



MID-AMERICA REGIONAL COUNCIL

HIGHWAY COMMITTEE MEETING
Wednesday, November 29, 2023
1:30 – 3:00 PM
MARC, Lewis & Clark Room, 2nd floor
600 Broadway, Kansas City, Missouri

NOTE: This upcoming Highway Committee meeting will be held in-person and via webinar. To join the meeting via webinar, please follow the virtual meeting and call-in instructions below.

Table with 4 columns: ACTION, AGENDA ITEMS, PRESENTERS, TIME. Rows include Welcome and Introductions, Highway Committee September 27th meeting summary, Overland Park Comprehensive Plan Update, MARC Policy Update: Congestion Management Policy & Toolbox, Fall 2023 Functional Classification System Updates, Congestion Management Network Update Approach, Draft Highway Committee 2024 Workplan, and Roundtable.

VIRTUAL MEETING & CALL-IN INSTRUCTIONS

MARCZoom08

Address: https://marc-kc.zoom.us/j/3086746761?pwd=end1eUxnRjdLUURWUEJ4UzRCc3QwUT09

- You may need to run the Zoom opener to join the meeting.
This link also works with the Zoom smartphone app.

Meeting ID: 308-674-6761

Passcode: 976329

Audio:

- We encourage the use of computer audio especially if you are viewing a webcam or sharing your webcam.
Dial Toll-Free
877 853 5247 US Toll-free
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+18887880099,,3086746761#

NEXT HIGHWAY COMMITTEE MEETINGS:

Special Meeting: January 11th, 1:30 – 3:00 PM | Purpose: Vote on Complete Streets Policy Updates

Regular Meeting: January 24th, 1:30 – 3:00 PM

Special Accommodations: Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our webpage.

## MARC HIGHWAY COMMITTEE

September 27<sup>th</sup>, 2023

### ATTENDANCE

Alysen Abel, City of Parkville  
Carl Brooks, City of Harrisonville  
Mike Brungardt, City of De Soto  
Ralph Davis, KCMO  
Tom Degenhardt, City of Blue Springs  
John Findlay, City of Liberty  
Tim Nebergall, City of Gladstone  
Bill Noll, Leavenworth County  
Matthew Oehlert, Miami County  
Michael Park, Lee's Summit (MO Co-Chair)  
Troy Shaw, UGT  
Allison Smith, KDOT  
Charles Soules, City of Smithville  
Mike Spickelmier, City of Lansing

Tim McEldowney, City of Gardner  
Brandon McElhiney, City of Lenexa  
Chad Thompson, KCMO  
Matt Volz, HDR  
Krystal Voth, City of Basehor

#### **MARC Staff:**

Ron Achelpohl  
Selina Zapata Bur  
Karen Clawson  
Beth Dawson  
Josh Woody

#### **Agenda:**

- Welcome and Introductions
- Approve July 26th Meeting Summary
- Leavenworth Countywide Transportation Plan Priorities for Progress (Bill Noll, Leavenworth County)
- RideshareKC Rebranding as WAY TO GO (Karen Clawson, MARC)
- 2023 Fall Call for Changes to Functional Class System (Selina Zapata Bur, MARC)
- ConnectedKC MTP Update (Martin Rivarola, MARC)
- MARC Policy Updates: Complete Streets Policy Congestion Management Policy & Toolbox (Selina Zapata Bur, MARC)
- Roundtable
- Adjourn

#### **MINUTES**

##### **Welcome and Introductions (Co-Chairs)**

Welcome and introductions made by Missouri Co-Chair, Michael Park. See attendance for those present.

##### **Approve July 26<sup>th</sup> Meeting Summary (Co-Chair)**

Chad Thompson motioned to approve the July 26th Meeting Summary. Allison Smith seconded the motion. The motion passed unanimously.

##### **Leavenworth Countywide Transportation Plan Priorities for Progress (Bill Noll, Leavenworth County)**

Bill Noll presented a project summary presentation for Leavenworth County. This included 43 total projects that were identified in the study with \$1.5 billion in total capital costs. The project prioritization process was then detailed, and several identified action items were discussed, including K-5 Improvements, K-7 Interchanges, Leavenworth City Western By-Pass, West K-10 Connection with West Tonganoxie By-Pass/Upgrade, and the Eastern Gateway project.

## MARC HIGHWAY COMMITTEE

September 27<sup>th</sup>, 2023

US DOT Competitive Grant action items were discussed, with process of submittals and already granted funding for Safe Streets for All. Marc's STBG and STBG Set-Aside as well as the PSP Program were discussed with relevant projects. KDOT's Local Consult is scheduled for October 17<sup>th</sup>. Ron Achelpohl congratulated the group for project support and coordination.

### **RideshareKC Rebranding as WAY TO GO (Karen Clawson, MARC)**

Karen Clawson presented the rebranding program of RideshareKC to WAY TO GO. Clawson explained the history and motivation behind the change, with four main objectives: Reducing emissions/congestion, increasing usage of existing transportation, helping employers maximize support and employee satisfaction, and fostering a culture around sustainable transportation. WAY TO GO's services and programs were detailed, with business partnership, education, and community projects being discussed. New ride matching and trip planning app/website was presented, with matching, logging, and incentives and rewards for using the app with local partners. Clawson discussed the Green Commute Challenge in October, with E-Bike prize giveaway. Chad Thompson asked if WAY TO GO has reached out to Panasonic for the new plant as of yet. Clawson said that they have not reached out as of yet, but that is a "low hanging fruit" and asked attendees to forward potential employers so they can reach out.

### **2023 Fall Call for Changes to Functional Class System (Selina Zapata Bur, MARC)**

Selina Zapata Bur presented an update on the call for changes for the functional classification system. The timeline was presented, with 245 total requests received between July 17<sup>th</sup> and August 14<sup>th</sup>, coordination and review from August to November, Highway Committee approval on November 29<sup>th</sup>, and TTPC approval on December 19<sup>th</sup>.

Zapata Bur presented an overview of the requests and provided contact information for members of the Highway Committee to reach out to MARC staff should they have questions.

### **ConnectedKC MTP Update (Martin Rivarola, MARC)(Recording)**

Martin Rivarola presented an update on the long range transportation plan ConnectedKC 2050. A brief overview of the MTP process and requirements was discussed with a deadline of June, 2025. A more detailed timeline was then discussed, with kick-off project held in April reviewing needs, goals, and need for any changes since 2020. A call for projects will occur later this year, with further work towards MTP over next year. Rivarola presented the outcomes of initial surveys and recent activities in summer 2023, with upcoming financial capacity analysis and scenario development process and preparations for engagement and outreach. The timeline for the remainder of 2023 was discussed, with public outreach being the next major phase, an introductory video, statistically valid survey, and pop-up events throughout the MARC region being rolled out throughout the year before mid-November, followed by public and online meetings. The Call for projects will be open October 24<sup>th</sup> to December 5<sup>th</sup>, with scoring taking place from December to January.

Chad Thompson asked how new functional classification requests will affect MTP process and request for projects. Achelpohl responded that functional classification should not affect the requests. The intent is to have functional classification system updated by the time we are evaluating projects. If there is an issue, MARC will work with local jurisdictions.

## MARC HIGHWAY COMMITTEE

September 27<sup>th</sup>, 2023

### **MARC Policy Updates: Complete Streets Policy - Congestion Management Policy & Toolbox (Selina Zapata Bur, MARC)**

Zapata Bur presented an update on MARC's Complete Streets Policy. Feedback on the policy included expectations for safe streets for residents and clear expectations for sponsors. Some contrasting opinions were presented, with some nervousness around mandatory ("shall") policy language, while others believing that "shall" language has a place. Some changes going forward include policy simplification, and inclusion of the Complete Streets Network Assessment. Challenges to the process included green infrastructure and incorporating needs and safety of different modes without tying sponsor's hands in design.

Zapata Bur then discussed the Congestion Management Policy and Toolbox. Some feedback received included making it easier to read, additional language clarity, and better defined policy goals. The working draft has not changed the 8-step Congestion Management process. Revisions have focused on clarifying what steps applied to involved agencies, clarifying the SOV Capacity Analysis process, and improving the Toolbox with better readability, clarity, and a future Story Map companion tool. The current schedule is to present the draft policy at TTPC in October, with intent on approval at TTPC in November and MARC Board in December.

Jack Messer, Co-chair, inquired about the timeline and if the draft will be presented to TTPC before committees. Discussion occurred around timing of taking these policies to TTPC. Achelpohl responded that work is intended to be done before the suballocated call for projects. Messer commented that the committees should have an opportunity to review the document before TTPC. Achelpohl responded that Highway Committee will be the committee that will have most interest in the Congestion Management policy, and MARC staff could schedule a special meeting as to avoid delaying the approval process. Messer inquired about the nature of the changes to the Complete Streets Policy. Achelpohl responded that the most significant change would be in the concept of "green streets and how it related to complete streets.

### **Roundtable Updates**

No roundtable items were discussed.

### **Meeting Adjourned**

**NEXT MEETING: November 29, 1:30 – 3:00 PM**

## HIGHWAY COMMITTEE AGENDA REPORT

November 2023  
Item No. 4

### ISSUE:

VOTE: Congestion Management Policy & Toolbox Updates

### BACKGROUND:

MARC's Congestion Management Process (CMP) is a systematic way of monitoring, measuring and diagnosing the causes of current and future congestion on a region's multi-modal transportation systems; evaluating and recommending alternative strategies to manage current and future regional congestion; and monitoring and evaluating the performance of strategies implemented to manage congestion. The CMP also responds to requirements set forth by federal transportation legislation (23 CFR 450.320).

The FHWA and FTA Guidebook, *Advancing Metropolitan Planning for Operations*, outlines an 8-step framework for the development of a CMP.

1. Develop Congestion Management Objectives
2. Identify Area of Application
3. Define System/Network of Interest
4. Develop Performance Measures
5. Institute System Performance Monitoring Plan
6. Identify and Evaluate Strategies
7. Implement Selected Strategies and Manage Transportation System
8. Monitor Strategy Effectiveness

In accordance with this guidance MARC has developed and maintained an eight-step approach within this policy, which was initially adopted by the MARC Board of Directors in 2011 and revised in 2020. As noted in the policy, it is MARC's responsibility to review the policies and procedures governing the CMP and revise them to address changes to regional transportation goals and/or federal rules and requirements. The Congestion Management Policy is being updated in parallel with long-range plan, Connected KC 2050 Update.

MARC staff has sought input on the policy from MARC transportation committee members since August 2023 and coordinated a workgroup with three working sessions for the purpose of developing a draft of the policy for committee consideration.

### POLICY CONSIDERATIONS:

Key updates include:

- Re-organization and clarification of narrative to provide a more user-friendly document.
- Definition of key terms such as congestion and single-occupant vehicle capacity.
- Congestion Management Process section was revised to be more reader-friendly and to note at which step different participants of the Congestion Management Process are involved.
- SOV Capacity Analysis section was revised to outline the steps a project sponsor would take to undergo this requirement.
- SOV Capacity Analysis section was revised to add policy exemptions (i.e., projects that address a specific safety need or identified bottleneck).
- SOV Capacity Analysis Worksheet was added as Appendix A and revised to better align with the Policy.

**BUDGET CONSIDERATIONS:**

None.

**RECOMMENDATION:**

Staff recommends approving updates as presented.

**STAFF CONTACT:**

Selina Zapata Bur

# MARC Congestion Management Process Policy

Adopted by the MARC Board of Directors on \_\_\_\_\_

**DRAFT FOR COMMITTEE APPROVAL 11-20-2023**

## 1. PURPOSE AND SCOPE

In accordance with federal transportation legislation (23 CFR 450.320), the transportation planning process in the Kansas City Transportation Management Area (TMA)<sup>1</sup> addresses congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operational management strategies. The development of the congestion management process results in multimodal system performance measures and strategies that are reflected in the metropolitan transportation plan and TIP.

This Congestion Management Process (CMP) Policy supports the goal in the region's current Metropolitan Transportation Plan (MTP), Connected KC 2050, to maintain a multimodal transportation system that supports the efficient movement of people and goods and promotes economic development. A well-maintained system provides consistent and reliable travel times for commuters as well as freight traveling to and through the region as reliable schedules are critical for goods movement.

The primary participants of the CMP, and the intended audience for this policy, includes the Federal Highway Administration (FHWA), state DOTs, agencies/project sponsors, and MARC staff. Sections 2 through 5 of this policy include background information and key terms related to the CMP, the steps of the MARC CMP, required analyses for projects that add SOV capacity, exemptions to the SOV capacity analysis, and the CMP review and update process. The last section of this policy describes how the MARC CMP is integrated with the region's MTP, TIP, and corridor studies.

## 2. BACKGROUND AND KEY TERMS

Based on the 2021 Highway Statistics compiled by FHWA<sup>2</sup>, the Kansas City urbanized area has the highest ratio of freeway miles to population compared to all urbanized areas with population over 500,000 in the United States. This level of existing capacity contributes to the relatively low levels of traffic congestion the Kansas City region experiences compared to areas of similar population and economic activity. Despite these low levels of congestion, traffic monitoring services such as KC Scout and Operation Green Light (OGL) indicate that some areas do experience peak period congestion, most often during rush hour, in certain locations throughout the region.

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<sup>1</sup> The Kansas City metropolitan area is classified as a TMA because its population is greater than 200,000.

<sup>2</sup> FHWA Office of Highway Policy Information, "Highway Statistics 2021," Highway Statistics Series Publications, 2021, accessed September 2023, <https://www.fhwa.dot.gov/policyinformation/statistics/2021/>

Under current federal policy, Transportation Management Areas (TMAs) that are in non-attainment for ozone or carbon monoxide (CO) standards, federal funds may not be advanced for any new project that will significantly increase the carrying capacity for single-occupant vehicles (SOVs) other than projects that address bottlenecks or safety needs unless the project results from a CMP. While the region is currently in attainment, area design values for ground level ozone are very close to the current National Ambient Air Quality Standards (NAAQS) and therefore the risk remains of becoming a non-attainment area in the future.

The following terms and concepts pertain to this policy:

**Congestion:**

In the transportation industry, congestion can be generally defined as a condition where the volume of users or vehicles on a transportation facility approaches or exceeds the capacity of that facility (i.e., volume-to-capacity ratio). A higher volume-to-capacity ratio is often associated with lower levels of service. Congestion is characterized by reduced travel speeds, as compared to conditions under higher levels of service, and increased travel times and delay which can lead to uncertainty, frustration, discomfort and dissatisfaction of transportation system users.

However, one of the key principles promoted by FHWA is that the measures used to track congestion should be based on the travel time experienced by users of the highway system. While FHWA acknowledges that the transportation profession has used many other types of measures to track congestion (such as “level of service”), travel time is a more direct measure of how congestion affects users.

Thus, MARC measures congestion on the Congestion Management Network (CMN) by primarily using the following:

- For recurring congestion, MARC uses the Travel Time Index (TTI), the ratio of the average travel time to the free-flow travel time of a roadway segment. If a roadway segment has a TTI of 1.50, it takes 50 percent more time to travel across that segment than it would in free-flow traffic.
- For non-recurring congestion, MARC uses the Planning Time Index (PTI), the ratio of the 95th percentile travel time to the free-flow travel time for a roadway segment. This means, for a PTI of 2.00, a motorist should plan on scheduling twice the free-flow travel time to cross the segment to arrive on time.

MARC uses additional travel time measures (i.e., Level of Travel Time Reliability (LOTTR) and the Truck Travel Time Reliability (TTTR) Index) to measure congestion and system reliability on the National Highway System in accordance with federal requirements. The National Highway System is a component of the Congestion Management Network.

**Single-Occupant Vehicle Capacity Project:**

For the Kansas City TMA, a project that adds significant SOV capacity is currently defined as adding one or more through travel lanes, turn lanes or auxiliary lanes for a continuous distance of one-half mile or more on a facility classified as minor



collector or higher on the FHWA functional classification system. (Some of these projects are exempt from undergoing an SOV capacity analysis. See Section 4.1)

**Auxiliary Lane:**

The portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement.

**Traffic Bottleneck:**

FHWA defines a traffic bottleneck as a localized section of highway that experiences reduced speeds and inherent delays due to a recurring operational influence or a nonrecurring impacting event.

The intended outcome of this policy is not to eradicate congestion, but to manage congestion levels within the Kansas City TMA to minimize direct adverse impacts of congestion (e.g., reduced travel speeds, increased travel times and delay) as well as secondary impacts. Some secondary impacts of congestion include decreased productivity and increased greenhouse gas emissions.

However, to support additional goals of the MTP, such as providing a range of transportation options and prioritizing investments that reduce pollution and greenhouse gas emissions, the region should focus on addressing recurring and non-recurring congestion using a wide range of strategies before adding lanes for single-occupant vehicle use.

### **3. MARC CONGESTION MANAGEMENT PROCESS**

The MARC CMP applies to the roadway and highway network within the Kansas City TMA. The CMP is a systematic way of monitoring, measuring and diagnosing the causes of current and future congestion on the region’s multi-modal transportation system; evaluating and recommending alternative strategies to manage current and future regional congestion; and monitoring and evaluating the performance of strategies implemented to manage congestion.

The FHWA and FTA Guidebook, *Advancing Metropolitan Planning for Operations*, outlines an 8-step framework for the development of a CMP.

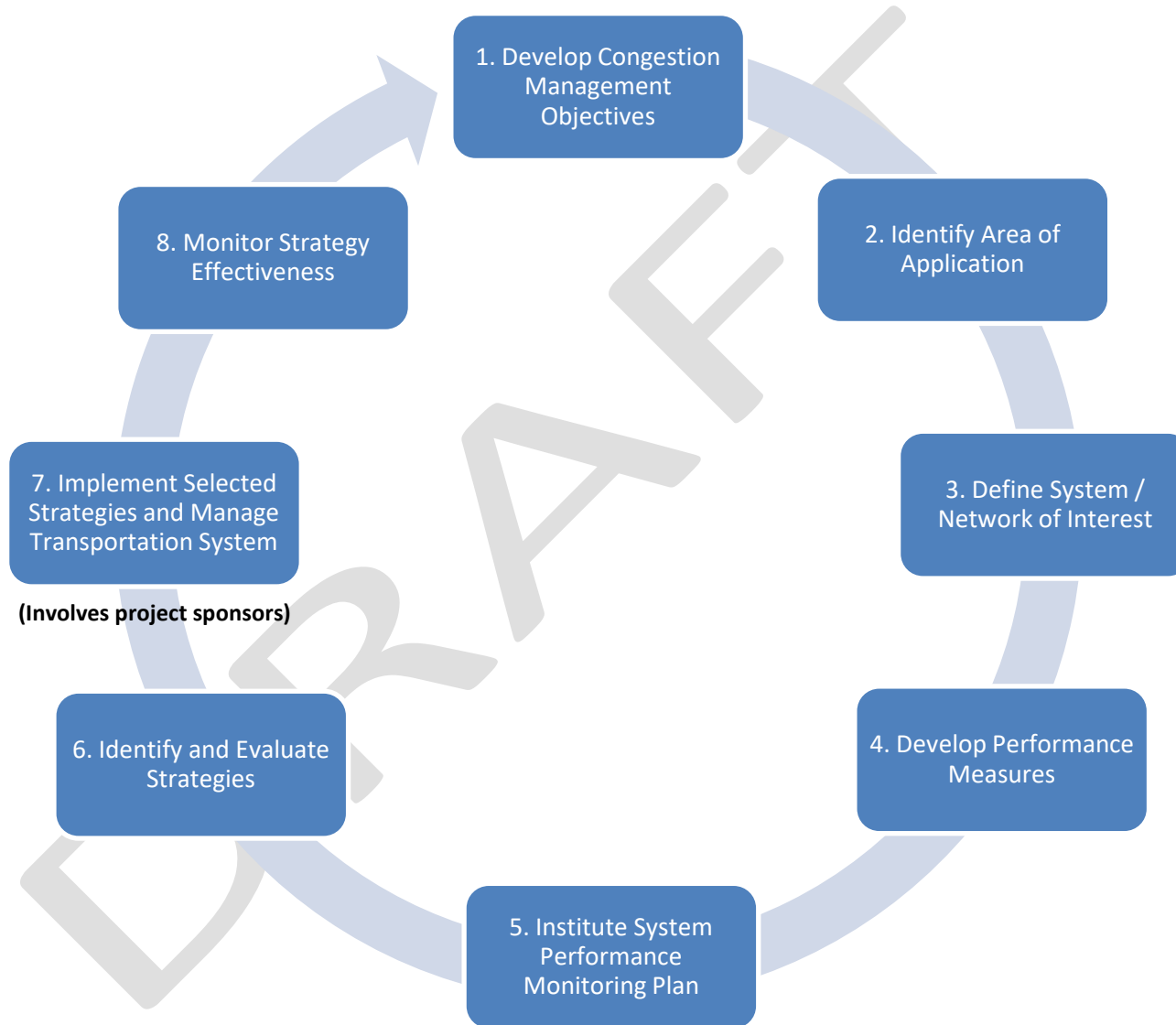
1. Develop Congestion Management Objectives
2. Identify Area of Application
3. Define System/Network of Interest
4. Develop Performance Measures
5. Institute System Performance Monitoring Plan
6. Identify and Evaluate Strategies
7. Implement Selected Strategies and Manage Transportation System
8. Monitor Strategy Effectiveness

In accordance with this guidance MARC has developed a cyclical eight-step approach within this policy, shown in **Figure 1** and detailed in **Table 1**. To advance steps 1 through 6 and step 8, MARC staff works in coordination with state DOTs, local jurisdictions and agencies,

MARC committees, stakeholders and/or the public. Step 7, Implement Selected Strategies and Manage Transportation System, also involves project sponsors seeking federal funding in the Kansas City TMA.

DRAFT

**Figure 1: 8-Step Congestion Management Process**



**Table 1: 8-Step Congestion Management Process**

Step	Description	Involved Agencies
1	<p><u><i>Develop Congestion Management Objectives</i></u>                      The CMP is an objectives-driven, performance-based approach to managing congestion. The development of congestion management objectives allows stakeholders to focus on specific aspects of congestion and provides a way to measure the effectiveness of congestion management strategies.</p> <p>The region’s MTP includes specific system performance and congestion <a href="#">performance measures</a> and associated strategies in addition to a broader range of regional transportation objectives. Each objective is supported with specific transportation system performance measures which establish a desired trend for each measure over the timeframe of the plan. As congestion management objectives and measures are developed and refined in future updates to the MTP, the CMP will reflect those changes.</p>	MARC staff in coordination with local jurisdictions, MARC committees, stakeholders and the public through the development of the MTP
2	<p><u><i>Identify Area of Application</i></u>                      The CMP applies to the geographic area defined by the MARC Metropolitan Planning Area (MPA) boundary, including the counties of Johnson, Leavenworth, Miami and Wyandotte in Kansas, and Cass, Clay, Jackson and Platte in Missouri. This area corresponds to the area covered by the Kansas City Regional ITS Architecture and the MARC regional travel demand model.</p>	MARC staff
3	<p><u><i>Define System/Network of Interest</i></u>                      For the purposes of data collection and system monitoring, MARC has identified a subset of the regional street and highway network as the Congestion Management Network (CMN). These facilities include:</p> <ul style="list-style-type: none"> <li>• All National Highway System routes;</li> <li>• All routes with average daily mid-block traffic volumes of 25,000 or more for segments of 2 miles or more in length; and</li> <li>• All routes with high levels<sup>3</sup> of transit service.</li> </ul> <p>MARC will maintain a map of the CMN, which will be reviewed and updated as necessary at least every five years with the development of the MTP.</p>	MARC staff in coordination with state DOTs and local transit agencies
4	<p><u><i>Develop Performance Measures</i></u>                      System performance measures used for the CMP are derived from requirements outlined in federal planning rules and support the congestion management objectives established in the MTP. These measures allow MARC to identify the location, duration, extent, and causes of recurring and non-recurring congestion.</p> <p>Through the CMP, congestion related performance measures will be tracked over time, allowing MARC to</p>	MARC staff in coordination with state DOTs, local transit agencies, and MARC transportation committees, and with local jurisdictions,

<sup>3</sup> The level of transit service depends on such factors as ridership and frequency and hours of service. MARC will consult with transit providers in the region to ensure that appropriate transit routes are considered when designating and updating the congestion management network.

Step	Description	Involved Agencies
	<p>monitor progress towards meeting the congestion management objectives. Additional details about performance measures are provided in the MTP document.</p>	<p>stakeholders and public through the development of the MTP</p>
<p>5</p>	<p><i>Institute System Performance Monitoring Plan</i></p> <p>The MARC CMP currently incorporates the following data collection and system monitoring activities for the CMN.</p> <ul style="list-style-type: none"> <li>• MARC will analyze and report relevant transportation performance measures-related data collected from the U.S. Census Bureau’s Decennial Census and American Community Survey (ACS).</li> <li>• Observed traffic volumes are collected by the State Departments of Transportation and several local units of government on an annual basis. MARC will update and analyze traffic volume data on the CMN annually, or as often as the data are made available.</li> <li>• A variety of data will be used by MARC to calculate congestion related performance measures. MARC will conduct a <a href="#">regional travel time study</a> at least every 4 years. Speed data is continually collected on the KC Scout system and is made available to MARC for analysis.</li> <li>• Incident clearance time data for crashes is collected by Kansas City Scout (on the Scout system) and law enforcement agencies. MARC will incorporate the annual average incident clearance times for crashes occurring on the KC Scout system within its travel time studies as that data is made available.</li> <li>• Crash data are collected and reported by the State Departments of Transportation. MARC will update crash data on the CMN annually.</li> <li>• MARC will develop, apply, and maintain the regional travel demand model. The model outputs will allow MARC to forecast system performance measures on the CMN. The model network will be updated in advance of each MTP update.</li> <li>• Transit ridership and bus route performance data are collected by two local transit agencies (KCATA and Johnson County Transit), as well as the National Transit Database. MARC will obtain and analyze transit performance data from these sources.</li> <li>• MARC periodically surveys registered users of WAY TO GO (previously Regional Rideshare program and RideshareKC) to estimate participation levels and associated benefits to the transportation system. MARC will compile and report this data as part of its travel time studies, based on the availability of data.</li> </ul> <p>The information and data collected through the system performance monitoring plan will be compiled and analyzed in advance of regular sub-allocated calls for projects, based on the availability of data. As new, additional sources and types of data become available, MARC will incorporate them into its system performance monitoring plan.</p>	<p>MARC staff in coordination with state DOTs, Kansas City Scout, local transit agencies, WAY TO GO, and MARC transportation committees</p>

Step	Description	Involved Agencies
	<p>The Performance Measures and Congestion Management Reports will identify the location, duration, extent, and causes of congestion on the CMN, and will summarize the various performance measures used by the CMP.</p>	
6	<p><u>Identify and Evaluate Strategies</u></p> <p>The information and data contained in the Performance Measurement Report will be used to identify appropriate congestion management strategies for the MARC region. The identification and selection of strategies for a particular segment or corridor should be tailored to the specific cause or causes of congestion. MARC will work collaboratively with its transportation planning partners to identify and advance appropriate strategies for managing congestion.</p> <p>The MARC CMP provides information about a wide range of congestion management strategies applicable to the Kansas City region. These strategies are detailed in the CMP Toolbox. The intent of the CMP Toolbox is to provide a reference for the development of alternative strategies for consideration in corridor studies and NEPA documents, which may be conducted and developed within the context of the Kansas City metropolitan transportation planning process.</p> <p>Congestion reduction strategies will be evaluated for the purposes of developing the MTP, TIP, NEPA documents, and corridor studies. Evaluation of implemented CMP strategies may be conducted as “before and after” studies for individual projects, through modeling exercises or through literature reviews of the benefits and costs of project types, as appropriate. These evaluations may be conducted by MARC or by individual project sponsors. However, at a minimum, the network for the regional travel demand forecasting model will be updated in advance of each MTP update, to incorporate implemented CMP strategies involving highway or fixed guideway transit capacity into the existing network.</p>	<p>MARC staff in coordination with MARC transportation committees</p>
7	<p><u>Implement Selected Strategies and Manage Transportation System</u></p> <p>Information developed through the CMP will be applied to establish priorities for the MARC transportation planning products, thereby facilitating the implementation of the CMP. During the development of the MTP and TIP, congestion management objectives and performance measures will be used to rank and select strategies. For the purpose of scoring project applications for both the MTP and TIP, MARC awards points to projects that:</p> <ul style="list-style-type: none"> <li>• Facilitate alternative modes of transportation</li> <li>• Implement strategies from the CMP Toolbox</li> <li>• Address congested segments on the CMN</li> <li>• Support adopted local land use objectives that align with the regional strategy in the MTP to focus</li> </ul>	<p>MARC staff in coordination with:</p> <ul style="list-style-type: none"> <li>• Project sponsors for projects seeking federal funding within the Kansas City TMA</li> <li>• State DOTs</li> </ul>

Step	Description	Involved Agencies
	<p>energy on key activity centers and corridors</p> <p>The TIP and Annual Listing of Projects will allow MARC to track implementation of congestion management strategies at the system-wide level. Projects that add SOV capacity to roadway segments that have not been identified through the system monitoring plan described above and otherwise do not demonstrate congestion through independent studies are not considered aligned with this policy. <i>(See Section 5, Single Occupant Vehicle Capacity Projects below)</i></p>	
8	<p><i>Monitor Strategy Effectiveness</i></p> <p>The CMP is an iterative process, and MARC will work closely with operating agencies to monitor the effectiveness of congestion reduction strategies implemented in the Kansas City region. Data collected through the System Performance Monitoring Plan (see Step 5 above), as well as data reported by operating agencies such as KC SCOUT and the State DOTs will provide performance measures that can be used to evaluate the effectiveness of implemented strategies. This information will be incorporated into the <a href="#">Performance Measures Report</a> and <a href="#">Congestion Management Report</a> that will be prepared by MARC on a regular basis, providing feedback that will be used to update and refine the CMP.</p> <p>Information on the effectiveness of congestion management strategies over time will also inform revisions and updates to the CMP Toolbox. As strategies are implemented and monitored, the benefits or impacts to congestion will be incorporated into the Toolbox to inform the selection and prioritization of future strategies.</p>	MARC staff in coordination with MARC transportation committees

#### 4. SINGLE OCCUPANT VEHICLE (SOV) CAPACITY PROJECTS

This section of the Congestion Management Process Policy focuses on an element within Step 7 of the Congestion Management Process, *Implement Selected Strategies and Manage Transportation System*, that applies to project sponsors. Projects that add SOV capacity to roadway segments that have not been identified through the system monitoring plan and otherwise do not demonstrate ***current or reasonably anticipated*** congestion through independent studies ***or do not include complementary strategies or other provisions to maintain acceptable performance of new SOV capacity over time*** are not considered aligned with this policy.

In TMAs designated as nonattainment areas for ozone or carbon monoxide pursuant to the Clean Air Act, federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for single-occupant vehicles (SOVs), unless the project is addressed through a CMP. While the Kansas City region is not currently designated as a nonattainment area, it is prudent to identify projects that may be subject to these provisions should this status change in the future. For the CMP, the definition of a regionally significant capacity project is consistent with the definition used for the purposes of air quality conformity analysis and should remain consistent with that definition over time. For the MARC TMA, a project that adds significant SOV capacity is currently defined as adding one or more through travel lanes, turn lanes or auxiliary lanes for a distance of one-half mile or more on a facility classified as minor collector or higher on the FHWA functional classification system.

In the MARC TMA, in order to justify the addition of SOV capacity for a project seeking federal funds, a project sponsor shall conduct and document a congestion mitigation analysis during the planning stage of project development showing that additional SOV capacity is necessary to manage congestion, as detailed below:

1. Sponsors should refer to *MARC's Transportation Congestion and Reliability in Kansas City* report on the [MARC Congestion Management webpage](#) as a resource to determine if existing congestion/unreliability has been identified as an area of concern along the project corridor. Alternatively, a project sponsor may provide a study which documents that congestion/system unreliability (as defined in MARC's report) is occurring or anticipated to occur given development or related transportation projects recently completed or under construction.
2. The analysis should include consideration of non-capacity strategies such as travel demand management (TDM) and transportation system management (TSM). Furthermore, the documentation must indicate how the capacity project includes management and operations strategies.
3. If the analysis demonstrates that travel demand reduction and operational management strategies alone cannot provide an acceptable level of mobility and additional SOV capacity is warranted, then the CMP shall identify all reasonable strategies to manage the facility safely and effectively. An acceptable level of mobility is defined by the project sponsor based on agency standards and practices.
4. All identified reasonable travel demand reduction and operational management strategies must be incorporated into the SOV capacity project or committed to by the project sponsor for implementation.



5. MARC will include a report that documents and summarizes the congestion mitigation analyses with MTP and TIP planning documents.

If the project proposes to add SOV capacity and is seeking federal funds, project sponsors shall coordinate with MARC staff to provide required information consistent with questions on the SOV Capacity Analysis Worksheet (**Appendix A**).

#### **4.1 PROJECTS EXEMPT FROM THE SOV CAPACITY ANALYSIS**

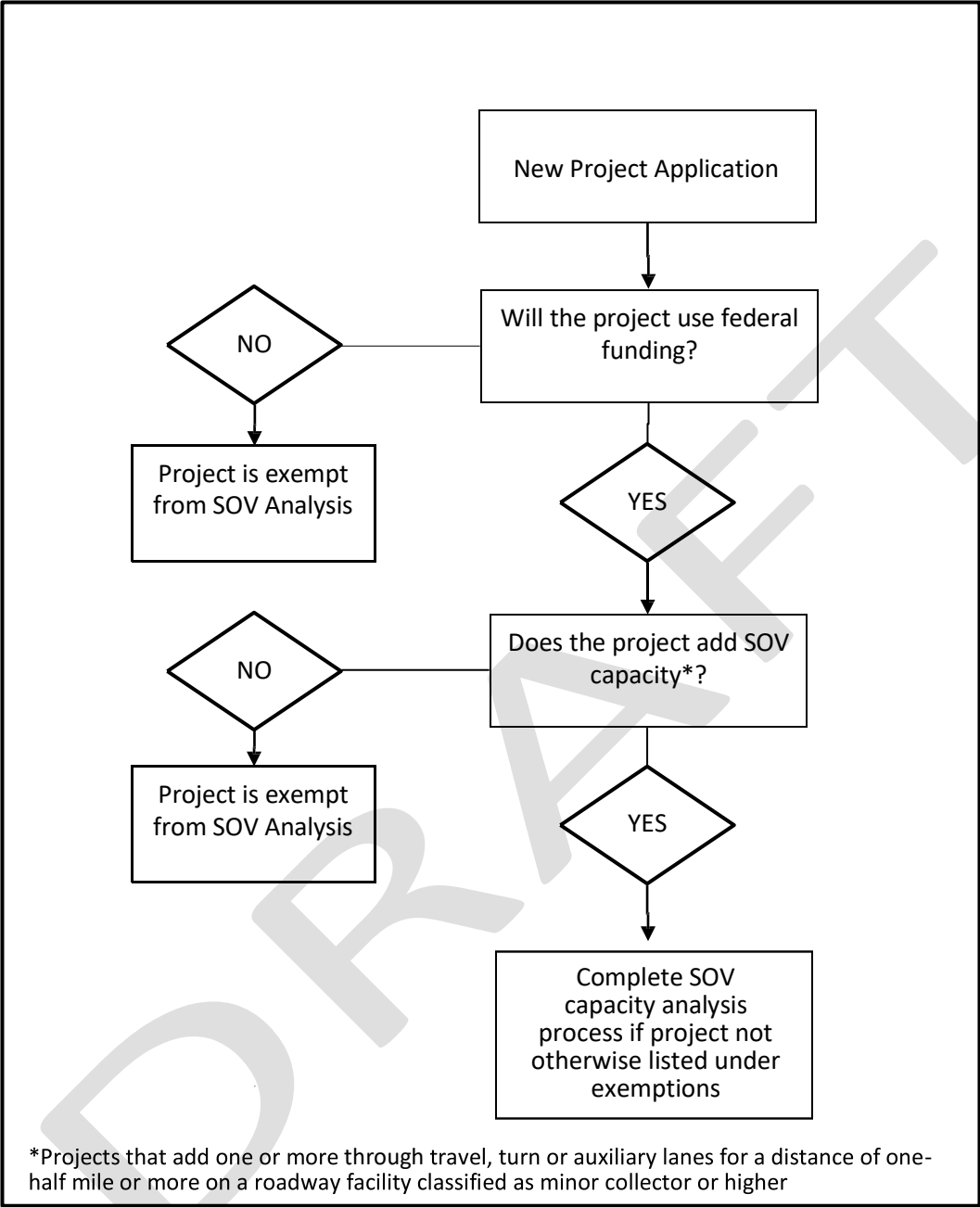
The following projects are exempt from completing the SOV capacity analysis:

- Projects that will not use federal funding.
- Projects that do not add SOV capacity (i.e., bike lanes and transit priority lanes) and are intended to improve mobility for non-single occupant vehicle users.
- Projects that add SOV capacity, but are otherwise exempt as they would:
  - Address identified traffic bottlenecks on the Congestion Management Network.
  - Add turn lanes, auxiliary lanes, or similar improvements to address *a specific* safety need that aligns with strategies within the [MARC 2022-2027 Transportation Safety Plan](#). To be considered exempt, project sponsors must document how the addition of turn lanes or auxiliary lanes would increase safety. It is MARC's expectation that these projects will also comply with the regional Complete Streets Policy.

The flowchart in **Figure 2** describes the screening process MARC will use to determine which projects must be addressed by the CMP.

DRAFT

Figure 2. MARC CMP SOV Analysis Screening Process



## **5. CMP REVIEW AND UPDATE PROCESS**

All elements of the MARC CMP will be reviewed and updated periodically to reflect changes to the region's transportation goals and objectives and transportation system.

At a minimum:

- Congestion management objectives will be reviewed and revised as necessary in coordination with updates to the Metropolitan Transportation Plan;
- The CMN will be reviewed and updated as necessary every five years, with the development of the MTP. Changes to the CMN will be approved by the MARC Highway Committee;
- Travel time data will be collected and analyzed every four years by MARC, in advance of each update to the MTP;
- CMN performance will be updated and analyzed on a cycle consistent with the availability of current, supporting data.
- A Performance Measurement Report will be updated and published regularly by MARC, based on available data.
- The regional travel demand forecasting model network will be updated in advance of each update to the MTP;
- Observed traffic volumes will be incorporated into the transportation database as they are made available to MARC;
- In collaboration with the MARC Highway Committee the CMP Toolbox will be reviewed and updated by MARC at least every four years;
- Policies and procedures governing the CMP will be reviewed and revised as necessary to address changes to regional transportation goals and/or federal rules and requirements; and
- These and other elements of the CMP may be reviewed and updated on a case-by-case basis in consultation with the MARC Highway Committee.

## **6. INTEGRATION WITH METROPOLITAN TRANSPORTATION PLANNING**

The MARC CMP, as described in Sections 1 through 5, is one component of the metropolitan planning process. It is integrated with the MTP, Transportation Improvement Program (TIP) and corridor studies, including those being conducted in accordance with the National Environmental Policy Act (NEPA), through its data and analysis functions as well as through the [CMP Toolbox](#). These relationships are summarized below.

### *Relationship to the Metropolitan Transportation Plan (MTP)*

The MARC CMP is related to the regional MTP in four ways:

- The MTP provides a set of congestion management related strategies and performance measures that are applied through the CMP;
- The MTP development process includes an evaluation and prioritization of transportation projects and strategies structured around advancing these identified CMP objectives and measures;
- The MTP provides system performance information in support of the CMP which is used by MARC and its planning partners to identify corridors or segments for detailed analysis in corridor or other special studies, as recommended by the MTP; and

- The CMP Toolbox provides alternative congestion management strategies for consideration in corridor and other studies, which ultimately are reflected in project design and are incorporated into the MTP's fiscally constrained project listing.

#### *Relationship to the Transportation Improvement Program (TIP)*

The MARC CMP is related to the development of the regional Transportation Improvement Program in four ways:

- The CMP provides system performance information for use by MARC in evaluating projects nominated for inclusion in the TIP;
- The CMP provides system performance information for project sponsors, which may influence their recommended projects for incorporation in the TIP;
- The CMP provides information about alternative congestion management strategies considered for SOV capacity projects to be advanced using federal funds; and
- The CMP objectives are integrated with the application scoring process used to select and prioritize projects in the TIP.

#### *Relationship to Corridor Studies*

The MARC CMP is related to the development of corridor studies and related NEPA documents in two ways:

- The CMP provides system performance information which is used by MARC to identify corridors or segments for detailed analysis in corridor or NEPA studies; and
- The CMP Toolbox provides alternative congestion management strategies for consideration in corridor studies and related NEPA documents. When traffic congestion is referenced in the Purpose and Need statement for an Environmental Assessment (EA), Environmental Impact Statement (EIS), or Planning and Environmental Linkages (PEL) the EA/EIS/PEL shall consider the congestion management strategies included in the MARC CMP Toolbox as a starting point for the development of alternative strategies. This does not preclude the EA/EIS/PEL from considering other strategies that may not be in the CMP Toolbox, nor does it require that the EA/EIS/PEL select a strategy from the CMP Toolbox as the preferred alternative. However, the EA/EIS/PEL document must include a discussion of how the CMP Toolbox strategies were addressed.

#### *Relationship to the Regional Intelligent Transportation Systems (ITS) Architecture*

All ITS strategies implemented from the CMP Toolbox will be consistent with the [Regional ITS Architecture](#). MARC will ensure that both the Regional ITS Architecture and the CMP Toolbox are reviewed for consistency and reconciled as necessary when either is updated.

**APPENDIX A**  
**SOV CAPACITY ANALYSIS WORKSHEET**

DRAFT



Congestion Management Process  
Single-Occupant Vehicle (SOV)  
Capacity Analysis Worksheet

FOR MARC USE ONLY

L RTP #00000

TIP #00000

### **Basic Project Information**

Primary Sponsor: [Click here to enter text.](#)

Project Title: [Click here to enter text.](#)

Facility: [Click here to enter text.](#)

From: [Click here to enter text.](#)

To: [Click here to enter text.](#)

Does the project add one or more travel lanes, turn lanes or auxiliary lanes for one-half mile or more on a facility classified as minor collector or higher on the [FHWA functional classification system](#)?

YES  NO

### **Exemptions**

The following projects are exempt from completing the SOV capacity analysis:

- Projects that address identified bottlenecks on the Congestion Management Network.
- Projects that add turn lanes, auxiliary lanes, or similar improvements to address a specific safety need that aligns with strategies within the MARC 2022-2027 Transportation Safety Plan. To be considered exempt, project sponsors must describe how the addition of turn lanes or auxiliary lanes would increase safety. It is MARC's expectation that these projects will also comply with the regional Complete Streets Policy.

If your project falls under one of the above categories, check the appropriate box and [complete this Exemptions section of the SOV Capacity Analysis Worksheet ONLY](#). If your project does not fall under one of the above categories, [proceed to the next section, Background Information](#).

Describe the project and how the addition of turn lanes, auxiliary lanes, or similar improvements would address **a specific** safety need that aligns with strategies within the MARC 2022-2027 Transportation Safety Plan. If not applicable, note “N/A.”

[Click here to enter text.](#)

Describe the project and how the project would address identified bottlenecks on the Congestion Management Network. If not applicable, note “N/A.”

[Click here to enter text.](#)

If project addresses a specific safety need or an identified bottleneck on the CMN, and the applicant clearly explains how, the remainder of this form is not required. If the project does not fall under one of the above categories, proceed to the next section, Background Information.

### **Background Information**

Is the project/corridor on the Congestion Management Network?

YES  NO

Are one or more segments of the corridor congested/unreliable in MARC’s Transportation Congestion and Reliability in Kansas City report?

YES  NO

### **SOV Capacity Analysis**

If the project is not on the Congestion Management Network, or is on the network but is not reported as congested/unreliable, you may provide a study that documents that congestion/system unreliability (as defined in MARC’s report) is occurring or anticipated to occur given development or related transportation projects recently completed or under construction. In this case, please provide a study which documents system congestion/unreliability.

Please provide a congestion mitigation analysis demonstrating that additional capacity is necessary to mitigate the congestion specified. This analysis should include information related to the causes and severity of current congestion and reasonable travel demand reduction and operational management strategies for the corridor.

Does analysis include consideration of non-capacity strategies such as travel demand management and transportation system management?

YES  NO

Does analysis demonstrate that travel demand reduction and operational management strategies alone cannot provide an acceptable level of mobility?

YES  NO

Does analysis demonstrate that additional SOV capacity is warranted?

YES  NO

Does the project scope include appropriate travel demand reduction and operational strategies from the Congestion Management Toolbox previously identified through the project's congestion mitigation analysis?

YES  NO  Project is too early in the planning process to have incorporated strategies from the CMP Toolbox. Project sponsor commits to considering strategies from the CMP Toolbox in development of project scope.

Are you committed to implementing these strategies?

YES  NO

What travel demand reduction and operational strategies are in use in the project corridor or will be implemented as part of this project? For each category, please indicate which, if any, strategies from the Congestion Management Toolbox are currently implemented in the project location/corridor and provide a brief description of each strategy. For more information on the Toolbox, visit the MARC Congestion Management Process page.

Select the Access Management Strategies that your plan addresses.

- |   |  |
|---|--|
| <input type="checkbox"/> Left Turn Restrictions; Curb Cut and Driveway Restrictions | <input type="checkbox"/> Roadway Restrictions                          |
| <input type="checkbox"/> Turn Lanes and New or Relocated Driveways and Exit Ramps   | <input type="checkbox"/> Access Control to Available Development Sites |
| <input type="checkbox"/> Interchange Modifications                                  | <input type="checkbox"/> Intersection Turn Lanes                       |
| <input type="checkbox"/> Minimum Intersection/Interchange Spacing                   | <input type="checkbox"/> Roundabout Intersections                      |
| <input type="checkbox"/> Frontage Roads and Collector-Distributor Roads             | <input type="checkbox"/> New Grade-Separated Intersections             |

Select the Active Transportation Strategies that your plan addresses.

- |  |   |
|--|---|
| <input type="checkbox"/> New Pedestrian and Bicycle Facilities                                       | <input type="checkbox"/> Exclusive Non-Motorized Rights-of-Way  |
| <input type="checkbox"/> Improved Bicycle Facilities at Transit Stations and Other Trip Destinations | <input type="checkbox"/> Bike Sharing Programs  |
| <input type="checkbox"/> Design Guidelines for Pedestrian-Oriented Development                       | <input type="checkbox"/> Promoting Bicycle and Pedestrian Use Through Education and Information Dissemination |



Improved Safety of Existing Bicycle and Pedestrian Facilities

Adopting and Implementing a Complete Streets Policy

Select the Highway Strategies that your plan addresses.

Increasing Number of Lanes without Highway Widening

Hill Climbing Lanes

Geometric Design Improvements

Grade separated railroad crossings

HOV Lanes

New Freeways

Super Street Arterials

New Arterial Streets

Highway Widening by Adding Lanes

New Collectors and Local Streets

Acceleration/Deceleration lanes

Select the Land Use Strategies that your plan addresses.

Mixed-Use Development

Trip Reduction Strategies

Infill and Densification

Transportation Management Associations

Transit-Oriented Development

Last-Mile Delivery/Fulfillment Centers

Select the Parking Strategies that your plan addresses.

On-Street Parking and Standing Restrictions

Park and Ride Lots

Employer/Landlord Parking Agreements

Advanced Parking Systems

Preferential or Free Parking for HOVs and Parking Management

Local and Regional Excise Taxes

Location-Specific Parking Ordinances

Parking Facility Management Information Signs

Select the Regulatory Strategies that your plan addresses.

Trip Reduction Ordinance

Carbon Pricing/Motor Fuel Tax

Congestion Pricing

Emissions-based vehicle registration fees

Auto Restriction Zones (Pedestrian Malls)

VMT fee

Truck Restrictions

Traffic Impact Fee

Arterial Access Management

Pay-As-You-Drive (PAYD) Insurance (state level)

Select the TDM Strategies that your plan addresses.

- |  |   |
|--|---|
| <input type="checkbox"/> Alternative Work Hours                        | <input type="checkbox"/> Public Education Campaigns               |
| <input type="checkbox"/> Telecommuting                                 | <input type="checkbox"/> Traditional Toll Roads                   |
| <input type="checkbox"/> Ridesharing                                   | <input type="checkbox"/> Non-traditional Toll Roads               |
| <input type="checkbox"/> Guaranteed Ride Home Policies                 | <input type="checkbox"/> Car Sharing                              |
| <input type="checkbox"/> Alternative Travel Mode Events and Assistance | <input type="checkbox"/> Alternative Truck Freight Delivery Hours |

Select the Transit Strategies that your plan addresses.

- |   |  |
|---|--|
| <input type="checkbox"/> Reducing Transit Fares                                 | <input type="checkbox"/> Intelligent Transit Stops                                 |
| <input type="checkbox"/> Increasing Bus Route Coverage or Frequencies           | <input type="checkbox"/> Transit intersection Queue Jump Lanes and Signal Priority |
| <input type="checkbox"/> Park-and-Ride Lots                                     | <input type="checkbox"/> Enhanced Transit Amenities                                |
| <input type="checkbox"/> Light, Heavy, and Commuter Rail                        | <input type="checkbox"/> Dedicated Rights-of-Way for Transit                       |
| <input type="checkbox"/> Employer Incentive Programs                            | <input type="checkbox"/> Bus Rapid Transit (BRT)                                   |
| <input type="checkbox"/> Electronic Payment Systems and Universal Farecards     | <input type="checkbox"/> Express Bus Service                                       |
| <input type="checkbox"/> Realigned Transit Service Schedules and Stop Locations | <input type="checkbox"/> Local Circulator  |

Select the Transportation Operations and Management Strategies that your plan addresses.

- |  |  |
|--|--|
| <input type="checkbox"/> Traffic Signal Coordination and Modernization     | <input type="checkbox"/> Targeted and Sustained Enforcement of Traffic Regulations |
| <input type="checkbox"/> Reversible Traffic Lanes                          | <input type="checkbox"/> Special Events and Work Zone Management                   |
| <input type="checkbox"/> Freeway Incident Detection and Management Systems | <input type="checkbox"/> Road Weather Management                                   |
| <input type="checkbox"/> Ramp Metering                                     | <input type="checkbox"/> Traffic Surveillance and Control Systems                  |
| <input type="checkbox"/> Highway Information Systems                       | <input type="checkbox"/> Electronic Toll Collection (ETC)                          |
| <input type="checkbox"/> Advanced Traveler Information Systems             | <input type="checkbox"/> Cordon Area Congestion Fees                               |
| <input type="checkbox"/> Service Patrols                                   | <input type="checkbox"/> Roadway Signage Improvements                              |
| <input type="checkbox"/> Restricting Turns at Key Intersections            | <input type="checkbox"/> Communications Networks and Roadway Surveillance Coverage |
| <input type="checkbox"/> Converting Streets to One-Way Operations          | <input type="checkbox"/> Transit Vehicle Travel Information                        |

Describe how each of the selected strategies will address the documented congestion.

[Click here to enter text.](#)

Has an Environmental Assessment or Environmental Impact Statement been completed for the project?

YES  NO

Please describe how strategies from the Congestion Management Toolbox were considered in the environmental study.

[Click here to enter text.](#)

## HIGHWAY COMMITTEE AGENDA REPORT

November 2023  
Item No. 5

### ISSUE:

VOTE: Fall 2023 Functional Classification System Updates

### BACKGROUND:

Functional classification is the process by which streets and highways are organized according to how they move vehicles across our transportation network. This designation is based on factors such as roadway volume and speed limit, among other criteria established by the Federal Highway Administration. Functional classification is used in transportation planning, roadway design, and is one factor in determining if a roadway project is eligible to receive federal funds.

As the Metropolitan Planning Organization for the Kansas City Region, MARC is responsible for developing and maintaining the Functional Classification system of roadways within its planning boundaries through coordination with local cities, counties, and departments of transportation. MARC follows an established schedule of two updates per year (spring and fall). To ensure requests meet FHWA guidelines, coordination with neighboring jurisdictions and DOTs is required.

For the Fall 2023 call, MARC reviewed 249 new requests for functional classification changes from nine (9) jurisdictions, which is an uncommonly high number of requests. 215 of the requests were from the Unified Government of Wyandotte County and Kansas City (UG) who made these requests to align with the classifications of their GoDotte Mobility Strategy Plan. To manage UG's requests MARC held two work sessions: one with KDOT and MARC and the other with MARC, KDOT, and UG. At the conclusion of the work sessions KDOT, UG, and MARC came to a consensus on the recommendations of UG's requests.

All 249 requests were reviewed by MARC staff and the applicable DOTs. The requests were organized into the following four (4) recommendation categories.

- Approve: 191 requests (77%)
- Approve with modification: 12 requests (5%)
- Withdrawn: 18 requests (7%)
- Denied: 28 requests (11%)

MARC coordinated with the requesting jurisdictions to develop a final list of request change recommendations. See attachment to this report for the complete list of request changes and recommendations that reflect coordination efforts.

### POLICY CONSIDERATIONS:

In some cases, functional classification determines the eligibility of roadways to receive federal funds, most notably the STP funds that MARC's programming committees award every two years.

### BUDGET CONSIDERATIONS:

None.

### RECOMMENDATION:

Approve Fall 2023 Functional Classification System changes as presented.

### STAFF CONTACT:

Alicia Hunter

Fall 2023 Functional Classification System Changes - Recommendations for 11/29/2023 Highway Committee Meeting

City	State	Roadway Name	From	To	Current Classification	Proposed Classification	Recommendation
Edgerton	KS	E 2nd Street	US 56	W Edgewood Drive	Not Classified	Major Collector	Approve
Edgerton	KS	W 8th Street	W 207th Street	W Nelson Street	Not Classified	Major Collector	Approve
Edgerton	KS	CO-OP Road	W 207th Street	W Edgewood Dr	Not Classified	Major Collector	Approve
Edgerton	KS	W 207th Street	S County Line Road	Sunflower Road	Not Classified	Major Collector	Deny
De Soto	KS	95th Street	Lexington	Edgerton Road	Local	Minor Collector	Approve
De Soto	KS	Edgerton Road	East bound off ramp of K-10	103rd Street	Local	Minor Collector	Approve
Overland Park	KS	Quivira Road	179th Street	199th Street	Not Classified	Major Collector	Approve - modified
Overland Park	KS	Antioch Road	167th Street	172nd Street	Local	Major Collector	Approve
Overland Park	KS	Antioch Road	175th Street	179th Street	Local	Major Collector	Approve
Overland Park	KS	175th Street	175th Street	Antioch Road	Local	Major Collector	Approve
Grain Valley	MO	Duncan Road	Tyer Road	Route BB (Buckner Tarsney Road)	Minor Collector	Major Collector	Approve
Harrisonville	MO	Eastwood Road	MO 7	MO 2	Not Classified	Major Collector	Approve
Raytown	MO	E 75th Street	Woodson Road	Westridge Road	Minor Arterial	Major Collector	Deny
Raytown	MO	E 75th Street	Woodson Road	HWY 350	Local	Major Collector	Approve
Raytown	MO	Westridge Road	East 75th Street	East 87th Street	Minor Arterial	Major Collector	Deny
Raytown	MO	E 53rd Street	Raytown Road	Woodson Road (at Blue Ridge Blvd.)	Local	Major Collector	Approve
Raytown	MO	E 59th Street	Woodson Road	Blue Ridge Cutoff	Local	Major Collector	Approve
Raytown	MO	E 67th Street	Lane Avenue	Blue Ridge Cutoff	Local	Minor Collector	Approve
Raytown	MO	E 67th Street	Woodson Road	Lane Avenue	Local	Minor Collector	Approve
Raytown	MO	Spring Valley Road	East 83rd Street	Blue Ridge Blvd	Local	Minor Collector	Approve
Riverside	MO	Missouri Route 9	I-635	Downtown Parkville	Minor Arterial	Principal Arterial	Deny
Liberty	MO	South Liberty Parkway Phase III	MO 291	MO 210	Local	Minor Arterial	Deny
Liberty	MO	Birmingham	Ruth Ewing	South Liberty Pkwy	Local	Major Collector	Approve
Liberty	MO	Arsenal Drive	South Liberty Parkway	Birmingham	Local	Minor Collector	Withdrawn

Liberty	MO	South Liberty Parkway	S. Withers	MO 291	Local	Minor Arterial	Approve
Liberty	MO	Hughes Rd	South Liberty Parkway	MO 210	Local	Minor Arterial	Withdrawn
Liberty	MO	Shepherd	Lightburne St.	B Hwy	Local	Major Collector	Approve
Liberty	MO	Montage Pkwy	Innovation Dr.	Glen Hendren Dr.	Not Classified	Major Collector	Withdrawn
Liberty	MO	104th St	Church Rd	Eagle Dr.	Local	Major Collector	Withdrawn
Liberty	MO	Eagle Dr.	104th	Innovation Dr.	Not Classified	Major Collector	Withdrawn
Liberty	MO	Innovation Dr.	Church Rd	Liberty Park Dr.	Not Classified	Major Collector	Withdrawn
Liberty	MO	Liberty Park Dr.	Church Rd	Plattsburg Rd.	Not Classified	Major Collector	Withdrawn
Liberty	MO	Cardinal Pkwy	Lightburne St.	Route H	Local	Major Collector	Withdrawn
Liberty	MO	Rush Creek Pkwy	Glenn Hendren Dr.	Lightburne St.	Local	Major Collector	Withdrawn
Kansas City	KS	Sunshine Rd	10th St	McCormick Rd	Local	Minor Collector	Approve - modified
Kansas City	KS	TAUROMEE AVE	78th St	72nd St	Not Classified	Minor Collector	Approve - modified
Kansas City	KS	N 22nd St	Minnesota Ave	Central Ave	Not Classified	Minor Collector	Approve - modified
Kansas City	KS	Stanley Rd	Fairfax Trfy	Fiberglass Rd	Local	Minor Collector	Approve - modified
Kansas City	KS	Puckett Rd	Rosedal Park Rd	W 47th St	Not Classified	Minor Collector	Approve - modified
Kansas City	KS	Rosedal Park Rd	Puckett Rd	Mission Rd	Not Classified	Minor Collector	Withdrawn
Kansas City	KS	S 47th St	W 47th St	Shawnee Dr	Minor Arterial	Major Collector	Withdrawn
Kansas City	KS	Kansas Ave	94th St	Kaw Dr	Minor Arterial	Major Collector	Withdrawn
Kansas City	KS	Hutton Rd	Leavenworth Rd	Georgia Ave	Minor Arterial	Major Collector	Withdrawn
Kansas City	KS	Park Dr	I-70	19th St	Minor Arterial	Major Collector	Approve - modified
Kansas City	KS	3rd St	Richmond Ave	Fairfax Tfwy	Not Classified	Major Collector	Approve - modified
Kansas City	KS	Shawnee Dr	47th St	Steele Rd	Minor Arterial	Major Collector	Approve - modified
Kansas City	KS	Hutton Rd	K-5	Hollingsworth Rd	Major Collector	Minor Collector	Approve - modified
Kansas City	KS	Holliday Dr	I-435	Metropolitan Ave	Minor Arterial	Major Collector	Withdrawn
Kansas City	KS	Merriam Ln	47th St	10th St	Minor Arterial	Major Collector	Withdrawn

Kansas City	KS	Southwest Blvd	S 10th St	W 31ST ST	Minor Arterial	Major Collector	Withdrawn
Kansas City	KS	Marxen Rd	N 123rd St	Wolcott Rd	Not Classified	Minor Collector	Approve
Kansas City	KS	Leavenworth Rd	91st St	Hutton Rd	Minor Arterial	Principal Arterial	Deny
Kansas City	KS	Mission Rd	I-35	47th St	Minor Arterial	Principal Arterial	Deny
Kansas City	KS	Speedway Blvd	State Ave	110th St	Major Collector	Principal Arterial	Deny
Kansas City	KS	110th St	Village West Pkwy	I-70	Major Collector	Principal Arterial	Deny
Kansas City	KS	Kaw Dr	61st St	57th St	Major Collector	Principal Arterial	Deny
Kansas City	KS	Meadowlark Ln	State Ave.	Parallel Pkwy	Minor Arterial	Principal Arterial	Deny
Kansas City	KS	Washington Blvd	3rd St	5th St	Minor Arterial	Principal Arterial	Deny
Kansas City	KS	Leavenworth Rd	38th St	I-635	Minor Arterial	Minor Arterial	Deny
Kansas City	KS	Parallel Parkway	142nd St	5th St	Minor Arterial	Principal Arterial	Deny
Kansas City	KS	State Ave	K-7	38th St	Minor Arterial	Principal Arterial	Deny
Kansas City	KS	Village West Pkwy	State Ave	110th St	Major Collector	Principal Arterial	Deny
Kansas City	KS	57th St	Kaw Dr	State Ave	Minor Arterial	Principal Arterial	Deny
Kansas City	KS	Turner Diagonal	Kaw Dr	I-70	Minor Arterial	Principal Arterial	Deny
Kansas City	KS	College Pkwy	Parallel Parkway	I-70	Major Collector	Principal Arterial	Deny
Kansas City	KS	78th St	Parallel Parkway	Riverview Ave	Minor Arterial	Principal Arterial	Deny
Kansas City	KS	Washington Blvd	5th St	I-70	Minor Arterial	Principal Arterial	Deny
Kansas City	KS	123rd St	Marxen Rd	Hollingsworth Rd	Major Collector	Minor Collector	Deny
Kansas City	KS	S James St	Central Ave	State Line Rd	Minor Arterial	Major Collector	Deny
Kansas City	KS	Delaware Pkwy	N 110th St	N 110th St	Not Classified	Minor Collector	Withdrawn

Kansas City	KS	Loring Ln	S 142nd St	Stillwell Rd	Major Collector	Minor Collector	Deny
Kansas City	KS	S 94th St	State Ave	Kansas Ave	Major Collector	Minor Collector	Approve - modified
Kansas City	KS	N 55th St	Leavenworth Rd	Dickinson Rd	Not Classified	Minor Collector	Approve
Kansas City	KS	N 6th St	Barnett Ave	Central Ave	Not Classified	Minor Collector	Approve - modified
Kansas City	KS	Orchard St	Splitlog Ave	Reynolds Ave	Not Classified	Minor Collector	Withdrawn
Kansas City	KS	7th St Trfy	Splitlog Ave	Ohio Ave	Principal Arterial	Principal Arterial	Deny
Kansas City	KS	K-7	Wyandotte/Leavenworth County	Wyandotte/Johnson County	Freeway	Freeway	Deny
Kansas City	KS	France Family Dr	Village West Pkwy	State Ave	Not Classified	Major Collector	Deny
Kansas City	KS	State Line Rd	Chester Ave	W 39th Ave	Not Classified	Minor Collector	Deny
Kansas City	KS	Village West Pkwy	State Ave	Parallel Pkwy	Major Collector	Minor Arterial	Approve
Kansas City	KS	Woodend Rd	I-435	S 88th St	Major Collector	Minor Arterial	Approve
Kansas City	KS	S 88th St	Woodend Rd	Kaw Dr	Major Collector	Minor Arterial	Approve
Kansas City	KS	N 47th St	State Ave	Orville Ave	Major Collector	Minor Arterial	Approve
Kansas City	KS	Kindleberger Rd	Fairfax Trafficway	McCormick Rd	Not Classified	Minor Arterial	Approve
Kansas City	KS	Sunshine Rd	McCormick Rd	N 10th St	Not Classified	Minor Collector	Approve
Kansas City	KS	N 107th St	Donahoo Rd	Leavenworth Rd	Minor Arterial	Major Collector	Approve
Kansas City	KS	N 131st St	Donahoo Rd	Parallel Pkwy	Not Classified	Major Collector	Approve
Kansas City	KS	N 99th St	Leavenworth Rd	Parallel Pkwy	Minor Arterial	Major Collector	Approve
Kansas City	KS	N 91st St	Leavenworth Rd	Parallel Pkwy	Minor Arterial	Major Collector	Approve
Kansas City	KS	N 77th St	Leavenworth Rd	Parallel Pkwy	Minor Arterial	Major Collector	Approve
Kansas City	KS	N 72nd St	Leavenworth Rd	Parallel Pkwy	Minor Arterial	Major Collector	Approve
Kansas City	KS	N 94th St	Parallel Pkwy	State Ave	Not Classified	Major Collector	Approve
Kansas City	KS	N 59th St	Leavenworth Rd	Parallel Pkwy	Minor Arterial	Major Collector	Approve
Kansas City	KS	Victory Dr	Parallel Pkwy	N 38th St	Minor Arterial	Major Collector	Approve
Kansas City	KS	Brown Ave	I-435 NB RAMP TERMINAL	N 27th St	Minor Arterial	Major Collector	Approve
Kansas City	KS	N 27th St	Brown Ave	Quindaro Blvd	Minor Arterial	Major Collector	Approve
Kansas City	KS	Quindaro Blvd	N 27th St	Fairfax Trfy	Minor Arterial	Major Collector	Approve
Kansas City	KS	Kaw Dr	N 57th St	I-70	Minor Arterial	Major Collector	Approve
Kansas City	KS	Central Ave	Orville Ave	S James St	Minor Arterial	Major Collector	Approve
Kansas City	KS	Minnesota Ave	N 38th St	N 18th St	Minor Arterial	Major Collector	Approve



Kansas City	KS	Orville Ave	N 47th St	N 38th St	Major Collector	Minor Arterial	Approve
Kansas City	KS	N 118th St	State Ave	Parallel Pkwy	Major Collector	Minor Arterial	Approve
Kansas City	KS	Kansas Ave	Kaw Dr	S 59th Ln	Major Collector	Minor Arterial	Approve
Kansas City	KS	S 59th Ln	Kansas Ave	Kaw Dr	Major Collector	Minor Arterial	Approve
Kansas City	KS	FAIRFAX TRFY	SUNSHINE RD	KINDLEBERGER RD	Not Classified	Minor Arterial	Approve
Kansas City	KS	McCormick Rd	Kindleberger Rd	Sunshine Rd	Not Classified	Minor Arterial	Approve
Kansas City	KS	Donahoo Rd	Highway 73	I-435	Minor Arterial	Major Collector	Approve
Kansas City	KS	GEORGIA AVE	Hutton Rd	N 99th St	Not Classified	Major Collector	Approve
Kansas City	KS	S 78th St	Riverview Ave	Kaw Dr	Minor Arterial	Major Collector	Approve
Kansas City	KS	Armstrong Ave	N 78th St	N 74th St	Not Classified	Major Collector	Approve
Kansas City	KS	N 38th St	Victory Dr	State Ave	Minor Arterial	Major Collector	Approve
Kansas City	KS	N 29th St	State Ave	Minnesota Ave	Minor Arterial	Major Collector	Approve
Kansas City	KS	Westview Dr	Minnesota Ave	Orville Ave	Minor Arterial	Major Collector	Approve
Kansas City	KS	N 18th St	K-5	Central Ave	Minor Arterial	Major Collector	Approve
Kansas City	KS	N 5th St	Washington Blvd	I-70	Minor Arterial	Major Collector	Approve
Kansas City	KS	N 2nd St	Kansas Ave	Osage Ave	Not Classified	Major Collector	Approve
Kansas City	KS	Osage Ave	S Baltimore St	S 2nd St	Not Classified	Major Collector	Approve
Kansas City	KS	METROPOLITAN AVE	HOLLIDAY DR	7TH ST TRFY	Minor Arterial	Major Collector	Approve
Kansas City	KS	S 55TH ST	KANSAS AVE	INLAND DR	Minor Arterial	Major Collector	Approve
Kansas City	KS	N 115TH ST	POLFER RD	SAM CLARK LN	Not Classified	Minor Collector	Approve
Kansas City	KS	POLFER RD	HWY 73	N 115TH ST	Major Collector	Minor Collector	Approve
Kansas City	KS	HUTTON RD	K-5	HOLLINGSWORTH RD	Major Collector	Minor Collector	Approve
Kansas City	KS	N 93RD ST	I-435	N 93RD LN	Major Collector	Minor Collector	Approve
Kansas City	KS	NELSON LN	N 93RD LN	N 97TH ST	Major Collector	Minor Collector	Approve
Kansas City	KS	HURRELBRINK RD	DONAHOO RD	WEST DR	Not Classified	Minor Collector	Approve
Kansas City	KS	N 91ST ST	WEST DR	LEAVENWORTH RD	Not Classified	Minor Collector	Approve
Kansas City	KS	N 119TH ST	LEAVENWORTH RD	PARALLEL PKWY	Not Classified	Minor Collector	Approve
Kansas City	KS	N 134TH ST	PARALLEL PKWY	DELAWARE PKWY	Not Classified	Minor Collector	Approve
Kansas City	KS	DELAWARE PKWY	N 134TH ST	N 126TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	N 86TH ST	STATE AVE	PARALLEL PKWY	Major Collector	Minor Collector	Approve
Kansas City	KS	N 82ND ST	STATE AVE	TAUROMEE AVE	Not Classified	Minor Collector	Approve
Kansas City	KS	N 83RD ST	PARALLEL PKWY	LEAVENWORTH RD	Major Collector	Minor Collector	Approve
Kansas City	KS	N 81ST ST	LEAVENWORTH RD	PARALLEL PKWY	Not Classified	Minor Collector	Approve

Kansas City	KS	TAUROMEE AVE	N 86TH ST	N 78TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	RIVERVIEW	N 94TH ST	N 78TH ST	Major Collector	Minor Collector	Approve
Kansas City	KS	N 72ND ST	RIVERVIEW AVE	KANSAS AVE	Major Collector	Minor Collector	Approve
Kansas City	KS	N 59TH ST	CERNECH RD	LEAVENWORTH RD	Not Classified	Minor Collector	Approve
Kansas City	KS	N 63RD ST	LEAVENWORTH RD	PARALLEL PKWY	Major Collector	Minor Collector	Approve
Kansas City	KS	N 63RD ST	CERNECH RD	LEAVENWORTH RD	Not Classified	Minor Collector	Approve
Kansas City	KS	N 51ST ST	LEAVENWORTH RD	PARALLEL PKWY	Major Collector	Minor Collector	Approve
Kansas City	KS	SORTOR DR	N 49TH ST	N 38TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	N 38TH ST	OAK AVE	LEAVENWORTH RD	Not Classified	Minor Collector	Approve
Kansas City	KS	N 34TH ST	BROWN AVE	PARALLEL PKWY	Not Classified	Minor Collector	Approve
Kansas City	KS	N 27TH ST	QUNDARO BLVD	PARALLEL PKWY	Major Collector	Minor Collector	Approve
Kansas City	KS	FARROW AVE	N 34TH ST	N 27TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	FARROW AVE	N 38TH ST	N 34TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	GEORGIA AVE	N 38TH ST	N 34TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	N 29TH ST	PARALLEL PKWY	STATE AVE	Major Collector	Minor Collector	Approve
Kansas City	KS	CLEVELAND AVE	N 18TH ST	N 10TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	STEELE RD	S 18TH ST	18TH ST EXPY	Minor Arterial	Major Collector	Approve
Kansas City	KS	S 55TH ST	SPEAKER RD	KANSAS AVE	Not Classified	Major Collector	Approve
Kansas City	KS	SPEAKER RD	S 55TH ST	S 42ND ST	Not Classified	Major Collector	Approve
Kansas City	KS	S 42ND ST	SPEAKER RD	KANSAS AVE	Not Classified	Major Collector	Approve
Kansas City	KS	Marxen Rd	HWY 73	N 123RD ST	Not Classified	Minor Collector	Approve
Kansas City	KS	SAM CLARK LN	WYANDOTTE/LEAVENWORTH H COUNTY LINE	N 115TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	N 115TH ST	POLFER RD	HOLLINGSWORTH RD	Major Collector	Minor Collector	Approve
Kansas City	KS	HUBBARD RD	N 115TH ST	N 107TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	HOLLINGSWORTH H RD	N 107TH ST	N 97TH ST	Major Collector	Minor Collector	Approve
Kansas City	KS	N 97TH ST	HOLLINGSWORTH RD	N 93RD ST	Major Collector	Minor Collector	Approve
Kansas City	KS	N 97TH ST	NELSON LN	DONAHOO RD	Major Collector	Minor Collector	Approve
Kansas City	KS	DONAHOO RD	N 97TH ST	HURRELBRINK RD	Major Collector	Minor Collector	Approve
Kansas City	KS	WEST DR	HURRELBRINK RD	N 91ST ST	Not Classified	Minor Collector	Approve
Kansas City	KS	N 130TH ST	DELAWARE PKWY	STATE AVE	Not Classified	Minor Collector	Approve
Kansas City	KS	STADIUM DR	N 110TH ST	VILLAGE WEST PKWY	Not Classified	Minor Collector	Approve
Kansas City	KS	GEORGIA AVE	N 115TH ST	HUTTON RD	Not Classified	Minor Collector	Approve
Kansas City	KS	N 82ND ST	PARALLEL PKWY	STATE AVE	Major Collector	Minor Collector	Approve

Kansas City	KS	GEORGIA AVE	N 99TH ST	N 83RD ST	Not Classified	Minor Collector	Approve
Kansas City	KS	STILLWELL RD	S 142ND ST	LORING LN	Not Classified	Minor Collector	Approve
Kansas City	KS	ARCHER RD	S 142ND ST	LORING	Not Classified	Minor Collector	Approve
Kansas City	KS	N 63RD DR	PARALLEL PKWY	N 64TH TERR	Major Collector	Minor Collector	Approve
Kansas City	KS	N 64TH TERR	N 63RD DR	STATE AVE	Major Collector	Minor Collector	Approve
Kansas City	KS	N 67TH ST	CERNECH RD	LEAVENWORTH RD	Not Classified	Minor Collector	Approve
Kansas City	KS	CERNECH RD	N 67TH ST	N 59TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	N 55TH ST	LEAVENWORTH RD	PARALLEL PKWY	Major Collector	Minor Collector	Approve
Kansas City	KS	N 55TH ST	PARALLEL PKWY	STATE AVE	Not Classified	Minor Collector	Approve
Kansas City	KS	N 49TH DR	SORTOR DR	LEAVENWORTH RD	Not Classified	Minor Collector	Approve
Kansas City	KS	N 47TH ST	GEORGIA AVE	PARALLEL PKWY	Major Collector	Minor Collector	Approve
Kansas City	KS	N 38TH ST	LEAVENWORTH RD	PARALLEL PKWY	Major Collector	Minor Collector	Approve
Kansas City	KS	N 27TH ST	BROWN AVE	FARROW AVE	Not Classified	Minor Collector	Approve
Kansas City	KS	N 34TH ST	FARROW AVE	N 34TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	GEORGIA AVE	N 51ST ST	N 59TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	GEORGIA AVE	N 51ST ST	N 38TH ST	Major Collector	Minor Collector	Approve
Kansas City	KS	WASHINGTON BLVD	STATE AVE	N 18TH ST	Major Collector	Minor Collector	Approve
Kansas City	KS	WOOD AVE	N 18TH ST	N 13TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	WOOD AVE	N 38TH ST	N 18TH ST	Major Collector	Minor Collector	Approve
Kansas City	KS	HASKELL AVE	N 18TH ST	N 10TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	N 12TH ST	ESPLANDE ST	QUINDARO BLVD	Not Classified	Minor Collector	Approve
Kansas City	KS	N 10TH ST	K-5	WASHINGTON BLVD	Major Collector	Minor Collector	Approve
Kansas City	KS	N 3RD ST	QUINDARO BLVD	RICHMOND AVE	Major Collector	Minor Collector	Approve
Kansas City	KS	N 5TH ST	QUINDARO BLVD	RICHMOND AVE	Major Collector	Minor Collector	Approve
Kansas City	KS	N 6TH ST	WASHINGTON BLVD	BARNETT AVE	Not Classified	Minor Collector	Approve
Kansas City	KS	GRANDVIEW BLVD	BARNETT AVE	N 13TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	TAUROMEE AVE	N 18TH ST	N 22ND ST	Not Classified	Minor Collector	Approve
Kansas City	KS	BUNKER AVE	S 18TH ST	S 16TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	ARGENTINE BLVD	KANSAS AVE	S 10TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	S 12TH ST	KANSAS AVE	ARGENTINE BLVD	Major Collector	Minor Collector	Approve
Kansas City	KS	ARGENTINE BLVD	S 12TH ST	S 14TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	S 14TH ST	ARGENTINE BLVD	KANSAS AVE	Not Classified	Minor Collector	Approve
Kansas City	KS	CHEYENNE AVE	S 12TH ST	ARMOURDALE PKWY	Not Classified	Minor Collector	Approve

Kansas City	KS	S 55TH ST	INLAND DR	METROPOLITAN AVE	Minor Arterial	Minor Collector	Approve
Kansas City	KS	S 42ND ST	KANSAS AVE	SHAWNEE DR	Major Collector	Minor Collector	Approve
Kansas City	KS	STRONG AVE	S 42ND ST	S 25TH ST	Major Collector	Minor Collector	Approve
Kansas City	KS	STRONG AVE	S 25TH ST	S 24TH ST	Major Collector	Minor Collector	Approve
Kansas City	KS	S 24TH ST	STRONG AVE	METROPOLITAN AVE	Major Collector	Minor Collector	Approve
Kansas City	KS	S 12TH ST	RUBY AVE	METROPOLITAN AVE	Major Collector	Local	Approve
Kansas City	KS	RUBY TRFY	S 24TH ST	WEST END OF RUBY TRFY	Major Collector	No Classification	Approve
Kansas City	KS	OAK GROVE RD	S 59TH ST	S 53RD ST	Major Collector	Minor Collector	Approve
Kansas City	KS	S 53RD ST	OAK GROVE RD	GIBBS RD	Major Collector	Minor Collector	Approve
Kansas City	KS	GIBBS RD	S 53RD ST	S 34TH ST	Major Collector	Minor Collector	Approve
Kansas City	KS	DOUGLAS AVE	S 55TH ST	KEY LN	Major Collector	Local	Approve
Kansas City	KS	EATON ST	SOUTHWEST BLVD	CHESTER AVE	Not Classified	Minor Collector	Approve
Kansas City	KS	S MILL ST	SOUTHWEST BLVD	SEMINARY ST	Not Classified	Minor Collector	Approve
Kansas City	KS	SEMINARY ST	S MILL ST	S 8TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	S 8TH ST	SEMINARY ST	PUCKETT RD	Not Classified	Minor Collector	Approve
Kansas City	KS	S IOWA ST	SOUTHWEST BLVD	SUMMIT ST	Local	Minor Collector	Approve
Kansas City	KS	S MINNIE ST	SUMMIT ST	LAKE AVE	Not Classified	Minor Collector	Approve
Kansas City	KS	OLATHE BLVD	RAINBOW BLVD	STATE LINE RD	Not Classified	Minor Collector	Approve
Kansas City	KS	ESPLANDE ST	N 12TH ST	N 10TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	N 13TH ST	PARALLEL PKWY	GRANDVIEW BLVD	Major Collector	Minor Collector	Approve
Kansas City	KS	FIBERGLASS RD	KINDLEBERGER RD	STANLEY RD	Not Classified	Minor Collector	Approve
Kansas City	KS	BARNETT AVE	N 6TH ST	GRANDVIEW BLVD	Not Classified	Minor Collector	Approve
Kansas City	KS	GRANDVIEW BLVD	N 13TH ST	N 13TH ST	Major Collector	Minor Collector	Approve
Kansas City	KS	WASHINGTON BLVD	STATE AVE	WESTVIEW DR	Major Collector	Local	Approve
Kansas City	KS	N 13TH ST	CENTRAL AVE	PACIFIC AVE	Not Classified	Minor Collector	Approve
Kansas City	KS	N 13TH ST	GRANDVIEW BLVD	CENTRAL AVE	Major Collector	Minor Collector	Approve
Kansas City	KS	GRANDVIEW BLVD	N 13TH ST	N 18TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	ORVILLE AVE	N 13TH ST	N 36TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	PACIFIC AVE	S 16TH ST	S 10TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	S 16TH ST	PACIFIC AVE	BUNKER AVE	Not Classified	Minor Collector	Approve
Kansas City	KS	S MILL ST	CENTRAL AVE	KANSAS AVE	Not Classified	Minor Collector	Approve

Kansas City	KS	ARMOURDALE PKWY	OSAGE AVE	CHEYENNE AVE	Not Classified	Minor Collector	Approve
Kansas City	KS	WOODLAND BLVD	METROPOLITAN AVE	STEELE RD	Major Collector	Minor Collector	Approve
Kansas City	KS	RUBY TRFY	S 24TH ST	S 12TH ST	Major Collector	Local	Approve
Kansas City	KS	RUBY TRFY	WOODLAND BLVD	RUBY AVE	Major Collector	Local	Approve
Kansas City	KS	S 59TH ST	METROPOLITAN AVE	W 47TH ST	Minor Arterial	Minor Collector	Approve
Kansas City	KS	S 53RD ST	OAK GROVE RD	W 47TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	KEY LN	DOUGLAS AVE	GIBBS	Major Collector	Local	Approve
Kansas City	KS	W 36TH AVE	RAINBOW BLVD	STATE LINE RD	Not Classified	Minor Collector	Approve
Kansas City	KS	PUCKETT RD	S 8TH ST	W 47TH ST	Not Classified	Minor Collector	Approve
Kansas City	KS	SUMMIT ST	S IOWA ST	S MINNIE ST	Not Classified	Minor Collector	Approve
Kansas City	KS	LAKE AVE	S MINNIE ST	W 39TH AVE	Not Classified	Minor Collector	Approve
Kansas City	KS	W 39TH AVE	LAKE AVE	RAINBOW BLVD	Not Classified	Minor Collector	Approve
Kansas City	KS	W 43RD AVE	MISSION RD	STATE LINE RD	Major Collector	Minor Collector	Approve
Kansas City	KS	RIVERVIEW AVE	N 142ND ST	N 134TH ST	Not Classified	Major Collector	Approve
Kansas City	KS	S 34TH DST	SHAWNEE DR	MERRIAM LN	Major Collector	Minor Collector	Approve
Kansas City	KS	N 10TH ST	ESPLANADE ST	K-5	Not Classified	Minor Collector	Approve
Kansas City	KS	GEORGIA AVE	N 81ST ST	N 83RD ST	Not Classified	Minor Collector	Approve
Kansas City	KS	ELIZABETH AVE	N 78TH ST	TAUROMEE AVE	Local	Minor Collector	Approve
Kansas City	KS	N 19TH ST	PARK	CENTRAL	Local	Major Collector	Approve

# MARC Highway Committee – 2024 Work Plan

Last updated November 20, 2023

## Key Tasks and Discussion Topics

- Support Connected KC 2050 MTP Update: Confirm goals and strategies, update financial capacity analysis, and develop scenario analysis
- Review Complete Street Network Assessment & Complete Street Policy, as necessary
- Consider Functional Classification Changes and ConnectedKC 2050 Plan amendments, as necessary
- Performance management/target setting: Update the required USDOT performance measures as necessary and support target-setting for voluntary measures (e.g., VMT per capita)
- Review Congestion Management policies and processes
- Review updated fiscal constraint analysis reflecting new transportation funding (tentative)

## Meetings

January 24<sup>th</sup>

- Status of I-35 Santa Fe Corridor Improvement Project (Olathe and KDOT)
- 2023 Performance Measures Report
- Issue (semiannual) call for functional classification changes
- Review 2024 work plan, review membership list

March 27<sup>th</sup>

- Work Zone presentation by KC Scout
- 2023 Congestion Management Report
- Update on the Connected KC 2050 MTP Update

May 22<sup>nd</sup>

- External Presentation - TBD
- Review and approve Functional Class request changes
- Review suballocated candidate project alignment with MTP

July 24<sup>th</sup>

- External Presentation - TBD
- Consider select voluntary performance measures target setting processes
- Issue (semiannual) call for functional classification changes

September 25<sup>th</sup>

- External Presentation - TBD
- Update on the Connected KC 2050 MTP Update

November 20<sup>th</sup> (Moved due to Thanksgiving)

- External Presentation - TBD
- 2024 Performance Measures Report
- Review and approve Functional Class request changes
- 2025 Work Plan

Various External Presentations (scheduled throughout the year):

- Seeking suggestions from the committee