

# KCMO Major Street Plan

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March 2026





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File #: TMP-6669

260341

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ORDINANCE NO. TMP-6669

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; and directing the City Clerk to file certain documents with the appropriate offices. (CD-CPC-2025-00151)

WHEREAS, a Major Street Plan for Kansas City was adopted by Ordinance No. 110249, passed October 23, 2011; and

WHEREAS, further changes were recommended and approved by Ordinance No. 141059, passed December 18, 2014; Ordinance No. 160336, passed June 23, 2016; Ordinance No. 160865, passed December 1, 2016; Ordinance No. 210837, passed September 23, 2021; Ordinance No. 220661, passed on August 25, 2022; Ordinance No. 220884, passed October 6, 2022; Ordinance No. 230217, passed June 8, 2023; Ordinance No. 230499, passed June 15, 2023; Committee Substitute Ordinance No. 240343, passed June 27, 2024; Ordinance No. 240653, passed September 12, 2024; and

WHEREAS, the City adopted a complete streets policy with the adoption of Committee Substitute for Ordinance No. 170949 which specified that the City shall incorporate complete street elements and principles into public strategic plans, capital improvement plans, design standards, manuals, rules, regulations, and programs; and

WHEREAS, the City adopted a Vision Zero goal in 2020 per Committee Substitute for Resolution No. 200019; and

WHEREAS, a Vision Zero Action Plan was adopted in 2022 per Committee Substitute for Resolution No. 220660 specifying a need for updated engineering design guidance and standards; and

WHEREAS, the City received a Safe Roads and Streets for All grant from the U.S. Department of Transportation for supplemental planning activities to conduct a speed limit study, update the Major Street Plan, and create a Streets Design Guide with a Vision Zero Focus; and

WHEREAS, revenue in the amount of \$880,000.00 was appropriated to the Citywide Safe Roads and Streets for All – Planning Study Project and the Director of Public Works was authorized to expend \$220,000.00 of appropriated funds to satisfy the City’s local match

requirement for the Safe Roads and Streets for All grant from the U.S. Department of Transportation per Ordinance No. 230841; and

WHEREAS, further review and revisions have been initiated by the Directors of City Planning and Development, Parks and Recreation, and Public Works Departments to update the Major Street Plan and develop a Streets Design Guide; and

WHEREAS, the Public Works Department conducted stakeholder engagement and public meetings via a community survey, meetings and open houses for inputs to the proposed update to the Major Street Plan and Streets Design Guide; and

WHEREAS, the Major Street Plan identifies streets which are designated as parkways and boulevards that are maintained by the Parks and Recreation Department, and the Parks and Recreation Board of Commissioners passed Resolution No. 33121 on February 10, 2026, recommending approval of the updated Major Streets Plan and Street Design Guide; and

WHEREAS, the City Plan Commission reviewed the proposed Major Street Plan and, pursuant to public notice and hearing, did on February 18, 2026, recommend approval of the updated Major Street Plan and Streets Design Guide; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the Major Street Plan of Kansas City is hereby repealed and an updated Major Street Plan and Streets Design Guide, attached as Exhibit A and incorporated by reference, are hereby adopted.

Section 2. That the Kansas City Vision Zero Action Plan is updated and adopted to include the supplemental living planning documents, including the KCMO Safe Streets and Roads for All Comprehensive Speed Limit Review, updated Major Street Plan, and Streets Design Guide.

Section 3. That the City Clerk is hereby directed to file such documents in the offices of the Recorder of Deeds for Cass County, Missouri; Clay County, Missouri; Jackson County, Missouri; and Platte County, Missouri.

Section 4. That the Council hereby finds and declares that before taking any action on the proposed updated Major Street Plan, all public notices and hearings required by law have been given and had.

I hereby certify that as required by Chapter 89, Revised Statutes of Missouri, the foregoing Major Street Plan was duly advertised and public hearings were held.

Sara Copeland, FAICP  
Secretary, City Plan Commission

Approved as to form:



Authenticated as Passed

*Quinton Lucas*  
Quinton Lucas, Mayor

Marilyn Sanders, City Clerk

APR 23 2026

Date Passed

*Sarah Baxter*  
Sarah Baxter  
Senior Associate City Attorney

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## Preface to the 2025 Update

Transportation is a derived demand, existing to support economic and social activities rather than being an end in itself. Kansas City's Major Street Plan is designed to recognize this role by prescribing a transportation network that aligns with the City's long-term vision for the community it aspires to be (as established in the KC Spirit Playbook – Kansas City's Comprehensive Plan). The movement of people and goods is essential to the health and vitality of a city, making the Major Street Plan a crucial contributor to Kansas City's long-term success.

The KC Spirit Playbook emphasizes the importance of a well-integrated and context-sensitive major street system that supports diverse modes of transportation and enhances community connectivity. It highlights the need for a transportation network that is equitable, adaptable, resilient, and reflective of the community's mobility needs and economic goals. Specifically, the Playbook advocates for:

- **Multi-modal transportation options:** Ensuring that streets are designed to accommodate pedestrians, cyclists, public transit, and vehicles, promoting a balanced and inclusive transportation system.
- **Context-sensitive design:** Tailoring street designs to the unique characteristics and needs of different neighborhoods, fostering a sense of place and community identity.
- **Sustainability and resilience:** Incorporating green infrastructure and sustainable practices to enhance the environmental performance of the transportation network and improve resilience to climate change. Guiding investments in major streets that facilitate sustainable growth.
- **Equity and accessibility:** Prioritizing investments in underserved areas to ensure equitable access to transportation and opportunities for all residents.
- **Community engagement:** Involving residents and stakeholders in the planning and design process to ensure that the transportation network reflects the community's needs and aspirations.

Major street investments play a pivotal role in helping to achieve the Playbook's goals for sustainable development patterns by:

- **Facilitating efficient land use:** Well-planned major streets support contiguous and efficient development and reduce the need for extensive road networks, thereby minimizing land consumption and preserving open spaces.
- **Promoting mobility and transit-oriented development:** Investments in major streets that facilitate biking, pedestrians and public transit can lead to the creation

of walkable, transit-oriented developments, which reduce reliance on private vehicles and encourage the use of public transportation.

- **Enhancing connectivity:** A well-designed major street network improves connectivity between different parts of the city, making jobs, services, and amenities more accessible.
- **Network Resiliency:** A well-connected major street network ensures emergency services can access all parts of the City and allows for multiple route options. Having a well-connected network with multiple connections in all directions allows for traffic and emergency vehicles to be rerouted when an original route may be blocked due to accidents, whether events or other emergencies. This level of connectivity supports both day-to-day mobility and critical response during disruptions.
- **Supporting economic vitality:** By improving access to commercial areas and employment centers, major street investments can stimulate economic growth and attract new businesses and investments to the city.

Historical records show that precursors to the Major Street Plan date back to 1911, with the first official plan adopted in 1972. Since then, the plan has been revised as needed, in response to new Area Plans, specific development projects, changes in roadway jurisdiction, updates to the Parkway and Boulevard Master Plan, and better reflection of constructed roadway alignments. These efforts have allowed the Plan to adapt to changing local conditions across the City.

The 2011 update of the Major Street Plan established a living document with a robust technical foundation and processes for ongoing meaningful updates. It addressed the capacity needs of the City's major streets with greater flexibility and introduced context-sensitive, multi-modal street designs. This update also expanded the collaborative efforts of City Planning and Development, Parks and Recreation, and Public Works to integrate their visions into a cohesive plan.

The 2025 update of the Major Street Plan creates a distinction between the design of the street and where those streets should go in the City. The Major Street Plan establishes functional classification, jurisdiction, and alignment of our through streets. The Major Street Plan map is available on the KCMO City Planning Department website at <https://www.kcmo.gov/city-hall/departments/city-planning-development/city-plans-2-0>. A Streets Design Guide is being made in partnership with the 2025 Major Street Plan update to provide a space for designers and planners to have more guidance on street design and particular elements. The Major Street Plan update provides a connection to the Streets Design Guide by listing the street typology designation.

# What is the Major Street Plan?

## *Purpose and Authority*

The Major Street Plan is defined in Section 88-810-810 of the City's Code of Ordinances as: The plan established by the city, pursuant to RSMo 89.480, showing the general alignment and classification of streets, highways and parkways of an ultimate urban arterial network. The purpose of this plan is to guide development of the arterial and collector street network and to identify appropriate street rights-of-way to be secured at the time of subdivision platting.

In fact, at least five Missouri Statutes apply to the adoption of a Major Street Plan.

- RSMo 89.340: General location, character, and extent of streets may be part of a city plan for physical development.
- RSMo 89.400.1: Approval of plats with relation to the Major Street Plan.
- RSMo 89.460: Construction and improvement of streets in relation to the Major Street Plan.
- RSMo 89.470: Issuance of building permits with respect to the Major Street Plan.
- RSMo 89.480: Regulation of building or setback lines with respect to the Major Street Plan.

The Major Street Plan serves to define the ultimate arterial network and preserve the right-of-way needed to support that network. Each of these two purposes has an important corollary:

- Defining the ultimate arterial network allows for, and supports, orderly development within the City.
- Preserving right-of-way allows the arterial network to support other modes of transportation allowed to occur within that right-of-way where appropriate, including bicycling, walking, and public transit.

Therefore, the Major Street Plan has a much broader scope than just providing roads for automobile travel. It is integral to the cultural and economic development of the city, and it is vital to basic mobility for all its citizens and roadway users.

# How was the Major Street Plan Created?

The Major Street Plan is supported largely by five "data sources":

- The already built street network and its observable functionality.
- The topography and environmental constraints in undeveloped areas – which affects the feasibility and alignment of future roadway connections and enhancements.

- Physical constraints in built-up areas – which limit future improvements on certain facilities.
- The City’s travel demand forecasting model scenario based on buildout land-use assumptions for the City – which affects the need for future roadway connections along with the ultimate needed capacity of existing and future roads.
- Area Plans and other City planning processes – which feed the land-use assumptions in the traffic model but also serve as the basis for street typology recommendations.
- Federal Highway Administration Functional Classification map

## When To Use the Major Street Plan

The Major Street Plan should be used for the following purposes:

- During Development Review – As developments are reviewed through the platting, rezoning, development plan, special use permit (SUP) or similar processes, the Major Street Plan will be used to determine the general alignment and right of way needed for any future roadways that intersect or run adjacent to a site. Right of way should be dedicated at the time of platting and/or development plan approval. Major Street Plan corridors trigger specific use or development standards based on the street type that are then reviewed in the development plan/SUP review process.
- During Roadway Design - The Major Street Plan should be used together with the relevant area plan and the Streets Design Guide to ensure the roadway design aligns with the existing and desired community context. For design of unbuilt roadways, an alignment study may be needed.
- During Capital Improvement Planning and Programming – The Major Street Plan identifies roadways and typologies and helps the City plan for roadway improvements. MSP identifies a future built out system but may not identify priority segments or phasing. Area plans should be consulted to identify priority roadway segments. For design of unbuilt roadways, an alignment study may be needed.
- During Area Planning/Land Use Planning – The major street system and future land use patterns are integrally tied together. As future land use plans are created or revised, the major street system should be used to help guide the appropriate locations for different types of land use. Land uses with higher access needs should be located with access from an arterial road or highway (commercial or industrial uses or any use with a large number of employees and/or visitors). And land uses with lower access needs may be located away from the arterial streets but with convenient access to local or collector level streets. And future land uses can and should influence the alignment or design of streets in the Major Street Plan. The Streets Design Guide identifies appropriate street

typologies for different types of land uses. Examples include (but are not limited to) the following:

- Environmentally sensitive areas such as stream corridors or steep slopes should influence the future design and alignment of roadways to minimize the impacts on these resources.
- Industrial districts may necessitate a different street design and typology than a neighborhood mixed use land use.
- To Support Grant/Funding Requests – The Major Street Plan can be used to strengthen applications for federal and state transportation funding. Many grant programs administered by MoDOT, such as the Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP), prioritize or require that proposed projects be located on designated major streets or within planned transportation corridors. Ensuring a roadway is identified in the Major Street Plan may be a prerequisite for eligibility or scoring criteria in competitive grant processes. Using the Major Street Plan to demonstrate alignment with long-term planning and connectivity goals can improve the likelihood of securing funding.
- The Major Street Plan neither controls, nor dictates improvements to, facilities outside of Kansas City’s jurisdiction, including state-owned transportation facilities. Standards and plans for these facilities are controlled by their respective jurisdictions. The Major Street Plan’s domain is restricted to facilities controlled by the City of Kansas City. However, these other facilities are important to transportation connectivity in Kansas City, and are therefore appropriate to include on the maps as information.

## Right-of-Way Widths

The Major Street Plan includes four right-of-way widths:

- |          |   |
|----------|---|
| 80 feet  | This width is generally used for two- and three- lane sections.       |
| 100 feet | This width is generally used for minor arterials and collector roads. |
| 120 feet | This width is used for major arterials.                               |
| 200 feet | This width is used for Parkways.                                      |
| 50 feet  | Special Purpose Rapid Transit Corridor                                |

The Right-of-Way widths noted above are intended to guide the development and planning of unbuilt or unimproved roadways. Roadways within established areas would generally

not require additional right-of-way. See Definition and Considerations of Established Major Streets in the next section for details.

### **Established Major Street – Definition and Considerations**

**Definition:** An *Established Major Street* is a roadway corridor that has been functionally and physically developed over time, typically for 10 years or more, and exhibits a consistent right-of-way (ROW) along the majority of its length. These streets are often located in the urban core or fully urbanized areas, where the surrounding land use, infrastructure, and built environment have matured and stabilized.

#### **Key Characteristics:**

- **Right-of-Way Consistency:** While the ROW may not meet current design standards, it is generally uniform and has been accepted by the community and the City.
- **Built Environment Constraints:** Adjacent properties are often platted and developed, with buildings, utilities, and landscaping that may limit the feasibility of ROW expansion.
- **Established Use and Function:** These streets have long served as arterial or collector routes, supporting significant traffic volumes, transit routes, and multimodal activity.
- **Basic Street Infrastructure:** These corridors should include fundamental elements of an improved street, such as:
  - Storm sewer systems
  - Curb and gutter
  - Sidewalks or pedestrian pathways
  - Paved travel lanes
  - Street lighting and signage
- **Design Legacy:** Roadway geometry, access points, and cross-sections may reflect older design standards, but are functionally adequate and integrated into the surrounding context.

#### **Policy Considerations:**

- **ROW Preservation vs. Expansion:** Additional ROW acquisition on Established Major Streets is generally discouraged unless:
  - A community-supported corridor plan identifies a compelling need.
  - Safety, multimodal access, or critical infrastructure upgrades require it.

- **Context-Sensitive Design:** Improvements should prioritize context-sensitive solutions that enhance safety, mobility, and aesthetics without requiring full ROW conformity.
- **Multimodal Integration:** Where feasible, incorporate bike lanes, pedestrian facilities, and transit accommodations within the existing ROW.
- **Historic and Cultural Sensitivity:** Recognize and preserve the historic character or cultural significance of established corridors.

## How does the Major Street Plan Relate To Sustainable Development Patterns?

Achieving development patterns that are fiscally and environmentally sustainable is a key goal of the KC Spirit Playbook (see Development Patterns Objective). Careful consideration must be given to how and where the City directs and accommodates growth and development. Effective development patterns recognize the importance of new growth while proactively guiding development in an equitable, sustainable, and fiscally responsible manner.

Investments in major streets play a crucial role in shaping development patterns across Kansas City. These investments should:

- **Maximize the use of existing infrastructure:** Ensure that new developments make the most of current road networks, reducing the need for extensive new construction. Focus on enhancing and utilizing existing streets to support contiguous and infill development and reduce sprawl. Prioritize investments in areas contiguous with already developed land and served by utilities to ensure efficient service delivery.
- **Increase mobility options and connectivity:** Enhance the major street network to improve access and connectivity for all modes of transportation, including vehicles, public transit, bicycles, and pedestrians. Develop major streets that support a high level of connectivity and incorporate roadway, bike, trail, and pedestrian connections.
- **Advance climate and resiliency goals:** Incorporate sustainable practices and green infrastructure to support the city's climate protection and resiliency objectives.
- **Reduce or eliminate disparities:** Ensure that major street improvements do not create new disparities and work to reduce existing ones by providing equitable access to transportation.

- **Maintain the health of environmental and natural systems:** Design and implement street improvements that protect and enhance the natural environment.

The City uses several tools to guide and encourage new growth and development, including investments in major streets and transportation systems. These investments are managed by multiple city departments and require ongoing collaboration to ensure they are well-placed, well-designed, and sustainable. By focusing on these principles, Kansas City can ensure that major street improvements contribute to a sustainable, equitable, and well-connected urban environment.

## How does the Major Street Plan Relate to the Streets Design Guide?

The Major Street Plan outlines where the City’s through streets are located. It identifies which streets are required to ensure a connected, roadway system. The design and cross section of these streets should be determined by the Streets Design Guide. The Streets Design Guide classifies each road into a roadway typology based on the Major Street Plan classification, land use, and other context items. This table below generally shows how Major Street Plan classification and Street Typology classification may overlap. Refer to the Streets Design Guide when looking for roadway design guidance.

The Major Street Plan gives us information regarding the right-of-way, functional classification, and jurisdiction of that roadway.

	Principal Arterial	Minor Arterial	Major Collector	Minor Collector
Downtown Core				
Urban Mixed Use				
Suburban Commercial				
Thoroughfare				
Connector				
Neighborhood				
Industrial/Business Park				
Boulevard				
Parkway				

## Importance of a Connected Major Street (Arterial and Collector Streets) System

A connected roadway network is a key component and goal of the KC Spirit Playbook. The benefits of a highly connected major street system include improved traffic flow and circulation, enhanced movement of goods, boosted economic activity, better achievement of the City's development goals, enhanced mobility, equitable access for all neighborhoods and users, and improved emergency response.

Kansas City was built with a grid network, and this major street plan helps identify where those grid streets are required. A highly connected street grid network allows for multiple routes to the same location, helping to distribute roadway users across various streets rather than concentrating them on a single road. A more connected grid network enhances connectivity and safety for all users.

The KC Spirit Playbook advocates for improving street connectivity in existing neighborhoods and ensuring high connectivity in new developments. Throughout Kansas City, there are opportunities to enhance the street grid and increase connectivity in both existing neighborhoods and new developments. As new developments are planned and platted, a system of arterial and collector grids should be established to create connections throughout the city. Adjacent subdivisions, whether platted by the same developer or not, should have frequent connections to neighboring streets. And should provide street connections to adjacent unplatted areas as well.

Below are Community Supported Actions (CSAs) from the Playbook related to street connectivity:

- **CN-1:** Restore the street grid or close gaps in it. Use opportunities to create, improve, and restore street connectivity in conjunction with area planning, new development, and capital projects. When street connections cannot be created, the city will pursue alternative connections that pedestrians, bicyclists, or transit users can use.
- **CN-2:** Maintain city ownership of streets by discouraging and avoiding street and alley vacations.
- **CN-3:** Ensure that streets in new development are connected to adjacent areas with as many connections as feasible. Connections should provide pedestrian and bicycle access. Connectivity should be measured and regulated using a maximum block size (scaled to be appropriate for the context of the area) and maximum distance between street connections.

- **CN-4:** Update the Major Street Plan and Area Plans to identify and establish a system of through arterial and collector streets with frequent multimodal connections. Ensure that new development incorporates these through streets.
- **CN-6:** Improve connections across barriers like railroads, highways, rivers, or other features. Particularly in places with existing connections (e.g., highway underpasses or overpasses), ensure that connections are accessible to all modes. Prioritize new or enhanced connections in areas that have been historically disinvested, where barriers have had a disproportionate impact.
- **CN-7:** Improve pedestrian crossings on major streets to the level of service recommended in the Kansas City Walkability Plan. Improve these crossings as new development occurs and as street improvements are implemented. Focus on crossings that provide access to transit stops or schools. Prioritize locations identified in area plans and other plans. Neighborhoods should use the walkability assessment tool in the Walkability Plan to identify priority locations and request improvements.

## Special Purpose Rapid Transit Corridor

The Special Purpose Rapid Transit Corridors are identified routes where the City is collecting Right of Way in a future case of building out a regional citywide transit network.

50 ft of right of way is required to be given at the time of development in addition to the street's required right-of-way width. Typically, this would make the Right-of-way required to be 150 ft.

The side of the roadway is determined by the parcel being platted.

## Considerations for Future Changes to the Major Street Plan

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

- When an Area Plan or other plan is adopted that has a material effect on the contents of the Major Street Plan (typology change, street added/re-designated).
- When the proposed or constructed alignment of a major street changes materially from the conceptual alignment shown in the Major Street Plan.
- 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.
- 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.

- When MoDOT and MARC update their functional classification map.
- 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.
- When the Parkway and Boulevard system is modified in a way that affects the Major Street Plan.
- When major regional transit (on-street or fixed guideway) system changes are planned or implemented.
- When parks are added to, or removed from, the City's Park System.
- When City limits change.
- 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.

When amendments and modifications to the Major Street Plan are requested or proposed, the City should use the following factors to evaluate these requests. These modifications may include the addition or removal of roadways, changes to street typology, or alterations to the proposed alignment of a roadway. Each request should be evaluated using the criteria outlined below.

### **Removing Roadways**

Removing roadway segments should generally be avoided, especially if they will significantly impact the considerations listed below. When such changes are requested, it is crucial to analyze the broader impacts on circulation, congestion, mobility and access in the larger area. Access to highways, activity centers, and neighborhoods should be maintained. The overall connectivity and circulation of the area should be evaluated and preserved. All transportation modes should be considered in the analysis, and the impacts of the change should be fully understood. While the removal of a small segment may not appear to have significant impacts on its own, the cumulative effects of these small changes over time can be substantial. Additionally, one small change can often lead to further requests to remove segments. Removals that only benefit a single site or property owner should be avoided. When a request to remove a roadway is proposed, it is important to ensure that there is adequate outreach and engagement with area neighborhoods, businesses, property owners, and other stakeholders.

Potential detriments of removing segments of the major street system include:

- **Decreased Connectivity and Increased Congestion:** Removing key segments can lead to increased traffic on remaining streets, causing congestion and longer travel times. This can also reduce important connections needed to maintain efficient circulation and access (e.g., highway interchanges, activity centers).
- **Cut-Through Traffic:** Drivers may use local streets as shortcuts, leading to higher traffic volumes and potential safety issues in those areas.
- **Business Disruption:** Businesses that rely on easy access for customers and deliveries may suffer from reduced traffic flow, potentially leading to decreased revenue.
- **Property Value Decline:** Areas that become less accessible may see a decline in property values due to reduced attractiveness and convenience.
- **Delayed Emergency Response Times:** Emergency vehicles may face delays if key routes are removed, impacting response times for fire, medical, and police services.
- **Increased Emissions:** Traffic congestion can lead to higher vehicle emissions, negatively impacting air quality.
- **Access Disparities:** Removing segments may disproportionately affect underserved communities, reducing their access to essential services and opportunities.
- **Public Transit Route Changes:** Public transportation routes may need to be altered, potentially making commutes longer and less convenient for riders. These changes may also decrease the ability to effectively serve areas with public transit in the future.
- **Growth and Development** – Major streets help accommodate existing development and future growth. Removing major streets from the system can impede future growth and should be weighed against the City’s growth goals.

### **Changing Roadway Alignments**

Realigning roadways can have similar impacts to removing roadway segments, depending on the extent of the realignment. Significant realignment proposals should be evaluated for the potential impacts listed above in the Removing Roadways section. However, roadway realignment can be warranted and even beneficial, particularly when a more detailed alignment study has been completed. Minor alignment changes that respond to topography or stream corridors, improve the feasibility/cost of roadway construction, or enhance flexibility in developing adjacent parcels should be considered. When a request to realign a roadway is proposed, it is important to ensure adequate outreach and engagement with affected property owners adjacent to the roadway occurs. The potential

impacts on adjacent properties should be weighed in the decision-making process. Changes that only benefit a single property without achieving other benefits described here should be avoided.

### **Changing Street Typology**

Changes to street typology of a street on the Major Street Plan happens under the purview of the Streets Design Guide. See the Streets Design Guide for information about changing the street typology.

## **Process to Revise Major Street Plan**

The Major Street Plan is a component of the City's comprehensive plan and, as such, the City Plan Commission and City Council may approve amendments to the Major Street Plan. The City has exclusive power to amend, realign, change designation, or remove any street on the Major Street Plan.

When the City decides to consider a revision to the Major Street Plan, it shall take into consideration existing conditions and future growth, efficiency and economy of development, and the general welfare.

Revisions to the Major Street Plan are reviewed, processed, and approved in the same manner as Area Plan Amendments and other revisions to the City's comprehensive plan. Community engagement is required to ensure that revisions are in the best interest of the public, do not create burdens to efficient and economical development, and provide for orderly and well-planned future growth.

As required by RSMo 89.360, all revisions to the Major Street Plan require at least one public hearing before the City Plan Commission after fifteen days' published notice of the time and place of the hearing.

# Appendix A:

## Glossary/Definitions

### Glossary/Definitions

**Access Management** – A policy program that seeks to consolidate and limit the number of access points (intersections, driveways, and median openings) along major roadways. The primary purpose is to provide safe and efficient conditions for the movement of through traffic.

**Area Plan** – A broadly focused planning document that takes a long-term view of a defined geographic area and formalizes the community’s recommendations of how future land use, housing, transportation and infrastructure issues are decided and prioritized. Currently, Kansas City is divided into 18 planning areas.

**Applicant** – The property owner or duly designated agent of the property owner of the land on which a building permit is requested and an arterial street impact fee is due pursuant to this chapter.

**Arterial** – A major street. See more formal definition on Page 1.

**Arterial Street Impact Fee** – A fee imposed on new development proportionate with the costs the city will incur to provide arterial street facilities needed to serve that new development at the existing level of service for arterial street facilities.

**Arterial Street Improvements** – The planning of, engineering for, and the construction of capacity-expanding improvements for the arterial system.

**Arterial Street or Arterial Systems** – All existing and planned city-maintained arterial streets and parkways and boulevards identified on the city’s adopted major street plan. In addition, the following two state-maintained roadways shall also be considered part of the arterial system eligible for funding with the city’s arterial street impact fees: M-9 from Parkville city limits to Barry Road, and M-291 and I-435 to Liberty city limits.

**Boulevard** – A type of street owned by the Kansas City Parks and Recreation Department, boulevards are typically four-lane undivided facilities within a 100-foot right-of-way and substantial setbacks. Boulevards typically offer good grades, are located in a naturally attractive locality, and abut generally residential areas.

**Building Permit** – The permit required for new construction and additions pursuant to the city’s existing building, subdivision and zoning regulations.

**Buildout** – A future analysis scenario in which all developable parcels, within the current city limits, are developed to their full planned uses and densities. There is no future year assigned to this scenario, because the exact timetable of buildout is unknown.

**City** – Refers to the City of Kansas City, Missouri.

Comprehensive Plan – A long-term, large-scale planning document that dictates public policy in terms of transportation, utilities, land use, recreation, and housing.

Connector – are streets focused on access to individual lots and neighborhood streets. They serve destination trips and generally align with the definition of collectors.

Downtown Core – Streets fall within areas of high development density such as central business district. They accommodate low motor vehicle speeds, high pedestrian volumes, enhanced transit connections, and freight delivery activity.

Feepayer – Person who is obligated to pay for an impact fee in accordance with the terms of this Chapter 39.

Gross Floor Area – The total area of all floors within the outside dimensions of a building including halls, lobbies, and stairways. It shall not include floor space within the building reserved for parking or loading vehicles, unimproved basement space, separate space used only for building maintenance and utilities or exterior features for the building, such as stairs, porches and walkways.

Impact Fee Administrator – Person or persons designated by the city to administer this chapter.

Impact Fee Credit Holder – Individual or entity that owns credits approved through the application process set forth in section 39-8 for the construction of arterial street improvements or a contribution/payment for arterial street improvements.

Industrial/Business Park – Streets are in areas zoned with heavy traffic generators. These streets serve a high volume of heavy trucks and frequent turning maneuvers.

Kessler System – The original, historic portion of the City’s boulevard and parkway system, as envisioned and developed by the first board of Park Commissioners and George Edward Kessler in 1893.

Major Collector - Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts. See FHWA definitions.

Major Street – Any street defined on the Major Street Plan. These streets generally have four or more lanes, although a three-lane section is allowed in some cases. Streets with functional classifications lower than arterial (collectors and local roads) are not considered major streets. (The Historic Boulevard and Parkway system is an exception included on the Major Street Plan – see page 1.)

Minor Arterials - Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes. See FHWA definitions.

Minor Collectors - Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. See FHWA definitions.

Multi-lane – Used to describe a roadway/highway carrying more than one through lane.

Neighborhood – streets are typically residential or local streets. They are lined with single family homes, low-density multifamily homes and corner stores. They have low traffic volumes and speeds, direct interaction with the roadway by users of all ages, and integrated mobility uses.

Nonresidential Development – The construction of any nonresidential structures

Parkway – A type of street owned by the Kansas City Parks and Recreation Department, parkways are typically four-lane divided facilities within a 200-foot right-of-way including a wide landscaped median. Functionalities are much the same as for boulevards, with the additional purpose of connecting the City’s parks and other recreational facilities.

Principal Arterial - These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. See FHWA definitions.

Residential Development – The construction, either separately or combined together, of residential dwelling units.

Right-of-Way (ROW) – In the context of this plan, an area of land used for a road and the public areas (sidewalks, etc.) along both sides of the roadway. The area is owned and maintained by a public agency (City, State, etc.), not the adjacent property owners. Improvements and modifications may be made to the right-of-way area by the owning agency without the consent of the adjacent property owners.

Special Purpose Mass Transit Corridor – A corridor in which right-of-way is preserved in order to accommodate a potential future on- or off street transit route.

Streets Design Guide – The City’s engineering design guidance for the street typologies. This design guidance applies to all City-owned streets and roads.

Suburban Commercial – Streets are heavy commercial corridors with standards suburban style commercial development. This may include malls, strip retail centers, drive-thru restaurants, gas/oil tire stations, car washes, and other businesses.

Thoroughfare – are longer corridor streets that connect major areas with limited access. They serve through trips and generally meet the definition of arterials.

Through Lane – On a segment of roadway between intersections, any designated automobile travel lane that is not a turn lane or parking lane.

Trails KC – Adopted by ordinance, Trails KC is a document that maps regional trails within Kansas City and is a guide for future shared-use trail development and corridor preservation within the city. Some of these trails are located adjacent to streets (including major streets), and some follow other natural features, such as streams.

Travel Demand Forecasting Model – A computer model used to estimate travel behavior and travel demand for a specific future time frame. A traditional model has a four-step process: (1) Trip Generation – the number of trips to be made; (2) Trip Distribution – where those trips go; (3)

Urban Mixed Use – Streets are neighborhood-level commercial corridors outside of the central business district providing access to high-level trip generators such as retail, office, and restaurant space. These areas have a defining character and typically have historic significance for the local community. The corridors are typically dense and walkable.

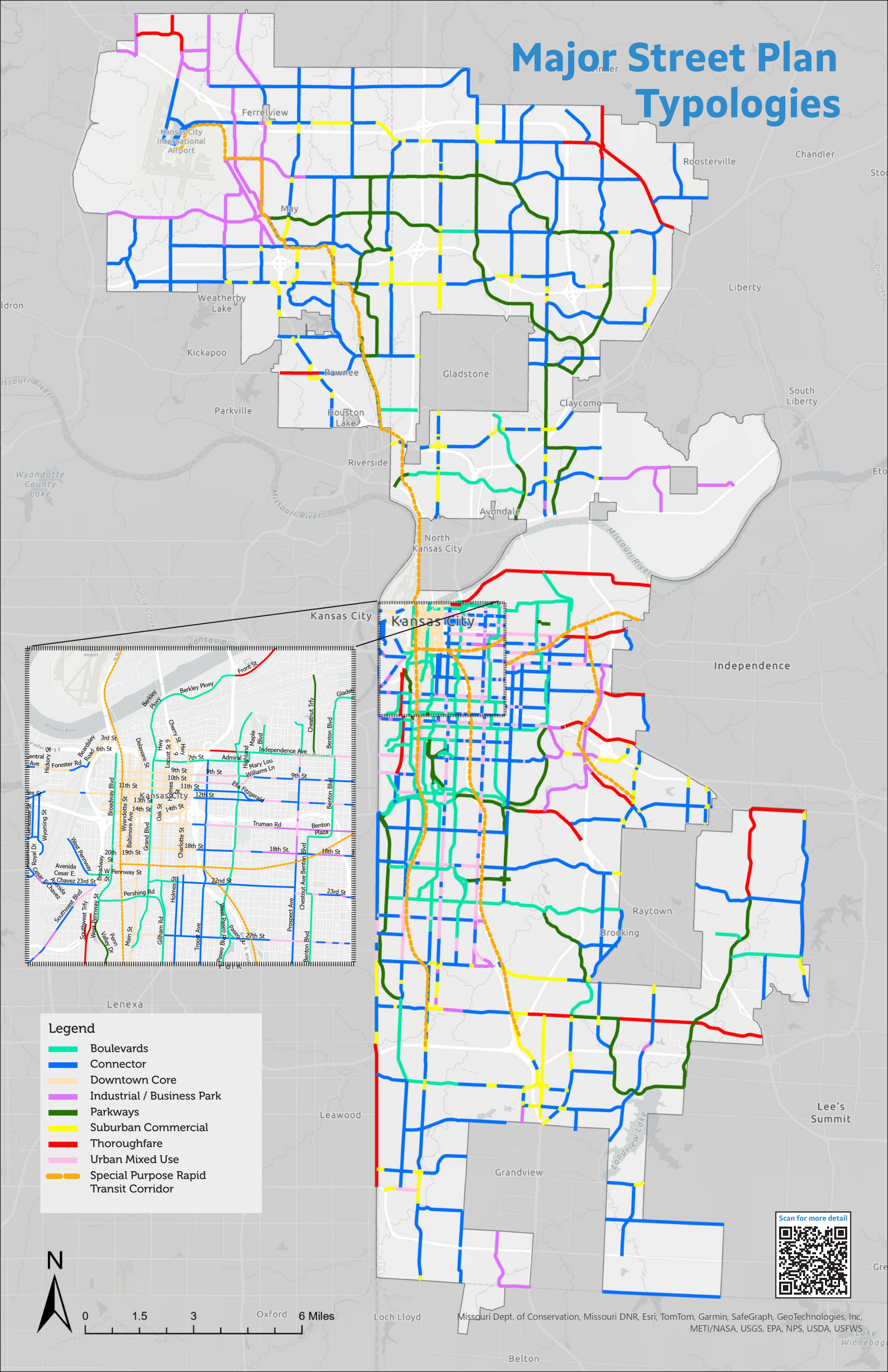
Mode Choice – how the trips are divided among the available mode choices (automobile, transit, etc.); and (4) Trip Assignment – predicting the routes that trips will take.

Typical Section – A profile drawing of a section of roadway that shows what it should look like when constructed. Elements may vary, but generally include right-of-way, sidewalk, curb and gutter, travel way, and median widths.

Typology – A method of roadway classification that is based on the roadway's surrounding uses, as well as the types of users traveling on it.

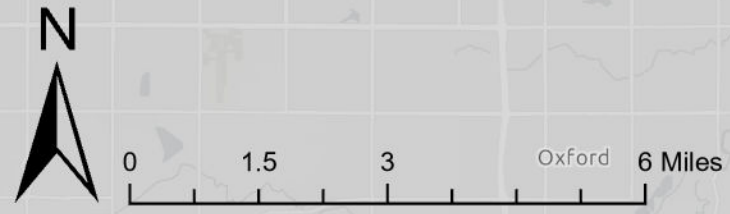
Appendix B:  
Major Street Plan Typologies Map

# Major Street Plan Typologies



**Legend**

- Boulevards
- Connector
- Downtown Core
- Industrial / Business Park
- Parkways
- Suburban Commercial
- Thoroughfare
- Urban Mixed Use
- Special Purpose Rapid Transit Corridor



Appendix C:  
List of Major Streets

<b>STREETNAME</b>	<b>SDG_Typolo</b>	<b>From</b>	<b>To</b>
Wyoming St	Connector	12th St.	American Royal Ct.
Wyandotte St	Downtown Core	Southwest Blvd.	6th St.
Wornall Rd	Urban Mixed Use	85th St.	70th Ter.
Wornall Rd	Connector	63rd St.	51st St.
Wornall Rd	Connector	51st St.	Ward Pkwy.
Wornall Rd	Connector	Ward Pkwy.	90th St.
Wornall Rd	Boulevards	101st St.	Ward Pkwy.
Wornall Rd	Boulevards	104th St.	101st St.
Wornall Rd	Connector	89th St.	85th St.
Wornall Rd	Connector	70th Ter.	63rd St.
Wornall Rd	Boulevards	Red Bridge Rd.	104th St.
Wornall Rd	Connector	135th St.	Red Bridge Rd.
Wornall Rd	Suburban Commercial	90th St.	89th St.
Woodland Ave	Connector	I-435 Hwy WB On-Ramp	126th St.
Winner Rd	Thoroughfare	Winchester Ave.	Blue Ridge Blvd.
Winner Rd	Connector	Winner Rd.	Independence Ave.
Winchester Ave	Industrial / Business Park	Truman Rd.	Independence Ave.
West Pennway St	Boulevards	Pershing Rd.	26th St.
West Pennway St	Parkways	Penn Valley Dr.	26th St.
West Pennway	Connector	21st St.	17th St.
West Paseo	Boulevards	27th St.	Tracy Ave.
West Longview Pkwy	Parkways	107th St.	109th St. `
Waukomis Dr	Connector	I-29 Hwy On-Ramp	Englewood Rd.
Waukomis Dr	Parkways	62nd St.	68th St.
Waukomis Dr	Neighborhood	53' South of 60th St.	14' North of 62nd St.
Waukomis Dr	Parkways	Englewood Rd.	69th St.
Waukomis Dr	Connector	Waukomis Dr.	Line Creek Pkwy.
Waukomis Dr	Connector	Gower Rd.	68th St.
Warwick Blvd	Boulevards	Emanuel Cleaver II Blvd.	Armour Blvd.
Ward Pkwy	Parkways	Ward Pkwy.	Ward Pkwy.
Ward Pkwy	Parkways	76th Ter.	55th St.
Ward Pkwy	Boulevards	Belleview Ave.	Broadway St.

Ward Pkwy	Boulevards	Summit St.	Mill Creek Pkwy.
Ward Pkwy	Boulevards	Mill Creek Pkwy.	Brookside Blvd.
Ward Pkwy	Parkways	Wornall Rd.	76th Ter.
Ward Pkwy	Boulevards	Broadway Blvd.	Mill Creek Pkwy
Ward Pkwy	Boulevards	Brush Creek Pkwy	Bellevue Ave.
Ward Pkwy	Parkways	55th St.	Brush Creek Pkwy.
Ward Pkwy	Boulevards	Bellevue Ave	Summit St.
Ward Pkwy	Parkways	Brush Creek Pkwy.	55th St.
Ward Pkwy	Boulevards	Brush Creek Pkwy.	Bellevue Ave.
W. Longview Pkwy	Parkways	James A. Reed Rd.	Bannister Rd.
W Pennway St	Boulevards	Summit St.	Southwest Blvd.
W Gillham Rd	Parkways	Rockhill Rd.	Gillham Rd.
Vivion Rd	Connector	I-35 Hwy On-Ramp	Claycomo City Limit
Vivion Rd	Suburban Commercial	Old Pike Rd.	Holmes St.
Vivion Rd	Suburban Commercial	155' East of Olive St.	289' East of Bellefontaine Ave.
Vivion Rd	Suburban Commercial	98' West of Lister Ave.	I-35 Hwy On-Ramp
Vivion Rd	Suburban Commercial	Norton Ave.	Jackson Ave.
Vivion Rd	Connector	Mulberry Dr.	Gladstone City Limit
Vivion Rd	Connector	Gladstone City Limit	Old Pike Rd.
Vivion Rd	Suburban Commercial	KCMO City Limit	Mulberry Dr.
Vivion Rd	Connector	Holmes St.	155' North East of Olive St.
Vivion Rd	Connector	Jackson Ave.	Lister Ave.
Vivion Rd	Connector	200' West of Walrond Ave.	Norton Ave.
Virginia Ave	Connector	126th St.	132nd St.
View High Pkwy	Parkways	I-470 Hwy	Bannister Rd.
View High Dr	Parkways	109th St.	I-470 Hwy.
Van Brunt Blvd	Boulevards	31st St.	Bonita Ave.
Van Brunt Blvd	Boulevards	Hardesty Ave.	12th St.
Valentine Rd	Boulevards	38th St.	Broadway St.
Valentine	Boulevards	Terrace St.	Roanoke Rd.
US-40	Thoroughfare	Noland Rd.	Lee's Summit Rd.
US-40	Thoroughfare	I-70 Hwy	Independence City Limit
US-40	Industrial / Business Park	Stadium Dr.	I-70 Hwy EB On-Ramp

US-40	No typology	62' West of I-70 Hwy.	51' East of I-70 Hwy.
US-40	Thoroughfare	I-70 Hwy On-Ramp	223' East of I-70 Hwy Off-Ramp
Truman Rd	Connector	173' East of Winchester Ave.	Manchester Trfy.
Truman Rd	Urban Mixed Use	Troost Ave.	Brooklyn Ave.
Truman Rd	Downtown Core	Locust St.	187' East of Holmes St.
Truman Rd	No typology	8' East of I-435 Hwy On-Ramp	83' East of I-435 Hwy On-Ramp
Truman Rd	Connector	Campbell St.	Troost Ave.
Truman Rd	Urban Mixed Use	Cleveland Ave.	Elmwood Ave.
Truman Rd	Industrial / Business Park	Brooklyn Ave.	Cleveland Ave.
Truman Rd	Urban Mixed Use	Van Brunt Blvd.	Topping Ave.
Truman Rd	Urban Mixed Use	Fremont Ave.	170' East of Winchester Ave.
Truman Rd	Downtown Core	McGee St.	Locust St.
Truman Rd	Connector	Topping Ave.	Fremont Ave.
Truman Rd	Industrial / Business Park	68' East of Tullis Ave.	255' East of Tullis Ave
Truman Rd	Industrial / Business Park	Manchester Trfy	68' of Tullis Ave.
Truman Rd	Downtown Core	Charlotte St.	Campbell St.
Truman Rd	Connector	84' East of I-435 SB Hwy On-Ramp	I-435 Hwy NB Off-Ramp
Truman Rd	Connector	Elmwood Ave.	Van Brunt Blvd.
Truman Rd	Downtown Core	132' West of Charlotte St.	Charlotte St.
Troost Ave	Urban Mixed Use	79th Ter.	70th Ter.
Troost Ave	Urban Mixed Use	67th St.	54th St.
Troost Ave	Connector	51st St.	Dr. Martin Luther King Jr. Blvd.
Troost Ave	Urban Mixed Use	52nd St.	51st St.
Troost Ave	Urban Mixed Use	Dr. Martin Luther King Jr. Blvd.	45th St.
Troost Ave	Urban Mixed Use	44th St.	40th St.
Troost Ave	Suburban Commercial	Bannister Rd.	94th St.
Troost Ave	Connector	85th St.	79th Ter.
Troost Ave	Connector	Manheim Rd.	36th St.
Troost Ave	Urban Mixed Use	33rd St.	31st St.
Troost Ave	Urban Mixed Use	36th St.	34th St.
Troost Ave	Connector	31st St.	Admiral Blvd.
Troost Ave	Connector	68th St.	116' North of 67th St.
Troost Ave	Connector	54th St.	Rockhurst Rd.

Troost Ave	Urban Mixed Use	70th St.	68th St.
Troost Ave	Industrial / Business Park	94th St.	93rd St.
Troost Ave	Connector	40th St.	39th St.
Troost Ave	Urban Mixed Use	39th St.	Manheim Rd.
Troost Ave	Connector	89th St.	114' North of Commercial Access Road
Troost Ave	Industrial / Business Park	116' South of 87th St.	86th Ter.
Troost Ave	Connector	34th St.	33rd St.
Troost Ave	Connector	70th Ter.	70th St.
Troost Ave	Connector	45th St.	44th St.
Tiffany Springs Rd	Connector	Childress Ave.	Congress Ave.
Tiffany Springs Rd	Connector	Ambassador Dr.	Green Hills Rd.
Tiffany Springs Rd	Connector	Congress Ave.	Ambassador Dr.
Tiffany Springs Rd	Parkways	Line Creek Pkwy.	Platte Purchase Dr.
Tiffany Springs Pkwy	Industrial / Business Park	Private Dr.	Ambassador Dr.
Tiffany Springs Pkwy	Connector	Tiffany Springs Pkwy.	3928' North of Park Access Rd.
Tiffany Springs Pkwy	Industrial / Business Park	NW 96th St.	Amity Ave.
Tiffany Springs Pkwy	Industrial / Business Park	Amity Ave.	Private Drive
Tiffany Springs Parkway	Boulevards	73' West of Oak Trfy.	100' East of Oak Trfy
Tiffany Park Rd	Connector	KCMO City Limit	Tiffany Springs Pkwy.
Swope Pkwy	Parkways	Meyer Blvd.	Dr. Martin Luther King Jr. Blvd.
Swope Pkwy	Parkways	67th St.	Meyer Blvd.
Sterling Ave	Connector	50th Ter.	47th St.
Sterling Ave	Connector	44th St.	43rd St.
Sterling Ave	Connector	47th St.	44th St.
Sterling Ave	Suburban Commercial	43rd St.	Independence City Limit
State Line Rd	Suburban Commercial	106' South of Dyke Branch Creek	85th St.
State Line Rd	Suburban Commercial	103rd St.	100th Ter.
State Line Rd	Connector	100th Ter.	156' South of Dike Branch Creek
State Line Rd	Urban Mixed Use	81st St.	76th St.
State Line Rd	Connector	76th St.	75th St.
State Line Rd	Thoroughfare	Red Bridge Rd.	157' South of 103rd St.
State Line Rd	Thoroughfare	M-150 Hwy	Red Bridge Rd.
State Line Rd	Connector	75th St.	Shawnee Mission Pkwy.

State Line Rd	Suburban Commercial	289' South of 103rd St.	103rd St.
State Line Rd	Urban Mixed Use	85th St.	83rd St.
State Line Rd	Connector	83rd St.	81st St.
Staley Rd	Parkways	100th St.	Brighton Ave.
Staley Rd	Parkways	Staley Rd.	108th St.
Staley Rd	Parkways	Staley Rd.	100th St.
Stadium Dr	Suburban Commercial	35th St.	US-40 Hwy.
Stadium Dr	Industrial / Business Park	Big Blue River	US-40 Hwy.
Stadium Dr	Industrial / Business Park	Manchester Trfy	I-435 Hwy SB On-Ramp
Stadium Dr	Industrial / Business Park	Bennington Ave.	Manchester Trfy
Stadium Dr	Suburban Commercial	I-435 Hwy On-Ramp	16' Northeast of Farley Ave.
Stadium Dr	Suburban Commercial	Big Blue River	Bennington Ave.
Stadium Dr	Connector	Farley Ave.	35th St.
Southwest Trfy	Thoroughfare	43rd St.	I-35
Southwest Trfy	Thoroughfare	Summit St.	Southwest Tfwy
Southwest Blvd	Connector	KCMO City Limit	Roanoke Rd.
Southwest Blvd	Downtown Core	I-35 Hwy.	Baltimore Ave.
Southwest Blvd	Urban Mixed Use	25th St.	I-35 On Ramp
Southwest Blvd	Connector	Wyoming St.	104' East of Genessee St.
Southwest Blvd	Connector	27th St.	25th St.
Southwest Blvd	Industrial / Business Park	I-35 Hwy	27th St.
Southwest Blvd	Connector	BNSF RR	I-34 Hwy.
Southwest Blvd	Industrial / Business Park	Private Access Rd.	BNSF RR
Southwest Blvd	Industrial / Business Park	Roanoke Rd.	Wyoming St.
Southwest Blvd	Connector	Bell St.	KCMO City Limit
Sni-A-Bar Rd	Connector	Skiles Ave.	194' East of Byrams Ford Rd.
Sni-A-Bar Rd	Suburban Commercial	194' East of Byrams Ford Rd.	Blue Ridge Ctof
Skyview Ave	Connector	Cookingham Dr.	KCMO City Limit
Skyview Ave	Suburban Commercial	41' South of 107th St.	108th St.
Skyview Ave	Connector	Tiffany Springs Pkwy.	107th St.
Skyview Ave	Connector	108th St.	I-435 Hwy EB On-Ramp
Skyview Ave	Suburban Commercial	I-435 Hwy On-Ramp	Cookingham Dr.
Skyview Ave	Suburban Commercial	Old Tiffany Springs Rd.	Tiffany Springs Pkwy

Shoal Creek Pkwy	Parkways	Mulberry St.	Maplewoods Pkwy.
Shoal Creek Pkwy	Parkways	Pleasant Valley Rd.	Shoal Creek Pkwy.
Shoal Creek Pkwy	Parkways	Maplewoods Pkwy.	108th St.
Shoal Creek Pkwy	Parkways	Searcy Creek Pkwy	NB I-435 Hwy On-Ramp
Shoal Creek Pkwy	Parkways	312' East of I-435 Hwy Off-Ramp	I-435 Hwy On-Ramp
Sherman Rd	Connector	Cookingham Dr.	1034' South East of KCMO City Limit
Shawnee Mission Pkwy	Connector	State Line Rd.	Ward Pkwy
Searcy Creek Pkwy	Connector	Birmingham Rd.	Service Rd.
Searcy Creek Pkwy	Parkways	M-210 Hwy Off-Ramp	Parvin Rd.
Searcy Creek Pkwy	Parkways	Pleasant Valley Rd.	Pleasant Valley Rd.
Searcy Creek Pkwy	Parkways	Parvin Rd.	48th St.
Scherer Pkwy	Suburban Commercial	Raytown Rd.	Lee's Summit City Limit
SB Southwest Trfy	Thoroughfare	Southwest Trfy.	43rd St.
Rockhill Terrace	Boulevards	Brush Creek Blvd.	Gillham Rd.
Rockhill Rd	Boulevards	Holmes Rd.	45th St.
Rockhill Rd	Boulevards	Gregory Blvd,	Holmes Rd.
Robinhood Ln	Connector	108th St.	KCMO City Limits
Roanoke Pkwy	Boulevards	Ward Pkwy.	Westport Rd.
Roanoke Pkwy	Neighborhood	Ward Pkwy	Roanoke Pkwy
Rhinehart Rd	Connector	Unity Village City Limit	79th St.
Red Bridge Rd	Boulevards	Wornall Rd.	Blue River Rd.
Red Bridge Rd	Suburban Commercial	College Ln.	Cleveland Ave.
Red Bridge Rd	Connector	State Line Rd.	Wornall Rd.
Red Bridge Rd	Connector	Barrymore Dr.	KCS RR
Red Bridge Rd	Connector	Cleveland Ave.	Grandview Rd.
Red Bridge Rd	Connector	Blue River Rd.	College Ln.
Red Bridge Rd	Suburban Commercial	Grandview Rd.	Hickman Mills Dr.
Red Bridge Rd	Suburban Commercial	Hickman Mills Dr.	Hillcrest Rd.
Red Bridge Rd	Suburban Commercial	KCS RR	Blue Ridge Blvd.
Red Bridge Rd	Suburban Commercial	Hillcrest Rd.	41' East of Barrymore Dr.
Raytown Rd	Connector	Grandview City Limit	I-470 Hwy WB Off-Ramp
Raytown Rd	Industrial / Business Park	Coal Mine Rd.	I-435 Hwy NB Off-Ramp
Raytown Rd	Connector	141' South of M-150 Hwy.	Highgrove Rd.

Raytown Rd	Suburban Commercial	White Creek	87th St.
Raytown Rd	Connector	Old Raytown Rd.	White Creek
Raytown Rd	Connector	Blue Ridge Ctof.	52nd Ter.
Raytown Rd	Thoroughfare	Eastern Ave.	Blue Ridge Ctof
Raytown Rd	Industrial / Business Park	Stadium Dr.	187' North of 39th St.
Raytown Rd	Industrial / Business Park	33rd St.	Manchester Trfy
Raytown Rd	Thoroughfare	I-435 Hwy Off-Ramp	Eastern Ave.
Raytown Rd	Industrial / Business Park	I-470 Hwy WB Off-Ramp	Old Raytown Rd.
Prospect Ave	Urban Mixed Use	75th St.	67th St.
Prospect Ave	Industrial / Business Park	85th St.	Hickman Mills Dr.
Prospect Ave	Urban Mixed Use	Hickman Mills Dr.	80th St.
Prospect Ave	Industrial / Business Park	77th St.	75th St.
Prospect Ave	Urban Mixed Use	36th St.	35th St.
Prospect Ave	Connector	M-150 Hwy	139th St.
Prospect Ave	Urban Mixed Use	55th St.	53rd St.
Prospect Ave	Urban Mixed Use	EB Meyer Blvd.	61st St.
Prospect Ave	Urban Mixed Use	60th St.	56th St.
Prospect Ave	Connector	55th St.	56th St.
Prospect Ave	Urban Mixed Use	51st St.	46th St.
Prospect Ave	Connector	43rd St.	40th St.
Prospect Ave	Connector	29th St.	137' North of KCT RR
Prospect Ave	Urban Mixed Use	33rd St.	30th St.
Prospect Ave	Connector	35th St.	33rd St.
Prospect Ave	Connector	13th St.	9th St.
Prospect Ave	Urban Mixed Use	I-70	13th St.
Prospect Ave	Urban Mixed Use	I-70	400' South of Truman Rd.
Prospect Ave	Urban Mixed Use	9th St.	8th St.
Prospect Ave	Connector	53rd St.	51st St.
Prospect Ave	Connector	80th St.	77th St.
Prospect Ave	Urban Mixed Use	44th St.	43rd St.
Prospect Ave	Connector	Meyer Blvd.	67th St.
Prospect Ave	Connector	60th St.	61st St.
Prospect Ave	No typology	280' South of EB M-150 Hwy.	33' North of WB M-150 Hwy.

Prospect Ave	Connector	155th St.	280' South of M-150 Hwy.
Prospect Ave	Urban Mixed Use	40th St.	38th St.
Prospect Ave	Connector	30th St.	29th St.
Prospect Ave	Connector	46th St.	44th St.
Prospect Ave	Urban Mixed Use	7th St.	Independence Ave.
Prospect Ave	Industrial / Business Park	137' North of KCT RR	403' South of Truman Rd.
Prospect Ave	Connector	37th St.	35th Ter.
Prospect Ave	Boulevards	Independence Ave.	Reservoir Dr.
Prospect Ave	Connector	8th St.	7th St.
Prospect Ave	Industrial / Business Park	I-70 Hwy EB On-Ramp	I-70 Hwy
Prospect Ave	Urban Mixed Use	29th St.	29th St.
Prospect Ave	Connector	38th St.	37th St.
Prospect Ave	Urban Mixed Use	37th St.	25' North of 37th St.
Prairie View Rd	Suburban Commercial	Chatham Rd.	183' North of NW 62nd St.
Prairie View Rd	Connector	210' North of 77th Ter.	213' North of 81st St.
Prairie View Rd	Suburban Commercial	Barry Rd.	214' North of 81st St.
Prairie View Rd	Industrial / Business Park	Congress Ave.	Old Tiffany Springs Rd.
Prairie View Rd	Suburban Commercial	31' North of M-9 Hwy.	210' North of 77th Ter.
Prairie View Rd	Industrial / Business Park	KCMO City Limit	Bethel Ave.
Prairie View Rd	Connector	183' Northwest of NW 62nd St.	Northwood Rd.
Prairie View Rd	Suburban Commercial	70th St.	72nd St.
Prairie View Rd	Connector	70th St.	221' NW of Private Access Rd.
Prairie View Rd	Industrial / Business Park	Tiffany Springs Pkwy.	86' North West of Vienna Rd.
Prairie View Rd	Industrial	112th St.	Vienna Rd.
Pleasant Valley Rd	Connector	Searcy Creek Pkwy	Shoal Creek Pkwy.
Pleasant Valley Rd	Connector	Gladstone City Limit	Brighton Ave.
Pleasant Valley Rd	Connector	Searcy Creek Pkwy.	Pleasant Valley City Limit
Pleasant Valley Rd	Parkways	Brighton Ave.	Searcy Creek Pkwy
Platte Purchase Dr	Connector	Ames Ave.	917' North of 71st St.
Platte Purchase Dr	Connector	917' North of 71st St.	75th St.
Platte Purchase Dr	Connector	68th St.	Agnes Ave.
Pershing Rd	Boulevards	Broadway St.	Gillham Rd.
Penn Valley Dr	Parkways	30th St.	West Pennway St.

Paseo St	Boulevards	Paseo Blvd.	Vine St.
Paseo Blvd	Boulevards	63rd St.	Dr. Martin Luther King Jr. Blvd.
Paseo Blvd	Boulevards	63rd St.	Meyer Blvd.
Paseo Blvd	Connector	85th St.	82nd St.
Paseo Blvd	Urban Mixed Use	82nd St.	79th St.
Paseo Blvd	Boulevards	Emanuel Cleaver II Blvd.	45th St.
Paseo Blvd	Boulevards	18th St.	Lexington Ave.
Paseo Blvd	Boulevards	79th St.	Paseo Blvd.
Paseo Blvd	Boulevards	Dr. Martin Luther King Jr. Blvd.	Emanuel Cleaver II Blvd.
Paseo Blvd	Boulevards	45th St.	31st St.
Paseo Blvd	Boulevards	31st St.	18th St.
Paseo Blvd	Boulevards	69th St.	Meyer Blvd
Parvin Rd	Suburban Commercial	Corrington Ave.	Randolph Rd.
Parvin Rd	Boulevards	Holmes St.	Davidson Rd.
Parvin Rd	Suburban Commercial	Brighton Ave.	Hardesty Ave.
Parvin Rd	Suburban Commercial	Chouteau Pkwy	Jackson Ave.
Parvin Rd	Connector	Jackson Ave.	Brighton Ave.
Parvin Rd	Connector	Randolph Rd.	156' East of I-435 Hwy Off-Ramp
Parvin Rd	Boulevards	Davidson Rd.	Cleveland Ave.
Parvin Rd	Connector	Hardesty Ave.	213' East of Winchester Ave.
Parvin Rd	Boulevards	Cleveland Ave.	Chouteau Pkwy.
Parvin Rd	Industrial / Business Park	97' West of Randolph Rd.	Birmingham City Limit
Parvin Rd	Connector	213' West of Winchester Ave.	Corrington Ave.
Paris St	Connector	Mexico City Ave.	Cookingham Drive On-Ramp
Oldham Rd	Parkways	Lakeside Dr.	Oakwood Dr.
Oldham Rd	Parkways	87th St.	Blue River Rd.
Old Stagecoach Rd	Connector	Belton Ave.	Line Creek Pkwy.
Oak St	Downtown Core	77' North of 22nd St.	Truman Rd.
Oak St	Downtown Core	13th St.	11th St.
Oak St	Downtown Core	8th St.	Oak Trfy On-Ramp
Oak St	Downtown Core	11th St.	10th St.
Oak St	Downtown Core	10th St.	9th St.
Oak St	Downtown Core	9th St.	8th St.

Oak St	Downtown Core	Truman Rd.	13th St.
NW Tiffany Springs Rd	Connector	Green Hills Rd.	Belton Ave.
NW Tiffany Springs Pkwy	Parkways	Ambassador Dr.	Green Hills Rd.
NW Tiffany Springs Pkwy	Parkways	Platte Purchase Dr.	US 169 Hwy.
NW 96th St	Industrial / Business Park	KCMO City Limit	Tiffany Springs Pkwy.
NW 79th St	Connector	Montclair Ave.	Green Hills Rd.
NW 72nd St	Connector	Tomahawk Ln.	Overland Dr.
NW 72nd St	Suburban Commercial	Roanridge Rd.	59' East of Tomahawk Ln.
NW 72nd St	Connector	Prairie View Rd.	Roanridge Rd.
NW 68th St	Connector	Coventry Ave.	US-169 NB On-Ramp
NW 68th St	Suburban Commercial	US-169 Hwy Ramp	Gladstone City Limit
NW 68th St	Connector	Robinhood Ln.	Waukomis Dr.
NW 68th St	Parkways	Line Creek Pkwy.	Coventry Ave.
NW 64th St	Connector	I-29 Hwy On-Ramp	64th St.
NW 64th St	Thoroughfare	Cosby Ave.	I-29 Hwy On-Ramp
NW 64th St	Thoroughfare	Klamm Rd.	Cosby Ave.
NW 56th St	Boulevards	Waukomis Dr.	Liberty Ave.
NW 128th St	Connector	Interurban Rd.	Skyview Ave.
NW 128th St	Connector	Skyview Ave.	Robinhood Ln.
NW 112th St.	Industrial / Business Park	Congress Ave.	NW 108th St.
NW 112th St	Industrial / Business Park	I-29 Hwy SB On-Ramp	Congress Ave.
NW 112th St	Connector	Prarie View Rd.	I-29 Hwy Off-Ramp
NW 100th St	Parkways	Green Hills Rd.	Platte Purchase Dr.
Northwood Rd	Suburban Commercial	297' South of 58th Ter.	Prairie View Rd.
Northwood Rd	Connector	52nd St.	297' South of 58th Ter.
Norfleet Rd.	Industrial	40th St.	M-210 Hwy.
Noland Rd	Parkways	Brickyard Rd.	Little Blue Rd.
Noland Rd	Thoroughfare	Little Blue Rd.	US-40 Hwy.
NE 96th St	Boulevards	West Fork Shoal Creek	Maplewoods Pkwy.
NE 96th St	Connector	Indiana Ave.	Lawn Ave.
NE 80th St	Parkways	M-1 Hwy.	Spruce Ave.
NE 76th St	Connector	Shoal Creek Pkwy.	Flintlock Rd.
NE 76th St	Connector	Brighton Ave.	East Fork Shoal Creek

NE 76th St	Connector	East Fork Shoal Creek	Shoal Creek Pkwy.
NE 72nd St	Connector	Gladstone City Limit	Brighton Ave.
NE 48th St	Parkways	Brighton Ave.	Searcy Creek Pkwy
NE 48th St	Connector	Randolph Rd.	Worlds of Fun Dr.
NE 48th St	Connector	Searcy Creek Pkwy	Randolph Rd.
NE 42nd St	Boulevards	Oak Trfy	Holmes St.
NE 108th St	Connector	Hardesty Ave.	Cookingham Dr.
N Woodland Av	Connector	EB I-435 Hwy On-Ramp	126th St.
N Woodland Av	Connector	111th Ter.	Cookingham Dr.
N Woodland Av	Suburban Commercial	Cookingham Dr.	I-435 Hwy On-Ramp
N Winan Ave	Industrial / Business Park	128th St.	Everton Ave.
N Winan Av	Industrial / Business Park	132nd St.	M-92 Hwy.
N Van Brunt Ave	Boulevards	12th St.	Gladstone Blvd.
N Platte Purchase Dr	Suburban Commercial	Barry Rd.	M-152 Hwy On-Ramp
N Platte Purchase Dr	Connector	Tiffany Springs Rd.	3744' North of 108th St.
N Platte Purchase Dr	Connector	M-150 Hwy On-Ramp	Pleasant Valley Rd.
N Platte Purchase Dr	Connector	76th St.	Barry Rd.
N Platte Purchase Dr	Suburban Commercial	M-152 Hwy On-Ramp	Tiffany Springs Rd.
N Platte Purchase Dr	Connector	N. Platte Purchase Dr.	Cookingham Dr.
N Oak Trfy	Suburban Commercial	126' South of M-152 Hwy On-Ramp	95th Ter.
N Oak Trfy	Connector	259' North of 111th St.	Cookingham Dr.
N Oak Trfy	Suburban Commercial	111th St.	260' North of 111th St.
N Oak Tfwy	Suburban Commercial	65' North of I-29 Hwy.	Access Road Apts
N Oak Tfwy	Suburban Commercial	734' South of 79th Ter.	61' North of 86th Ter.
N Oak Tfwy	Suburban Commercial	19' South of 107th St.	25' North of 109th Ter.
N Oak Tfwy	Suburban Commercial	95th Ter.	96th St.
N Oak Tfwy	Connector	54th Ter.	344' North of 50th Ter.
N Oak Tfwy	Suburban Commercial	154' South of Hill St.	43rd St.
N Oak Tfwy	Connector	44th St.	I-29 Hwy.
N Oak Tfwy	No typology	24' South of EB I-29 Hwy.	36' North of WB I-29 Hwy.
N Oak Tfwy	Connector	109th Ter.	111th St.
N Oak Tfwy	Connector	97th St.	107th St.
N Oak Tfwy	Suburban Commercial	West Fork Shoal Creek	117' South of M-152 Hwy On-Ramp

N Oak Tfwy	Connector	61' North of 86th Ter.	West Fork Shoal Creek
N Oak Tfwy	Neighborhood	33' South of 44th St.	40' North of 44th St.
N Oak Tfwy	Suburban Commercial	54th Ter.	Englewood Rd.
N Oak Tfwy	Connector	446' South of 50th Ter.	50th Ter.
N Oak Tfwy	Connector	43rd St.	43rd Ter.
N Oak Tfwy	Connector	North Kansas City City Limit	154' South of Hill St.
N Oak Tfwy	Suburban Commercial	96th St.	9' North of 97th St.
N Oak Tfwy	Suburban Commercial	50th Ter.	17' South of Commercial Access Rd.
N Oak Tfwy	Suburban Commercial	43rd Ter.	315' North of 43rd Ter.
N Indiana Ave	Connector	Barry Rd.	100th St.
N Indiana Av	Suburban Commercial	M-152 Hwy Off-Ramp	Barry Rd.
N Hampton Rd	Connector	92' South of Barry Rd.	Tiffany Park Rd.
N Green Hills Rd	Suburban Commercial	90th St.	Tiffany Springs Rd.
N Green Hills Rd	Suburban Commercial	167' North of Line Creek Dr.	M-152 Hwy On-Ramp
N Green Hills Rd	Connector	Robinhood Ln.	167' North of Line Creek Dr.
N Green Hills Rd	Connector	M-152 Hwy On-Ramp	90th St.
N Green Hills Rd	Connector	Tiffany Springs Rd.	108th St.
N Congress Av	Industrial / Business Park	Ambassador Dr.	Cookingham Dr.
N Congress Av	Connector	Barry Rd.	Donovan Dr.
N Congress Av	Industrial / Business Park	Old Tiffany Springs Rd.	Tiffany Springs Pkwy.
N Congress Av	Suburban Commercial	Donovan Dr.	Old Tiffany Springs Rd.
N Childress Av	Connector	Old Tiffany Springs Rd.	KCMO City Limit
N Brighton Ave	Connector	Barry Rd.	96th St.
N Brighton Ave	Parkways	48th St.	Pleasant Valley Rd.
N Brighton Ave	Suburban Commercial	Parvin Rd.	24' North of 42nd St.
N Brighton Ave	Connector	36th St.	Parvin Rd.
N Brighton Ave	Suburban Commercial	44th Ter.	46th Ter.
N Brighton Ave	Suburban Commercial	M-152 Hwy.	350' North of M-152 Hwy On-Ramp
N Brighton Ave	Connector	M-152 Hwy On-Ramp	M-152 Hwy.
N Brighton Ave	Connector	Pleasant Valley Rd.	80th St.
N Brighton Ave	Suburban Commercial	Soccer Dr.	M-152 Hwy Off-Ramp
N Brighton Ave	Connector	Birmingham Rd.	34th Ter.
N Brighton Ave	Suburban Commercial	438' South of Barry Rd.	Barry Rd.

N Brighton Ave	Industrial / Business Park	Brighton Ave.	36th St.
N Brighton Ave	Connector	46th Ter.	48th St.
N Brighton Ave	Connector	42nd St.	44th Ter.
N Bethel Ave	Industrial / Business Park	Prairie View Rd.	M-92 Hwy.
N Arlington Av	Industrial / Business Park	M-210 Hwy.	Parvin Rd.
N Amity Av	Connector	Barry Rd.	Old Tiffany Springs Rd.
N Amity Av	Industrial / Business Park	Old Tiffany Springs Rd.	Tiffany Springs Pkwy.
N 72nd St	Connector	M-9 Hwy	Prairie View Rd.
N 108th St	Industrial / Business Park	NW 112th St.	122' East of Second Creek
N 108th St	Parkways	Robinhood Ln.	Mulberry St.
N 108th St	Connector	122' East Second Creek	Robinhood Ln.
Mo 350/Blue Pkwy	Thoroughfare	55th St.	M-350 Hwy
Mo 350/Blue Pkwy	Thoroughfare	55th St.	<Null>
Mill Creek Pkwy	Boulevards	Ward Pkwy.	43rd St.
Meyer Blvd	Boulevards	Paseo Blvd. Soutbound	Bushman Dr.
Meyer Blvd	Boulevards	Wornall Rd.	Paseo Blvd.
Meyer Blvd	Parkways	Paseo	Starlight Rd.
Meyer Blvd	Parkways	Askew Ave.	Starlight Rd.
Meyer Blvd	Parkways	East Meyer Blvd. Roundabout	East Meyer Blvd. Roundabout
Meyer Blvd	Boulevards	Paseo Blvd.	Paseo Blvd.
Meyer Blvd	Boulevards	Ward Pkwy.	Wornall Rd.
Mexico City Ave	Industrial / Business Park	I-29 Hwy	132nd St.
Mexico City Ave	Connector	Paris St.	I-29 Hwy.
Mexico City Ave	Thoroughfare	136th St.	M-92 Hwy.
Mexico City Ave	Thoroughfare	136th St.	M-92 Hwy.
Mersington Ave	Connector	343' North of I-435 Hwy.	KCMO City Limit
Mersington Ave	Connector	108th St.	Cookingham Dr.
Mersington Ave	Connector	343' North of I-435 Hwy.	Cookingham Dr.
Mary Lou Williams Ln	Urban Mixed Use	Paseo Blvd.	Woodland Ave.
Martha Truman Rd	Connector	Blue Ridge Rd.	Grandview City Limit
Martha Truman Rd	Connector	Wornall Rd.	143' East of McGee St.
Martha Truman Rd	Connector	143' East of McGee St.	Holmes Rd.
Martha Truman Rd	Connector	Holmes Rd.	Blue Ridge Rd.

Martha Truman Rd	Connector	Grandview City Limit	563' East of Grandview City Limit
Marion Park Dr	Suburban Commercial	Hickman Mills Dr.	Bannister Rd.
Maplewoods Pkwy	Parkways	Barry Rd.	Brooklyn Ave.
Maplewoods Pkwy	Parkways	Shoal Creek Pkwy.	Spruce Ave.
Maplewoods Pkwy	Parkways	Agnes Ave.	Barry Rd.
Maplewoods Pkwy	Parkways	Spruce Ave.	80th St.
Maplewoods Pkwy	Parkways	Agnes Ave.	M-1 Hwy.
Maple Blvd	Boulevards	Independence Ave.	340' West of Garfield Ave.
Manheim Rd	Boulevards	Holmes St.	Troost Ave.
Manheim Rd	Boulevards	Troost Ave.	39th St.
Manchester Trfy	Industrial / Business Park	Manchester Trfy.	Truman Rd.
Manchester Trfy	Industrial / Business Park	Stadium Dr.	33rd St.
Manchester Trfy	Suburban Commercial	Winchester Ave.	187' North of 39th St.
Main St	Urban Mixed Use	46th St.	31st St.
Main St	Downtown Core	31st St.	730' North of Pershing Rd.
Main St	Downtown Core	16th St.	9th St.
Main St	Downtown Core	9th St.	7th St.
Main St	Downtown Core	730' North of Pershing Rd.	19th St.
Main St	Downtown Core	19th St.	16th St.
Main St	Connector	Emanuel Cleaver II Blvd.	46th St.
Madison Ave	Connector	47th St.	43rd St.
Longview Rd	Suburban Commercial	Bennington Ave.	Winchester Ave.
Longview Rd	Connector	Hickman Mills Dr.	Bennington Ave.
Longview Rd	Suburban Commercial	Nordy Rd.	Hickman Mills Dr.
Longview Rd	Connector	Grandview Rd.	Norby Rd.
Longview Rd	Connector	Winchester Ave.	Greenwood Rd.
Locust St	Downtown Core	Admiral Blvd.	Oak Trfy Off-Ramp
Little Blue Rd	Connector	Raytown City Limit	Noland Rd.
Little Blue Rd	Boulevards	300' East of Breckenridge Ave.	Lee's Summit Rd.
Little Blue Rd	Connector	Noland Rd.	Lee's Summit Rd.
Linwood Blvd	Boulevards	Broadway Blvd.	Van Brunt Blvd.
Line Creek Pkwy	Parkways	Barry Rd.	Tiffany Springs Rd.
Line Creek Pkwy	Parkways	NW 100th St.	N 108th St.

Line Creek Pkwy	Parkways	Tiffany Springs Rd.	97th St.
Line Creek Pkwy	Parkways	76th St.	Barry Rd.
Line Creek Pkwy	Parkways	NW 68th St.	Private School Dr.
Line Creek Pkwy	Parkways	97th St.	100th St.
Lee's Summit Rd	Connector	Gregory Blvd.	248' South of 48th Ter.
Lee's Summit Rd	Suburban Commercial	83rd St.	Gregory Blvd.
Lee's Summit Rd	Connector	Lee's Summit City Limit	83rd St.
Leeds Trfy	Connector	Chelsea Dr.	Emanuel Cleaver II Blvd.
Leeds Trfy	Industrial / Business Park	Emanuel Cleaver II Blvd.	Stadium Dr.
Karnes	Boulevards	Wyoming St.	31st St.
James St	Connector	KCMO City Limit	Genessee St.
James A Reed Rd	Connector	360' North of Bannister Rd.	Raytown City Limit
James A Reed Rd	Connector	95' North of I-470 Hwy.	197' South of 96th Ter.
James A Reed Rd	Suburban Commercial	197' South of 96th Ter.	360' North of Bannister Rd.
James A Reed Rd	Connector	Blue Ridge Blvd.	63rd St.
James A Reed Rd	Parkways	107th St.	I-470 Hwy
James A Reed Rd	Connector	Raytown City Limit	87th St.
Jackson Ave	Connector	Linwood Blvd.	Truman Rd.
Interurban Rd	Connector	Ferrelview Ave.	NW 128th St.
Interurban Rd	Industrial / Business Park	128th St.	KCMO City Limit
Indiana Ave	Connector	100th St.	Staley Rd.
Independence Ave	Downtown Core	Charlotte St.	I-35/I-29 Hwy
Independence Ave	Urban Mixed Use	Benton Blvd.	KCT Railroad
Independence Ave	Boulevards	Paseo Blvd.	Benton Blvd.
Independence Ave	Thoroughfare	I-35/I-29 Hwy	Paseo
Independence Ave	Thoroughfare	KCT RR	Winchester Ave.
Hwy 9	Downtown Core	Oak Trfy. Off-Ramp	5th St.
Hwy 9	Downtown Core	5th St.	Oak Trfy On-Ramp
Home Ave	Connector	112th St.	116th St.
Home Ave	Connector	104th St.	112th St.
Holmes St	Boulevards	78th St.	Rockhill Rd.
Holmes St	Connector	Woodbridge Ln.	552' North of Minor Dr.
Holmes St	Suburban Commercial	Dyke Branch Creek	93rd Ter

Holmes St	Suburban Commercial	105th St.	I-435 Hwy Off-Ramp
Holmes St	Suburban Commercial	I-435 Hwy Off-Ramp	Cherry St.
Holmes St	Connector	85th St.	78th St.
Holmes St	Connector	93rd Ter.	314' South of 85th St.
Holmes St	Connector	110th Ter.	105th St.
Holmes St	Connector	Kenneth Rd.	Big Blue River
Holmes St	Suburban Commercial	155th St.	Kenneth Rd.
Holmes St	Suburban Commercial	Blue Ridge Blvd.	Woodbridge Ln.
Holmes St	Suburban Commercial	135th St.	Blue Ridge Blvd.
Holmes St	Suburban Commercial	Access Rd.	110th Ter.
Holmes St	Connector	31st St.	127' South of 21st St.
Holmes St	Suburban Commercial	Indian Creek	98th St.
Holmes St	Downtown Core	130' South of 21st. St.	Truman Rd.
Holmes St	Downtown Core	14th St.	13th St.
Holmes St	Downtown Core	13th St.	12th St.
Holmes St	Downtown Core	11th St.	9th St.
Holmes St	Suburban Commercial	Big Blue River	135th St.
Holmes St	Connector	98th St.	Dyke Branch Creek
Holmes St	Connector	Cherry St.	Indian Creek
Holmes St	Downtown Core	Truman Rd.	14th St.
Holmes St	Suburban Commercial	Access Road Apts.	85th St.
Hillcrest Rd.	Suburban Commercial	109th Ter.	Bannister Rd.
Hillcrest Rd	Suburban Commercial	Hickman Mills Dr.	109th Ter
Highland	Boulevards	7th St.	Independence Ave.
High Grove Rd	Connector	Grandview City Limit	Raytown Rd.
Hickory St	Downtown Core	Forester Rd.	9th St.
Hickman Mills Dr	Industrial / Business Park	UP RR	US-71 Hwy
Hickman Mills Dr	Suburban Commercial	US 71 Hwy Off-Ramp	Red Bridge Rd.
Hickman Mills Dr	Suburban Commercial	Access Road Apt.	Marion Park Dr.
Hickman Mills Dr	Urban Mixed Use	UP Railroad	Prospect Ave.
Hickman Mills Dr	Connector	770' North of 109th Ter.	408' North West of I-470 Hwy Off-Ramp
Harrison Pkwy	Parkways	Gillham Rd.	Harrison Pkwy.
Harrison Pkwy	Parkways	Gillham Rd.	37th St.

Harrison Blvd	Boulevards	39th St.	Armour Blvd.
Harrison Blvd	Parkways	37th Ter.	Harrison Blvd.
Harrison	Boulevards	Emanuel Cleaver II Blvd.	Brush Creek Blvd.
Harrison	Boulevards	Gillham	Harrison St.
Hardesty Ave	Connector	Hardesty Ave Crovr.	11th St.
Hardesty Ave	Boulevards	Bonita Ave.	Van Brunt Blvd.
Hardesty Ave	Industrial	21' South of 11th St.	Independence Ave.
Hardesty Ave	Connector	Pine Grove Dr.	108th St.
Hardesty Ave	Connector	Pine Grove Dr.	Staley Rd.
Gregory Blvd	Boulevards	Prospect Ave.	Oldham Rd.
Gregory Blvd	Boulevards	Ward Pkwy.	Prospect Ave.
Gregory Blvd	Boulevards	Gregory Blvd.	Blue Ridge Blvd.
Grandview Rd	Industrial / Business Park	Grandview City Limit	Longview Rd.
Grandview Rd	Connector	414' North of 114th St.	159' North of 112th Ter.
Grandview Rd	Suburban Commercial	86' South of 112th St.	Red Bridge Rd.
Grand Blvd	Boulevards	6th St.	20th St.
Grand Blvd	Boulevards	6th St.	Independence Ave.
Grand Blvd	Boulevards	20th St.	Main St.
Grand Blvd	Boulevards	3rd St.	Independence Ave.
Gower Rd	Connector	64th St.	NW 68th St.
Gladstone Blvd	Boulevards	Belmont Blvd.	St. John Ave.
Gillham Rd	Parkways	W. Gillham Rd.	Armour Blvd.
Gillham Rd	Boulevards	31st St.	22nd St.
Gillham Rd	Parkways	146' South of Armour Blvd.	Armour Blvd.
Gillham Rd	Parkways	Gillham Rd.	210' South of Armour Blvd.
Gillham Rd	Parkways	32' North of 39th St.	146' South of Armour Blvd.
Gillham Plz	Boulevards	Armour Rd.	31st St.
Gillham	Boulevards	Brush Creek Blvd.	Gillham Rd.
Gillham	Parkways	Harrison St.	41st St.
Gillham	Parkways	NB Crossover	NB Crossover
Gillham	Parkways	SB Crossover	SB Crossover
Genessee St	Connector	American Royal Dr.	Wyoming St.
Genessee St	Connector	James St. Via.	American Royal Dr.

Front St.	Thoroughfare	Century Ave.	Independence City Limit
Front St	Thoroughfare	Chouteau Trfy.	Century Ave.
Front St	Thoroughfare	Casino Access Rd.	Chouteay Trfy.
Front St	Thoroughfare	I-35/I-29 Hwy On-Ramp	Casino Access Rd.
Front St	Boulevards	Lydia Ave.	I-35/I-29
Forester Rd	Connector	181' East of Santa Fe St.	Beadsley Rd.
Forester Rd	Downtown Core	Hickory St.	990' East of Hickory St.
Food Ln	Connector	City Limit (Grandview)	Longview Rd.
Flintlock Rd	Suburban Commercial	85' South of 79th St.	Shoal Creek Valley Dr.
Flintlock Rd	Connector	Shoal Creek Valley Dr.	96th St.
Everton Ave.	Industrial / Business Park	104th St.	Prairie View Rd.
Everton Ave	Industrial / Business Park	104th St.	Prairie View Rd.
Englewood Rd	Boulevards	Summit St.	Access Rd.
Englewood Rd	Boulevards	Liberty Ave.	Summit St.
Emanuel Cleaver II Blvd	Boulevards	Rockhill Rd.	Benton Blvd.
Emanuel Cleaver II Blvd	Parkways	Benton Blvd.	31st St.
Emanuel Cleaver II Blvd	Boulevards	Brookside Blvd.	Oak St.
Emanuel Cleaver II Blvd	Boulevards	Oak St.	Rockhill Rd.
Ella Fitzgerald	Connector	Paseo	Woodland Ave.
Eastwood Trfy	Connector	Dr. Martin Luther King Jr. Blvd.	SB I-435 Hwy On-Ramp
Eastwood Trfy	Connector	I-435 Hwy On-Ramp	Palmer Dr.
Eastwood Trfy	Connector	SB I-435 Hwy On-Ramp	NB I-435 Hwy On-Ramp
Eastern Ave	Thoroughfare	112th Ter.	KCMO City Limit
Eastern Ave	Connector	Shoal Creek Pkwy.	112th Ter.
Dr Martin Luther King Jr Blvd	Boulevards	Mill Creek Pkwy.	Paseo Blvd.
Dr Martin Luther King Jr Blvd	Parkways	Paseo	Elmwood Ave.
Dr Martin Luther King Jr Blvd	Thoroughfare	Elmwood Ave.	55th St.
Delaware St	Downtown Core	7th St.	Independence Ave.
Coventry Ave	Parkways	68th St.	76th St.
Cookingham Drive On Ramp	Connector	Bern St.	Cookingham Dr.
Cookingham Drive On Ramp	Connector	Bern St.	Cookingham Dr.
Cookingham Drive On Ramp	Connector	Paris St.	Cookingham Dr.
Cookingham Dr Off Ramp	Connector	Cookingham Dr.	Bern St.

Cookingham Dr Off Ramp	Connector	Cookingham Dr.	Bern St.
Cookingham Dr Off Ramp	Connector	Cookinham Dr.	Paris St.
Cookingham Dr	Connector	Ferrelview City Limit	Second Creek
Cookingham Dr	Connector	I-29 Hwy On-Ramp	I-435 Hwy On-Ramp
Cookingham Dr	Connector	Paris St.	Prairie View Rd.
Cookingham Dr	Connector	1209' West of Agnes Ave.	I-435 Hwy On-Ramp
Cookingham Dr	Suburban Commercial	1708' West of Outer Rd.	393' West of Madison Ave.
Cookingham Dr	Suburban Commercial	US.169 Ramp	Main St.
Cookingham Dr	Suburban Commercial	Woodland Ave.	1208' East of Agnes Ave.
Cookingham Dr	Connector	Main St.	Woodland Ave.
Cookingham Dr	Thoroughfare	Sherman Rd.	Flintlock Rd.
Cookingham Dr	Thoroughfare	I-435 Hwy On-Ramp	Sherman Rd.
Cookingham Dr	Thoroughfare	Flintlock Rd.	Liberty City Limit
Cookingham Dr	Industrial / Business Park	I-435 Hwy NB On-Ramp	Congress Ave.
Cookingham Dr	Connector	Prairie View Rd.	Paris St.
Cookingham Dr	Connector	394' West of Madison Ave.	US-169 Ramp
Cookingham Dr	Connector	Prairie View Rd.	I-29 Hwy On-Ramp
Cookingham Dr	Suburban Commercial	Second Creek	Robinhood Ln.
Cookingham Dr	Connector	Robinhood Ln.	3408' East of Robinhood Ln.
Cookingham Dr	Suburban Commercial	Congress Ave.	Francis St.
Coal Mine Rd	Industrial / Business Park	Dr. Martin Luther King Jr. Blvd.	Raytown Rd.
Cleveland Ave	Urban Mixed Use	WB Dr. Martin Luther King Jr. Blvd.	440' South of Dr. Martin Luther King Jr. Blvd.
Cleveland Ave	Connector	Gregory Blvd.	67th Ter.
Cleveland Ave	Connector	Emanuel Cleaver II Blvd.	17th St.
Cleveland Ave	Connector	Dr. Martin Luther King Jr. Blvd.	Emanuel Cleaver II Blvd.
Cleveland Ave	Industrial / Business Park	17th St.	16th St.
Cleveland Ave	Connector	Swope Pkwy.	546' North of 51st St.
Cleveland Ave	Urban Mixed Use	16th St.	Truman Rd.
Cleveland Ave	Urban Mixed Use	67th Ter.	67th St.
Chouteau Tfwy	Boulevards	I-35	Antioch Rd.
Chouteau Pkwy	Parkways	Russell Rd.	I-35 Hwy On-Ramp
Chouteau Pkwy	Boulevards	I-35 Highway On-Ramp	I-35
Chouteau Pkwy	Parkways	M-210 Hwy On-Ramp	39th St.

Chouteau Pkwy	Parkways	39th St.	Russell Rd.
Childress Ave	Connector	Old Tiffany Springs Rd.	4076' North of Old Tiffany Springs Rd.
Chestnut Trfy	Parkways	Independence Blvd.	Guinotte Via.
Chestnut Ave	Boulevards	23rd St.	21st St.
Cherry St	Neighborhood	35' South of Missouri Ave.	5th St.
Cherry St	Downtown Core	Independence Ave.	Missouri Ave.
Chatham Rd.	Suburban Commercial	Prairie View Rd.	220' North of Private Access Rd.
Charlotte St	Connector	27th St.	21st St.
Charlotte St	Downtown Core	12th St.	13th St.
Charlotte St	Downtown Core	11th St.	12th St.
Charlotte St	Downtown Core	Charlotte St.	Admiral Blvd.
Charlotte St	Downtown Core	8th St.	11th St.
Charlotte St	Downtown Core	Independence Ave.	Admiral Blvd.
Charlotte St	Downtown Core	Truman Rd.	13th St.
Charlotte St	Downtown Core	21st. St.	Truman Rd.
Central Ave	Downtown Core	Wyoming St.	Hickory St.
Central Ave	Connector	State Line Rd.	Wyoming St.
Budd Park Espl St	Parkways	Brighton Ave.	Hardesty Ave.
Budd Esplanade Park	Parkways	Van Brunt Blvd.	Brighton Ave.
Brush Creek	Boulevards	Charlotte St.	Paseo Blvd.
Brush Creek	Boulevards	Rockhill Rd.	Charlotte St.
Brookside Blvd	Boulevards	Meyer Blvd.	Dr. Martin Luther King Jr. Blvd.
Brookside Blvd	Boulevards	Volker Blvd.	Emanuel Cleaver II Blvd.
Broadway St	Boulevards	31st St.	43rd St.
Broadway St	Parkways	31st St.	30th St.
Broadway St	Boulevards	Pershing Rd.	17th St.
Broadway Blvd	Boulevards	6th St.	17th St.
Brickyard Rd	Parkways	Missouri Central RR	Noland Rd.
Brickyard Rd	Parkways	Westridge Rd.	Brickyard Rd.
Brickyard Rd	Parkways	Bannister Rd.	Brickyard Rd.
Briarcliff Rd	Boulevards	Main St.	Oak Trfy.
Briarcliff Pkwy	Boulevards	Claymont Dr.	Main St.
Briarcliff Pkwy	Parkways	SB M-9 Hwy On-Ramp	452' West of Claymont Dr.

Briarcliff Pkwy	Boulevards	460' West of Claymon Dr.	Claymont Dr.
Botts Rd.	Industrial / Business Park	Andrews Rd.	Grandview City Limit
Blue Ridge Ext	Connector	Longview Rd.	Red Bridge Rd.
Blue Ridge Ext	Suburban Commercial	US-71 Hwy Off-Ramp	Belmont Ave.
Blue Ridge Ext	Suburban Commercial	Holiday Dr.	Longview Rd.
Blue Ridge Ext	Connector	Belmont Ave.	Holiday Dr.
Blue Ridge Cutoff	Connector	Sni-A-Bar Rd.	Round Grove Creek
Blue Ridge Cutoff	Suburban Commercial	52nd St.	Sni-A-Bar Rd.
Blue Ridge Cutoff	Suburban Commercial	Stadium Entrance	I-70 Hwy On-Ramp
Blue Ridge Cutoff	Connector	EB I-70 Hwy Off-Ramp	WB I-70 Hwy On-Ramp
Blue Ridge Cutoff	Connector	Raytown City Limit	52nd St.
Blue Ridge Cutoff	Connector	247' South of East Cir.	Stadium Entrance
Blue Ridge Cutoff	Suburban Commercial	I-70 Hwy On-Ramp	38th Ter.
Blue Ridge Cutoff	Suburban Commercial	Round Grove Creek	44th St.
Blue Ridge Cutoff	Connector	38th Ter.	Independence City Limit
Blue Ridge Blvd	Connector	111th St.	107th St.
Blue Ridge Blvd	Boulevards	Bannister Rd.	87th St.
Blue Ridge Blvd	Suburban Commercial	107th St.	I-470 Highway On-Ramp
Blue Ridge Blvd	Connector	UP RR	Grandview City Limit
Blue Ridge Blvd	Suburban Commercial	State Line Rd.	Inverness Dr.
Blue Ridge Blvd	Suburban Commercial	Locust St.	UP RR
Blue Ridge Blvd	Connector	Inverness Dr.	Locust St.
Blue Ridge Blvd	Suburban Commercial	96th Ter.	Bannister Rd.
Blue Ridge Blvd	Connector	I-470 Hwy On-Ramp	96th Ter.
Blue Ridge Blvd	Suburban Commercial	195' South of 43rd St.	US 40 Hwy Access Ramp
Blue Ridge Blvd	Connector	46th Ter.	43rd Ter.
Blue Ridge Blvd	Connector	86th St.	Raytown City Limit
Blue Ridge Blvd	Suburban Commercial	87th St.	86th St.
Blue Ridge Blvd	Connector	50th Ter.	47th Ter.
Blue Ridge Blvd	Connector	31st St.	22nd Te.
Blue Ridge Blvd	Connector	Independence City Limit	Winner Rd.
Blue Ridge Blvd	Suburban Commercial	51st St.	50th Ter.
Blue Ridge Blvd	Suburban Commercial	47th Ter.	46th Ter.

Blue Ridge Blvd	Connector	Raytown City Limit	Gregory Blvd. in Raytown
Bernard Powell Dr	Connector	Cleveland Ave.	Jackson Ave.
Bern St	Connector	Mexico City Ave.	London Dr.
Berkley Pkwy	Boulevards	6th St.	Lydia Ave.
Benton Plaza	Boulevards	Benton Blvd.	Truman Rd.
Benton Blvd	Boulevards	Emanuel Cleaver II Blvd.	Linwood Blvd.
Benton Blvd	Boulevards	Dr. Martin Luther King Jr. Blvd.	Emanuel Cleaver II Blvd.
Benton Blvd	Boulevards	18th St.	Benton Plz.
Benton Blvd	Boulevards	Linwood Blvd.	23rd St.
Benton Blvd	Boulevards	Truman Rd.	Independence Ave.
Benton Blvd	Boulevards	Independence Ave.	St. John Ave.
Benton Blvd	Boulevards	21st St.	18th St.
Belmont Blvd	Boulevards	Wilson Ave.	Chouteau Trfy.
Belleview Ave	Connector	Ward Pkwy.	43rd St.
Belleview Ave	Connector	EB Ward Pkwy	WB Ward Pkwy
Beardsley Road	Downtown Core	River Bluff Rd.	4th St.
Beardsley Road	Connector	Forrester Rd.	361' NE of Forrester Rd.
Baughman Rd	Connector	76th St.	75th St.
Barrybrooke Dr	Connector	Barry Rd.	Montclair Ave.
Barry Rd	Connector	Barrybrooke Dr.	Green Hills Rd.
Barry Rd	Suburban Commercial	M-152 Hwy.	88' East of Cleveland Ave.
Barry Rd	Suburban Commercial	Conant Ave.	Atkins Ct.
Barry Rd	Suburban Commercial	202' West of Amity Ave.	220' West of Mace Rd.
Barry Rd	Connector	I-29 Hwy	Roanridge Rd.
Barry Rd	Suburban Commercial	Marston Rd.	N Oak Tfwy.
Barry Rd	Connector	112' East of Line Creek	Marston Ave.
Barry Rd	Suburban Commercial	102' East of Winter Ave.	128' East of I-20 Hwy On-Ramp
Barry Rd	Connector	Hampton Rd.	164' East of Forest Dr.
Barry Rd	Connector	Mace Rd.	Conant Ave.
Barry Rd	Connector	Mersington Ave.	Brighton Ave.
Barry Rd	Connector	Atkins Ct.	102' East of Winter Ave.
Barry Rd	Suburban Commercial	Roanridge Rd.	Ambassador Dr.
Barry Rd	Connector	Brighton Ave.	Sam Ray Rd.

Barry Rd	Connector	Kenwood Ave.	M-152 Hwy.
Barry Rd	Suburban Commercial	Hodge Park Rd.	580' East of Crystal Ave.
Barry Rd	Connector	Sam Ray Rd.	Hodge Park Rd.
Barry Rd	Suburban Commercial	N Oak Tfwy.	Kenwood Ave
Barry Rd	Parkways	Barry Rd.	Shoal Creek Pkwy.
Barry Rd	Connector	88' East of Cleveland Ave.	Mersington Ave.
Barry Rd	Suburban Commercial	Green Hills Rd.	553' East of Green Hills Rd.
Bannister Rd	Connector	State Line Rd.	496' East of Summit St.
Bannister Rd	Connector	UP RR	350' US-71 Hwy Off-Ramp
Bannister Rd	Connector	484' West of Wornall Rd.	168' East of Duke Creek
Bannister Rd	Suburban Commercial	500' East of Summit St.	482' West of Wornall Rd.
Bannister Rd	Suburban Commercial	350' West of Holmes St.	333' West of Lydia Ave.
Bannister Rd	Parkways	Blue Ridge Blvd.	W. Longview Pkwy.
Bannister Rd	Thoroughfare	Hill Crest Rd.	Blue Ridge Blvd.
Bannister Rd	Thoroughfare	I-435 Hwy Off-Ramp	Hillcrest Rd.
Bannister Rd	Thoroughfare	West Longview Pkwy	Valley Garden Dr.
Bannister Rd	Thoroughfare	Valley Garden Dr.	M-350 Hwy On-Ramp
Bannister Rd	Suburban Commercial	618' West of Marion Park Dr.	I-435 Highway On-Ramp
Bannister Rd	Industrial / Business Park	333' West of Lydia Ave.	UP RR
Baltimore Ave	Downtown Core	9th St.	WB Truman Rd.
Baltimore Ave	Downtown Core	EB Truman Rd.	19th St.
Baltimore Ave	Downtown Core	WB Truman Rd.	EB. Truman Rd.
Avenida Cesar E. Chavez	Industrial / Business Park	American Royal Dr.	Allen St.
Avenida Cesar E. Chavez	Connector	Allen St.	Bellevue Ave.
Avenida Cesar E Chavez	Connector	KCMO City Limit	American Royal Dr.
Askew Ave	Parkways	West Meyer Blvd. Roundabout	West Meyer Blvd. Roundabout
Armour Blvd	Boulevards	Broadway Blvd.	Paseo Blvd.
Andrews Rd	Industrial / Business Park	Andrews Rd.	155th St.
Amity Ave.	Industrial / Business Park	Tiffany Springs Pkwy.	104th St.
American Royal Dr	Connector	Avenida Cesar E. Chavez	Genesee St.
Ambassador Dr	Industrial / Business Park	Tiffany Springs Pkwy.	122nd St.
Ambassador Dr	Suburban Commercial	Barry Rd.	Boardwalk Ave.
Ambassador Dr	Connector	Old Tiffany Springs Rd.	Tiffany Springs Pkwy.

Ambassador Dr	Industrial / Business Park	122nd St.	128th St.
Agnes Ave	Connector	Cookingham Dr.	KCMO City Limit
Admiral	Boulevards	Paseo Blvd.	Highland Ave.
9th St	Downtown Core	Broadway Blvd.	I-70
9th St	Urban Mixed Use	I-70	Paseo Blvd.
9th St	Urban Mixed Use	Wabash Ave.	Prospect Ave.
9th St	Connector	Gladstone Ave.	78' East of Jackson Ave.
9th St	Connector	Prospect Ave.	Agnes Ave.
9th St	Connector	Woodland Ave.	Garfield Ave.
9th St	Urban Mixed Use	Highland Ave.	Woodland Ave.
9th St	Boulevards	Paseo Blvd.	Highland Ave.
9th St	Urban Mixed Use	Denver Ave.	Hardesty Ave.
9th St	Connector	Brooklyn Ave.	Wabash Ave.
9th St	Connector	Kensington Ave.	Van Brunt Blvd.
9th St	Urban Mixed Use	75' East of Jackson Ave.	20' East of Kensington Ave.
9th St	Industrial	Hardesty Ave.	Winner Rd.
9th St	Urban Mixed Use	Van Brunt Blvd.	Brighton Ave.
9th St	Connector	Brighton Ave.	Denver Ave.
9th St	Urban Mixed Use	Agnes Ave.	Gladstone Ave.
9th St	Urban Mixed Use	Garfield Ave.	Brooklyn Ave.
96th St.	Parkways	US 169 Hwy.	Oak Trfy.
96th St.	Connector	Lawn Ave.	Brighton Ave.
96th St	Parkways	Topping Ave.	312' East of I-435 Hwy Off-Ramp
96th St	Connector	Little Shoal Creek	Cookingham Dr.
96th St	Suburban Commercial	Tullis Dr.	Little Shoal Creek
96th St	Boulevards	97' East of Oak Trfy.	West Fork Shoal Creek
96th St	Parkways	Brighton Ave.	Topping Ave.
96th St	Connector	Brooklyn Ave.	Indiana Ave.
96th St	Connector	Maplewoods Pkwy.	Brooklyn Ave.
96th St	Connector	Shoal Creek Pkwy	Tullis Dr.
87th St	Suburban Commercial	Blue River Rd.	180' East of Newton Ave.
87th St	Parkways	Oldham Rd.	Blue Ridge Blvd.
87th St	Connector	85th St.	Blue River Rd.

85th St	Suburban Commercial	Troost Ave.	Tracy Ave.
85th St	Industrial / Business Park	Prospect Ave.	Hickman Mills Dr.
85th St	Connector	187' West of State Line Rd.	Holmes Rd.
85th St	Neighborhood	State Line Rd.	187' East of State Line Rd.
85th St	Connector	Troost Ave. Access Rd.	Troost Ave.
85th St	Connector	Tracy Ave.	Olive St.
85th St	Suburban Commercial	Holmes Rd.	Troost Ave. Frontage
85th St	Suburban Commercial	Olive St.	Prospect Ave.
7th St	Boulevards	Locust St.	Paseo Blvd.
7th St	Boulevards	Grand Blvd.	Page St.
7th St	Boulevards	Page St.	Oak St.
7th St	Boulevards	Oak St.	Locust St.
79th St	Connector	Oldham Rd.	264' West of Spring Valley Rd.
79th St	Connector	State Line Rd.	Wornall Rd.
79th St	Boulevards	Rhinehart Rd.	Little Blue Rd.
79th St	Boulevards	Noland Rd.	Rhinehart Rd.
75th St	Connector	Forest Ave.	Wabash Ave.
75th St	Industrial / Business Park	Montgall Ave.	Bruce R. Watkins Road NB Access Road
75th St	Urban Mixed Use	Wabash Ave.	Montgall Ave.
75th St	Connector	Wyoming St.	Pennsylvania Ave.
75th St	Urban Mixed Use	Pennsylvania Ave.	Baltimore Ave.
75th St	Connector	Baltimore Ave.	Cherry Vue Rd.
75th St	Urban Mixed Use	Harrison St.	Forest Ave.
75th St	Urban Mixed Use	Cherry Vue Rd.	Charlotte St.
75th St	Connector	Charlotte St.	Harrison St.
75th St	Boulevards	Murkins Rd.	Noland Rd.
75th St	Boulevards	550' East of Marion Rd.	Murkins Rd.
75th St	Urban Mixed Use	State Line Rd.	Wyoming St.
72nd St	Connector	Overland Dr.	Waukomis Dr.
6th St	Downtown Core	Beardsley Rd.	6th St./I-35
63rd Trfy	Connector	Zoo Dr.	I-435 Hwy On-Ramp
63rd St	Boulevards	Paseo Blvd. Southbound	Paseo Blvd. Northbound
63rd St	Connector	State Line Rd.	Wornall Rd.

63rd St	Urban Mixed Use	Wornall Rd.	Main St.
63rd St	Urban Mixed Use	Morningside Dr.	Paseo Blvd.
63rd St	Connector	Bushman Dr.	Citadel Dr.
63rd St	Urban Mixed Use	Citadel Dr.	Bruce R. Watkins Drive Access Ramp
63rd St	Connector	Bruce R. Watkins Dr.	Zoo Dr.
63rd St	Connector	I-435 Hwy On-Ramp	Blue Parkway Dr.
63rd St	Suburban Commercial	600' East of Blue Pkwy.	Blue Ridge Ctof
63rd St	Urban Mixed Use	Paseo Blvd. Northbound	Bushman Dr.
63rd St	Connector	Main St.	Morningside Dr.
55th St	Connector	Oak St.	Wabash Ave.
55th St	Connector	Ward Pkwy.	Brookside Blvd.
55th St	Urban Mixed Use	Wabash Ave.	Bruce R. Watkins Dr.
55th St	Connector	Bruce R. Watkins Dr.	Cleveland Ave.
55th St	Urban Mixed Use	Brookside Blvd.	Oak St.
51st St	Connector	Palmer Dr	Skiles Ave
47th St	Urban Mixed Use	Madison Ave.	Mill Creek Pkwy.
47th St	Boulevards	Mill Creek Pwky.	Main St.
47th St	Suburban Commercial	Westridge Rd.	Woodside Ave.
47th St	Connector	508' East of Raytown Rd.	Westridge Rd.
47th St	Suburban Commercial	Raytown Rd.	500' East of Raytown Rd.
47th St	Connector	Woodside Ave.	Fuller Ave.
43rd St	Connector	Pennsylvania Ave.	Baltimore Ave.
43rd St	Urban Mixed Use	Baltimore Ave.	Main St.
43rd St	Urban Mixed Use	State Line Rd.	Madison Ave.
43rd St	Connector	Madison Ave.	Jefferson St.
43rd St	Urban Mixed Use	Jefferson St.	Pennsylvania Ave.
40th St.	Industrial / Business Park	Birmingham	Norfleet Rd.
3rd St	Downtown Core	Beardsley Rd.	Woodswether Rd.
39th St	Urban Mixed Use	Harrison Blvd.	Forest Ave.
39th St	Urban Mixed Use	State Line Rd.	Locust St.
39th St	Connector	Locust St.	Harrison St.
39th St	Connector	Agnes Ave.	Kensington Ave.
39th St	Urban Mixed Use	South Benton Ave.	Agnes Ave.

39th St	Connector	Forest Ave.	Woodland Ave.
39th St	Connector	Garfield Ave.	Wabash Ave.
39th St	Connector	Cypress Ave.	Chelsea Dr.
39th St	Connector	Michigan Ave.	Garfield Ave.
39th St	Urban Mixed Use	Woodland Ave.	Michigan Ave.
39th St	Urban Mixed Use	Wabash Ave.	Montgall Ave.
39th St	Connector	Montgall Ave.	Sount Benton Ave.
39th St	Urban Mixed Use	Kensington Ave.	Cypress Ave.
35th St	Connector	Paseo	Highland Ave.
35th St	Connector	Woodland Ave.	Wabash Ave.
35th St	Connector	Montgall Ave.	Indiana Ave.
35th St	Urban Mixed Use	Wabash Ave.	Montgall Ave.
35th St	Connector	Bales Ave.	Cleveland Ave.
35th St	Urban Mixed Use	Indiana Ave.	Bales Ave.
35th St	Urban Mixed Use	Highland Ave.	Woodland Ave.
33rd St	Connector	Southwest Trfy.	Broadway Blvd.
31st St	Urban Mixed Use	Broadway Blvd.	Walnut St.
31st St	Boulevards	Southwest Trfy.	Broadway Blvd.
31st St	Connector	Walnut St.	Cherry St.
31st St	Urban Mixed Use	Holmes St.	Troost Ave.
31st St	Industrial / Business Park	Southwest Blvd.	Roanoke Rd.
31st St	Urban Mixed Use	Cleveland Ave.	Spruce Ave.
31st St	Urban Mixed Use	Bruce R. Watkins Access Rd.	Agnes Ave.
31st St	Urban Mixed Use	Paseo Blvd.	Michigan Ave.
31st St	Connector	Agnes Ave.	College Ave.
31st St	Industrial / Business Park	Cherry St.	Holmes St.
31st St	Connector	Spruce Ave.	Poplar Ave.
31st St	Connector	Bales Ave.	Cleveland Ave.
31st St	Connector	Michigan Ave.	Bruce R. Watkins Access Road Pkwy
31st St	Connector	Roanoke Rd.	Terrace St.
31st St	Connector	Troost Ave.	Paseo
31st St	Connector	Mercier St.	Summit St.
31st St	Urban Mixed Use	Poplar Ave.	Stadium Dr.

31st St	Industrial / Business Park	Terrace St.	Mercier St.
31st St	Urban Mixed Use	College Ave.	Bales Ave.
27th St	Connector	Gillham Rd.	Brooklyn Ave.
27th St	Downtown Core	Main St.	Gillham Rd.
27th St	Urban Mixed Use	Askew Ave.	I-70
27th St	Urban Mixed Use	Brooklyn Ave.	Agnes Ave.
27th St	Connector	Agnes Ave.	Walrond Ave.
27th St	Connector	50' East of Spruce Ave.	Van Brunt Blvd.
27th St	Connector	135' East of I-70 Hwy SB Off-Ramp	Norton Ave.
27th St	Connector	Bales Ave.	Askew Ave.
27th St	Urban Mixed Use	Walrond Ave.	College Ave.
27th St	Urban Mixed Use	Norton Ave.	Spruce Ave.
27th St	Urban Mixed Use	Indiana Ave.	Bales Ave.
27th St	Connector	College Ave.	Indiana Ave.
23rd Trfy	Thoroughfare	Television Pl.	Independence City Limit
23rd St	Thoroughfare	I-435 Hwy Off-Ramp	Television Pl.
23rd St	Connector	Askew Ave	Topping Ave
23rd St	Boulevards	Chestnut Ave.	Kansas Ave.
23rd St	Urban Mixed Use	Kansas Ave.	50' East of Agnes Ave.
23rd St	No typology	I-70 Hwy Off-Ramp	Askew Ave.
23rd St	Urban Mixed Use	Prospect Ave.	Benton Blvd.
23rd St	Connector	I-70 Hwy SB On-Ramp	I-70 Hwy NB On-Ramp
23rd St	Industrial / Business Park	312' East of Big Blue River	I-435 Hwy SB On-Ramp
23rd St	Industrial / Business Park	Indiana Ave.	I-70 Hwy SB On-Ramp
23rd St	Connector	Bellevue Ave.	Southwest Blvd.
23rd St	Connector	Agnes Ave	Indiana Ave
23rd St	Connector	Topping Ave.	550' West of BNSF RR
22nd St	Connector	Charlotte St	Olive St
22nd St	Boulevards	Grand Blvd.	Charlotte St.
22nd St	Connector	Olive St	Prospect Ave
20th St	Downtown Core	I-35 SB Off Ramp	Southwest Blvd.
19th St	Downtown Core	Baltimore Ave.	Main St.
18th St.	Industrial / Business Park	Euclid Ave.	Prospect Ave.

18th St	Downtown Core	Walnut St.	Bruce R. Watkins Dr.
18th St	Connector	Bruce R. Watkins	Paseo
18th St	Urban Mixed Use	Paseo Blvd.	Woodland Ave.
18th St	Connector	Prospect Ave	KCT RR
18th St	Connector	I-70 Hwy	Cleveland Ave
18th St	Downtown Core	Broadway Blvd.	Baltimore Ave.
18th St	Downtown Core	Baltimore Ave.	Walnut St.
18th St	Connector	Woodland Ave	Euclid Ave
18th St	Industrial / Business Park	KCT RR	I-70 Hwy.
17th St	Connector	Jackson Ave.	Hardesty Ave.
155th St	Industrial / Business Park	US-71 Hwy SB On-Ramp	US-71 Hwy NB On-Ramp
155th St	Industrial / Business Park	Kensington Ave.	Scott Ave.
155th St	Connector	Kelley Rd.	Lee's Summit City Limit
155th St	Industrial / Business Park	Scott Ave.	US-71 Hwy SB On-Ramp
14th St	Downtown Core	Wyandotte St.	Grand Blvd.
14th St	Downtown Core	Pennsylvania Ave.	Wyandotte St.
14th St	Downtown Core	Oak St.	Charlotte St.
13th St	Downtown Core	Pennsylvania Ave.	Main St.
13th St	Downtown Core	Locust St.	Charlotte St.
13th St	Downtown Core	Walnut St.	Locust St.
13th St	Downtown Core	Main St.	Walnut St.
139th St	Connector	Holmes Rd.	Prospect Ave.
139th St	Connector	Grandview City Limit	Peterson Rd.
139th St	Connector	Peterson Rd.	Lee's Summit City Limit
136th St.	Industrial / Business Park	Bethel Ave.	Winan Ave.
135th St	Urban Mixed Use	Wyandotte St.	Holmes Rd.
135th St	Suburban Commercial	M-150 Hwy.	Wyandotte St.
132nd St	Industrial / Business Park	Mexico City Ave.	Winan Ave.
12th St	Connector	Genessee St.	Liberty St.
12th St	Downtown Core	I-35 SB On-Ramp	Broadway Blvd.
12th St	Downtown Core	Broadway Blvd.	Wyandotte St.
12th St	Downtown Core	Baltimore Ave.	I-70
12th St	Connector	I-70	Euclid Ave.

12th St	Connector	Park Ave.	Propect Ave.
12th St	Urban Mixed Use	Prospect Ave.	Chestnut Ave.
12th St	Urban Mixed Use	Bellefontaine Ave.	Indiana Ave.
12th St	Urban Mixed Use	Askew Ave.	Jackson Ave.
12th St	Connector	Van Brunt Blvd.	Winchester Ave.
12th St	Connector	Bluff Rd.	I-35 Hwy Off-Ramp
12th St	Industrial / Business Park	Jackson Ave.	Van Brunt Blvd.
12th St	Connector	Indiana Ave.	Askew Ave.
12th St	Connector	Chestnut Ave.	Bellefontaine Ave.
12th St	Downtown Core	Wyandotte St.	Baltimore St.
12th St	Boulevards	Van Brunt Blvd.	Van Brunt Blvd.
12th St	Urban Mixed Use	Euclid Ave.	Park Ave
12th St	Downtown Core	Liberty St.	Beardsley Rd.
128th St	Connector	US-169 Hwy	Virginia Ave.
128th St	Connector	Winan Ave.	Interurban Rd.
128th St	Connector	Robinhood Ln.	128th St.
128th St	Connector	128th St.	US-169 Hwy
126th St	Connector	Virginia Ave	Woodland Ave
11th St	Downtown Core	Broadway Blvd.	Main St.
11th St	Downtown Core	Walnut St.	Bruce R. Watkins Access Road Ramp
11th St	Downtown Core	Main St.	Walnut St.
11th St	Connector	I-70	Paseo Blvd.
10th St	Downtown Core	Wyandotte St.	Walnut St.
10th St	Downtown Core	Broadway Blvd.	Wyandotte St.
10th St	Downtown Core	Grand Blvd.	Locust St.
10th St	Downtown Core	Walnut St.	Grand Blvd.
10th St	Downtown Core	Locust St.	I-70
10th St	Urban Mixed Use	I-70	Paseo Blvd.
109th St	Parkways	Raytown Rd.	View High Dr.
107th St	Connector	Blue Ridge Blvd.	James A Reed Rd.
104th St.	Industrial / Business Park	Amity Ave.	Everton Ave.
104th St	Connector	Cookingham Dr.	City Limit
NE 108th St	Connector	Shoal Creek Pkwy.	Hardesty Ave.

Mexico City Ave

Industrial / Business Park

132nd St.

136th St.,