

Noland Road Complete Streets

Conceptual Report
September 12, 2022



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History

- Noland Road Now
- Independence for All
- KC Connected 2050
- Complete Streets Policy – Resolution 5672, April 2011



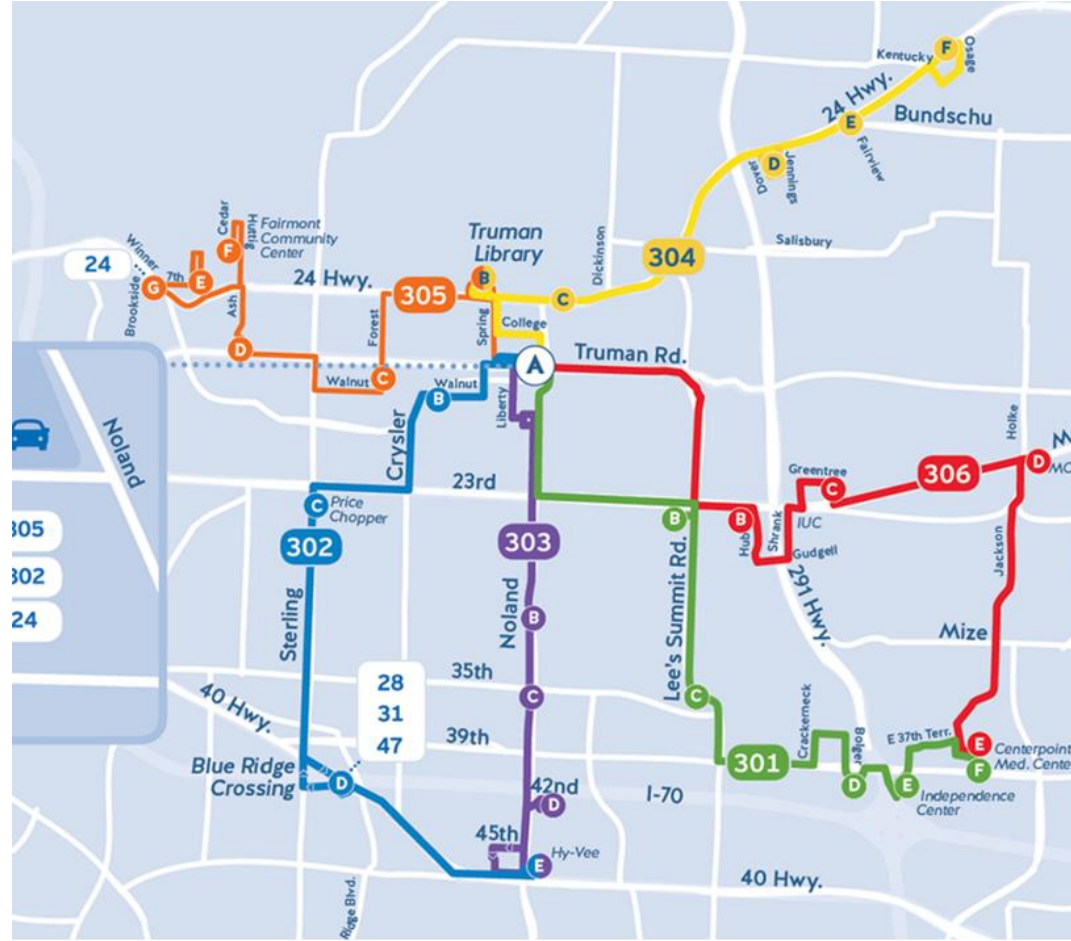
Inception of Project

- Vision Zero focused
- Phase 1 – 24 Highway to Fair Street
 - Less than 2 miles of roadway
- Complimentary to Truman Connected and Square Streetscape projects
- RAISE Grant Awarded
 - Rebuilding American Infrastructure with Sustainability and Equity
 - Highly Competitive
 - \$10.16M received
- Addresses lack of Complete Streets policy vision

Issues to be Addressed

- Pedestrian connectivity
 - All intersections in the project area are non-ADA compliant
 - Lack of sidewalk continuity
 - Poor existing sidewalk conditions
- Area of Persistent Poverty/zero-vehicle households
- Aging in place population
- Lack of Green Infrastructure
- Lack of multi-modal transportation infrastructure

Transit Stop Improvements

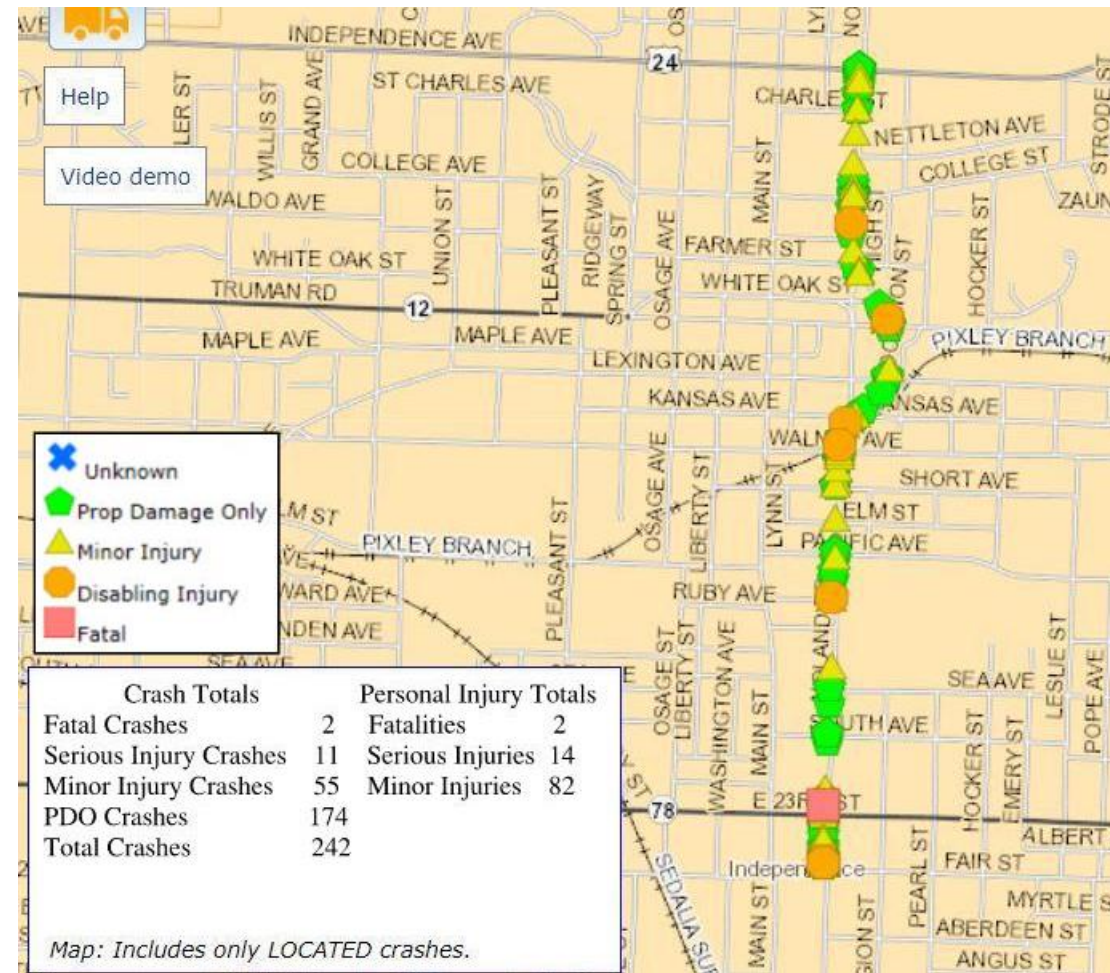


Safety Considerations

- Complete Streets Design will create defined modes of transportation for each user to reduce conflicts and improve safety

5 Year Crash Experience 1/1/2017 - 12/31/2021	Fatal	Serious Injury	Bicycle	Pedestrian	All Crashes	Annual Average Crash Experience	Fatal +Serious Injury Crash Rate	Pedestrian Rate	Bicycle Rate
Noland Road (US-24 to Fair St, 1.7 mi)	2	11	3	8	242	48	5.37%	3.31%	1.24%
Noland Road (Fair St to City Limits, 3.0 mi)	1	33	8	9	730	146	4.66%	1.23%	1.10%
Citywide	65	567	64	127	11,280	2256	5.60%	1.13%	0.57%

Crash Data



Local Examples

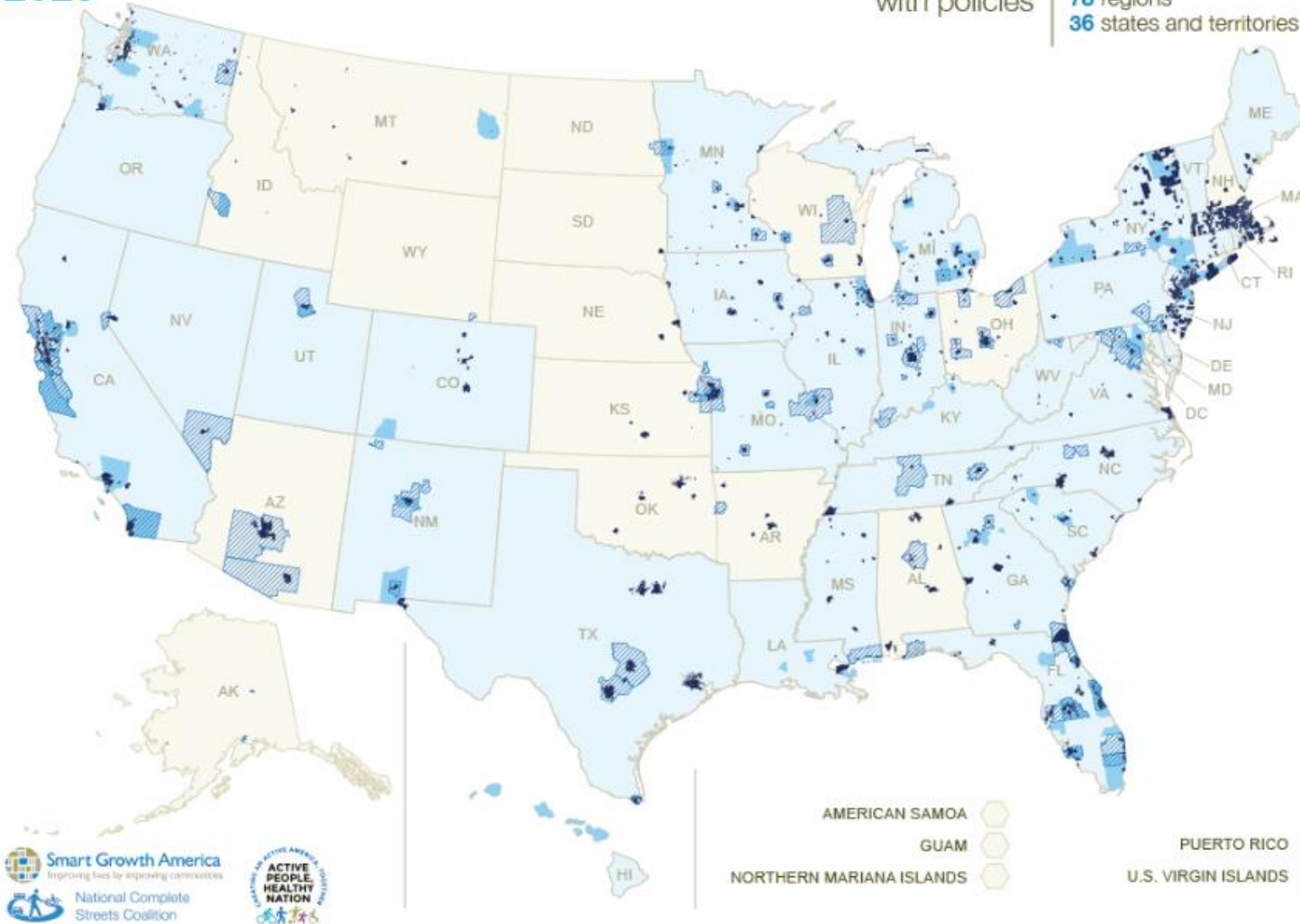
- Gillam Road – Kansas City, MO
- Armor Road – North Kansas City, MO
- Woods Chapel Road – Lee's Summit, MO
- College Boulevard – Overland Park, KS
- Raytown Road – Raytown, MO
- Paseo Boulevard – Kansas City, MO



Complete Streets Policy Adoption 2020

1,520
jurisdictions
with policies

1,312 cities and towns
93 counties
1 tribe
78 regions
36 states and territories



Anticipated Results

- Reduction in crashes
- Decreased speeding incidents
- Increased visual aesthetics
- Increased use of buses
- Ability to safely travel the city on foot or non-motorized vehicle
- Fiscal impact - \$2M city share, \$10.16M federal share
- Economic and environmental impact: benefit/cost ratio of 5.2

Summary

- This project carries out the Complete Streets vision that was enacted in 2011
- Will provide transportation equity along the corridor
- Supports 3 objectives of Independence for All
- Will increase the safety of the corridor



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