



**KANSAS CITY
MISSOURI**

Adoption of Major Street Plan, Streets Design Guide, and Vision Zero Action Plan Supplemental Planning

Ordinance No. 260341

Adopting an updated Major Street Plan, Streets Design Guide, and an updated Kansas City Vision Zero Action Plan to include supplemental planning documents required by the Safe Roads and Streets for All grant agreement between the City of Kansas City and the U.S. Department of Transportation.

April 14, 2026

Transportation, Infrastructure, and Operations Committee



Agenda

- SS4A Federal Grant Background
- Engagement Summary
- Major Street Plan Update
- Streets Design Guide
- Comprehensive Speed Limit Review

Safe Streets and Roads for All Grant – FY22

- **Purpose:** Update city standards to align with Vision Zero Action Plan
- **Supplemental Planning Documents per Grant Agreement**
 - Updated Major Street Plan
 - Streets Design Guide
 - Comprehensive Speed Limit Review
- **Federal Grant Requirement:** Adoption by April 30, 2026
- **Other Work Funded by Grant:** High-Injury Network and Traffic Engineering and Operations Manual Updates

Ongoing and Future SS4A Work

FY24 SS4A Grant for Design and Implementation

Prospect Ave between Linwood Blvd and Emmanuel Cleaver II Blvd

March 2026

Project kickoff

Summer 2026

Community engagement, analysis, and conceptual design
anticipated completion

Summer 2027

Preliminary engineering and NEPA anticipated completion

By June 2029

Construction anticipated complete

FY26 SS4A Notice of Funding Opportunity

Engagement Summary

- **Consistent internal coordination:** Public Works, Planning and Parks & Recreation staff
- **Project tabling/community listening:** August 2024 PIAC hearings
- **Community survey:** August 5 – September 16, 2024 | 509 responses
- **Vision Zero Task Force updates:** 5/31/24, 7/12/24, 2/7/25, 6/6/25
- **City Council 1:1 meetings:** August 2024 & October 2025
- **Stakeholder & developer roundtables:** Fall 2024 – 10/29, 10/31, 12/5
- **City Plan Commission presentation:** 12/4/24
- **Parks & Recreation Board of Commissioners presentation:** 9/9/25
- **Community open houses, fall 2025:**
 - 9/17 – Gregg Klice Community Center, | ~20 attendees
 - 9/22 – Northland Neighborhoods Inc., | ~80 attendees
 - 9/24 – Hillcrest Community Center | ~30 attendees
- **Comprehensive Speed Limit Review Memo to Mayor & Council:** Early 2026
- **Special Line Creek Meeting:** 2/2/26 ~ 100 attendees
- **Parks Board:** Approved 2/10/26 | Major Street Plan and Streets Design Guide
- **City Plan Commission:** Approved 2/18/26 | Major Street Plan and Streets Design Guide



Kansas City's **Major Street Plan**

City of Kansas City, Missouri



Original Adoption: 10/13/2011 by
Resolution No. 110249

Purpose and Authority

The plan established by the city, pursuant to **RSMo 89.480**, showing the general alignment and functional classification of streets, highways and parkways of an ultimate urban arterial network. The purpose of this plan is to guide development of the arterial street network and to identify appropriate street rights-of-way to be secured at the time of subdivision platting. **The plan may be amended, added thereto, or otherwise refined by the subdivision platting process or by the plan commission and city council.**

Review/Update Procedures

Section 66-3 of the City Code of Ordinances describes how changes to the plan may be made: *The plan may be amended, added thereto or otherwise refined by the subdivision platting process or by the Plan Commission and City Council.*

The Major Street Plan should be updated under the following circumstances:

1. When an Area Plan is adopted that has a material effect on the contents of the Major Street Plan (typology change, street added/re-designated).
2. When the proposed or constructed alignment of a major street changes materially from the conceptual alignment shown in the Major Street Plan.
3. When subdivision platting or other development approvals/plans dictate a change to the alignment, number of through lanes, typology or designation of a major street.
4. When proposed major land-use changes result in forecasted traffic volume changes of sufficient magnitude to affect lane requirements on major streets or re-designation of a major street.

5. When a major street or highway owned and/or operated by others, but shown on the Plan for informational purposes, undergoes a material change in constructed or planned alignment.
6. When the Parkway and Boulevard system is modified in a way that affects the Major Street Plan.
7. When major regional transit (on-street or fixed guideway) system changes are planned or implemented.
8. When parks are added to, or removed from, the City's Park System.
9. When City limits change.
10. When other updates are warranted as determined by the City Plan Commission and/or City Council.

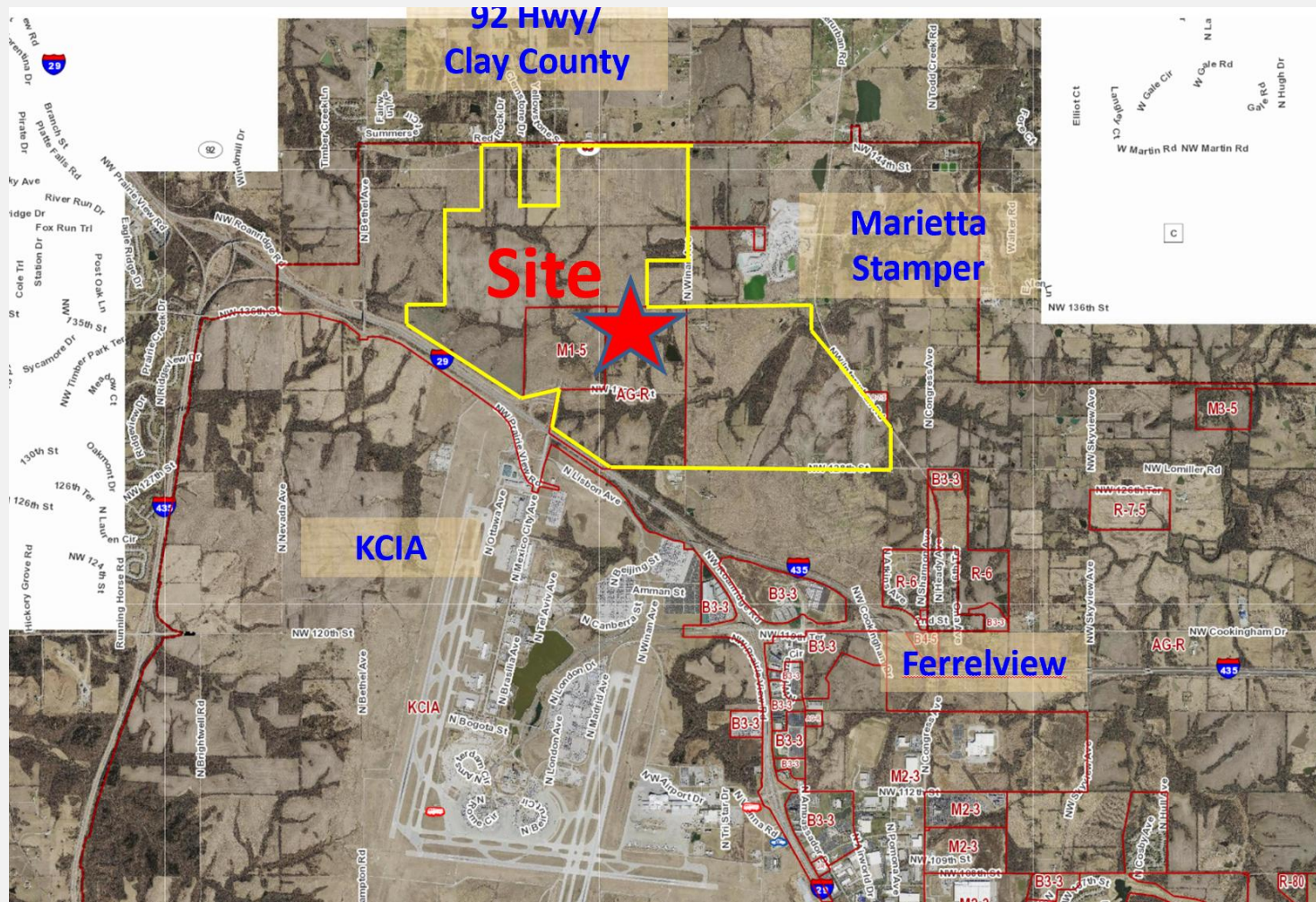
Major comprehensive updates should be conducted at least once every 10 years in conjunction with transportation model or Comprehensive Plan updates. At these times, it is appropriate for the City to examine its buildout land-use assumptions, and its near- and long-term multi-modal transportation needs. Public and stakeholder input should be sought in conjunction with such comprehensive updates.

How is it Used?

The purpose of the MSP is to guide development of the arterial street network and to identify appropriate street rights-of-way to be secured at the time of subdivision platting.

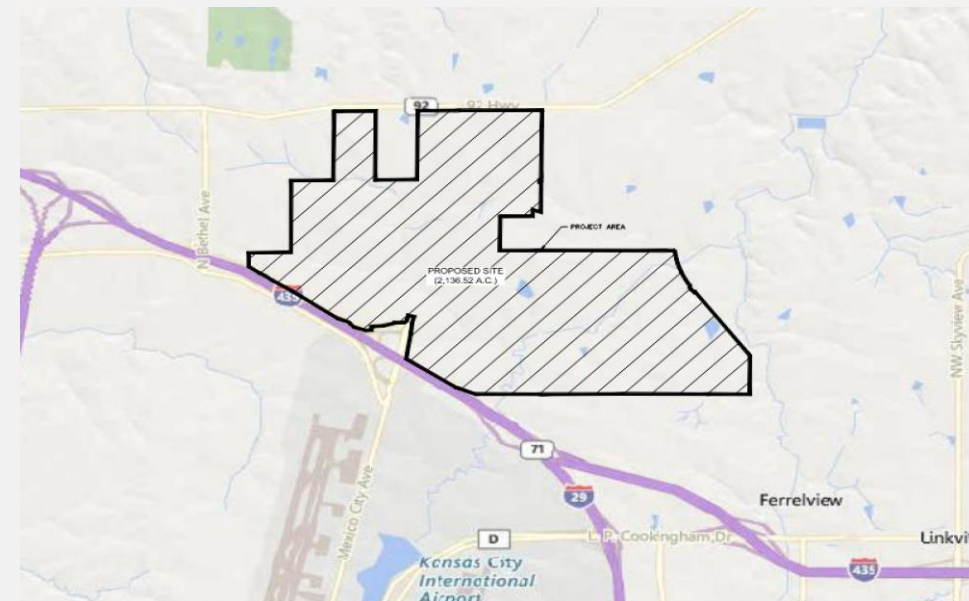
The CPC Reviews:

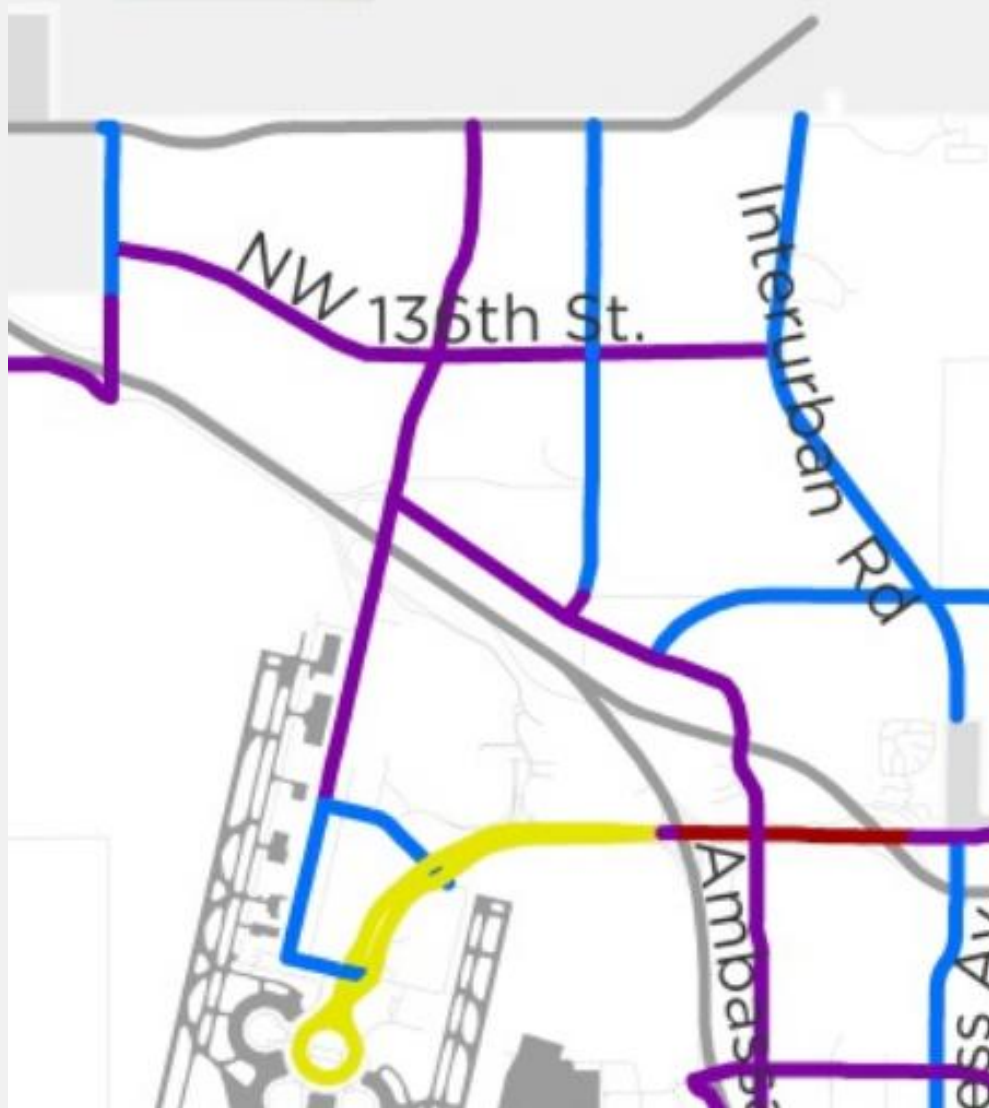
- Preliminary plats (Development Plans, SUP, MPD, UR, Project Plans)
- Reviewed by PWD. Corrections and conditions are recommended based on the MSP and the TIS (if necessary).
- Example – Major arterial – Dedicate required R/W and pay impact fee, based on TIS.
- OR Local Links/ Collector Streets - Dedicate required R/W and half street improvements, based on TIS.



KCI-29 Logistic Park – 2022

20k acres, 20M sq. ft., 32 Lots





Streets Design Guide

Supplements the Major Street Plan update and replaces the City's previous 5200 Street Design Criteria. It introduces new roadway typologies, replacing those previously shown in the Major Street Plan.

The document also references design standards for Boulevards and Parkways, trails, personal mobility lanes (also known as bike facilities), and transit corridors from other City documents.

Thoroughfare Cross Section Options



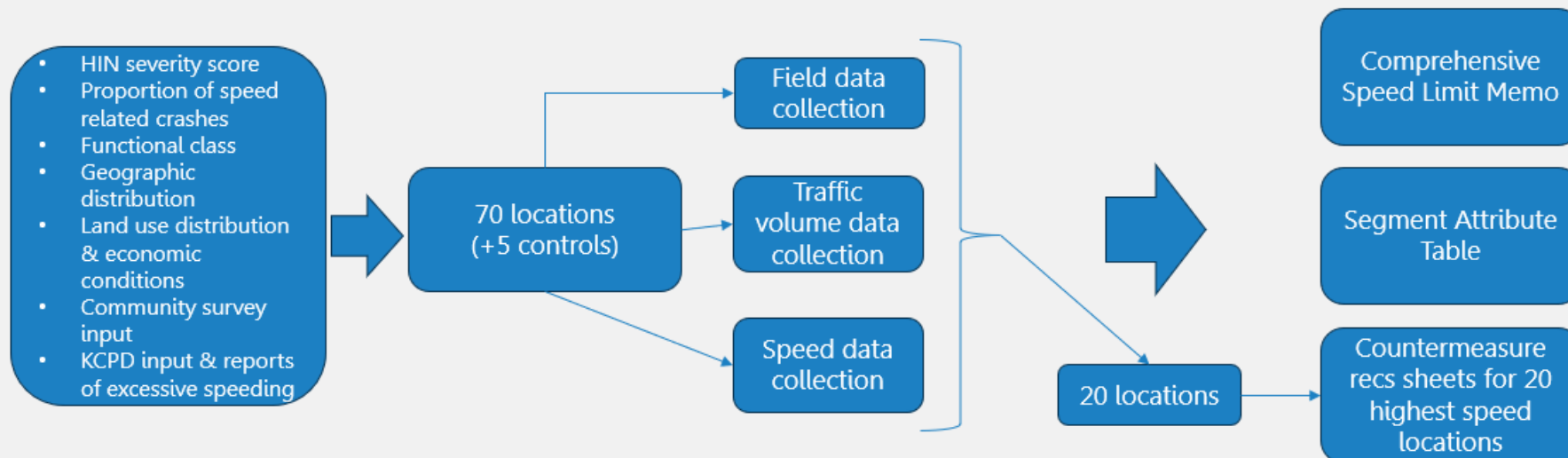
100-foot ROW: Two-way segment with parking lane on both sides and separated two-way mobility lanes



100-foot ROW: Two-way segment with transit-only lane on both sides

Comprehensive Speed Limit Review

- Focused on collection and analysis of speed data and roadway attributes.
- Found overall lack of compliance with posted speed limits across studied corridors.
- Substantial changes to enforcement and/or the addition of speed controlling infrastructure elements needed to bring drivers into compliance with posted speed limits.



Comprehensive Speed Limit Review Implementation Options

Recommends speed mitigation strategies that could be implemented city-wide and on specific corridors:

- Reducing the Citywide statutory speed limit.
- Undertaking enforcement and education campaigns.
- Implementing corridor-specific treatments, such as reducing posted speed limits, increasing signage, investing in mid-block pedestrian crossings, intersection realignments, speed humps, and others.
- Corridor-specific treatments recommended for 20 corridors throughout Kansas City.



Thank you!