPH*
- *50<sup>th</sup> Percentile Speed: 39 MPH*
- *85<sup>th</sup> Percentile Speed: 45 MPH*
- *Percentage of Drivers Speeding: 77.32%*
- *Traffic Count: 21,891 ADT*

The following countermeasures are proposed for speed attenuation:

### **Speed Limit Signs**

---

Adding speed limit signs, specifically Vision Zero speed limit signs with orange or yellow borders, are an effective visual for drivers to know the speed limit.

### **Flashing Speed Feedback Signs**

---

Over 50 percent of drivers are speeding on this corridor. Flashing Speed Feedback Signs will alert drivers to their actual speeds. Flashing Speed Feedback Signs can be especially effective in this area when accompanied with additional enforcement.

### **Education Campaign**

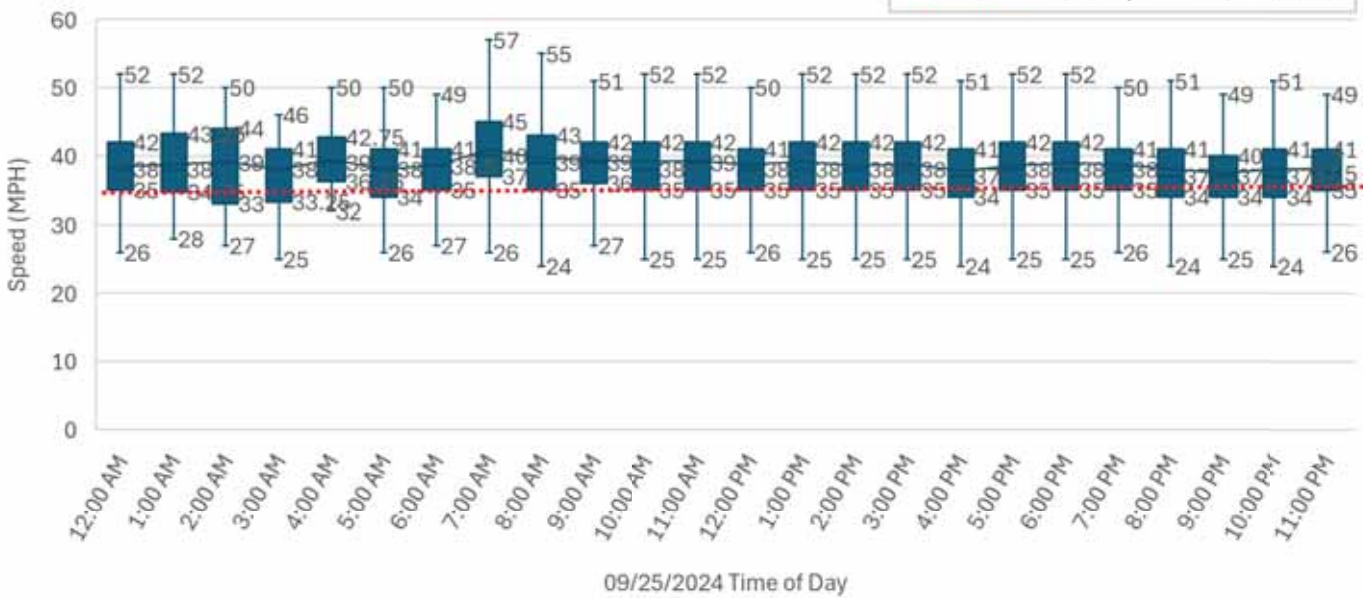
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This segment of Ward Parkway is the third most traveled corridor of the observed corridors and would be an important corridor to highlight in an education campaign. The education campaign could be part of a city-wide initiative using social media reminding drivers to obey traffic laws. The campaign could also include temporary signs/billboards as additional reminders for drivers like what is used for seat belt laws.



Corridor 26 - Ward Pkwy from W 51st St to Brush Creek Pkwy

Posted Speed Limit = 35 MPH



## **Corridor 31: 80<sup>th</sup> St from Troost Ave S to The Paseo**

80<sup>th</sup> Street is a 2-lane corridor without striping. The corridor connects Troost Avenue and The Paseo, two major boulevards of the area. The corridor has no signalized intersections and is surrounded on both sides by residences for its entire length.



- *Council District: 5 & 6*
- *Posted Speed Limit: 25 MPH*
- *50<sup>th</sup> Percentile Speed: 32 MPH*
- *85<sup>th</sup> Percentile Speed: 38 MPH*
- *Percentage of Drivers Speeding: 82.53%*
- *Traffic Count: 1,271 ADT*

The following countermeasures are proposed for speed attenuation:

### **Speed Limit Signs**

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80<sup>th</sup> Street is a corridor with the ninth worst speeding percentage of the observed corridors while being the second least traveled. Providing a clear speed limit is important here. Adding speed limit signs, specifically Vision Zero speed limit signs with orange or yellow borders, are an effective visual for drivers to know the speed limit.

### **Flashing Speed Feedback Signs**

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Over 80 percent of drivers are speeding on this corridor. Flashing Speed Feedback Signs will alert drivers to their actual speeds. Flashing Speed Feedback Signs can be especially effective in this area when accompanied with additional enforcement.

### **Speed Humps**

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Speed humps can be an effective means of promoting speed compliance on low-volume, low-target speed facilities.

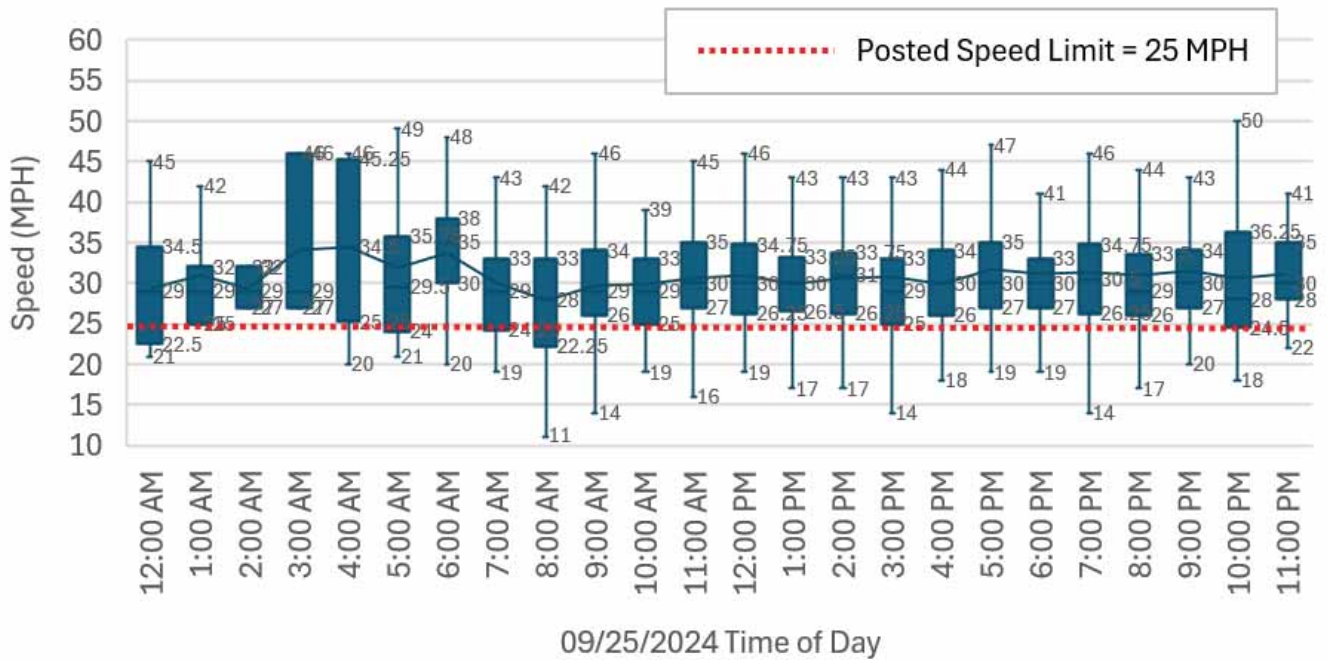
### **Additional Enforcement**

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This is predominantly a residential area. Providing police presence will help to reduce speeds with an added benefit of residential security.



Corridor 31 - 80th Street from Troost Ave S to The Paseo



## Corridor 43: Blue Ridge Cutoff from E 43<sup>rd</sup> St to E 39<sup>th</sup> St

Blue Ridge Cutoff is a 5-lane corridor with an additional dual turning lane. This corridor straddles I-70 and runs along the length of GEHA Field and Kauffman Stadium. Special consideration will need to be made for any development surrounding the stadiums and to accommodate surges of traffic for events at the stadiums.



- *Council District: 3*
- *Posted Speed Limit: 45 MPH*
- *50<sup>th</sup> Percentile Speed: 49 MPH*
- *85<sup>th</sup> Percentile Speed: 59 MPH*
- *Percentage of Drivers Speeding: 67.93%*
- *Traffic Count: 17,988 ADT*

The following countermeasures are proposed for speed attenuation:

### **Additional Enforcement**

---

The frequency of extreme speeding necessitates additional enforcement for this corridor. This segment has the second highest differential in 85<sup>th</sup> percentile speeds compared to posted speed limits.

### **Education Campaign**

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Due to the prominent appeal of the sports stadiums, including this segment of Blue Ridge Cutoff would increase the reach of the reach of an education campaign. The campaign could include a city-wide initiative using social media reminding drivers to obey traffic laws. The campaign could also include temporary signs/billboards as additional reminders for drivers like what is used for seat belt laws.

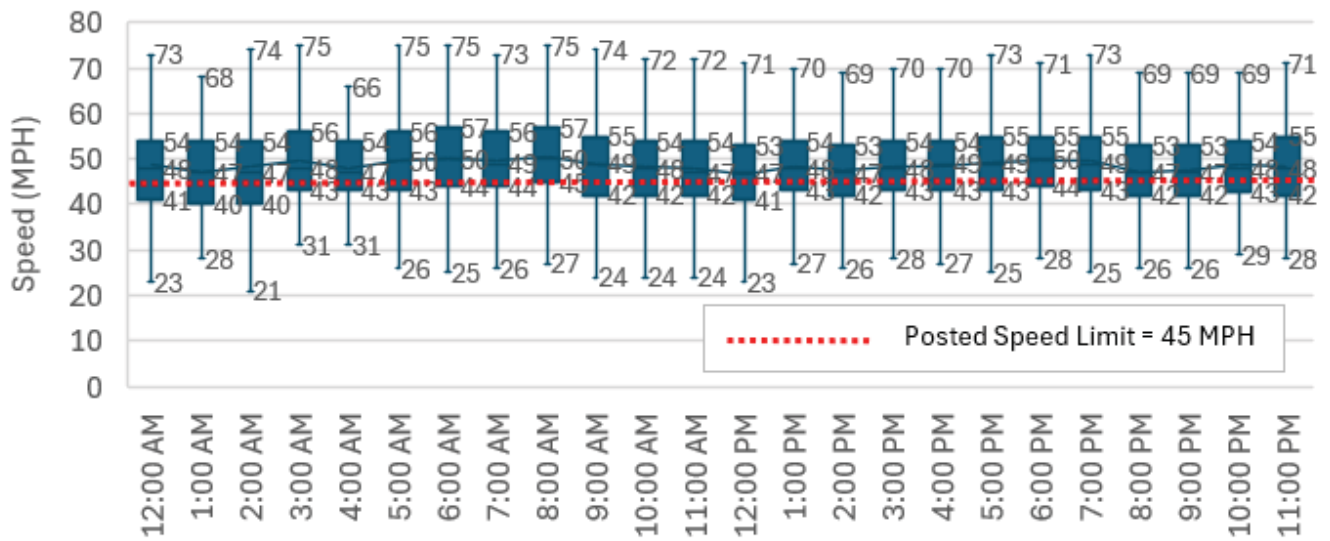
### **Lane Reconfiguration**

---

The existing roadway cross section provides significantly more capacity than is needed for daily traffic volumes. This excess capacity can be linked to higher speed operations. A road diet, reducing the number of thru lanes could be effective for this corridor. Due to the proximity of this corridor to the Truman Sports Complex, coordination is recommended with the County Sports Commission to consider solutions that provides the appropriate infrastructure for both daily and event needs.



### Corridor 43 - Blue Ridge Cutoff from E 43rd St to E 39th St



09/25/2024 Time of Day

## Corridor 45: Wornall Rd from E 89<sup>th</sup> St to W 84<sup>th</sup> St

Wornall Road is a 4-lane corridor with a double yellow centerline. The corridor serves commercial and residential developments. Numerous driveways and parking lots connect to the corridor. Boone Elementary School is found at the south end of the corridor and a corresponding school zone is designated in the area.



- *Council District: 6*
- *Posted Speed Limit: 35 MPH*
- *50<sup>th</sup> Percentile Speed: 39 MPH*
- *85<sup>th</sup> Percentile Speed: 45 MPH*
- *Percentage of Drivers Speeding: 75.94%*
- *Traffic Count: 16,361 ADT*

The following countermeasures are proposed for speed attenuation:

### **Lowering Speed Limit**

---

A speed limit reduction from 35 MPH to 30 MPH would be a cost-effective measure to reduce overall speeds. Corridors with speed limits of 30 MPH were observed to have higher adherence rates than corridors with speed limits of 35 MPH.

### **Mid-Block Pedestrian Crossings**

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Adding a mid-block pedestrian crossing near W 88<sup>th</sup> Terrace to give easier access to the neighborhoods and to the local school would serve to encourage travelers to slow down. Pedestrian crossing facilities may include crosswalks with identifying signs, raised crosswalks, or pedestrian hybrid beacons.

### **Flashing Speed Feedback Signs**

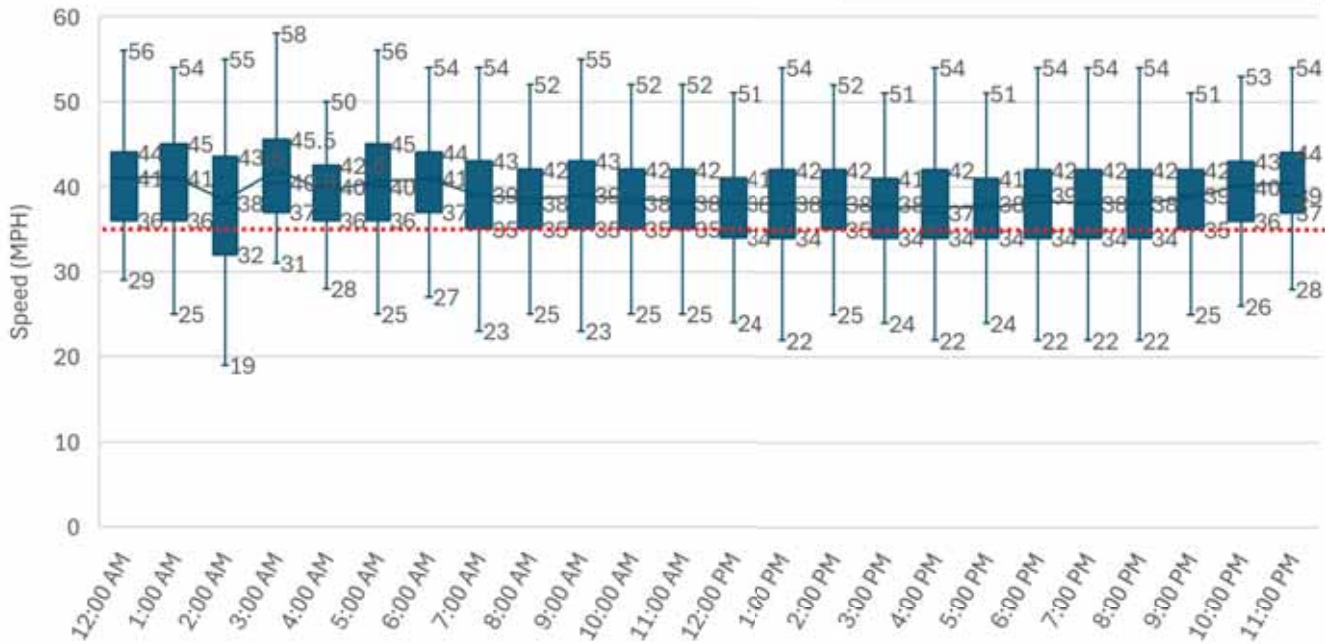
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The reduced speed for the school zone would benefit from flashing speed feedback signs. Flashing Speed Feedback Signs can be especially effective in this area with increased enforcement.



Corridor 45 - Wornall Rd from E 89th St to W 84th St

Posted Speed Limit = 35 MPH



09/26/2024 Time of Day

## **Corridor 56: Blue Ridge Blvd from E 29<sup>th</sup> St to E 31<sup>st</sup> St**

Blue Ridge Boulevard is a 2-lane corridor with a double yellow centerline. This low traffic corridor serves as a residential thoroughfare for the surrounding neighborhoods.

- *Council District: 3*
- *Posted Speed Limit: 39 MPH*
- *50<sup>th</sup> Percentile Speed: 50 MPH*
- *85<sup>th</sup> Percentile Speed: 45 MPH*
- *Percentage of Drivers Speeding: 74.47%*
- *Traffic Count: 4,837 ADT*



The following countermeasures are proposed for speed attenuation:

### **Speed Limit Signs**

---

This corridor is a 2-lane street with lower traffic volumes than most corridors studied. Providing a clear speed limit is important here. Adding speed limit signs, specifically Vision Zero speed limit signs with orange or yellow borders, are an effective visual for drivers to know the speed limit.

### **Flashing Speed Feedback Signs**

---

Nearly 75 percent of drivers were observed speeding in this corridor. Flashing Speed Feedback Signs will alert drivers to their actual speeds. Flashing Speed Feedback Signs can be especially effective in this area when accompanied by additional enforcement.

### **Lane Reconfiguration**

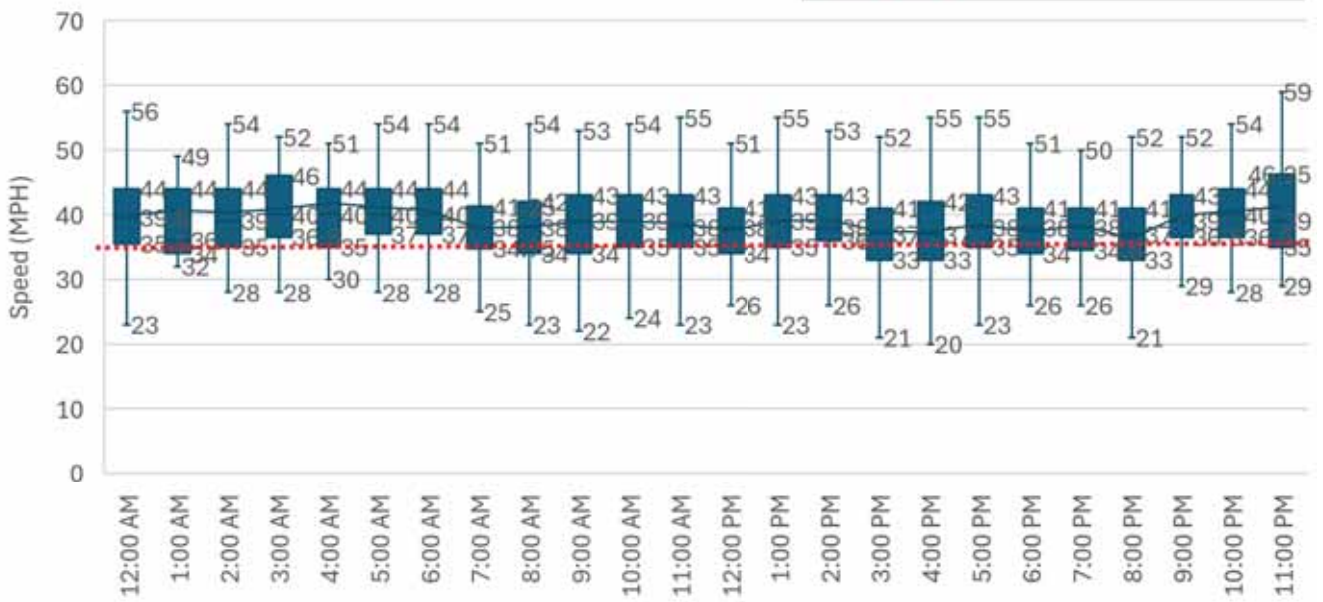
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The roadway cross-section in this corridor of Blue Ridge Blvd is like that of a highway. Reconfiguring this section to eliminate the shoulders and to include curb and gutter will provide more of a "urban" feel and will help to reduce speeds.



Corridor 56 - Blue Ridge Blvd S from E 29th St to E 31st St S

Posted Speed Limit = 35 MPH



09/25/2024 Time of Day

## Corridor 58: Parvin Rd from Worlds of Fun Ave to N Belmont Ave

Parvin Road is a 4-lane corridor with a raised median, bike lanes, and additional turning lanes that transition to a 2-lane corridor. The corridor serves primarily commercial establishments and connects to I-435.



- *Council District: 1*
- *Posted Speed Limit: 45 MPH*
- *50<sup>th</sup> Percentile Speed: 48 MPH*
- *85<sup>th</sup> Percentile Speed: 55 MPH*
- *Percentage of Drivers Speeding: 62.86%*
- *Traffic Count: 7,857 ADT*

The following countermeasures are proposed for speed attenuation:

### **Lowering Speed Limit**

---

The posted speed limit of 45 MPH could be reduced to 40 MPH to help mitigate speeding. As pedestrian crosswalks are located west of the corridor, lowering the speed limit should be evaluated for overall corridor safety as well as for speed attenuation.

### **Flashing Speed Feedback Signs**

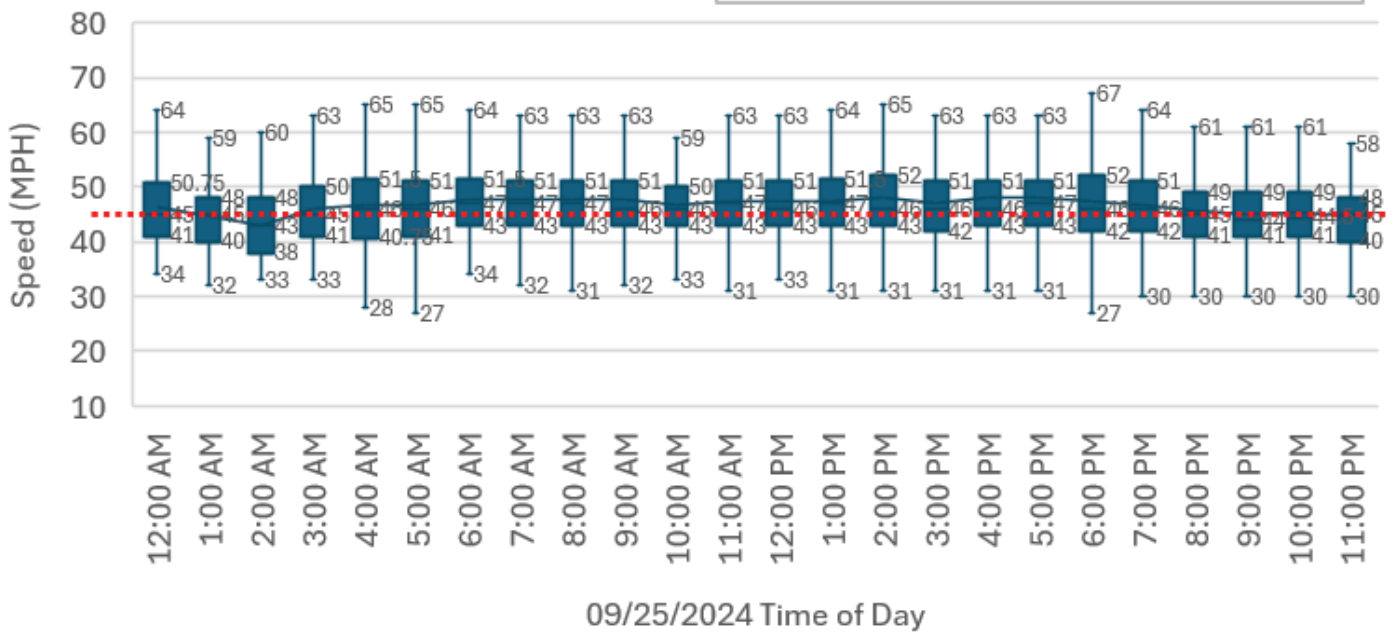
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Flashing speed feedback signs could be installed at the west end of the corridor. Flashing Speed Feedback Signs will alert drivers to their actual speeds. Flashing Speed Feedback Signs can be especially effective in this area when accompanied by additional enforcement.



### Corridor 58 - Parvin Road from Worlds of Fun Ave to Belmont Ave

..... Posted Speed Limit = 45 MPH



## Corridor 59: 29<sup>th</sup> St from The Paseo to Prospect Ave

29<sup>th</sup> Street is a 2-lane corridor with no striping that allows for on-street parking. The corridor straddles 71 Highway and offers connection to Spring Valley Park and Plaza. 29<sup>th</sup> street is a low volume corridor that serves residences in the surrounding areas of council district 3



- *Council District: 3*
- *Posted Speed Limit: 25 MPH*
- *50<sup>th</sup> Percentile Speed: 33 MPH*
- *85<sup>th</sup> Percentile Speed: 38 MPH*
- *Percentage of Drivers Speeding: 92.36%*
- *Traffic Count: 2,762 ADT*

The following countermeasures are proposed for speed attenuation:

### **Speed Limit Signs**

---

Westbound traffic in this corridor does not have a posted speed limit. Providing a clear speed limit is important here. Adding speed limit signs, specifically Vision Zero speed limit signs with orange or yellow borders, are an effective visual for drivers to know the speed limit.

### **Flashing Speed Feedback Signs**

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Over 90 percent of drivers are speeding on this corridor. Flashing Speed Feedback Signs will alert drivers to their actual speeds. Flashing Speed Feedback Signs can be especially effective in this area when accompanied with additional enforcement.

### **Mid-Block Pedestrian Crossings**

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Adding a mid-block pedestrian crossing near W 88th Terrace would aid pedestrian access to Spring Valley Park and Plaza. Pedestrian crossing facilities may include crosswalks with identifying signs, raised crosswalks, or pedestrian hybrid beacons.

### **Speed Humps**

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Speed humps can be an effective means of promoting speed compliance on low-volume, low-target speed facilities. This stretch of 29<sup>th</sup> Street may be a candidate for adding speed humps to reduce speed.



**Education Campaign**

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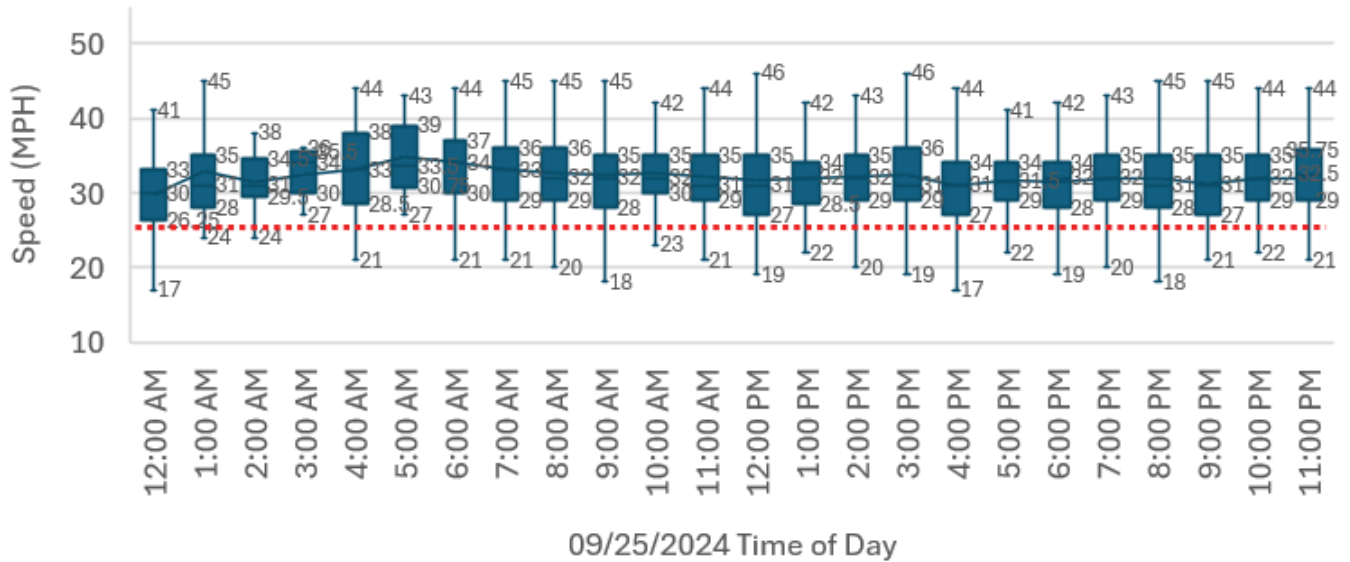
This corridor is predominantly residential including several neighborhood associations and councils which could be used as an important means of providing education to the residents. Presentations to residents during association meetings would be a strong method to disseminate information and to teach safety. The education campaign could be part of a city-wide initiative using social media reminding drivers to obey traffic laws.





Corridor 59 - 29th Street from The Paseo to Prospect Ave

Posted Speed Limit = 25 MPH



## Corridor 60: 63<sup>rd</sup> St from College Ave to Swope Pkwy

63<sup>rd</sup> Street is a 4-lane corridor with a double yellow centerline. The corridor also includes a school zone and offers a connection at the west end for 71 highway. The east end of the corridor connects to a vital established arterial for council district 5, Swope Parkway. Numerous residential driveways exist along this corridor.



- *Council District: 5*
- *Posted Speed Limit: 35 MPH*
- *50<sup>th</sup> Percentile Speed: 39 MPH*
- *85<sup>th</sup> Percentile Speed: 47 MPH*
- *Percentage of Drivers Speeding: 72.81%*
- *Traffic Count: 13,787 ADT*

The following countermeasures are proposed for speed attenuation:

### **Flashing Speed Feedback Signs**

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Scheduling flashing speed feedback signs to correspond with the school zone's hours would serve as a reminder for travelers to slow down during the school zone's hours.

### **Speed Limit Signs**

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Adding speed limit signs, specifically Vision Zero speed limit signs with orange or yellow borders, are an effective visual for drivers to know the speed limit.

### **Additional Enforcement**

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85th percentile speeds of over 12 MPH over the posted speed limit were observed. The highest speeds were observed between midnight and 6 am. Providing police presence will reduce the overall observed speeds.

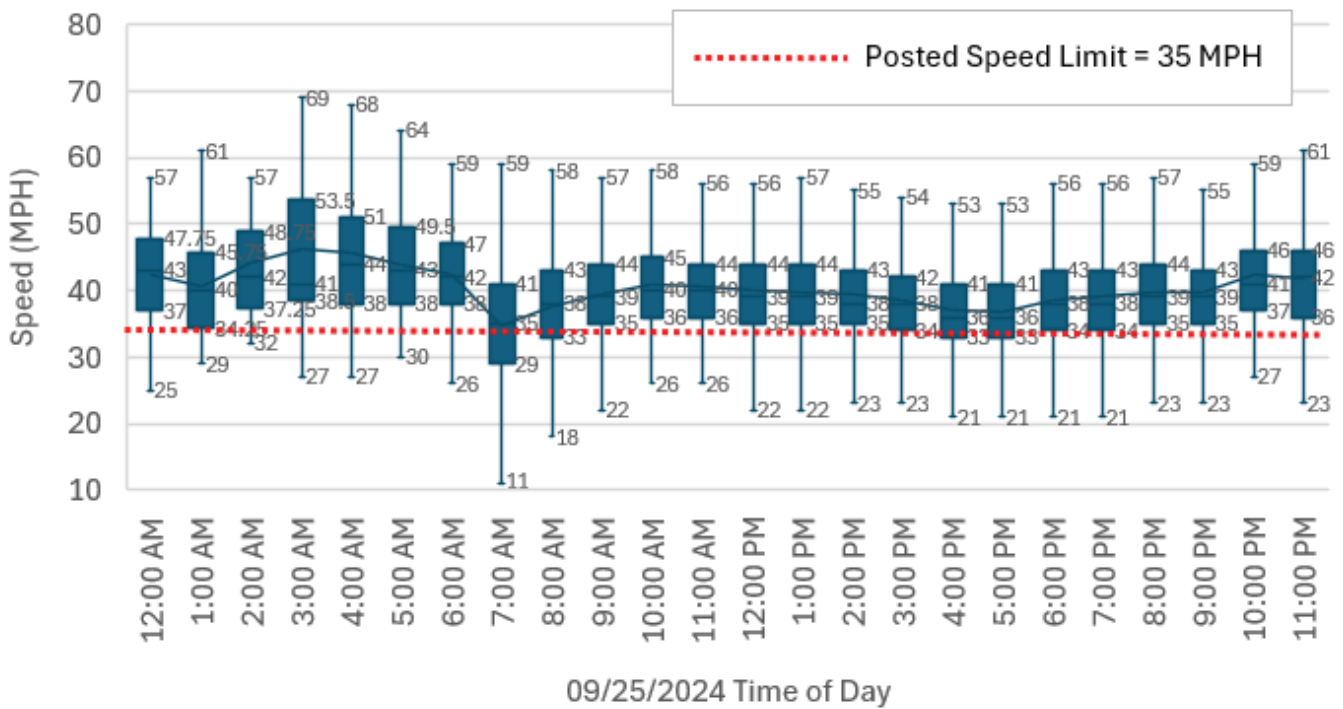
### **Lane Reconfiguration**

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The existing roadway cross section provides significantly more capacity than is needed for daily traffic volumes. This excess capacity can be linked to higher speed operations. A road diet, reducing the number of thru lanes could be effective for this corridor. Due to the proximity of this corridor to Swope Park, coordination with the Parks Department and event planners is recommended to find a solution that provides the appropriate infrastructure for both daily and event needs.



### Corridor 60 - 63rd Street from College Ave to Swope Pkwy



## **Corridor 61: 85<sup>th</sup> St from Wayne Ave to Euclid Ave**

85<sup>th</sup> Street is a 2-lane corridor with a double yellow centerline. The area also includes a school zone with a reduced speed limit. The surrounding area is used for commercial and residential purposes and signalized intersections are absent in the area.



- *Council District: 5*
- *Posted Speed Limit: 35 MPH*
- *50<sup>th</sup> Percentile Speed: 33 MPH*
- *85<sup>th</sup> Percentile Speed: 40 MPH*
- *Percentage of Drivers Speeding: 31.74%*
- *Traffic Count: 9,784 ADT*

The following countermeasures are proposed for speed attenuation:

### **Flashing Speed Feedback Signs**

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While speeding is not as prevalent in this corridor as others, the school zone speed limit is not accounted for in the box-and-whisker plot. Scheduling the flashing speed feedback sign near the posted school zone speed limit would serve as a reminder during those hours to slow down.

### **Lowering Speed Limit**

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Lowering the posted speed limit from 35 MPH to 30 MPH may be effective in this corridor due to the existing school zone. Additionally, observed speeds were generally closer to the posted speed limit in this corridor relative to most.

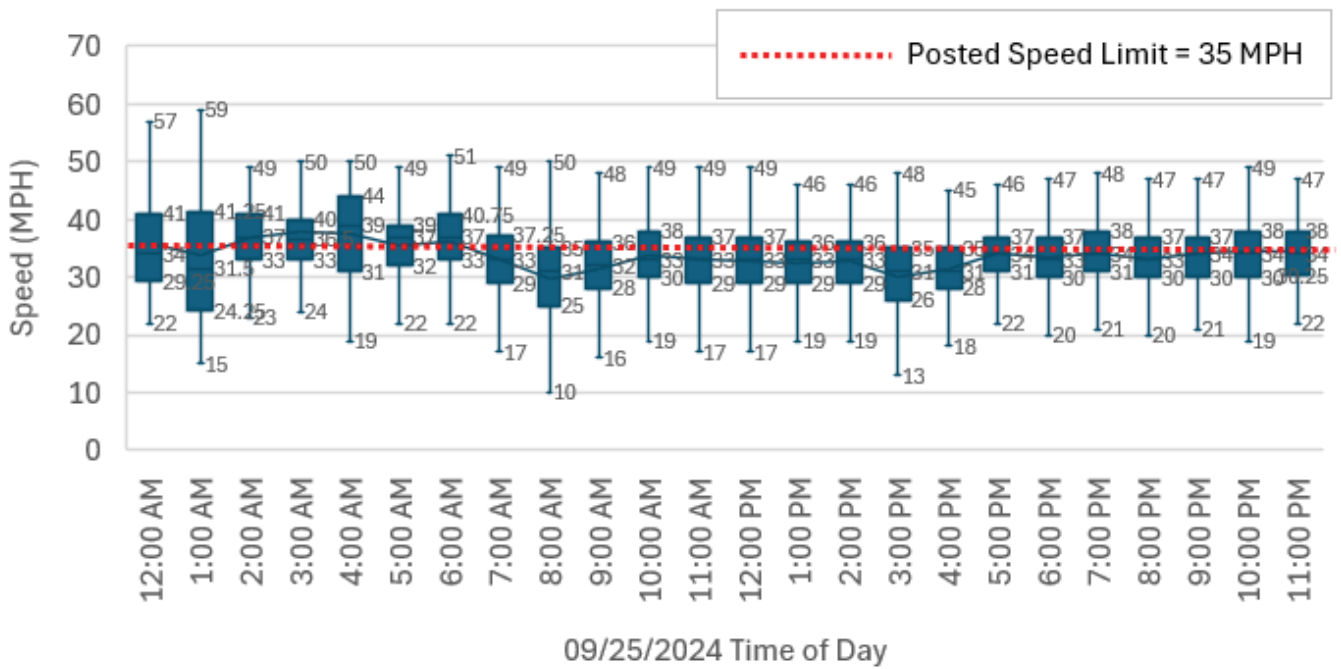
### **Speed Limit Signs**

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The posted speed limit of 35 MPH was not found on the eastbound lane in the length of the corridor. While the school zone speed limit was posted, we recommend adding a 35 MPH speed limit sign. Additional signs, specifically Vision Zero speed limit signs with orange or yellow borders, are also an effective visual for drivers to know the speed limit.



### Corridor 61 - 85th Street from Wayne Ave to Euclid Ave



## Corridor 65: NE 48<sup>th</sup> St from N Brighton Ave to N Bennington Ave

This section of NE 48<sup>th</sup> St includes Winnetonka High School as a primary pedestrian generator. While this intersection is signalized, additional protection can be provided for the pedestrians. This is a residential corridor with numerous driveways connecting directly to the 4-lane corridor.



- *Council District: 2*
- *Posted Speed Limit: 40 MPH*
- *50<sup>th</sup> Percentile Speed: 47 MPH*
- *85<sup>th</sup> Percentile Speed: 54 MPH*
- *Percentage of Drivers Speeding: 88.30%*
- *Traffic Count: 8,057 ADT*

The following countermeasures are proposed for speed attenuation:

### **Additional Enforcement**

---

Drivers were recorded travelling over 60 mph in the school zone during the timeframe of the school zone speed limit. Additional enforcement for speeding should be strongly considered to address the worst offenders travelling through the corridor. The presence of a police officer would also discourage drivers from speeding even if sight lines along the corridor result in minimal traffic tickets being issued.

### **Mid-Block Pedestrian Crossing**

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A mid-block pedestrian crossing providing access to Searcy Creek Parkway Trail just east of N Fremont Ave using pedestrian hybrid beacons will grant safer access to the trail from the subdivision to the north. Pedestrian crossing facilities may include crosswalks with identifying signs, raised crosswalks, or pedestrian hybrid beacons.

### **Flashing Speed Feedback Signs**

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Flashing speed feedback signs could be installed at the west end of the corridor. Flashing Speed Feedback Signs will alert drivers to their actual speeds. Flashing Speed Feedback Signs can be especially effective in this area when accompanied by additional enforcement.



# MEMORANDUM

## **Lane Reconfiguration**

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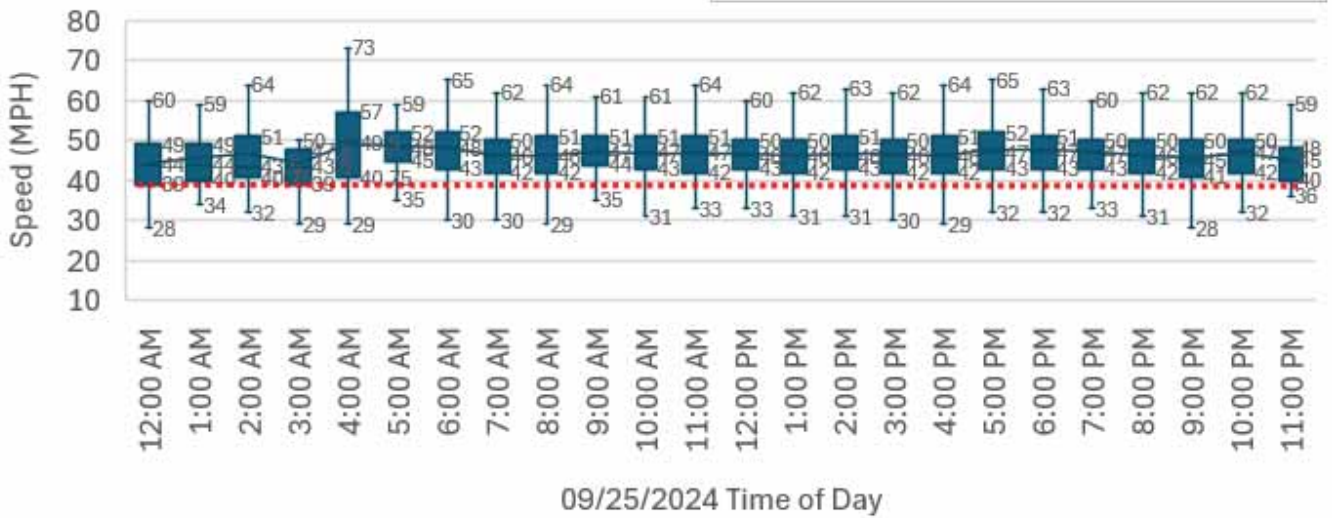
The existing roadway cross section provides significantly more capacity than is needed for daily traffic volumes. This excess capacity can be linked to higher speed operations. A lane reconfiguration, reducing the number of thru lanes could be effective for this corridor.





### Corridor 65 - 48th Street from N Brighton Ave to N Bennington Ave

Posted Speed Limit = 40 MPH



09/25/2024 Time of Day

## **Corridor 72: 87<sup>th</sup> St from James A Reed Rd to Elm Ave**

87<sup>th</sup> Street is a 2-lane corridor with a dual turning lane and unprotected bike lanes on the shoulder. The corridor serves a dense population of residences; the nearest pedestrian generator is James A Reed Park near the west end of the corridor.



- *Council District: 5*
- *Posted Speed Limit: 35 MPH*
- *50<sup>th</sup> Percentile Speed: 40 MPH*
- *85<sup>th</sup> Percentile Speed: 47 MPH*
- *Percentage of Drivers Speeding: 81.43%*
- *Traffic Count: 7,227 ADT*

The following countermeasures are proposed for speed attenuation:

### **Speed Limit Signs**

---

Adding speed limit signs, specifically Vision Zero speed limit signs with orange or yellow borders, are an effective visual for drivers to know the speed limit.

### **Flashing Speed Feedback Signs**

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Flashing Speed Feedback Signs will alert drivers to their actual speeds. Flashing Speed Feedback Signs can be especially effective in this area when accompanied with additional enforcement.

### **Additional Enforcement**

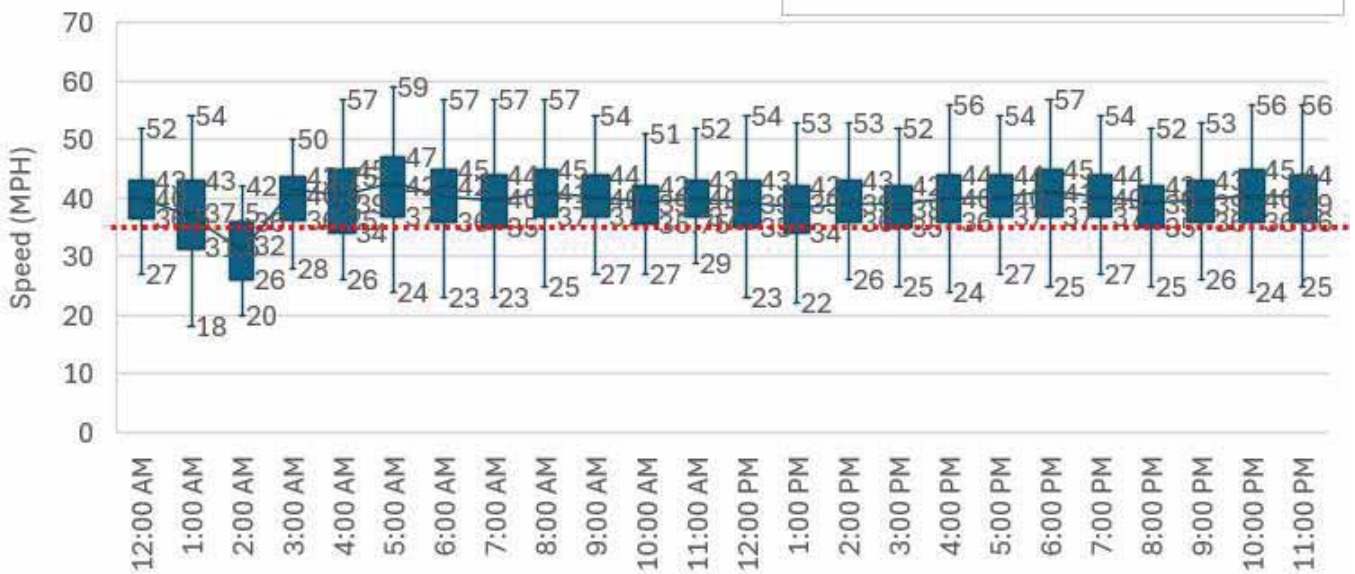
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Over 80 percent of drivers are speeding along this corridor. Additional enforcement for speeding should be strongly considered to address the worst offenders travelling through the corridor. The presence of a police officer would also discourage drivers from speeding even if sight lines along the corridor result in minimal traffic tickets being issued.



Corridor 72 - 87th Street from James A Reed Rd to Elm Ave

Posted Speed Limit = 35 MPH



09/25/2024 Time of Day

# Appendix G: Citywide Posted Speed Limit Reduction

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## Citywide Posted Speed Limit Reduction

Overall reduction of speed limit is part of the Safe Speed core principal in the City's Vision Zero Action Plan. After evaluating the speed compliance and the findings from this study, reducing the posted speed limits should be done only with a large citywide effort to address speed compliance. Due to the very high percentage of drivers speeding, an education campaign alone, enforcement alone, or infrastructure alone would not solve the speed issues in Kansas City. A citywide posted speed limit reduction should include three key pieces: public education, enforcement, and sign changes.

It is recommended that any approach to changing the citywide posted speed limits be done strategically and in a timeline that allows sufficient funding for education, enforcement and infrastructure simultaneously. The effort to reduce posted speed limits could include both the local road (residential) posted speed limit and the through road (collector and arterial) posted speed limit together or could involve separate timelines and efforts.

A systemic local road posted speed limit reduction from 25 mph to 20 mph, consistent with the City's proposed statutory speed, would likely be popular among residents as there has been an influx of neighborhood traffic calming requests coming in on local (residential) roads in the past five years (2020-2025). An effort to reduce the local road posted speed limits should be accompanied with robust enforcement or with implementation of widespread neighborhood traffic calming devices.

The through (collector and arterial) road statutory speed limit is currently 35 mph and is proposed to be changed to 30 mph. An effort to reduce the posted speed limits on through streets to 30 mph would impact more roads on the high injury network where more fatal and serious injury crashes occur as compared to the local or residential roads. Posted speed limit reductions on through streets would likely not impact actual operating speeds without robust education combined with enforcement.

### Public Education

In order to pursue a systemic posted speed limit reduction on local or through roads, Kansas City should perform a robust engagement and education campaign regarding speed safety issues, compliance, and informing the public about a statutory speed limit reduction. A campaign should include information regarding safety concerns of speeding as well as information about timeline and method of implementing changes.

Kansas City has over 8,000 speed limit signs posted in the City. Not all signs would be impacted with a systemic posted speed limit reduction, but due to the amount of signs that would be impacted, a phased approach or pilot locations would likely be necessary to a citywide speed limit reduction. The education campaign should include information regarding where the City expects to start changing the signs, how long it would take, and how enforcement would go along with the effort.

## **Enforcement**

Speed limit reductions should be paired with enforcement. Kansas City streets are experiencing a very high percentage of drivers speeding and excessive speeding. There is a lack of care for the signs on the roadway. If speed limit signs are changed, this driver perception of ignoring the signs will likely not change. Automated enforcement or significant addition and full staffing of the traffic team from KCPD should be included in a statutory speed limit reduction strategy and implementation.

## **Sign Changes**

Changing the speed limit signs are one key component to changing the statutory speed limit. This effort should be carefully planned and timed. Signs should be changed in neighborhoods or on corridors all at once or closely timed nearby to each other. Local (residential) road posted speed limit changes should happen by neighborhood area and scheduled out for proper information to be given to the neighborhoods. Through (collector and arterial) road posted speed limit changes should happen by full corridor rather than piecemeal on a corridor. These should be planned and scheduled as such so that clear information can be given to the public. Any full citywide effort to reduce citywide speed limits should be accompanied by proper funding for the infrastructure changes. Education and information provided about a sign change should not happen without knowledge and funding for the infrastructure sign changes.