



# WEST PENNWAY STREET REDESIGN IMPLEMENTATION PLAN

Mid America Regional Council's Planning Sustainable Places Program

Completed March 2022

The planning team extends gratitude to the residents, business owners, and friends of West Pennway who participated in the preparation of this plan. This project was supported in part by the Mid America Regional Council's [Planning Sustainable Places](#) program, which works to support concepts consistent with sustainable communities and the advancement of site-specific and project-specific activities within the centers-and-corridors planning framework. Westside Housing, with support from Kansas City, Missouri Parks and Recreation, applied for project funding and were essential to the success of this planning project.

# Acknowledgments

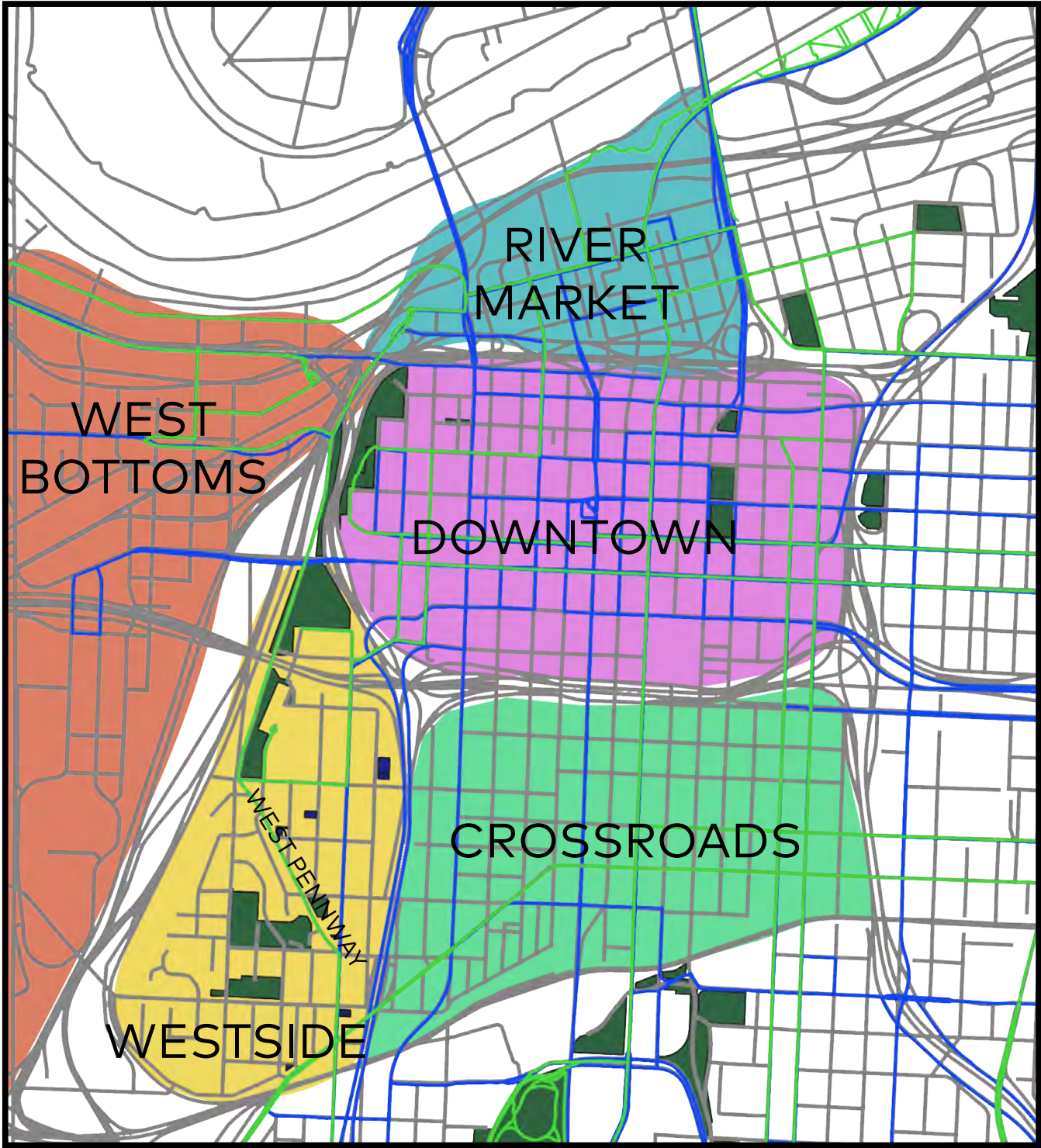
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District Connections



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# PROJECT PROCESS

This project explores a redesign of West Pennway between 17th Street and 21st Street. The community-focused process presented opportunities for increasing connectivity for the Westside community and increasing safety for all those who walk, bike, use public transit, and drive to the many destinations connected by this corridor. Over the course of ten months, the design team worked with neighborhood leadership, stakeholders, and the community at large to develop a plan to redesign West Pennway in a way that improves safety for all modes of transportation and supports the needs of neighborhood residents.

## Engagement

One of the most important goals of this project was to develop consensus around a shared vision for the future of West Pennway with neighborhood leadership and local stakeholders. The design team also focused on building partnerships and project awareness that can streamline implementation of the community's vision. A Steering Committee of diverse and trusted local leadership participated in five Steering Committee meetings including one outdoor meeting to walk the corridor with the design team. These meetings were touch points for the Steering Committee to guide the design team in defining a corridor that truly reflects the needs and desires of the residents of the Westside Neighborhood. With this guidance four concepts were developed and brought to the larger community for a vote on their preferences.

On October 16, 2021 a public open house was held in Tony Aguirre Community Center to share the design concepts with residents at-large. 24 residents participated in-person at the open house. A web page was launched the same day for those who were not able to attend in-person. This website provided information and images of the design concepts as well as a convenient opportunity to vote on their preference. Printed and digital flyers were distributed through the networks and social media of the Steering Committee members to communicate about the website. In total, 47 residents voted through the website, 43 of those live in the neighborhood zip code (64108). Including Steering Committee members, there were 78 votes cast.

The design team also worked with a Technical Advisory Group of City staff from multiple departments (Water, Parks, Public Works, and Planning) as well as representatives from local agencies, and organizations with relevant experience or collaboration interest (KC Community Gardens, Housing Authority, Downtown Council, Riverfront Heritage Trail, etc.). These advisors weighed in at key project milestones, assisted with cost estimation, and helped to connect stakeholders of related projects.

With the input of the Steering Committee, Technical Advisory Group and Westside Community at-large the design team refined the preferred concept and implementation plan for a final presentation to the community on January 15, 2022. At this meeting the community also gave feedback on priority goals to guide implementation, should the project need to be phased.



Analysis

The process undertaken to inform the design and community engagement included an existing conditions assessment as well as coordination meetings with City Departments and other agencies involved in funding and programs associated with the project area. A Technical Advisory Group was established to provide feedback on implementation strategies, funding, and other ongoing City projects that could have potential synergies.

The components of the existing conditions assessment were:

- Review and summary of past plans and relevant recommendations
- Demographics, land use, and property ownership
- Regional connections that touch West Pennway
- Street and sidewalk conditions and geometries
- Intersections and crossings conditions and gaps
- Traffic mode share and traffic flow counts
- Tree health and park amenities
- Stormwater flow and green infrastructure opportunities

This assessment provided an understanding of key factors of traffic, safety and function of the corridor to plan for. The next step in the process was to assemble strategies for increasing safety for drivers, pedestrians, and bicyclists that specifically respond to the assessed factors. The team assembled options that meet national and city standards of street design and discussed the options with the Steering Committee and the Technical Advisory Group for feedback on preferences and implementability.

Four concept designs were developed to comprehensively address the priorities we heard from the Steering Committee as well as the factors discovered during the assessment:

- Focus on improving problematic intersections at 17th Street and 21st Street to allow improved traffic flow, safer pedestrian and bicycling movements and stormwater runoff.
- Importance of promoting community culture
- Opportunity for safer pedestrian experience
- Slow down the traffic and create clear crosswalks and directional signage
- Opportunities to gather as a community
- The trees are important to save, and plant more of
- Express the linear park
- Connect library, community center, park spaces, and bus stop in clearer ways
- Keep maintenance and implementation at the forefront of design solutions

All four concept designs are documented in Appendix A.

Past plans and current initiatives were reviewed to assess their relevance to current conditions and to set the stage for conversations held through this process. Relevant recommendations were reviewed and shared with the steering committee at the beginning of this project process. Following are key policies, findings, and recommendations that were incorporated in the Redesign Implementation Plan.

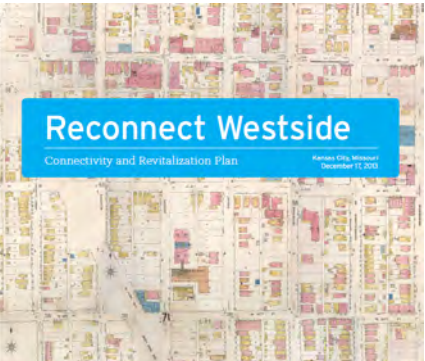


In May of 2020, Kansas City passed the Vision Zero resolution to eliminate traffic fatalities and serious injuries on our streets by 2030 while increasing safe, healthy, and equitable mobility for everyone.



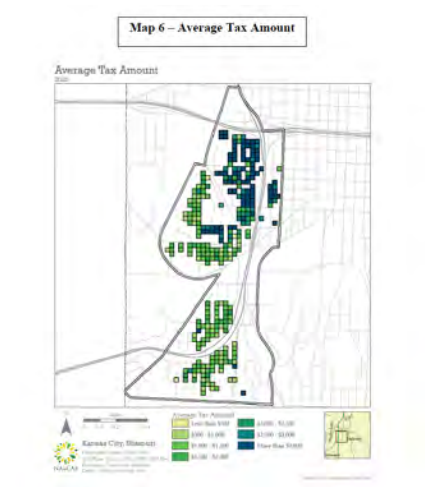
West Pennway Plan (2011)

- Address one-way section of 21st St.
- Reconfigure right-of way for traffic flow
- Protect pedestrian crossings
- Bike lanes on street
- Capture stormwater on east side
- Vacate streets at short legs of Bellevue and Allen
- Parking on west side



Reconnect Westside (2013)

- Support Complete and Green Streets
- Create community gathering spaces
- Improve connections
- Improve parking in neighborhood
- Direct traffic to mixed use streets and streets with greater capacity (traffic calming on minor approaches, reconsider one ways)
- Add Bike Facilities to Neighborhood Connectors

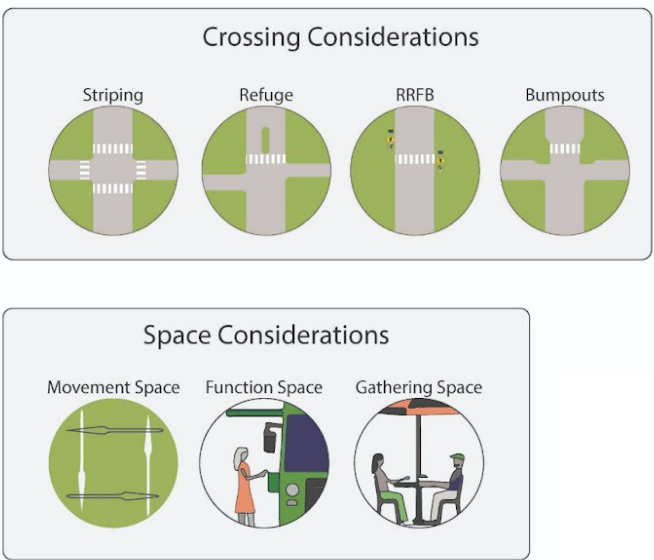
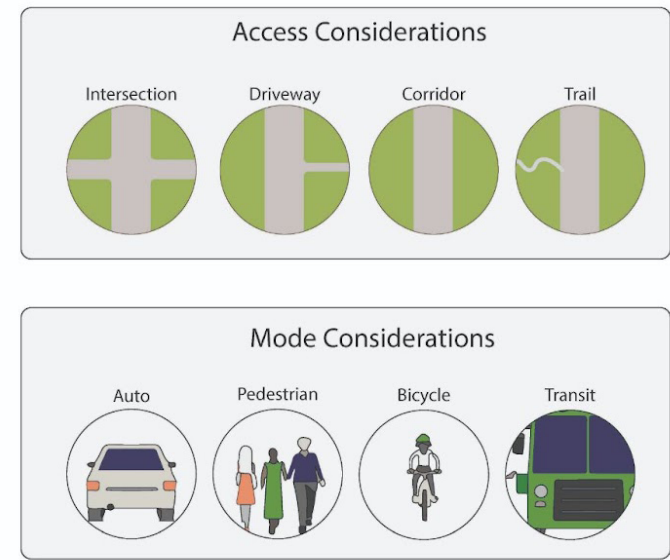


Equitable Neighborhood Action Plan (2021) focused on development without displacement and the impacts of COVID. From 2015 to 2019 in the Westside neighborhood:

- The overall population of the Westside increased by 7%,
- Median income increased by 15% and there was a corresponding 7.5% decrease in people below the poverty line.
- There is an 11.3% increase in homeownership. The number of rentals decreased by 5.01%.
- The average monthly rent is \$1,381 which is 34% greater than the average rent for Kansas City



Bike and Pedestrian Traffic Counts



Catchments



West Pennway provides a huge opportunity for neighborhood stormwater management. The diagram above shows the amount of storm water that can be stored in each of the green spaces called out.



# STREET REDESIGN ELEMENTS

West Pennway Street Redesign includes 11 primary elements that can be implemented to enhance West Pennway and address the goals of the community.

**INTERSECTION REDESIGN FOR TRAFFIC CLARIFICATION AND PEDESTRIAN SAFETY** - (17th and West Pennway and 21st and West Pennway) These two intersections currently provide challenges for traffic flow and pedestrian safety. Options were provided to clarify movements and increase safety for all who currently use this corridor including drivers of trucks, buses, and cars, as well as pedestrians, and bicyclists. Strategies can be implemented in a variety of ways - starting with paint and then building more permanent infrastructure when funding allows.



**MID-BLOCK BUMP-OUTS FOR CROSSINGS, ADA IMPROVEMENTS AND COMPLETE CONNECTIONS TO SIDEWALKS** - currently on West Pennway there are three mid-block pedestrian crossings that have few indicators to drivers other than fading paint. Adding bump-outs, upgraded paint, ADA improvements, and complete connections to sidewalks will help pedestrians cross safely.



**REPAIR BROKEN SIDEWALKS ON THE EAST SIDE OF WEST PENNWAY** - sidewalks on the east side of West Pennway are deteriorated. Repairing these sidewalks would provide a better pedestrian environment for all residents, businesses, and civic organizations using the corridor.



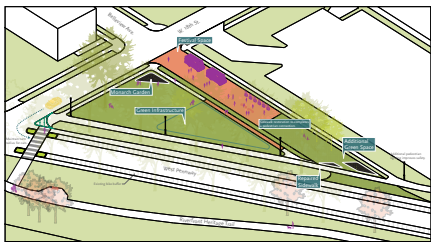
**SIGNAGE FOR CROSSINGS (VARIOUS OPTIONS)** - along West Pennway there are several mid-block crossings that should be more clearly marked. Signage would provide a strong reminder to drivers to slow down and be aware of pedestrians crossing the roadway.



**CONNECTING THE LIBRARY TO THE COMMUNITY CENTER, BUS STOP, AND GREEN SPACE** - the library on the east side of West Pennway lacks clear connections to the bus stop on 21st and Summit and Tony Aguirre Community Center across the street. Connecting these community assets would include improved Library signage, defined outdoor spaces for programming at the Library, and a protected crossing to the Community Center with signage.



**CLOSE BELLEVIEW, JARBOE AND HOLLY TO THROUGH TRAFFIC** - West Pennway is adjacent to several "wedges" of green space. By closing Bellevue, Jarboe, and Holly where they abut these green spaces the project will activate new community green spaces, clarify vehicular traffic flow and create safer pedestrian crossings and visibility.



**21ST STREET DETERRENT FOR WRONG-WAY TRAFFIC** - when this study began, a traffic count was developed for the study area. During a 24 hour period there were 6 total wrong way movements in the AM traffic peak and 25 wrong way movements during the PM traffic peak along the west side of 21st Street. This will be resolved through this project by adding bump outs to deter wrong-way traffic and signage that is more visible.



**CONTINUOUS HERITAGE TRAIL ON THE WEST SIDE OF WEST PENNWAY** - the Riverfront Heritage Trail, which connects the Westside Neighborhood to the West Bottoms, Downtown, River Market, and the Riverfront, starts on the east side of West Pennway and transitions to the west side. As a part of this project, it is recommended that the Heritage Trail start on the west side at 21st street to remove the need for a mid-block crossing on West Pennway by trail users.



**PEDESTRIAN LIGHTING ON BOTH SIDES OF THE STREET** - lighting on West Pennway is currently more vehicle oriented than pedestrian focused. Providing brighter and more frequent pedestrian lighting beneath the canopy of mature trees would greatly improve safety conditions for pedestrians on the corridor at night.



**STREET PARKING DURING EVENTS** - the Westside Neighborhood takes tremendous pride in the events held on West Pennway that bring the community together such as the annual Dia de los Muertos parade and the Back to School event. This design provides space that can continue to accommodate parking during large events.

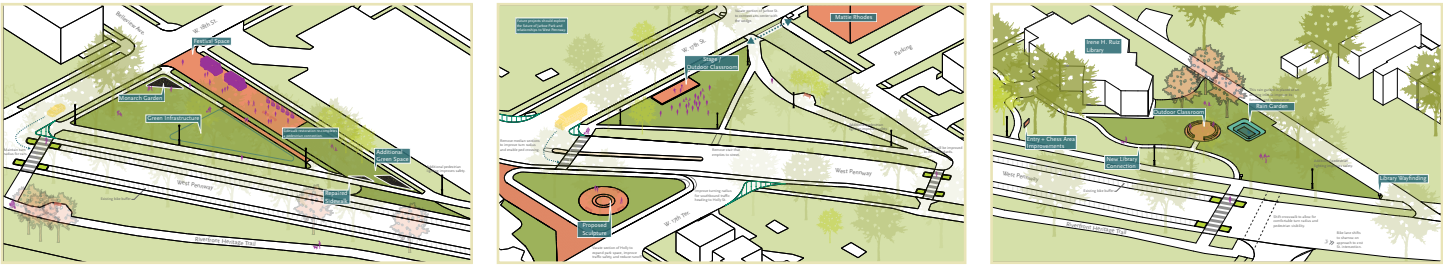


**ACTIVATE EAST WEDGES WITH GREEN INFRASTRUCTURE TO REDUCE STORMWATER IMPACTS** - on the east side of West Pennway there is ample opportunity to collect stormwater at low points in the corridor's topography. Collecting stormwater will keep water out of the sewer system, reduce pollution and erosion, and help reduce flooding. Green infrastructure installations can also provide layered community benefits including beautiful pollinator gardens, education opportunities, and green workforce development job opportunities.





# DESIGN CONCEPT



The concept design prioritized by the Westside community maintains most elements of the current roadway. The design provides safety improvements for pedestrians at intersections and mid-block crossings along the corridor while maintaining the width and symmetry of the Parkway. Safety improvements include crosswalks with pedestrian refuges to reduce the crossing distance, ADA ramps that connect to repaired sidewalks, signage at pedestrian crossings and main intersections, and improved lighting.

Implementation of this design concept will allow all modes of transportation to use the corridor more safely while still providing space for parking during events and maintaining the look and feel of this grand tree-lined Parkway.

The roadway is a designated Parkway that must adhere to the Boulevard and Parkway Standards of Kansas City, MO. As such it is under the care and stewardship of the Parks and Recreation Department as well as the Public Works Department. This corridor provides exceptional opportunities to create a linear park by connecting the Community Center to the Library, the Riverfront Heritage Trail, parks-owned land, and land owned by friendly community-facing partner organizations such as Westside Housing and Mattie Rhodes.

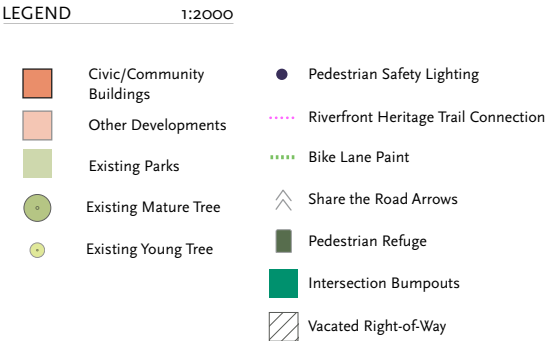
The selected design concept shows key opportunities vetted by the community to enhance the linear park outside of the public right-of-way.

## THE LINEAR PARK

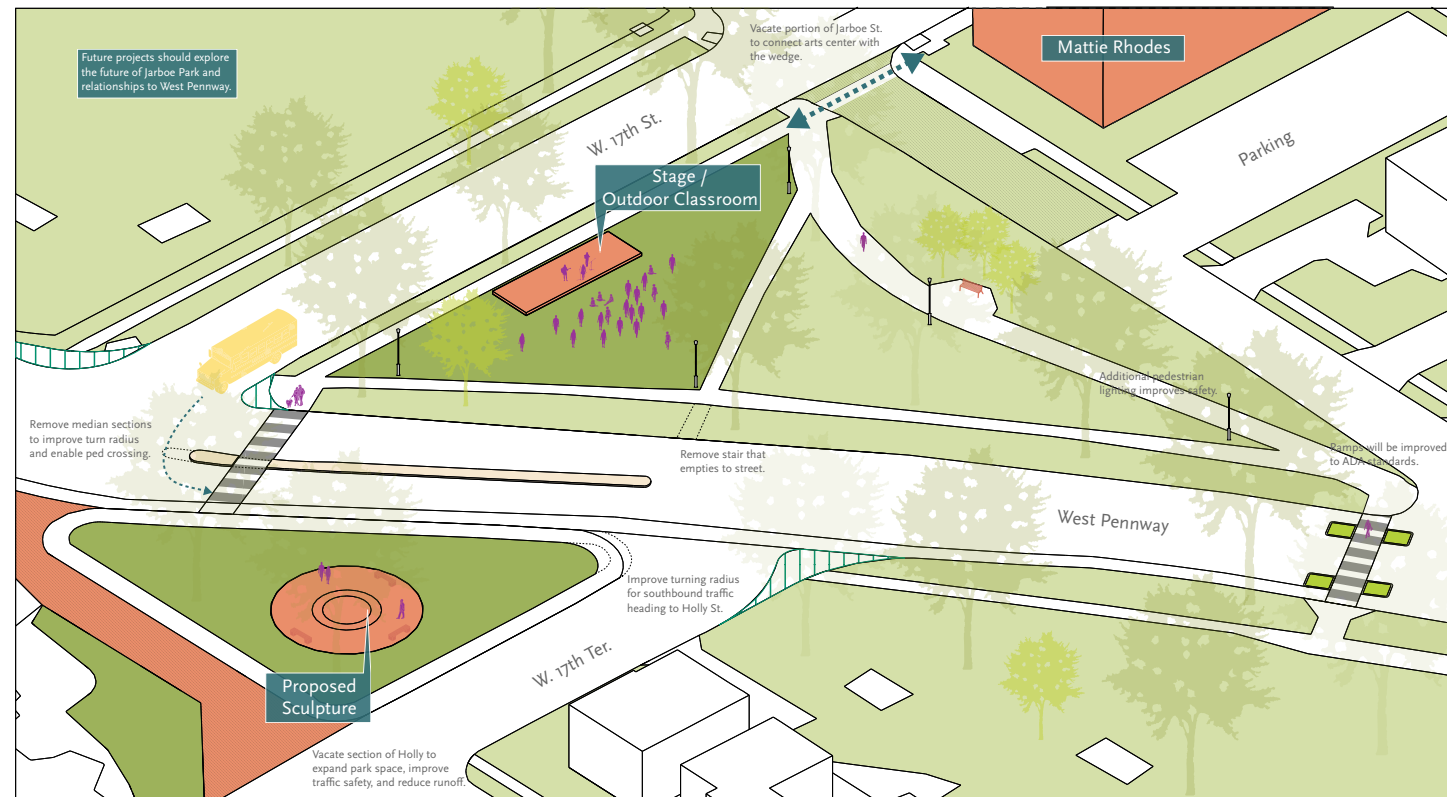
Currently there are about two acres of unactivated greenspace located adjacent to the road. Through this redesign process, residents discussed an interest in redefining this space as park space with amenities and opportunities for the community to come together and celebrate the culture of Westside – past and present. This desire was translated into the design of the green "wedges" along West Pennway. The design of these triangular areas of open space show new flexible user-defined ways to activate the linear park while creating safer more visible intersections for drivers and pedestrians. These flexible spaces provide more opportunities for community programmed events, spaces for resident celebrations, open green space for play and relaxation, exercise equipment, grills, benches, shade structures, walking paths, gardens, plaza spaces for gatherings, food trucks, and potentially a marketplace.

Within the public right-of-way the redesign focuses on simple enhancements to increase safety and functionality for all modes of transportation. Opportunities to express culture and expand the linear park idea can be implemented in pavement art projects and plantings at the crosswalks, pedestrian refuges, and painted buffer zones and bike lanes. The goal of this new design is to make this a corridor that is safe for everyone, supportive of Westside culture, and a destination for all ages who want to enjoy a unique Kansas City neighborhood with a rich history and diverse cultures.

The following pages illustrate the community-approved concept and potential programming for each flexible space.





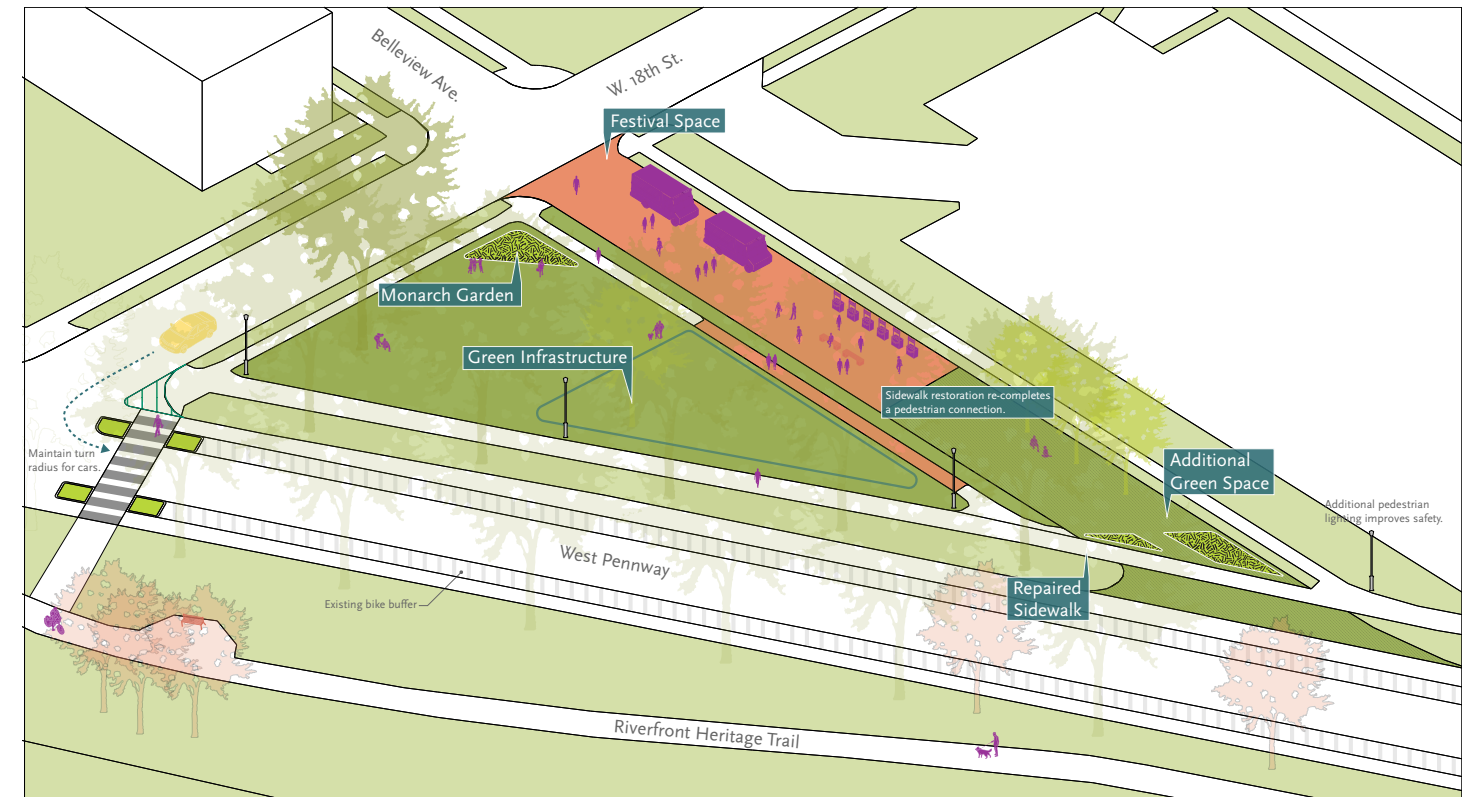


A. 17th and Jarboe

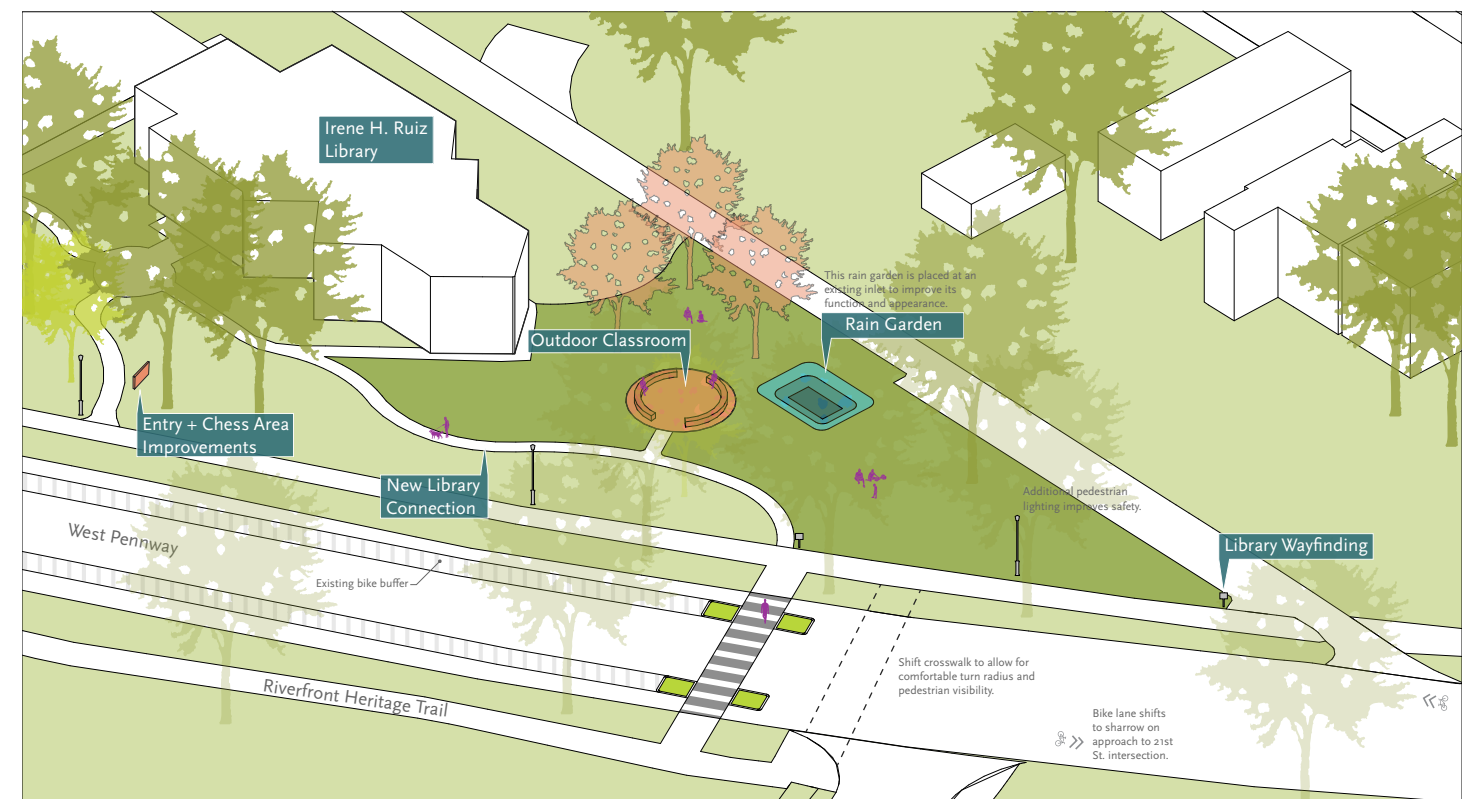
A. West Pennway as a linear park is most clearly expressed through the wedges of greenspace shown in the diagrams on this page. These greenspaces allow for programming on West Pennway that enhance current amenities and bring new opportunities for recreation to residents. The wedge at 17th and Jarboe (above) shows a small gathering of residents around a stage. This wedge has an opportunity to expand the use of the street by neighborhood nonprofits and residents as an outdoor community amenity and space for hosting events. At the bottom of the diagram is a wedge adjacent to 17th street and a vacated Holly Street. The proposal to close a small portion of Holly Street would open up the pedestrian space and the existing green space would be a powerful location for the proposed Las Tarascas sculpture from Kansas City's sister city of Morelia in Mexico. A neighborhood task force has already approved the site for this sculpture. It is up to the board of the City of Fountains Foundation to approve the site and for installation to be coordinated. Images of the fountain can be seen in Appendix C.

B. The wedge at 18th and Bellevue provides a large opportunity for newly activated space. By closing part of Bellevue, there is space for a plaza, and a restored pedestrian connection. The location of this wedge also makes it a prime site for green infrastructure stormwater management. Discussions with the neighborhood encouraged a Monarch garden and gathering spaces for residents.

C. The final wedge is by the library. This space is smaller than the other opportunities, but no less important. By activating this greenspace with an outdoor classroom and a rain garden a new, stronger connection between the library and the community center across the street is made.

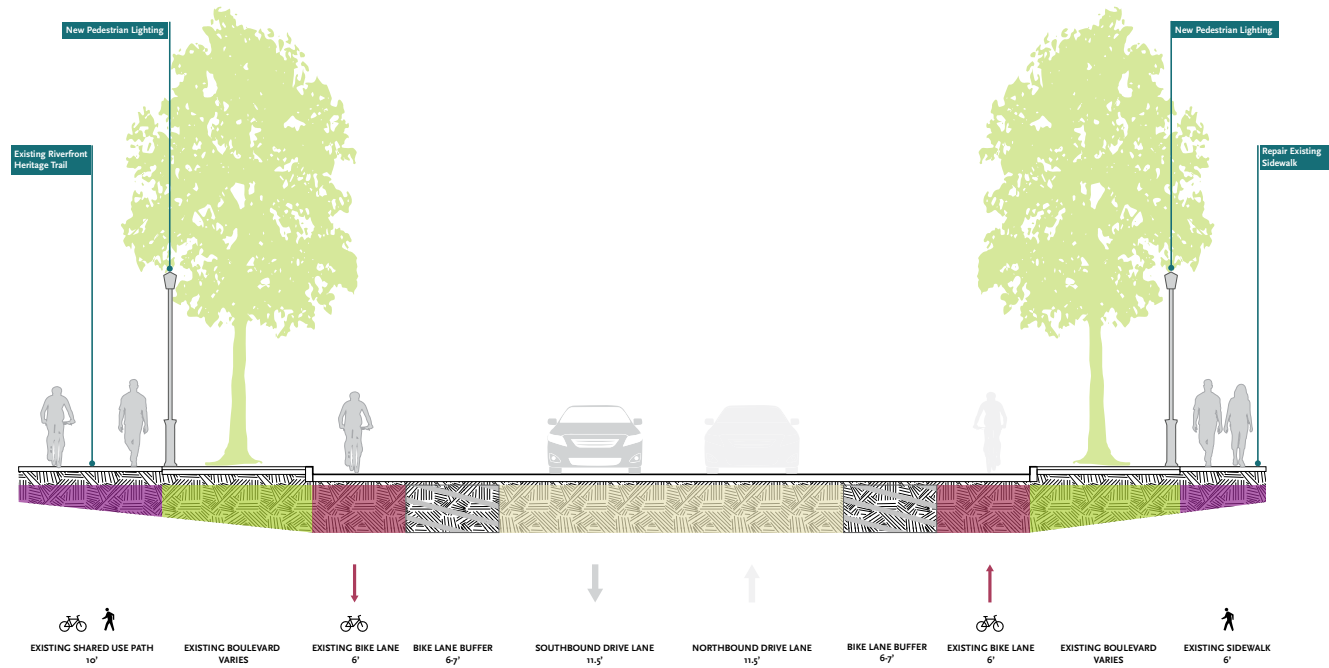


B. 18th and Bellevue

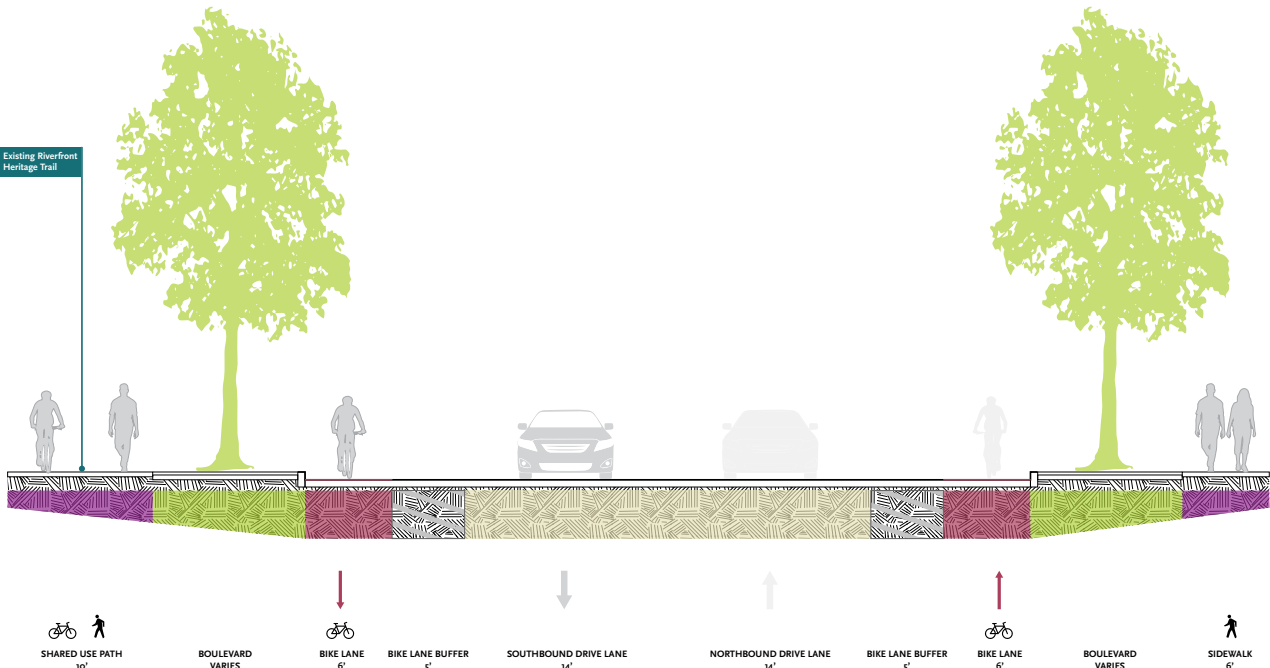


C. Library

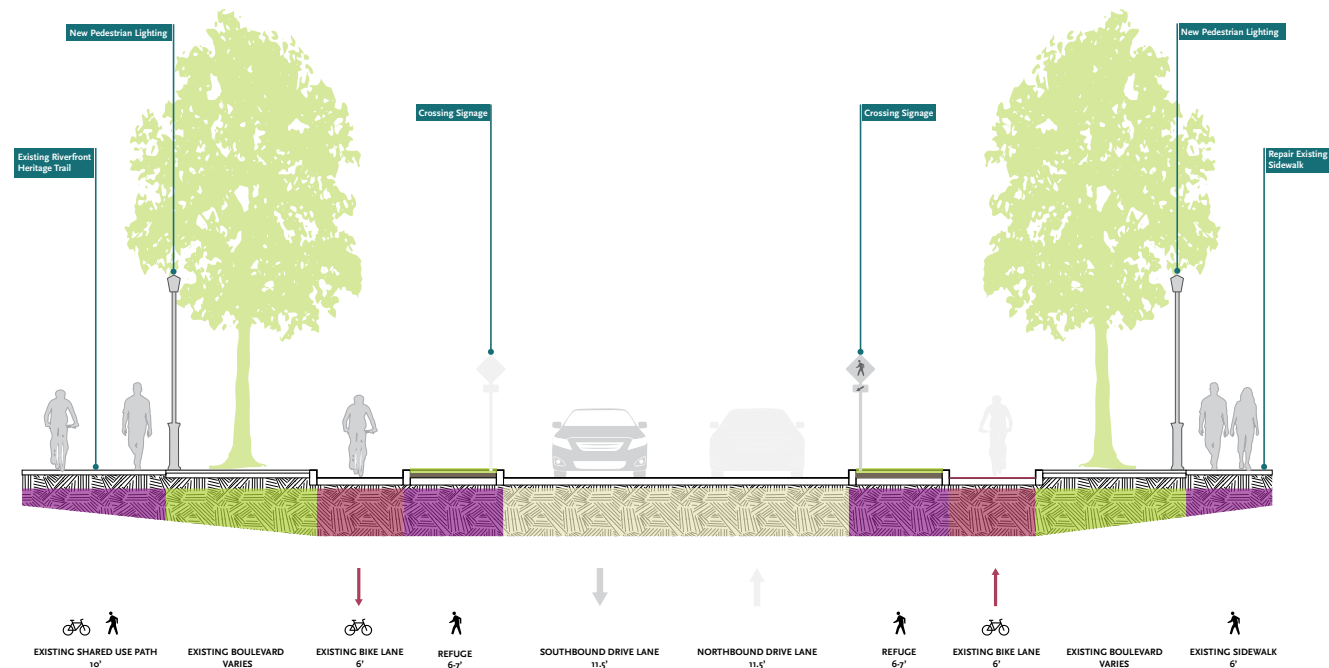




A. Updated street section along corridor



C. Existing street section



B.. Updated street section at mid-block pedestrian crossing

The diagrams on the page to the left show two street sections through the new concept design. One typical section, A, and one at the mid-block crossings, B, cutting through the pedestrian refuges. The pedestrian refuges are located in-line with the painted buffer area for the bike lanes along the Parkway, and provide a reduced crossing distance for pedestrians, as well as a key location for signage to alert drivers to a crosswalk and slow traffic. In comparison with the existing street section, C, the safety improvements of the new concept result in minimal dimensional changes while improving function of the overall roadway for drivers, pedestrian, cyclists, and transit riders. The sections also show the addition of pedestrian-friendly lighting to the walking paths.

The design concept can be implemented or evaluated in the near term with temporary pavement painting and planters.













Painted Intersection Improvement Examples:







LEGEND 1:2000

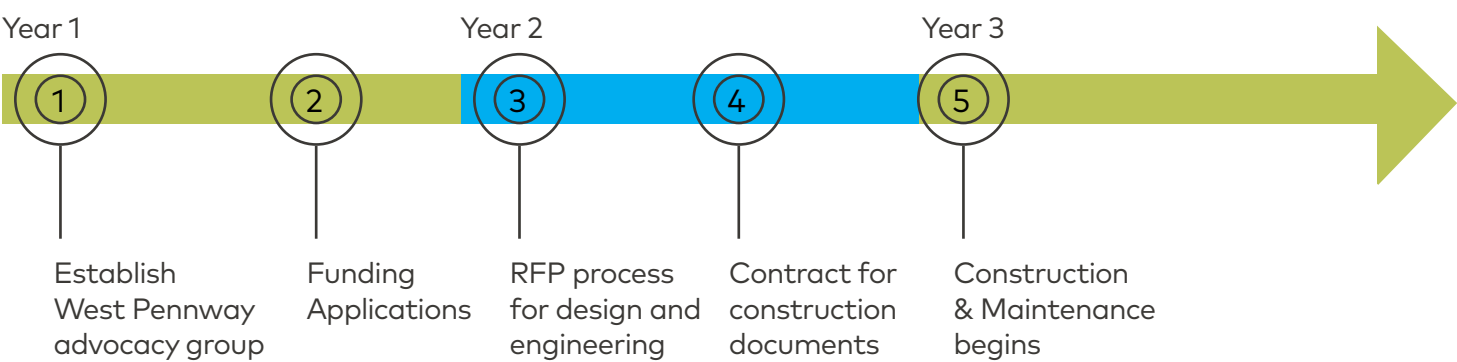
- |   |  |
|---|--|
|  Civic/Community Buildings |  Pedestrian Safety Lighting           |
|  Other Developments        |  Riverfront Heritage Trail Connection |
|  Existing Parks            |  Bike Lane Paint                      |
|  Existing Mature Tree      |  Share the Road Arrows                |
|  Existing Young Tree       |  Pedestrian Refuge                    |
|   |  Intersection Bumpouts                |
|   |  Vacated Right-of-Way                 |

*The plan is preliminary and does not reflect an engineering design.*

The signage plan shown here highlights where signage is needed to direct pedestrians, bicyclists, and vehicles to clarify how space should be shared along the corridor. Signage enhances the safety of all crossings along the corridor, indicates bike facilities, and helps to clarify where one way streets are located. Trail crossing signage at mid-block crossings clarify where the Heritage trail switches from the East to the West side of the street. A "bikes yield to peds" sign where the bike lane ends helps to clarify where bikes are directed onto the new trail (and out of mixed traffic).



# IMPLEMENTATION PROCESS TIMELINE



The implementation of this design concept will require collaboration between community partners, stakeholders, engaged funders, and City departments. The steps outlined below provide a path towards implementation.

1. Establish a West Pennway advocacy group  
One of the key components to moving this plan forward is establishing a community group or committee to advocate for the redesign of West Pennway and rally residents and stakeholders to take action on projects and programs.
2. Funding applications (Parks, PW, and Friends)  
Funding will come from several sources with different partners leading the charge for acquiring different types of funding. Kansas City Parks and Public Works departments will help to support funding through city resources when applicable. The West Pennway advocacy group and the neighborhood association will be able to work together to apply for philanthropic grants, PIAC, and grants that require a community organization to lead the application.
3. RFP process for design and engineering  
Once funding is secured, RFPs for a refined schematic design package to develop the details of the plan will be required.
4. Contract for construction documents  
After a schematic design package is developed, construction documents will provide the details needed to move into the final phase of implementation, construction.
5. Construction & Maintenance:  
Construction and Maintenance are separated into three different categories: infrastructure, community, and green infrastructure improvements. These different categories align with the funding and organizational leadership needed to move each element of the project forward.

# PRIORITY PROJECTS, PARTNERS & FUNDING

This project will move forward with partnerships involving the West Pennway advocacy group, City Departments, and local nonprofits. The West Pennway advocacy group will keep this project on the radar of the City Departments and other interested partners. Garnering community support and demonstrating some private and philanthropic investment in priority community improvements can leverage public investment on the infrastructure improvements. With fiscal sponsorship and grant writing support from local non-profits such as Westside Housing, the advocacy group will be able to begin securing funding for some of the priority community improvements outlined below. Preliminary cost estimates can be found in Appendix B.

- Community Improvements:
- Create agreement with Parks
  - TENTATIVE: Coordinate with City of Fountains Foundation to install Las Tarascas sculpture (17th and Holly)
  - Signage (and pathway lighting) from bus stop and community center to Library
  - Children's art program to establish painted design for right of way
  - Program new open space in east wedges (Jarboe and Bellevue)
  - Mattie Rhodes Outdoor Classroom, Small Pavilion/Stage, Concrete pad
  - Placemaking signage (at 17th and 21st)
  - Early traffic calming implementation: paint and planters (coordinated with community art program)
- Infrastructure Improvements:
- Repair broken sidewalks on both sides (including ADA improvements)
  - Intersection redesign at 17th and 21st and crosswalks
  - Pedestrian lighting on both sides (additional lighting at chess tables and memorial at Library)
  - Mid-block bumpouts and complete connections to sidewalks (including ADA improvements)
  - Continuous Heritage Trail on west side to 21st
  - Signage for crossings
  - 21st street deterrent for wrong way traffic
  - Close Bellevue, Jarboe and Holly to through traffic
- Green Infrastructure Improvements:
- Intersection bumpouts green infrastructure improvements
  - Mid-block refuge green infrastructure improvements
  - Activate east wedges with green infrastructure strategies and site furnishings/play and exercise equipment

**In the final community meeting of this design process on January 15, 2022, the community members said that their priority goals for implementation are to move forward and keep the momentum going with available funds, create a safer pedestrian experience including slowing and directing traffic, and to focus on maintenance of the corridor. This feedback can help to prioritize projects if the implementation process is phased.**

- The five community project goals are:
1. Design for a safer pedestrian experience including slowing and directing traffic more clearly
  2. Prioritize maintenance and implementation in design concepts
  3. Continue to work with long time partners and grow new partnerships to connect to other projects, funding, and awareness
  4. Prioritize opportunities to gather as a community and express culture
  5. Express the linear park and connect the assets of this corridor



**The different neighborhood organizations in Westside Neighborhood enjoy this corridor as a place of connection and camaraderie. Guided by the West Pennway advocacy group, these organizations and their resident volunteers can work on projects and programs together, create stronger bonds and awareness of shared priorities.**

The following local organizations have been partners along West Pennway in the past or have stated interest in assisting with prioritized projects to enhance this corridor. Through keeping them up to date and engaged, the advocacy group will increase capacity:

- Irene Ruiz Library
- Tony Aguirre Community Center
- CAN Center
- KC Community Gardens
- Bridging the Gap and Heartland Tree Alliance (tree planting and maintenance)
- Villa del Sol (resident volunteers as well as HAKC and McCormack Baron Salazar (property management)
- Westside Housing Organization (fiscal sponsorship, grant writing, green infrastructure, and property management)
- Mattie Rhodes (art programming, corridor investment and property management)
- Downtown Council, Greenline Committee
- Historic West Bottoms Neighborhood
- Superior Bowen
- Street Smarts Design + Build is a potential local partner in the development of safer intersections and crossings along the corridor. Their team focuses on small scale, tactical urban design projects that quickly and inexpensively build out infrastructure. Working with their team will support early phases of building out corridor improvements.

FUNDING SOURCES FOR COMMUNITY IMPROVEMENTS

**PIAC**

A PIAC application should be a collaborative effort between different entities in the neighborhood. PIAC applications are accepted throughout the year and evaluated beginning in September each year.

Link: <https://app.e-builder.net/public/Processes/StartProcess.aspx?ProcessID=a7918b7d49f9467791e84611d4cf3b84&PortalTypeID=8>

**Health Forward Foundation**

The Health Forward Foundation grants a couple million dollars annually to nonprofits in Kansas City working for equitable opportunities for healthy eating and active living through policies, systems, and environmental change through the Healthy Communities Grant.

Link: <https://healthforward.org/grantees-and-applicants/what-we-fund/foundation-defined-grants/healthy-communities/>

**NACTO**

With support from Bloomberg Philanthropies, NACTO currently provides grants of \$50,000 to ten transportation agencies that are partnering with community-based organizations to reimagine streets and implement ideas. To apply for this funding a community organization such as Westside Housing, Guadalupe Center, Mattie Rhodes, or others would need to partner with a government agency such as KCMO Parks and Recreation or Public Works.

Link: <https://nacto.org/program/streets-for-pandemic-response-and-recovery-grant-program/>

**AARP**

AARP provides grants through their Community Challenge program to fund public spaces, housing, transportation, and other community oriented improvements. Government entities and nonprofits can apply. Grants range from a few hundred dollars for small projects to tens of thousands of dollars for larger projects. The application window for funding opens in February.

Link: <https://www.aarp.org/livable-communities/community-challenge/>

**Bloomberg Philanthropies' Asphalt Art Program**

Bloomberg Philanthropies supports applications by nonprofits partnered with government agencies to fund temporary or more long standing asphalt art projects.

Link: <https://asphaltart.bloomberg.org/grants/>

**Robert Wood Johnson Foundation**

The Robert Wood Johnson Foundation develops several grants each year to support health, education, and equity. Recently they funded the People, Parks, and Power: A National Initiative for Green Space, Health Equity, and Racial Justice grant. This grant application opens in September. To receive this grant, applicants must be either public entities or nonprofit organizations.

Link: [https://www.rwjf.org/en/how-we-work/grants-explorer/funding-opportunities.html?cid=xps\\_other\\_pd\\_dte%3A20191105](https://www.rwjf.org/en/how-we-work/grants-explorer/funding-opportunities.html?cid=xps_other_pd_dte%3A20191105)

**Paint the Pavement (KCMO)**

Currently, KCMO has another round of funding from Bloomberg philanthropies for intersection improvements. Locations for this round of funding will be selected based on Kansas City's Vision Zero map. There is not an opportunity to apply for this program, but because 20th and West Pennway is one of the intersections on the Vision Zero map there may be opportunities to advocate for the intersection being selected by KCMO Public Works Department. The city is currently working to set up a program that would expand the potential for paint the pavement projects which could fund neighborhoods and community groups in the future.

Link: <https://www.kcmo.gov/city-hall/departments/public-works/vision-zero>

**15 and the Mahomies Foundation (Patrick Mahomes Foundation)**

This is a great opportunity to request funding for a playground or another aspect of the project focused on children. The grant application is a simple webpage with space to write a request. Individual people can apply for this funding. The maximum funding amount is \$15,000. Requests are reviewed quarterly.

Link: <https://www.15andthemahomies.org/apply>

**MO DNR Scrap Waste Tire Recycling Grants for Play or Fitness Surfacing**

The Missouri Department of Natural Resources scrap tire grant program will provide up to \$40,000 in funds for playground projects and up to \$50,000 in funds for non-playground projects to each recipient awarded. People eligible to apply are Missouri public school districts, private schools, park districts, nonprofit day care centers, other nonprofit entities and governmental organizations other than state agencies. For more information about the grant, contact the department's Waste Management Program.

Link: <https://dnr.mo.gov/waste-recycling/what-were-doing/grants-financial-assistance-opportunities/scrap-tire-surface-material>, [funding opportunities portal: https://dnr.mo.gov/financial-opportunities/funding-portal](https://dnr.mo.gov/financial-opportunities/funding-portal)

**Missouri Department of Conservation:**

Urban Conservation Cost Share can be used to help fund urban green space planning, engineered drawings, and pollinator planting.

**Rebuild KC grant (2022):**

Individuals, neighborhood associations, homes associations, not-for-profit organizations, for-profit companies and others are all encouraged to apply. The funds will be spent only in Kansas City and must have a community or public benefit. Selected projects will demonstrate how they will strengthen partnerships and interactions among community/neighborhood residents, will improve neighborhood quality and livability and/or will support an activity advancing economic development.

Link: <https://www.kcmo.gov/programs-initiatives/rebuildkc>



# APPENDIX A

## Alternate concepts considered



The four alternative design concepts following were developed with the Steering Committee's input, and shared with the community at-large to provide feedback and vote on their preferred concept.

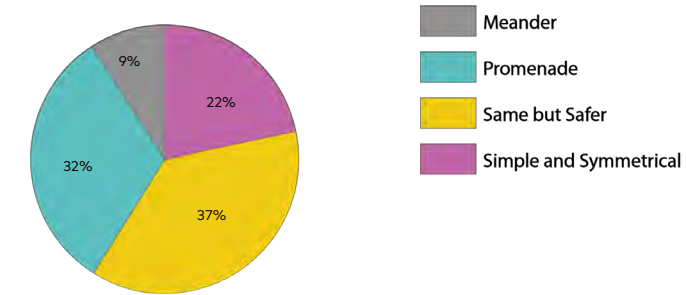
The Community Open House and West Pennway Redesign website hosted the following information:

The goal of this project is to explore opportunities to redesign West Pennway between 17th and 21st Street for improved pedestrian and bicycling movements.

- Focus on improving problematic intersections (17th Street and West Pennway, 21st Street and West Pennway)
- Improved traffic flow, safer pedestrian and bicycling movements and decreased stormwater runoff.
- Connect community assets with a linear park.

The pictures below represent the priority components present in each of the four design concepts and can be found in the plan diagrams of each option.

Residents were given the opportunity to vote on their preferred scenario both at the public meeting and through the website. In total 78 votes were cast with the majority selecting the preferred scenario called Same but Safer. Below is a graph showing community votes.



1 - Mid-block bumpouts for crossings and complete connections to sidewalks



2 - ADA Improvements



3 - Pedestrian lighting on both sides of the street



4 - Intersection redesign for traffic clarification and pedestrian safety



5 - Continuous Heritage Trail on the west side of West Pennway



6 - Repair broken sidewalks on the east side of West Pennway



7 - Signage for crossings (various options depending on the scenario)



8 - 21st Street deterrent for wrong-way traffic (bumpouts and signage)



9 - Connecting the Library to the Community Center, bus stop, and green space



10 - Street parking during events



11 - Activate east "wedges" with green infrastructure to reduce storm water impacts



12 - Close Bellevue to through-traffic





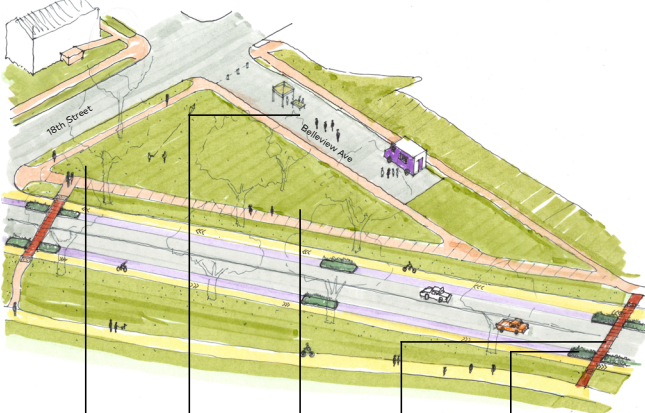
# Scenario 1: Simple and Symmetrical

Simple and Symmetrical enhances the formality of the street while reducing driving lane width and enhancing safety for pedestrians, drivers and cyclists with minimal construction.

View looking North on West Pennway

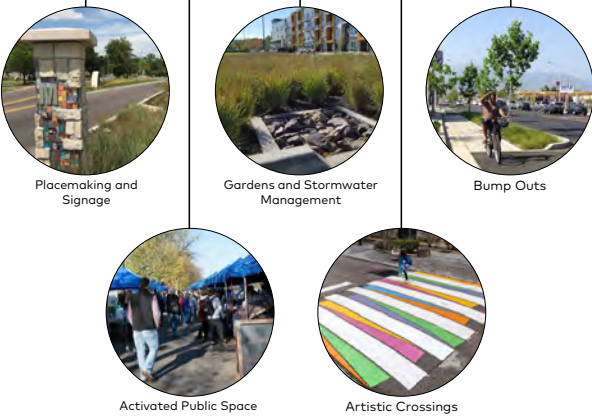


## Activating Public Space, Improving Storm Water Management



This scenario maintains the formality of the street, provides barriers around intersections to protect pedestrians as they cross the street, and slows traffic. It does not require expensive retrofit or widening of off-street trails. It includes space for community implemented art, sculpture, and pavement painting. Bumpouts include planter areas that add stormwater retention, protect crossings, but do not require wholesale reconstruction.

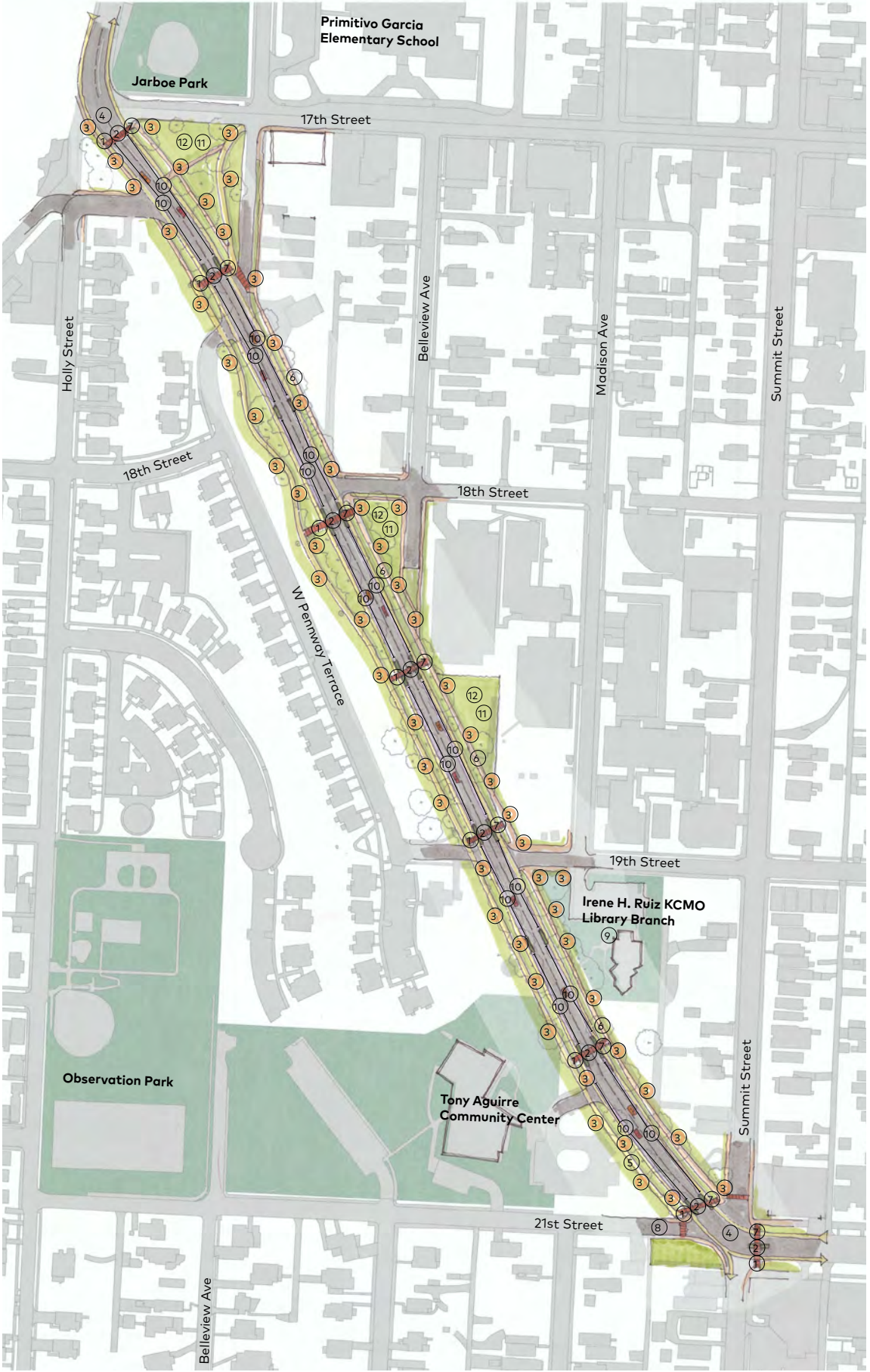
The drawing to the left shows a street "wedge" that activates public space and improves stormwater management. This is one example. Through out the corridor there are other opportunities including at the north end on Holly Street.



### Scenario Stats:

Cost:	\$\$ (out of 4)
Parking:	135 parallel for events (60 legal daily) <small>(currently 150 for events, 60 daily)</small>
Safety for all modes:	Affordable best practices suitable to all users
Change:	Similar to existing, with lane width reduced to 11'
Daily Flexible Space:	Minimal

Simple and Symmetrical makes minimal changes to the street and enhances the formality of the street. Like all options it enhances safety for all modes. See page 29 for number legend.





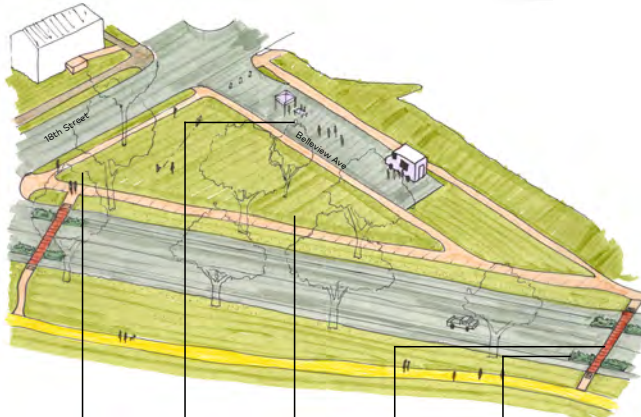
# Scenario 2: Same but Safer

The Same but Safer option makes minimal changes to the street while focusing on enhancing safety for pedestrians, bicyclists, and drivers alike.

View looking North on West Pennway



## Activating Public Space, Improving Storm Water Management



The Same but Safer design maintains most elements of the current roadway. The design provides safety improvements for pedestrians at key crossings throughout the corridor while maintaining the width of the street through out. Safety improvements include clear crosswalks, signage, planted bumpouts, and improved lighting.

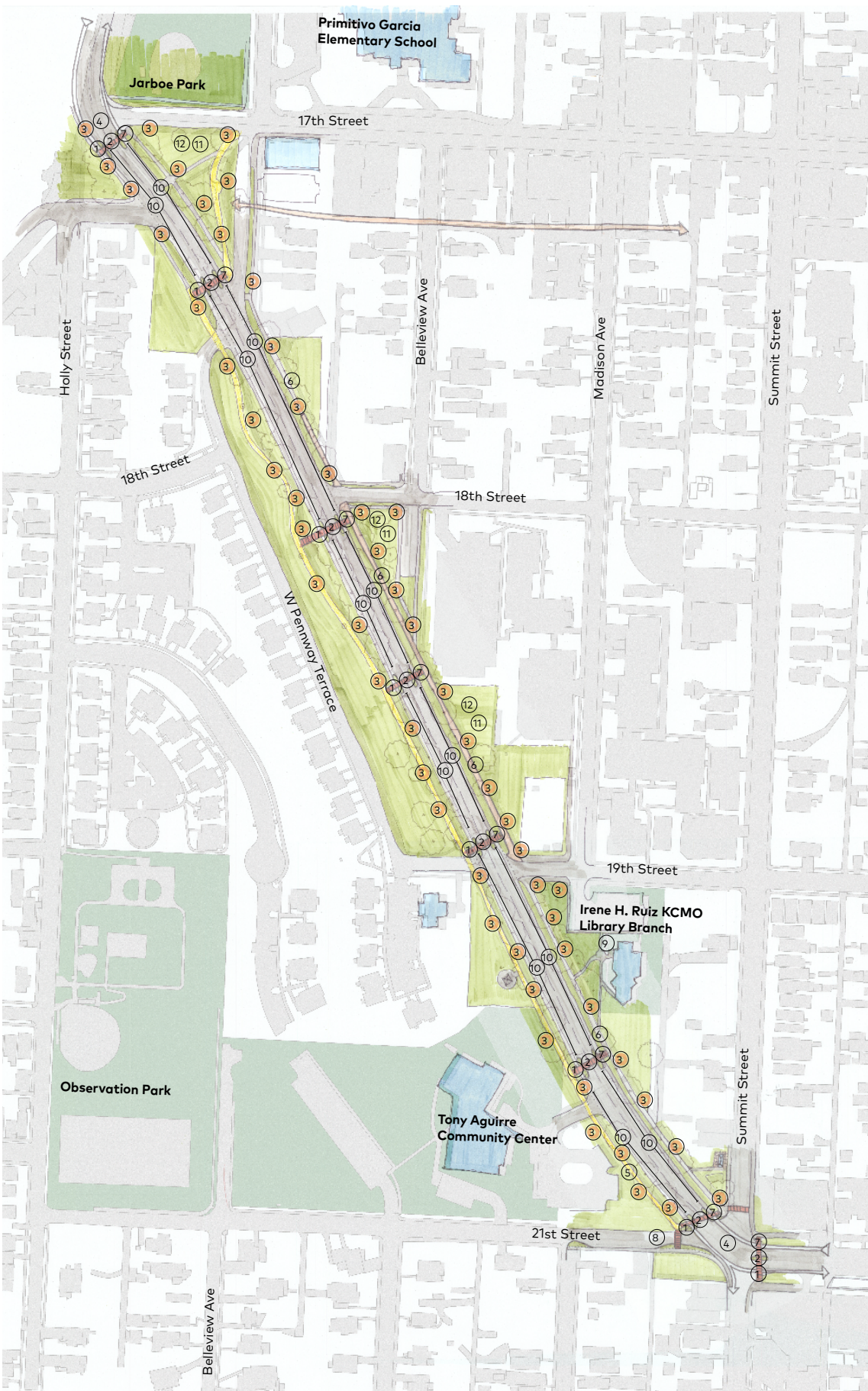
The drawing to the left shows a street “wedge” that activates public space and improves stormwater management. This is one example. Through out the corridor there are other opportunities including at the north end on Holly Street.



### Scenario Stats:

Cost:	\$ (out of 4)
Parking:	150 parallel for events (60 legal daily)
<small>(currently 150 for events, 60 daily)</small>	
Safety for all modes:	Safer crosswalks than current conditions
Change:	Most similar to existing conditions
Daily Flexible Space:	None

The Same but Safer option minimal changes to the street while focusing on enhancing safety for pedestrians, bicyclists, and drivers alike. See page 29 for number legend.





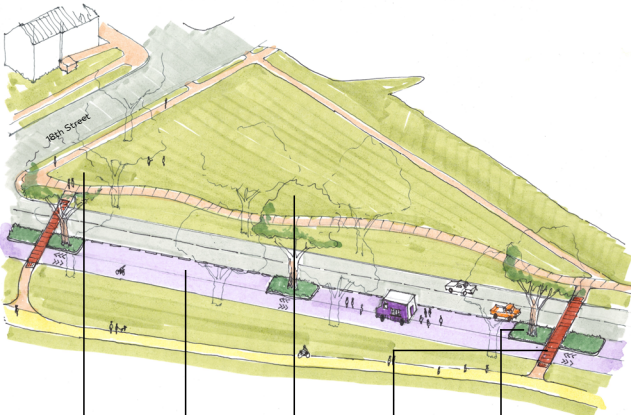
# Scenario 3: Promenade

The Promenade option maximizes space for gathering within the curb and enhances space for multimodal users of the corridor.

View looking North on West Pennway



## Activating Public Space, Improving Storm Water Management



The Promenade accommodates a multi-use path within the curbs on the west side of the street with the addition of tree wells or other centralized elements that move vehicular traffic to the east side of the street and does not require an expensive retrofit. It provides up to 1.5 acres for events and programming within the curb while also providing a generous roadway that looks appealing both while empty and while activated.

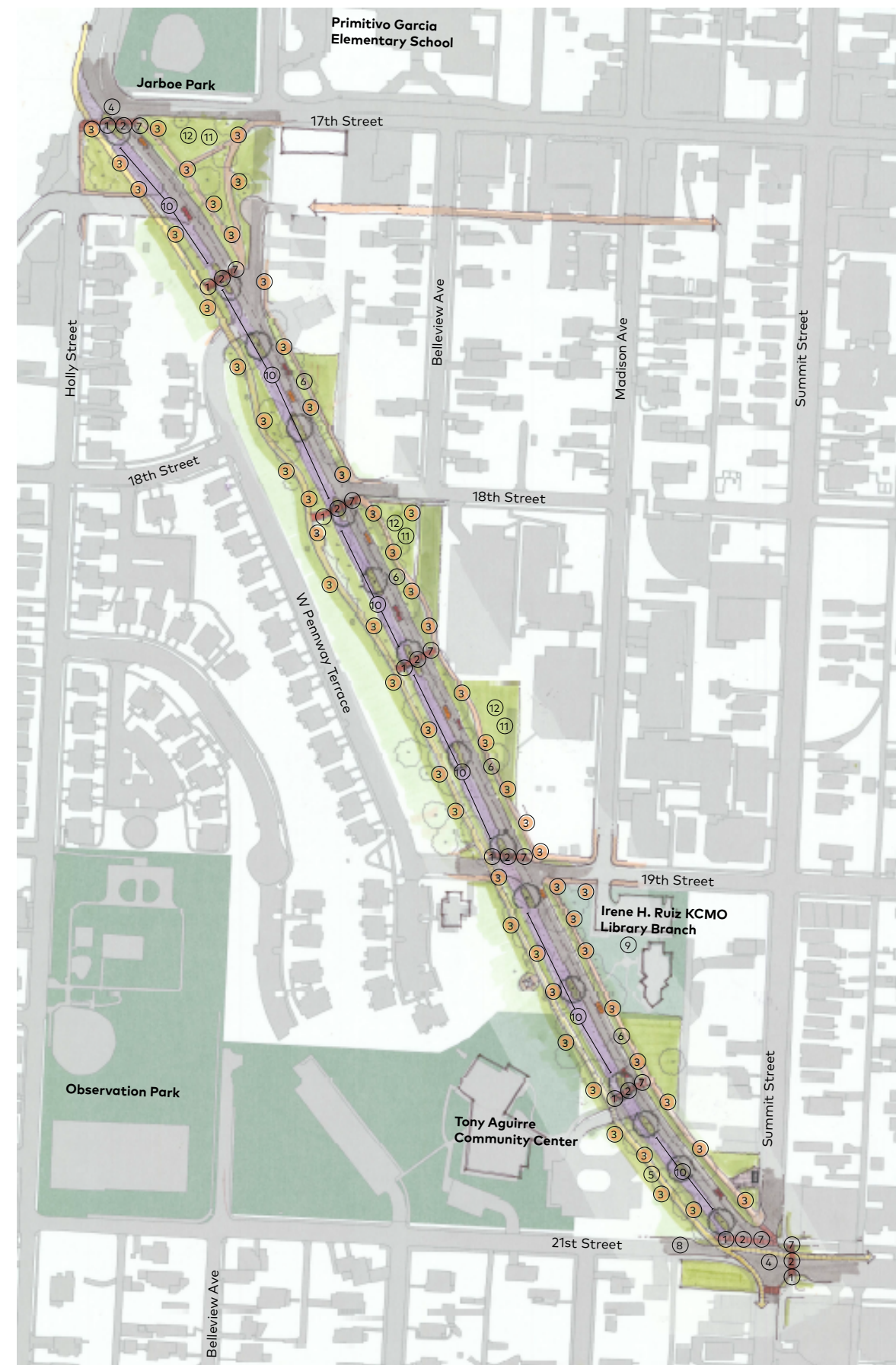
The drawing to the left shows a street “wedge” that activates public space and improves stormwater management. This is one example. Through out the corridor there are other opportunities including at the north end on Holly Street.



### Scenario Stats:

Cost:	\$\$ (out of 4)
Parking:	154 angled for events (77 legal daily) <small>(currently 150 for events, 60 daily)</small>
Safety for all modes:	Affordable best practices suitable to all users
Change:	Vehicular traffic shifted to east side; refuge islands; lane width reduced to 11'
Daily Flexible Space: Maximized (1.5 acres in ROW)	

The Promenade option provides optimal space for gathering within the curb and enhances space for multimodal users of the corridor. See page 29 for number legend.





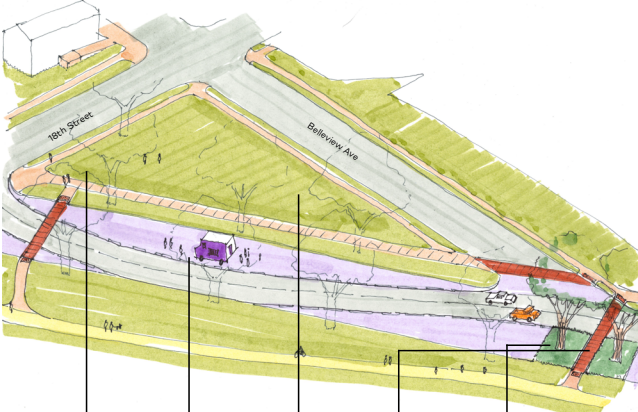
# Scenario 4: Meander

The Meander option provides the greatest change to the alignment of West Pennway by directing vehicle traffic to slow and curve within the current drive lane while providing new space for parking and gathering.

View looking North on West Pennway



Activating Public Space, Improving Storm Water Management



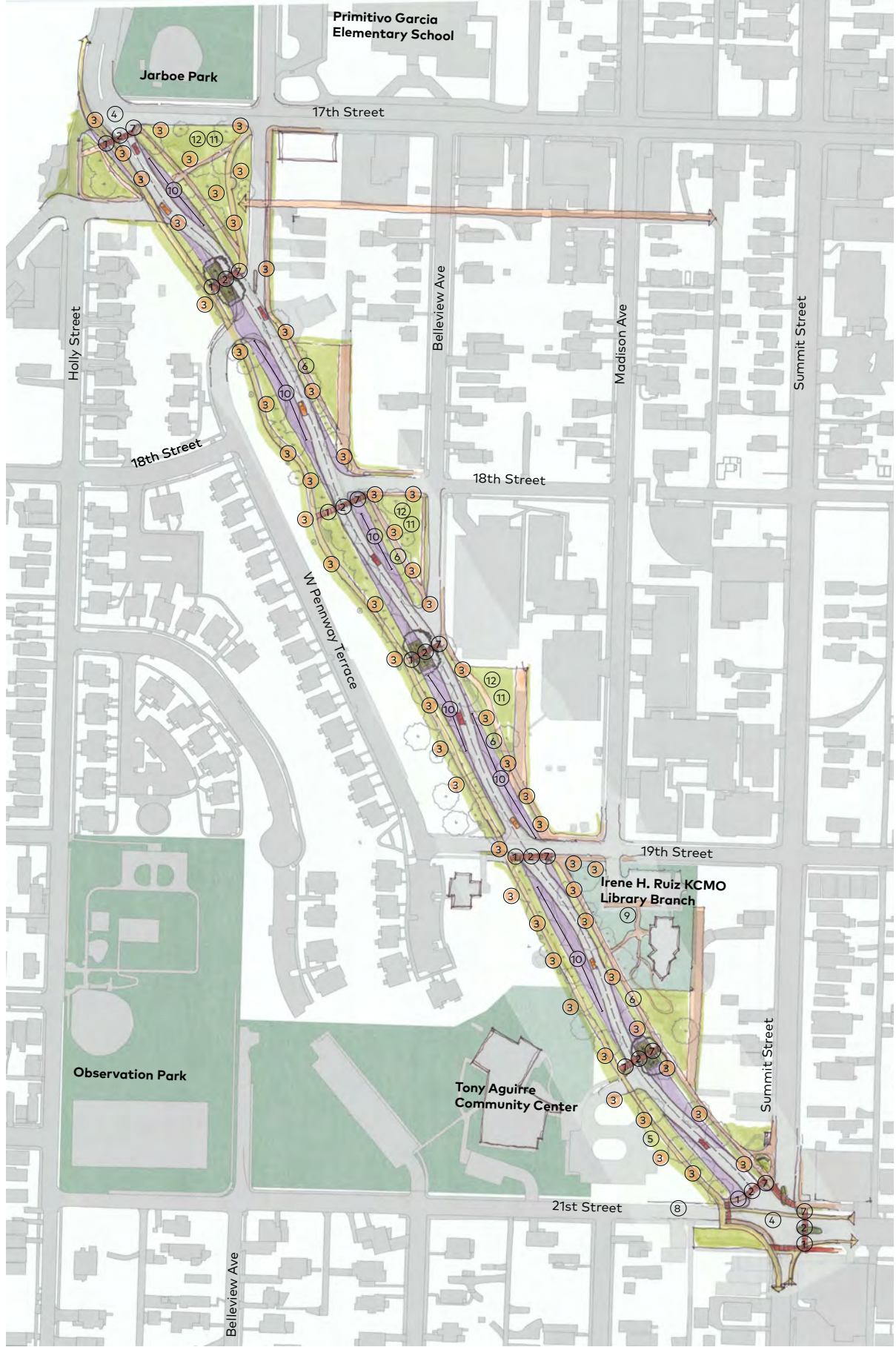
The Meander scenario provides the most dramatic change to the corridor between the curb. In this scenario, planters are installed to accommodate large trees that anchor a new curved drive lane within the existing pavement zone. This scenario provides a large square footage for events and active programming but functions as a unique roadway.

The drawing to the left shows a street "wedge." This wedge maintains the current street configuration. Changes in this scenario are more grand than other scenarios, but are more likely to leave the triangles in tact due to the abundance of flexible space added within the road way.



<b>Scenario Stats:</b>	
Cost:	\$\$\$\$ (out of 4)
Parking:	76 legal daily (16 more than currently), same for events
<small>(currently 150 for events, 60 daily)</small>	
Safety for all modes:	Affordable best practices suitable to all users
Change:	Biggest change to look and feel of roadway; moves bikes out of right of way
Daily Flexible Space: Second to Promenade	

The Meander option provides the greatest change to the alignment of West Pennway by directing vehicle traffic to curve within the current drive lane while providing new space for parking and gathering. See page 29 for number legend.

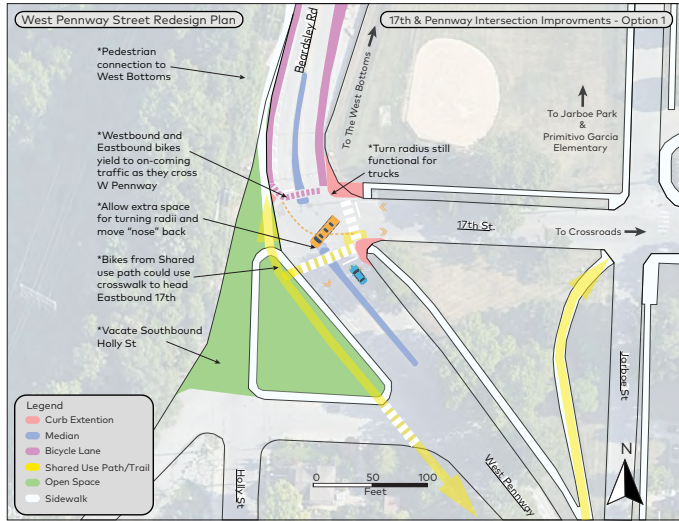




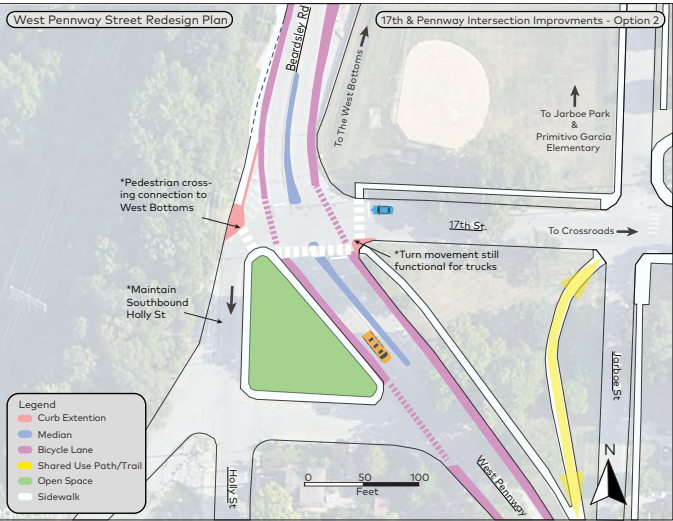
# Intersection Options

## 17th and West Pennway Intersection

Option 1

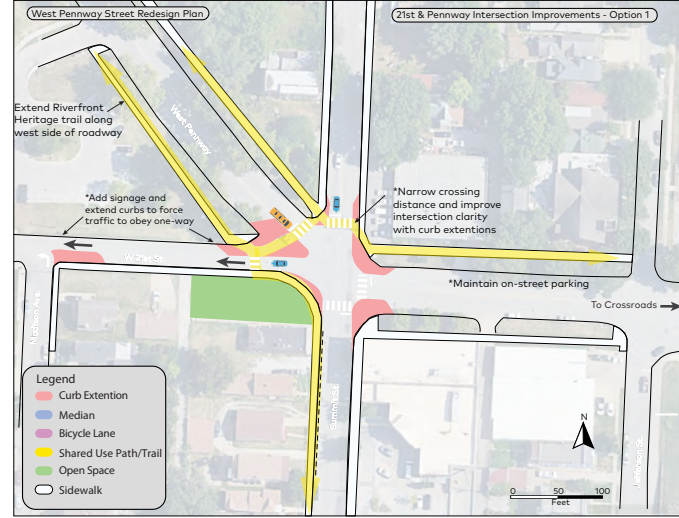


Option 2

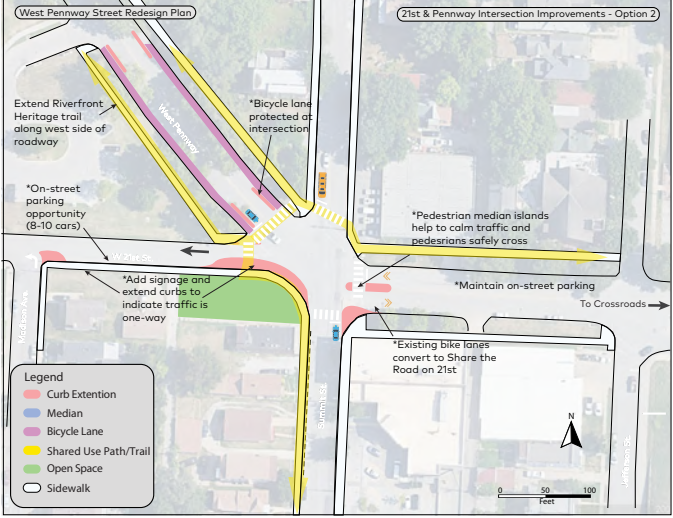


## 21st and West Pennway Intersection

Option 1



Option 2



## Painted Intersection Improvement Examples:



## Constructed Intersection Improvement Examples:





## APPENDIX B

### Cost Estimate for Priority Projects

Category	Description	Includes	Costs			
			Design & Engineering	Construction	Count	Subtotal
Community Improvements						
	Create agreement with Parks	Neighborhood group decision on structure and roles of group	NA	NA		
	TENTATIVE: City of Fountains Foundation to install Las Tarascas sculpture (17th and Holly)		NA	NA		
	Program open space in green spaces (festivals, concerts, movies, markets, food trucks, gardening, etc.)		NA	NA		
	Children's art program for Library wayfinding signage, walk, and chess/entry improvements	Mattie Rhodes or local artist to lead children's art program, neighborhood group and partners to lead project	\$5,000	\$55,000	1	\$60,000
	Children's art program for painted design in right-of-way (intersections or bike lanes)	Mattie Rhodes or local artist to lead children's art program, neighborhood group and partners to lead project	\$5,000	\$20,000	1	\$25,000
	Placemaking "Welcome to Westside" signage (at 17th and 21st)	Mattie Rhodes or local artist to lead design, neighborhood group and partners to lead project	\$10,000	\$20,000	2	\$60,000
	Mattie Rhodes wedge: Outdoor classroom, small		\$25,000	\$125,000	1	\$150,000
Community Subtotal						\$295,000

Green Infrastructure (GI) Improvements			Design & Engineering	Construction	Count	Subtotal
	Intersection GI					
	21st Street	Excavation, 24" amended soil, curb forebay, planting bed, cobble channel, inlet conversion, trench drain, signage, 3-year warranty and maintenance	\$35,000	\$150,000	1	\$185,000
	20th Street	Pedestrian refuges (excavation, 24" amended soil, Curb, Forebay, Inlet Conversion, Enhanced Plantings, 3-yr warranty and maintenance)	\$150	\$1,750	4	\$7,600
	18th Street	Pedestrian refuges (excavation, 24" amended soil, Curb, Forebay, Inlet Conversion, Enhanced Plantings, 3-yr warranty and maintenance)	\$150	\$1,750	2	\$3,800
	17th Street	Excavation, 24" amended soil, curb forebay, planting bed, cobble channel, inlet conversion, trench drain, signage, 3-year warranty and maintenance	\$15,000	\$65,000	1	\$80,000
	Mid-block refuge GI	Pedestrian refuges (excavation, 12" amended soil, Enhanced Plantings)	\$150	\$1,500	6	\$9,900
	Jarboe Wedge Park	Excavation, 24" amended soil, curb forebay, 7000 sf planting bed, cobble channel, inlet conversion, trench drain, green piping/trenching/excavation, paving removal and replacement for piping, park amenities, signage, 3 trees, 3-year warranty and maintenance	\$50,000	\$200,000	1	\$250,000
	Bellevue Wedge Park	Excavation, 24" amended soil, curb forebay, 9000 sf planting bed, cobble channel, inlet conversion, trench drain, green piping/trenching/excavation, paving removal and replacement for piping, boardwalk and park amenities, signage, 4 trees, 3-year warranty and maintenance	\$70,000	\$260,000	1	\$330,000
	18th Street Wedge Park	Demolish existing pavement, excavation, 24" amended soil, curb forebay, 5000 sf planting bed, cobble channel, inlet conversion, trench drain, green piping/trenching/excavation, alley paving removal and replacement for piping, keep 18th St. roadway intact, boardwalk and park amenities, signage, 3 trees, 3-year warranty and maintenance	\$55,000	\$200,000	1	\$255,000
	Library Wedge Park	Outdoor classroom, rain garden, educational signage	\$10,000	\$45,000	1	\$55,000
GI Subtotal						\$1,176,300

Infrastructure Improvements			Design & Engineering	Construction	Count	Subtotal
	Early traffic calming (paint and planters)		\$25,000	\$75,000	1	\$100,000
	Intersection redesign for pedestrian safety					
	21st Street	5 Continental crosswalks, 2 curb extensions, median removal, protected bike lane median both sides, 2 bumpouts, new median, 10 ADA ramps	\$55,000	\$550,000	1	\$605,000
	20th Street	2 Crosswalks and 4 refuges, 8 ADA ramps	\$15,000	\$150,000	1	\$165,000
	18th Street	2 Crosswalks and 2 refuges, 4 ADA ramps	\$7,500	\$75,000	1	\$82,500
	17th Terrace, SW corner	Bumpout for southbound traffic, reconfigure curb	\$3,500	\$35,000	1	\$38,500
	17th Street	2 Continental crosswalks, 2 curb extensions, 2 refuges, 1 median configuration, 4 ADA ramps	\$15,000	\$150,000	1	\$165,000
	21st Street deterrent for wrong way traffic	1 Bumpout and signage	\$3,500	\$35,000	1	\$38,500
	Mid-block crossings					
	Between 21st and 20th	Refuge island both sides, connections to sidewalks both sides, ADA improvements both sides	\$7,500	\$75,000	1	\$82,500
	Between 20th and 18th	Refuge island both sides, connections to sidewalks both sides, ADA improvements both sides	\$7,500	\$75,000	1	\$82,500
	At Jarboe	Refuge island both sides, connections to sidewalks both sides, ADA improvements both sides	\$7,500	\$75,000	1	\$82,500
	Signage for crossings					
	21st Street intersection	3 Bike+Ped Trail Crossing signs, 1 wrong way, 1 do not enter	\$2,500	\$5,000	1	\$7,500
	20th Street intersection	2 Bike+Ped Trail Crossing	\$1,500	\$2,000	1	\$3,500
	18th Street intersection	2 Bike+Ped Trail Crossing	\$1,500	\$2,000	1	\$3,500
	17th Street intersection	2 Bike+Ped Trail Crossing	\$1,500	\$2,000	1	\$3,500
	mid-block between 21st and 20th	1 Share the road, 2 Bike Lane, 1 Bike yield to peds, 1 Riverfront Heritage Trail wayfinding, 2 Bike+Ped Trail Crossing, 1 Rapid flashing beacon, poles, push button, solar panel, conduit and wiring	\$10,000	\$35,000	1	\$45,000
	mid-block between 20th and 18th	2 Bike+Ped Trail Crossing, 1 Rapid flashing beacon, poles, push button, solar panel, conduit and wiring	\$10,000	\$30,000	1	\$40,000
	At Jarboe	2 Bike+Ped Trail Crossing, 1 Rapid flashing beacon, poles, push button, solar panel, conduit and wiring	\$10,000	\$30,000	1	\$40,000
	Pedestrian lighting on both sides	Approx. 50 LED Fixtures placed 90' o.c. along sidewalks on both sides of street, poles, and foundations as well as conduit and wiring (4" round steel pole, MRP-LED-42C-350-40K-SR2 luminaire, top at 12' above top of concrete base)		\$8,000	50	\$400,000
	Repair broken sidewalks on both sides	Removal and construction	\$40,000	\$375,000	1	\$415,000
	Continue Heritage Trail on west side	Construction at same width as existing	\$25,000	\$250,000	1	\$275,000
	Close/depave portions of triangulating streets					
	Bellevue	see plan concept drawings	\$15,000	\$40,000	1	\$55,000
	Holly	see plan concept drawings	\$15,000	\$40,000	1	\$55,000
	Jarboe	see plan concept drawings	\$15,000	\$40,000	1	\$55,000
Infrastructure Subtotal						\$2,840,000

TOTAL						\$4,311,300
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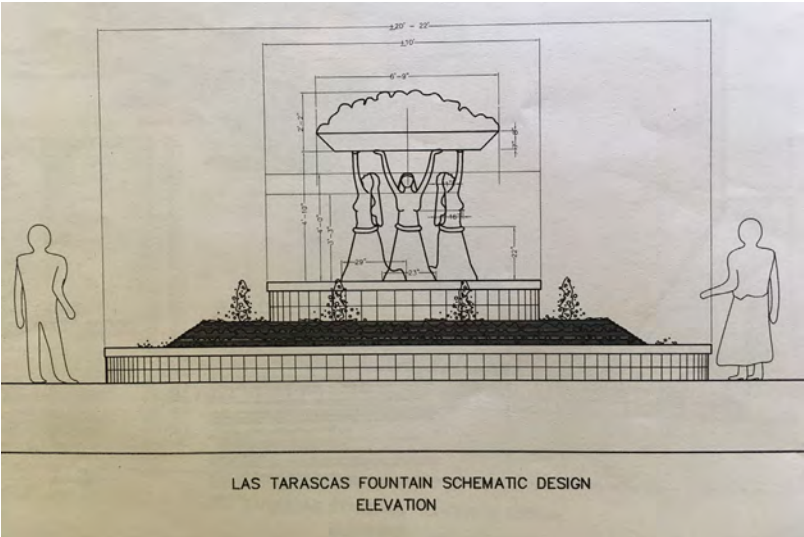


# APPENDIX C

## Las Tarascas Sculpture



The Las Tarascas Sculpture is currently held in storage with Kansas City's Parks and Recreation department. Below are images of the sculpture. Some images are from storage, others are from the installed version in Mexico. The version in Mexico is also a fountain. This sculpture would not include a water feature on West Pennway.



## APPENDIX D

### Sidewalk Conditions & Traffic Study



Sidewalk Conditions



Traffic Counts

17th St. & Pennway - Peak Hour Auto Traffic Count Summary Table

Location: Westside, Kansas City, MO  
Intersection: 17th St & Pennway  
Date: Tuesday, April 27th, 2021



Time	EB Left	EB Thru	EB Right	EB Total	WB Left	WB Thru	WB Right	WB Total	NB Left	NB Thru	NB Right	NB Total	SB Left	SB Thru	SB Right	SB Total	Intersection Total
Peak AM Counts																	
07:00	0	0	0	0	1	1	0	2	2	8	0	10	0	3	1	4	16
07:15	0	0	0	0	7	0	1	8	3	19	0	22	0	6	3	9	39
07:30	0	0	0	0	4	0	3	7	5	17	0	22	0	8	1	9	38
07:45	0	0	0	0	4	0	5	9	1	19	0	20	0	7	1	8	37
08:00	0	0	0	0	6	1	7	14	1	20	0	21	0	8	4	12	47
08:15	0	0	0	0	4	0	6	10	2	13	0	15	0	7	4	11	36
08:30	0	0	0	0	5	0	1	6	3	11	0	14	0	13	3	16	36
08:45	0	0	0	0	5	2	1	8	2	18	0	20	0	10	3	13	41
Peak AM Hour Total	0	0	0	0	36	4	24	64	19	125	0	144	0	62	20	82	290
Peak PM Counts																	
15:00	0	0	0	0	3	0	2	5	3	20	0	23	0	15	5	20	48
15:15	0	0	0	0	3	8	11	22	2	18	0	20	0	14	4	18	60
15:30	0	0	0	0	9	1	8	18	3	20	1	24	0	23	3	26	68
15:45	0	0	0	0	4	2	7	13	1	34	0	35	0	18	8	26	74
16:00	0	0	0	0	5	1	4	10	1	35	0	36	0	7	5	12	58
16:15	0	0	0	0	3	2	3	8	4	31	1	36	0	14	2	16	60
16:30	0	0	0	0	4	0	3	7	1	34	1	34	0	12	7	19	60
16:45	0	0	0	0	6	2	2	10	3	29	0	32	0	9	3	12	54
Peak PM Hour Total	0	0	0	0	37	16	40	93	18	219	3	240	0	112	37	149	482

21st St. & Pennway - Peak Hour Auto Traffic Count Summary Table

Location: Westside, Kansas City, MO  
Intersection: 21st St & Pennway  
Date: Tuesday, April 27th, 2021



Time	EB Left	EB Thru	EB Right	To W 21st	EB Total	WB Left	WB Thru	WB Right	To W 21st	WB Total	NB Left	NB Thru	NB Right	To W 21st	NB Total	SB Left	SB Thru	SB Right	To W 21st	SB Total	Intersection Total
Peak AM Counts																					
07:00	0	4	3	1	8	2	3	1	1	7	3	7	2	0	12	1	28	0	1	30	57
07:15	3	4	11	3	21	3	10	2	1	16	10	6	4	0	20	2	21	0	1	24	81
07:30	0	11	10	0	21	5	9	4	0	18	7	7	9	0	23	1	27	0	0	28	90
07:45	1	12	18	2	33	5	2	2	1	10	16	17	4	0	37	6	37	0	1	44	124
08:00	1	14	14	2	31	7	9	1	1	18	10	14	8	0	32	2	34	1	2	39	120
08:15	2	8	12	1	23	4	6	7	1	18	15	20	5	0	40	7	18	0	1	26	107
08:30	0	6	12	0	18	1	5	3	1	10	15	10	8	0	33	6	26	0	0	32	93
08:45	0	10	8	2	20	3	8	7	3	21	16	8	6	1	31	4	26	0	1	31	103
Peak AM Hour Total	7	69	88	11	175	30	52	27	9	118	92	89	46	1	228	29	217	1	7	254	775
Peak PM Counts																					
15:00	2	13	19	2	36	8	4	1	2	15	24	23	11	0	58	3	25	0	2	30	139
15:15	1	4	29	2	36	5	14	4	2	25	12	14	9	1	36	2	23	0	1	26	123
15:30	1	16	20	3	40	7	9	3	1	20	21	13	12	0	46	2	26	2	0	30	136
15:45	0	10	17	3	30	6	13	9	3	31	28	18	6	0	52	3	20	0	3	26	139
16:00	0	9	15	1	25	2	11	5	3	21	21	22	8	0	51	2	29	0	2	33	130
16:15	0	15	15	1	31	6	6	3	2	17	24	13	4	0	41	7	24	0	2	33	122
16:30	1	9	13	5	28	5	20	5	1	31	5	1	1	0	7	4	24	2	4	34	100
16:45	1	9	5	6	21	9	23	8	6	46	0	0	1	0	1	0	20	0	1	21	89
Peak PM Hour Total	6	85	133	23	247	48	100	38	20	206	135	104	52	1	292	23	191	4	15	233	978

Traffic Speeds

Wilson & Company  
800 E 101st Terr. Suite 200  
Kansas City, MO 64131

West Pennway  
North of 21st Street

Direction: Northwest Bound														
4/27/2021	> 5 - 10	> 10 - 15	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 MPH	Total	
Time	0 - 5 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH			
12:00 AM	0	0	0	0	4	2	6	2	0	1	0	0	0	15
1:00	0	0	0	0	4	1	2	0	0	0	0	0	0	7
2:00	0	0	0	0	1	2	1	0	0	0	0	0	0	4
3:00	0	0	0	0	2	4	3	1	0	0	1	0	0	11
4:00	0	0	0	0	2	0	2	1	1	0	0	0	0	6
5:00	0	0	0	0	2	4	5	4	1	0	0	0	0	16
6:00	0	0	0	0	6	10	15	5	0	2	0	0	0	38
7:00	0	2	0	1	3	22	29	9	0	0	1	0	0	67
8:00	0	4	0	1	3	35	38	7	1	1	0	0	0	90
9:00	0	0	0	0	1	31	31	12	0	0	0	1	0	76
10:00	0	1	0	3	4	30	24	5	0	0	0	0	0	67
11:00	0	1	0	2	7	45	33	3	1	1	0	0	0	93
12:00 PM	0	2	0	0	2	46	44	10	0	0	0	0	0	104
1:00	0	2	1	1	10	30	39	12	2	0	0	2	0	99
2:00	0	1	0	2	16	32	40	6	0	0	0	0	0	97
3:00	0	2	0	1	9	59	55	8	0	2	0	0	0	136
4:00	0	3	1	0	8	41	54	15	3	0	0	0	0	125
5:00	0	2	1	0	16	40	30	15	1	0	0	0	0	105
6:00	0	2	1	0	5	20	19	8	1	1	0	0	0	57
7:00	0	1	0	0	5	19	27	7	1	0	0	0	0	60
8:00	0	1	1	0	4	16	13	5	1	0	0	0	0	41
9:00	0	2	0	1	5	22	9	1	1	0	0	0	0	41
10:00	0	0	1	0	5	5	10	1	0	0	0	1	0	23
11:00	0	0	0	0	3	3	6	1	0	0	0	0	0	13
Grand Total	0	26	6	12	127	519	535	138	14	8	2	4	0	1391
Stats			Percentile	15th	50th	85th	95th							
			Speed	26	30.3	34.7	37.8							
			Mean Speed (Average)	29.9										
			10 MPH Pace Speed	26-35										
			Number in Pace	3019										
			Percent in Pace	75.0%										
			Number > 35 MPH	166										
			Percent > 35 MPH	11.9%										

Wilson & Company  
800 E 101st Terr. Suite 200  
Kansas City, MO 64131

West Pennway  
North of 21st Street

Direction: Combined														
4/27/2021	> 5 - 10	> 10 - 15	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 MPH	Total	
Time	0 - 5 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH			
12:00 AM	0	0	0	0	4	4	11	2	0	2	0	0	0	23
1:00	0	0	0	0	5	4	2	0	0	0	0	0	0	11
2:00	0	0	0	0	2	3	2	1	0	0	0	0	0	8
3:00	0	0	0	0	5	7	9	1	0	1	0	0	0	24
4:00	0	0	0	0	2	2	2	1	2	0	1	0	0	10
5:00	0	0	0	0	2	7	12	5	1	0	0	0	0	27
6:00	0	2	0	0	8	19	34	10	2	3	0	0	0	78
7:00	0	7	0	2	7	50	62	20	2	0	1	0	0	151
8:00	0	11	0	6	9	61	75	21	1	1	0	0	0	185
9:00	0	3	1	0	13	57	54	23	1	0	0	1	1	154
10:00	0	3	1	4	11	53	53	11	0	0	0	0	1	137
11:00	0	4	0	2	12	81	60	14	2	1	0	0	1	177
12:00 PM	0	4	0	4	7	82	79	20	0	0	0	0	0	196
1:00	0	4	1	2	18	67	73	25	2	0	0	2	0	194
2:00	0	4	0	3	22	58	72	19	4	2	0	0	0	184
3:00	0	5	1	3	25	111	112	18	2	2	0	0	0	279
4:00	0	5	1	0	17	77	91	31	4	1	0	0	0	227
5:00	0	10	2	4	20	66	90	28	6	0	0	0	0	226
6:00	0	6	1	2	14	45	62	12	1	1	0	0	0	144
7:00	0	2	0	1	10	46	60	18	2	0	0	0	0	139
8:00	0	2	1	1	8	43	31	9	4	0	1	0	0	100
9:00	0	2	0	2	10	43	24	3	1	0	0	0	0	85
10:00	0	0	1	1	10	20	15	7	0	0	0	1	0	55
11:00	0	0	2	1	4	11	9	3	0	1	0	0	0	31
Grand Total	0	74	12	38	245	1017	1094	302	37	15	4	4	3	2845
Stats			Percentile	15th	50th	85th	95th							
			Speed	26	30.3	34.7	37.8							
			Mean Speed (Average)	29.9										
			10 MPH Pace Speed	26-35										
			Number in Pace	5709										
			Percent in Pace	74.0%										
			Number > 35 MPH	365										
			Percent > 35 MPH	12.8%										

Wilson & Company  
800 E 101st Terr. Suite 200  
Kansas City, MO 64131

West Pennway  
North of 21st Street

Direction: Southeast Bound														
4/27/2021	> 5 - 10	> 10 - 15	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 MPH	Total	
Time	0 - 5 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH			
12:00 AM	0	0	0	0	2	5	0	0	1	0	0	0	0	8
1:00	0	0	0	0	1	3	0	0	0	0	0	0	0	4
2:00	0	0	0	0	1	1	1	0	0	0	0	0	0	4
3:00	0	0	0	0	3	6	0	0	1	0	0	0	0	13
4:00	0	0	0	0	2	0	0	1	0	1	0	0	0	4
5:00	0	0	0	0	3	7	1	0	0	0	0	0	0	11
6:00	0	2	0	0	2	9	19	5	2	1	0	0	0	40
7:00	0	5	0	1	4	28	33	11	2	0	0	0	0	84
8:00	0	7	0	5	6	26	37	14	0	0	0	0	0	95
9:00	0	3	1	0	12	26	23	11	1	0	0	0	1	78
10:00	0	2	1	1	7	23	29	6	0	0	0	0	1	70
11:00	0	3	0	0	5	36	27	11	1	0	0	0	1	84
12:00 PM	0	2	0	4	5	36	35	10	0	0	0	0	0	92
1:00	0	2	0	1	8	37	34	13	0	0	0	0	0	95
2:00	0	3	0	1	6	26	32	13	4	2	0	0	0	87
3:00	0	3	1	2	16	52	57	10	2	0	0	0	0	143
4:00	0	2	0	0	9	36	37	16	1	1	0	0	0	102
5:00	0	8	1	4	4	26	60	13	5	0	0	0	0	121
6:00	0	4	0	2	9	25	43	4	0	0	0	0	0	87
7:00	0	1	0	1	5	27	33	11	1	0	0	0	0	79
8:00	0	1	0	1	4	27	18	4	3	0	1	0	0	59
9:00	0	0	0	1	5	21	15	2	0	0	0	0	0	44
10:00	0	0	0	1	5	15	5	6	0	0	0	0	0	32
11:00	0	0	2	1	1	8	3	2	0	1	0	0	0	18
Grand Total	0	48	6	26	118	498	559	164	23	7	2	0	3	1454
Stats			Percentile	15th	50th	85th	95th							
			Speed	25.4	30.3	34.7	37.8							
			Mean Speed (Average)	29.9										
			10 MPH Pace Speed	27-36										
			Number in Pace	2702										
			Percent in Pace	73.0%										
			Number > 35 MPH	199										
			Percent > 35 MPH	13.7%										



