Hyde Park Street Safety Study

Prepared for:

HYDE PARK NEIGHBORHOOD

Final Draft

Prepared by: Street Smarts Design + Build

Street Smarts Design + Build

A Letter to the Neighborhood

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Design + Build

Dear Hyde Park residents,

I want to thank you for allowing us the opportunity to study the Hyde Park Neighborhood. It is one of the finest, most beloved neighborhoods in all of Kansas City and is a place I care about greatly. My family spends many hours walking through the neighborhood, so I am thrilled and honored to have this opportunity to help improve the safety of your streets.

The street safety issues we have found in Hyde Park are not especially unique to the neighborhood. These are issues that neighborhoods all across the country are dealing with. Many of these issues stem from decisions made in previous eras to prioritize the automobile. This has left us not only with dangerous infrastructure but a cultural expectation that one should be able to drive through the city as fast as they want with as few deterrents as possible, regardless of the effects on others. Some of the recommendations in this study are likely to elicit a few angry reactions. While everyone's voice should be heard, it is important to remember street safety is a serious and urgent issue.

In the course of this study, at least two pedestrians were struck by motorists in separate instances, including a young child on the way to school. In addition, several other car crashes occurred throughout this study. Fortunately, no one was killed but these lives may be forever impacted due to street design that does not best serve the neighborhood.

Streets that are designed with residents in mind should prioritize walking to school, accessing the parks, or strolling the sidewalks without fear of being ran over. By placing our focus on the residents of the neighborhood, we can greatly improve street safety for all users, while also beginning to shift our culture away from speed and convenience towards a higher quality of life.

This study will not solve every issue but hopefully will be used as a major catalyst for improving street safety in Hyde Park. This study should be used to educate residents and decision makers on current issues, provide potential solutions, and serve as a guide to implement suggested improvements.

This study is simply a plan. It does not guarantee the improvements will happen. It will be on residents to decide which improvements should be made and it will fall on the residents to work to make these improvements. However, our work does not end when we hand over this study; in fact it may just be beginning. We are here for you to help you make these improvements. From obtaining funding, ensuring best practice design, or implementing proper construction methods, we are here to help you make your neighborhood as safe and as wonderful as possible moving forward.

With great thanks and appreciation,

DuRon Netsell
Principal, Street Smarts Design + Build

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About Street Smarts Design + Build

Street Smarts Design + Build is a design build contractor and consultant specializing in walkable communities and roadway safety.

We have assisted many neighborhoods in improvement the safety of their streets through the planning, design, and construction process.

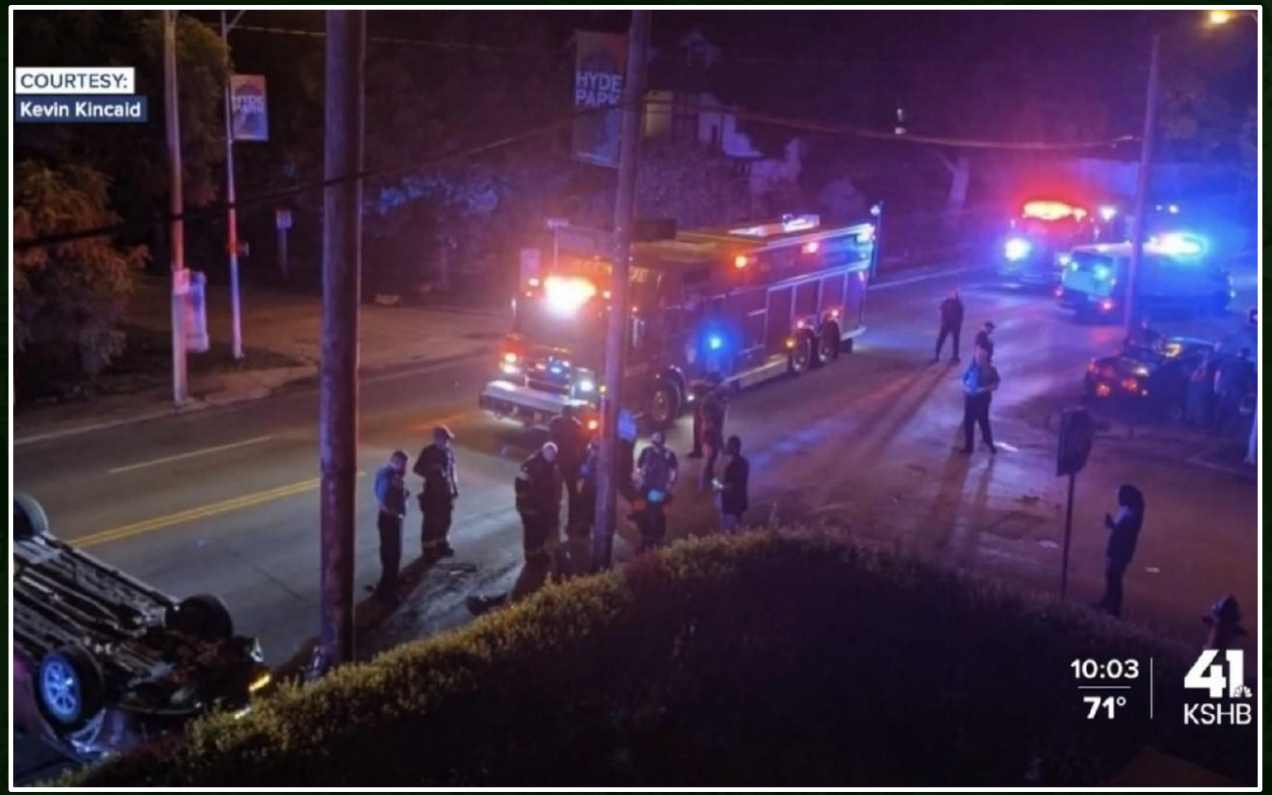
Our design philosophy places an emphasis on pedestrian safety, which creates a safer road for everyone. We also do our best to incorporate nature to help repair ecosystems and strengthen our connection to the natural world.

Ronald McDonald House Charities Campus Improvements

Midtown Asphalt Art Project

Background Context

In 2022, Street Smarts was contacted by the Hyde Park Street Safety Committee to discuss the possibility of conducting a traffic safety study. This committee was born out of years of efforts to improve street safety in the neighborhood. After many efforts to make improvements, the City suggested the neighborhood hire a professional to aggregate the neighborhood's wishes to create a plan to help guide future funding and safety improvements for the neighborhood.

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Neighborhood
Engagement

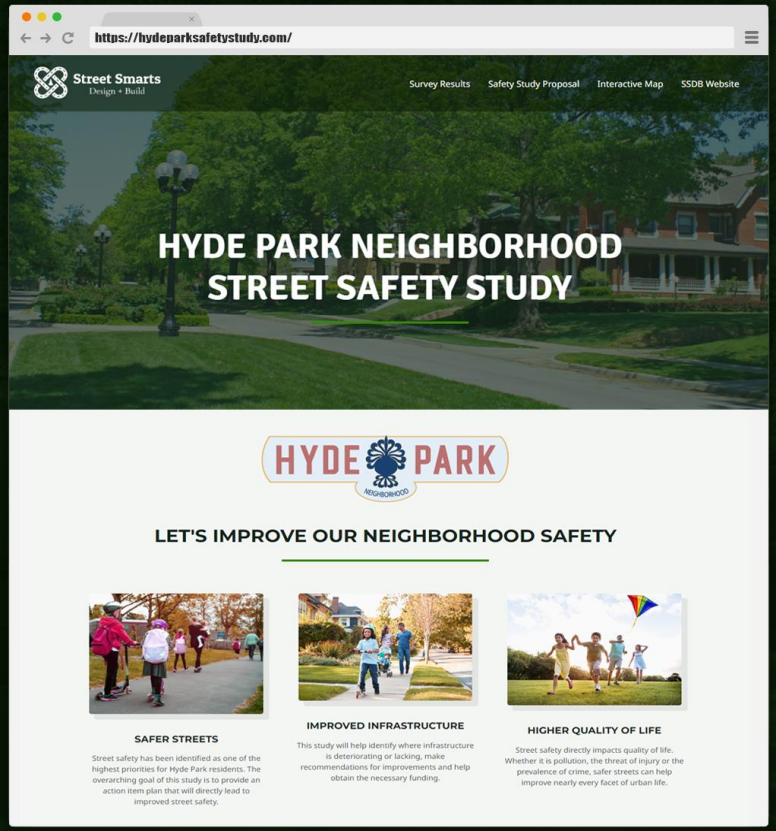
Neighborhood Survey

During the Spring of 2023, various forms of community engagement were carried out to determine the needs and priorities of the neighborhood. Shortly after being hired, Street Smarts launched a website dedicated to the study. Through this website a neighborhood survey and interactive map collected opinions, ideas, and other thoughts from residents in order to best understand the issues and wishes regarding street safety.

The survey received 218 responses, while the interactive map collected hundreds more responses that related to specific locations.

Once the survey period ended, three different neighborhood meetings were held in order to share conceptual ideas and receive further feedback. These meetings were held in late March at the Pilgrim Chapel.

Shortly after the public meetings, five different “walk and talk “ meetings were held in order to allow residents to provide direct input to the study’s authors and to point out specific issues at specific locations.



Survey Results

This month long survey collected 218 total responses, 95% which came from residents living within Hyde Park.

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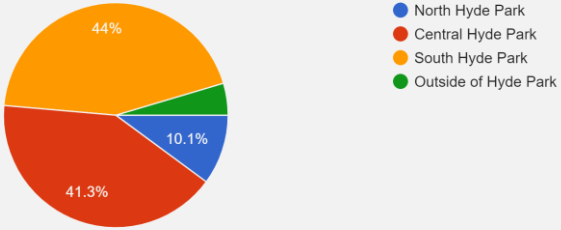
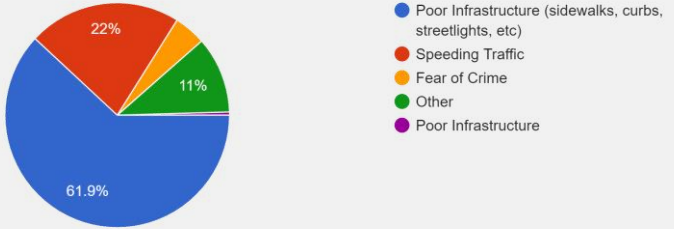
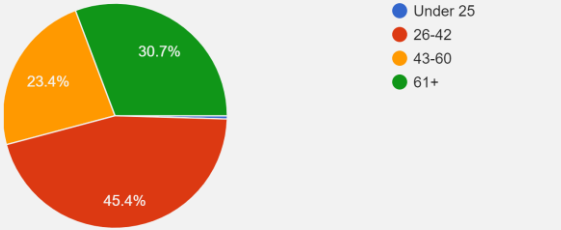
Where do you live?
218 responses



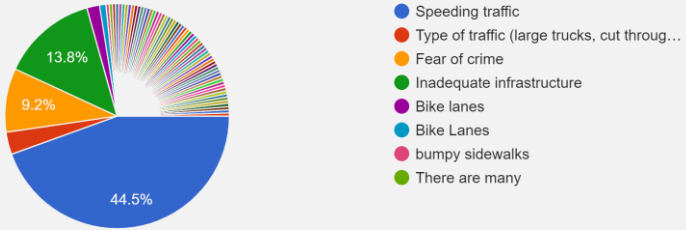
What is the biggest barrier to walking in Hyde Park?
218 responses



What is your age?
218 responses



What is your biggest concern regarding the safety of the streets in Hyde Park?
218 responses



Survey Results

Nearly 70% of respondents stated the sidewalks and pedestrian crossings are terrible or near terrible in the neighborhood.

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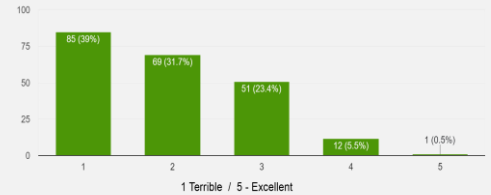
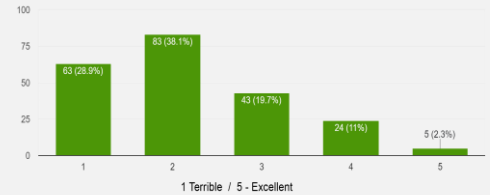
How you you rate the quality of sidewalks in Hyde Park?

218 responses

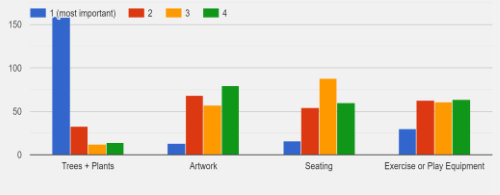


How would you rate the quality of pedestrian crossings in Hyde Park?

218 responses

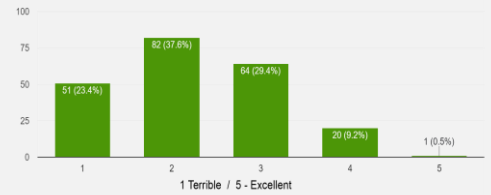


If excess or unused asphalt areas are able to be reclaimed and repurposed as a part of street safety projects, what would you like to see them repurposed for?



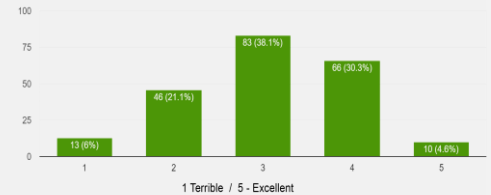
How would you rate the safety of the arterial streets in Hyde Park? (Troost. Gillham, 39th, Linwood, 31st)

218 responses



How would you rate the safety of the interior streets in Hyde Park?

218 responses

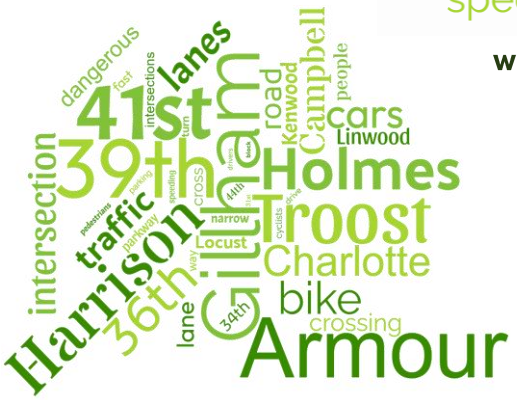


Please rank these neighborhood improvements in order of importance.

Insights from the Survey

These word clouds represent a summary of the most commonly used words in each of the survey answers to the questions below them.

What would you most like to see improved in Hyde Park?



Which streets or intersections do you feel are the most dangerous in Hyde Park?

What is your most favorite street to walk on and why?

What is your vision for the future of the Hyde Park?

Interactive Map

Housed on the study's website was an interactive map that allowed residents to directly pin comments to specific locations. This map received hundreds of helpful comments. Below is an example of a few comments.

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Inventory Infrastructure

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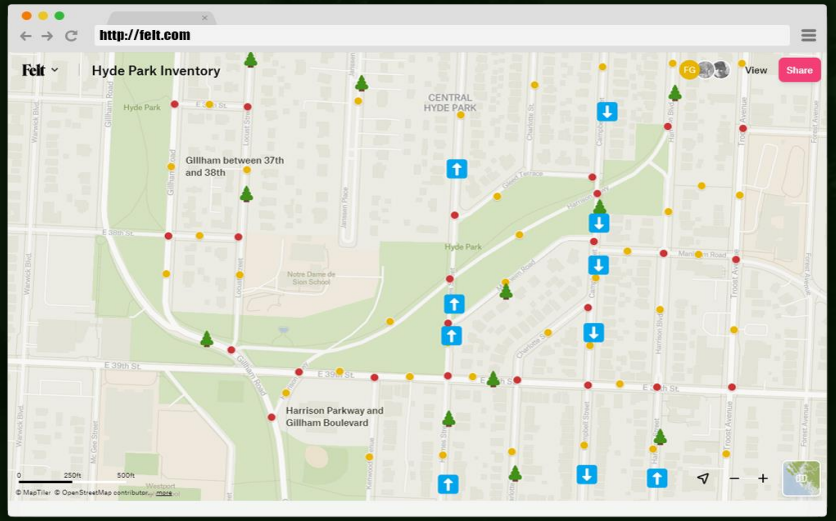
The inventory is a collection of data related to the existing conditions of street infrastructure, within the neighborhood.

This information includes, but is not limited, to existing sidewalks and corner ramps, signage, striping, lane configurations, and other items and notes relevant to the existing conditions of streets and sidewalks in Hyde Park.

This data can be used to help understand where repairs are needed and where efforts could best be prioritized.

To view the inventory, please click on map image or copy this link:

https://felt.com/map/Hyde-Park-Inventory-z6GS2bbiT5KwVCTamTk9AwB?lat=39.060966&lon=-94.576038&zoom=17.44



Legend:

- Intersection notes
- Mid block street notes
- Good location to add street trees
- Indicates direction of one way street

Insights from Inventory Collection

Snapshots of what we found.

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Ineffective Signage

Unusable Sidewalks

Flawed Improvements

Wide Travel Lanes

Burdensome Regulations

Pedestrian Obstacles

Suggested Priorities

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These priorities are based on feedback from the survey and neighborhood map entries. Further feedback is needed to finalize priorities.

1. Ensure Hyde Park is a safe, thriving neighborhood for all ages and abilities to enjoy their lives
2. Provide the highest level of safety for all road users
3. Uphold and enhance the existing character and architecture of the neighborhood


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Identified Issues

Deteriorating and Neglected Sidewalks

Aging infrastructure has created hazards and safety issues for the neighborhood

The age of Hyde Park is one of its greatest charms but also means it has aging infrastructure not able to best serve the needs of modern life. Aging infrastructure coupled with neglected maintenance has led to poor public infrastructure throughout the neighborhood.

This is further evidenced in the sidewalks, which have faced a tough combination of factors over the last few decades. Up until just a few years ago, the financial obligations of maintenance and repairs landed with the property owners. With this being an unrealistic way to maintain and fund public infrastructure, the sidewalks fell into a state of substantial disrepair.

Combined with a general lack of street tree maintenance, many of the sidewalks have fallen into a treacherous condition.

Other deteriorating infrastructure includes crumbling curbs and clogged storm water drains. Both serve as impediments to street safety and make navigating the neighborhood difficult, particularly for those on foot, in wheelchair, or in a stroller.

Recommendation: Advocate for available funding to be used in Hyde Park

Speeding

Fast moving traffic is biggest danger most residents face on a daily basis

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Fast moving vehicles are the most likely threat of death or serious injury in the neighborhood. Much of the traffic in the neighborhood moves at a speed which is likely to cause serious injury or death. While the arterials have the highest speeds, the interior streets also move traffic at speeds which can be extremely dangerous.

Recommendation: Implement traffic calming infrastructure throughout the neighborhood

Difficult to Cross Roadways

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Many of the roads in Hyde Park, particularly the perimeter arterials, are difficult to cross on foot.

This allows the roads to function as barriers that limit the mobility of residents and creates a highly dangerous situation that is harmful to the quality of life in Hyde Park.

Dangerous Crossing at 34th and Gillham

Recommendation: Provide safe crossings by slowing traffic, shortening crossing distances and improving visibility

Cut Through Traffic

Cut through traffic is a constant issue and some of the most dangerous forms of traffic in the neighborhood

Cut through traffic is a major burden on neighborhoods. This type of traffic is often driving faster than typical residential traffic and is more dangerous than typical movements within the neighborhood.

One significant contributor to cut through traffic is the “No left turn” regulations on the arterials.

For example, there is significant cut through traffic through South Hyde Park (particularly at 41st Street) due to the no left turns at 39th and Gillham.

Recommendation : Adjust regulations to allow left turns at all intersections and implement traffic calming techniques on interior streets to discourage cut through traffic

High Speed Limits

Current speed limits favor traffic passing through and create a safety burden for the neighborhood.

Excessively high speed limits encourage motorists to drive through the neighborhood at dangerous speeds. Some of the speed limits are high enough that even driving under the speed limit can pose a danger to residents.

Some of the worst examples we see of this are on Harrison Parkway, which allows motorists to cut through the neighborhood at least 35 miles per hour. Gillham, particularly the single North bound lane along the cycle track, is another example of 35 miles per hour being too high. Some of the other examples include 30 miles per hour speed limit set for interior streets, such as 34th and 43rd.

Speed limits are not set based on the amount of injury they can cause, they are determined by how fast the majority of drivers are driving, which is skewed to favor higher speeds.

We would recommend residents work with Public Works to set interior streets to 20 miles per hour and the arterials to 30 miles per hour; except for Gillham along the parks and Armour Boulevard, which is probably best suited for 25 miles per hour.

See: https://www.kcmo.gov/city-hall/departments/public-works/capital-projects-division

Recommendation: Lower speed limits to 20 MPH on the interior streets and 30 MPH on the arterials

Increase in Comercial Traffic

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On demand deliveries and ride share services have brought increased traffic to neighborhoods.
This traffic is usually large vehicles that are sometimes speeding and often blocking sight lines.

Emerging technologies, such as Uber, DoorDash, and Amazon Prime have created issues and increased traffic.

Creating "Loading Zones" or "Delivery zones" would help lessen the burden placed on residents from this increased traffic

Recommendation: Add designated loading zones strategically through out the neighborhood along the arterials

Confusing One Way Streets

One way streets can have benefits but can also create issues

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One way streets are prevalent through out Hyde Park. Some of them are advantageous to the residents but many of them are burdensome, create confusion, and allow for speeding. It is hard to decipher exactly why some streets are one ways and how these decisions were made. What we do know is some of these streets may be best to be left as one way while several of these may be best to revert back to two way streets.

The recommendations for the various one ways can be found on pages 45 to 53.

Recommendation: Convert certain streets back to two way

Street Tree Maintenance

Though Hyde Park's wonderful tree canopy is a major asset to the neighborhood, it can be a liability when not properly maintained. Maintenance needs include debris clean up, proper pruning, and root trimming to prevent sidewalk lifting.

In an ideal world, the City would handle all these needs but the neighborhood will need to make this happen either through diligent advocacy, volunteer labor, or providing funding.

The neighborhood's sweet gum trees are particularly problematic. Though a beautiful, strong native tree, their gum balls and root systems create several issues. These nuisances can be dealt with by consistent clean up and maintenance.

Recommendation: Hire landscape contractor for annual tree pruning and debris cleaning and/or organize seasonal neighborhood clean ups

Vandalized Infrastructure and Signage

This vandalization provides an opportunity to add artwork to the neighborhood and update outdated signage

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12th and Benton example

Recommendation: Add artistic murals to electrical boxes and warning signage with positive messaging

Inappropriate Parking

The growing demand for on street parking from the recent influx of new residents has heightened this issue

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Illegal parking is not only a nuisance but creates unsafe road conditions by blocking sights or safe passage. Most illegal parking is done in sight of signs indicating no parking. These signs are often ignored by drivers of these vehicles. The surest way to ensure proper parking compliance is to design infrastructure that prevents illegal parking.

Recommendation: Install curb extensions at intersection corners and increase enforcement

Parking Regulations Prioritizes Commuter Traffic

Existing regulatory signage favors traffic passing through and creates a safety burden for the neighborhood

This issue includes parking regulations that favors commuters and cut through traffic over residents.

As well as inappropriately high speed limits and ineffective crime signs, which encourage vandalism and do little, if anything, to decrease crime in the neighborhood.

Recommendation: Eliminate rush hour “No Parking” regulations


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General Strategies
to Improve Street Safety

All Way Stops

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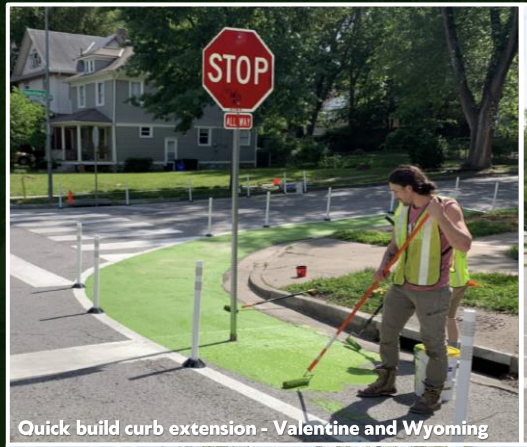
All way stops are one of the most effective traffic calming strategies in residential areas. They also happen to be one of the cheapest methods available. Forcing cars to stop at the intersection gives priority to pedestrians, reduces crashes, increases driver awareness, and slows speeding.

Most intersections in Hyde Park are not all way stops. In most of the neighborhood, stop signs are present as either a one way or two way stop in an alternating fashion along each street. This allows drivers to speed through the neighborhood and creates conflict points at the intersections.

All way stops can dramatically transform the safety of an intersection. By forcing cars to stop, it places the priority on pedestrians and causes drivers to thoroughly observe their surroundings. Currently, with the exception of two inconspicuous intersections in South Hyde Park, there are no all way stops in the Hyde Park neighborhood.

All way stops are most effective when placed in motorists' direct line of vision, either in curb extensions or on "stop sign islands".



Quick build curb extension - Valentine and Wyoming

Stop sign island in Mt. Carmel, Indiana

Permanent Curb Extension – 40th and Walnut

Speed Humps

Speed humps are another extremely effective traffic calming measure that forces drivers to slow their speeds and heighten their awareness.

Placing speed humps on blocks with observed speeding helps ensure drivers are moving at an appropriate speed and paying close attention to the roadway. Research has shown they are most effective when placed in pairs near mid block locations.

In Kansas City, residents can apply for speed humps through a petition process on KCMO Public Works' website. There are some requirements that must be met through this process, which are all laid out in the petition form. https://www.kcmo.gov/city-hall/departments/public-works/public-works-design-construction-standards/kcmo-guidelines-public-petitions.

Speed humps can also be combined with crosswalks at intersections to create raised crosswalks that double as both a speed hump and a crosswalk. This type of strategy is extremely effective at providing safe crossings for pedestrians, reducing car collisions and slowing speeding.

Curb Extensions

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Curb extensions provide a multitude of benefits and can be used in various applications. Most commonly they are used at the intersections to narrow travel lanes, slow turning movements and shorten pedestrian crossings. When placed at the intersections, they can be used to "daylight" intersections, which prevents parking at the corners and maintains sight lines for all users.

Curb extensions can be used to reclaim asphalt for higher uses. These uses include but are not limited to street trees, flowers and plants, rain gardens, asphalt art, playgrounds, micromobility parking, and other neighborhood amenities such as seating, drinking fountains, or sculptures.

Curb extensions are also highly effective to relocate signage, create mid block crossings or provide a buffer from traffic for pedestrians.

Quick Build Example - 38th and Wyoming


Permanent Example - 40th and Walnut

Crosswalks

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Crosswalks are a tool used to help increase driver's awareness and guide pedestrians to where they should cross. However crosswalks can provide a false sense of security and are often ineffective without other traffic calming measures in place.

The effectiveness of crosswalks is greatly increased when coupled with stop signs and curb extensions. Studies have also shown crosswalks are most effective on slower speed streets and those with shorter crossing distances. These studies suggest the slower the speed limit is and the more narrow the road is, the more effective the crosswalks are.

Federal guidelines have historically placed a very limited set of standards for crosswalks, however recent projects and studies have suggested that creative crosswalks are not only more attractive but also provide a higher level of safety.

Nearly all intersections in Hyde Park would benefit from having crosswalks.


Continental, KCMO Standard

Armour Road, North KC. Source: WSP


14th and Main

Midblock crossing on Cherry Street between 25th and 26th

Other Types of Dedicated Crossings

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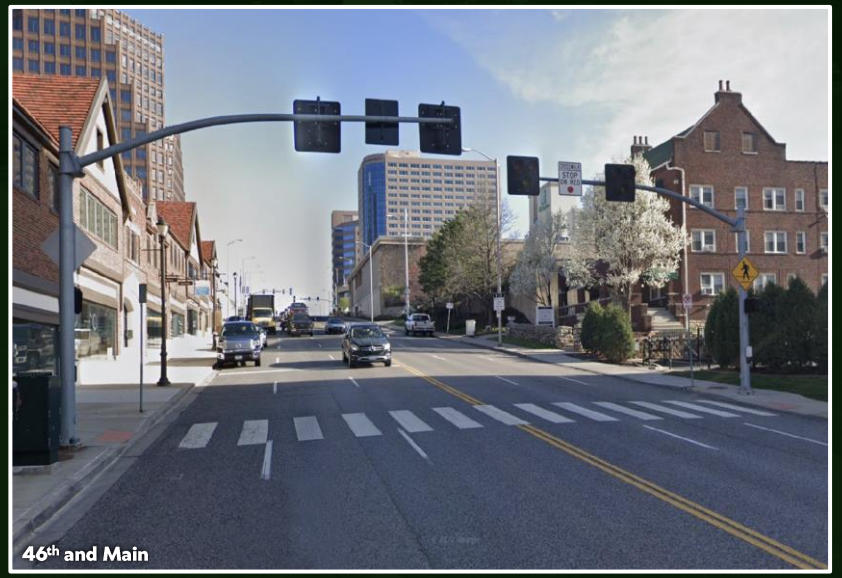
Raised Crosswalks

This infrastructure combines a speed hump with a crosswalk to provide the benefits of both. Raised crosswalks ensure cars slow down as they approach the crossing and provide for better visibility.

Source: FHWA

HAWK Crossings

This infrastructure is a standard crosswalk combined with stop lights that can be activated by pedestrians. By the push of a button, pedestrians can force cars to stop in order to ensure a safe crossing.



46th and Main

Add New Street Trees and Maintain Existing Canopy

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Street trees provide an enormous amount of benefits to neighborhoods and their streets. A well developed canopy can significantly reduce hot weather temperatures while simultaneously reducing carbon dioxide and increasing oxygen levels. Street trees can be used to capture different forms of pollution including air, water, and noise pollution.

They have also been shown to improve mental health and sense of well being, which results in a higher quality of life and has the potential to reduce crime levels. Studies have also shown that drivers are less likely to speed along roads with street trees.


Campbell Street


Charlotte Street

Road Diets

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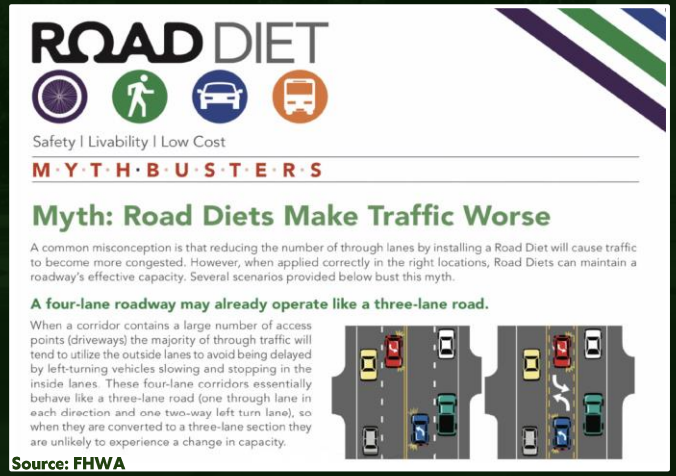
A road diet is a strategy where the number of travel lanes are reduced in order to improve the safety and function of the street. Numerous case studies have shown that when properly done, road diets can handle the same amount of traffic even when reducing the number of lanes.

https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/ch2.cfm
https://www.pps.org/article/the-benefits-of-road-diets
https://www.aarp.org/livable-communities/info-2014/road-diets-fact-sheet.html

In Hyde Park, most of the streets are already two lane roads, so road diets would mostly apply to the arterials. According to federal guidelines, each arterial in Hyde Park would be eligible for a road diet based on the 2022 Annual Average Weekday Daily Traffic counts conducted by MoDot.



Add Pedestrian Lighting

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While the Hyde Park neighborhood is fairly well lit throughout its streets, most of this light comes from highway style lighting. Adding pedestrian lighting throughout the neighborhood can increase visibility resulting in fewer crashes, less crime and serve as an additional buffer between traffic and people or property. Utilizing pedestrian lighting throughout the neighborhood can help improve safety while also enhancing the neighborhood by adding to its character and charm.


Janssen Place


Berkeley Riverfront


Westport KCMO

Sidewalk Improvements

36th between Harrison and Troost

The damaged and neglected sidewalks in Hyde Park are one of the biggest impediments to street safety in the neighborhood. According to the neighborhood survey, nearly 62% of respondents say the biggest impediment to walking in the neighborhood is poor infrastructure.

Improving these sidewalks should be one of the highest priorities for the neighborhood. Fortunately, there are several different ways to fund these improvements, discussed further on page 113.

The types of sidewalk repairs vary but can be classified into three different categories. Spot repair, which is to repair small sections of sidewalk, such as the damaged sidewalk at the tree roots; Whole block repair, which requires replacing whole sections of concrete; and corner ramps, which is replacing or repairing the wheelchair accessible ramps at the corners of each intersection.

Lower Speed Limits

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The higher speed limits encourage drivers to move at dangerous speeds throughout the neighborhood. This poses danger to all road users in addition to harming the quality of life for residents.

While lower speed limits will not completely solve the issue of fast moving vehicles, they will begin to improve conditions and set a generally slower pace of traffic


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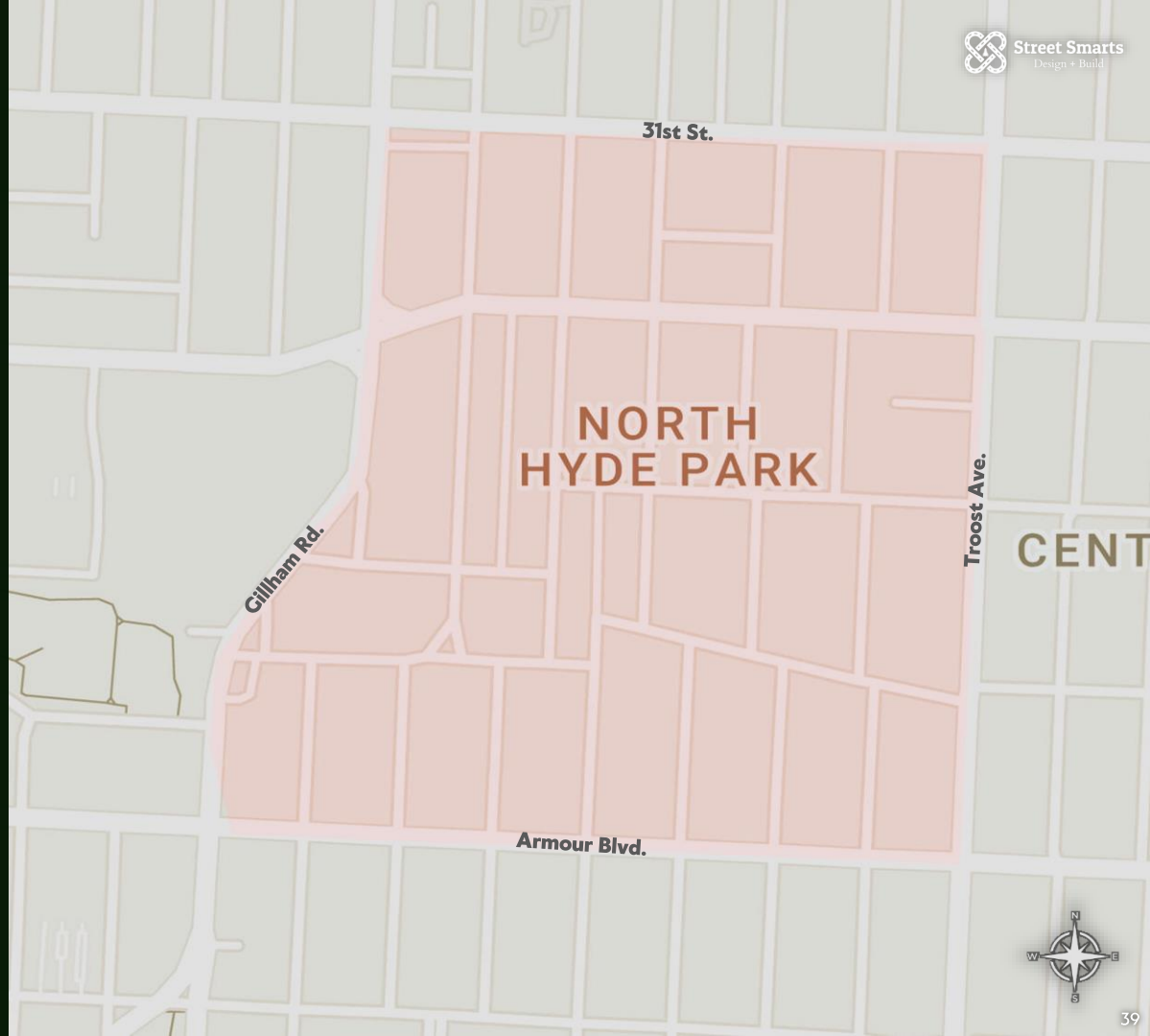
Three Areas of
Hyde Park

North Hyde Park

North Hyde Park is considered to be the area between 31st, Troost, Linwood, Armour, and Gillham. North Hyde Park is the most diverse area of Hyde Park. A combination of historic houses, apartments, and businesses make up this area.

Unlike much of midtown, North Hyde Park has several streets that differ from the typical North, South, East, West grid. The perimeter arterials are by far the most dangerous streets but unlike the other areas of Hyde Park where the arterials are limited to the perimeter, North Hyde Park has Linwood running right through it. Gillham Road, 33rd and 34th all see speeding as well.

North Hyde Park has many deteriorated sidewalks and several missing street trees. Like the other two areas of Hyde Park, it has very few all way stops and a high demand for on street parking. Several of the one way streets in North Hyde Park are confusing and appear to have been chosen somewhat arbitrarily.

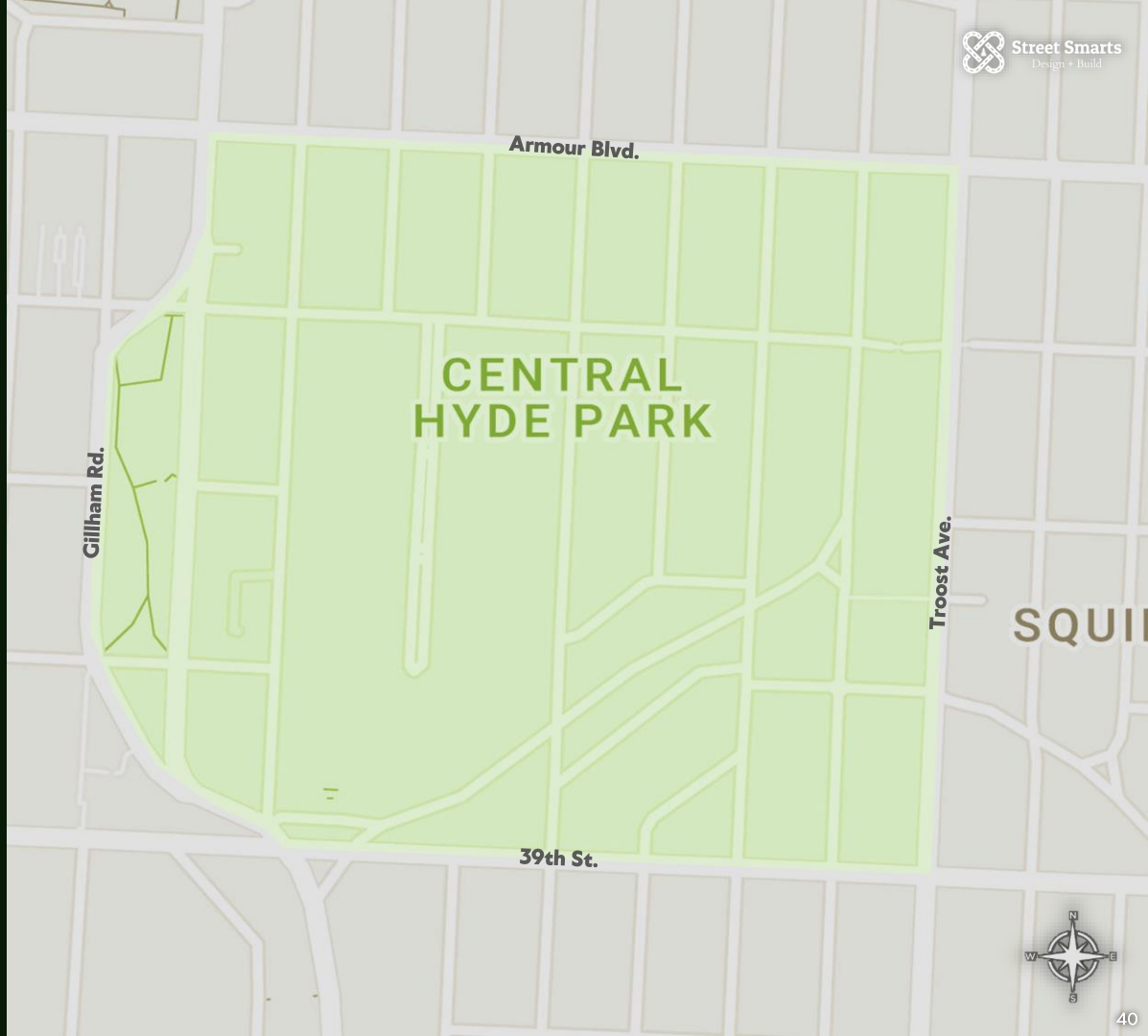


Central Hyde Park

Central Hyde Park is considered to be the area between Armour, Troost, 39th, and Gillham. Central Hyde Park contains many of Hyde Park's most grand mansions. Many of these residences have large lots and most have driveways. Central Hyde Park has an excellent tree canopy but many of these trees have damaged the sidewalk and lack of routine maintenance as created significant piles of debris on the sidewalks and roadways.

While the arterials bordering the area pose the biggest risk, Harrison Parkway is also a major risk, which serves a significant amount of high speed cut through traffic.

36th Street also serves cut through traffic. While the speeding on this street is not often egregious, speeds which are uncomfortable for residential neighborhoods are often observed here. The one way streets north of 36th do not provide much benefit to safety, particularly the streets which have no parking on one side, which creates a single very wide travel lane. These streets may better serve residents as two way streets, discussed further beginning on page 45.



South Hyde Park

South Hyde Park is considered the area between 39th, Troost, Brush Creek, and Gillham. South Hyde Park contains the highest concentration of population in the neighborhood. It is also home to many young children. South Hyde Park has a very intact street grid. Its narrow roads and one way streets can be used to its advantage, by creating narrow choke points to slow traffic.

Many of the issues in South Hyde Park are at the intersections. Currently, with the exception of two intersections (40th and 41st at Harrison), there are no all way stops in South Hyde Park.

Like elsewhere, the arterials pose the greatest risk and Gillham Road serves as a daily burden for residents trying to access the southern portion of Gillham Park. Another frequent issue is east - west cut through traffic, particularly eastbound 41st street. This is largely due to no left turns allowed on 39th.

South Hyde Park has seen some sidewalk repairs over the last few years but still has many deteriorated and problematic sidewalks. South Hyde Park has a generally strong tree canopy but could benefit from plantings in the right of ways where trees have been lost.

North Hyde Park

Proposed stop signs and speed humps

All way stops supplemented with speed humps are probably the most effective way to calm traffic on interior streets.

In North Hyde Park, 33rd, 34th, and Gillham road offer the greatest benefit of all way stops. This is also where we see the mot cut through traffic and speeding within North Hyde Park. Forcing cars to stop at the intersections will help to discourage cut through traffic, and create safer conditions for all users.

While every block could probably benefit from speed humps, we are recommending to begin with the entrances into the neighborhood, in order to provide the most value. Any resident who feels their block could benefit from speed humps are encouraged to advocate for them.

Proposed All way Stops

Proposed Speed Humps

Central Hyde Park

Proposed stop signs and speed humps

All way stops supplemented with speed humps are probably the most effective way to calm traffic on the interior streets of Hyde Park.

In Central Hyde Park, 36th, Harrison Parkway, Locust and Holmes typically see the most speeding and offer the biggest opportunity for all way stops.

Nearly any block could benefit from speed humps and residents are encouraged to advocate for them if they feel their block could benefit. We have limited our recommendations to locations where the biggest benefit is clear. This includes locations that are used to enter into the neighborhood and long blocks such as Holmes between Gleed and 36th.

Proposed All way Stops

Proposed Speed Humps

South Hyde Park

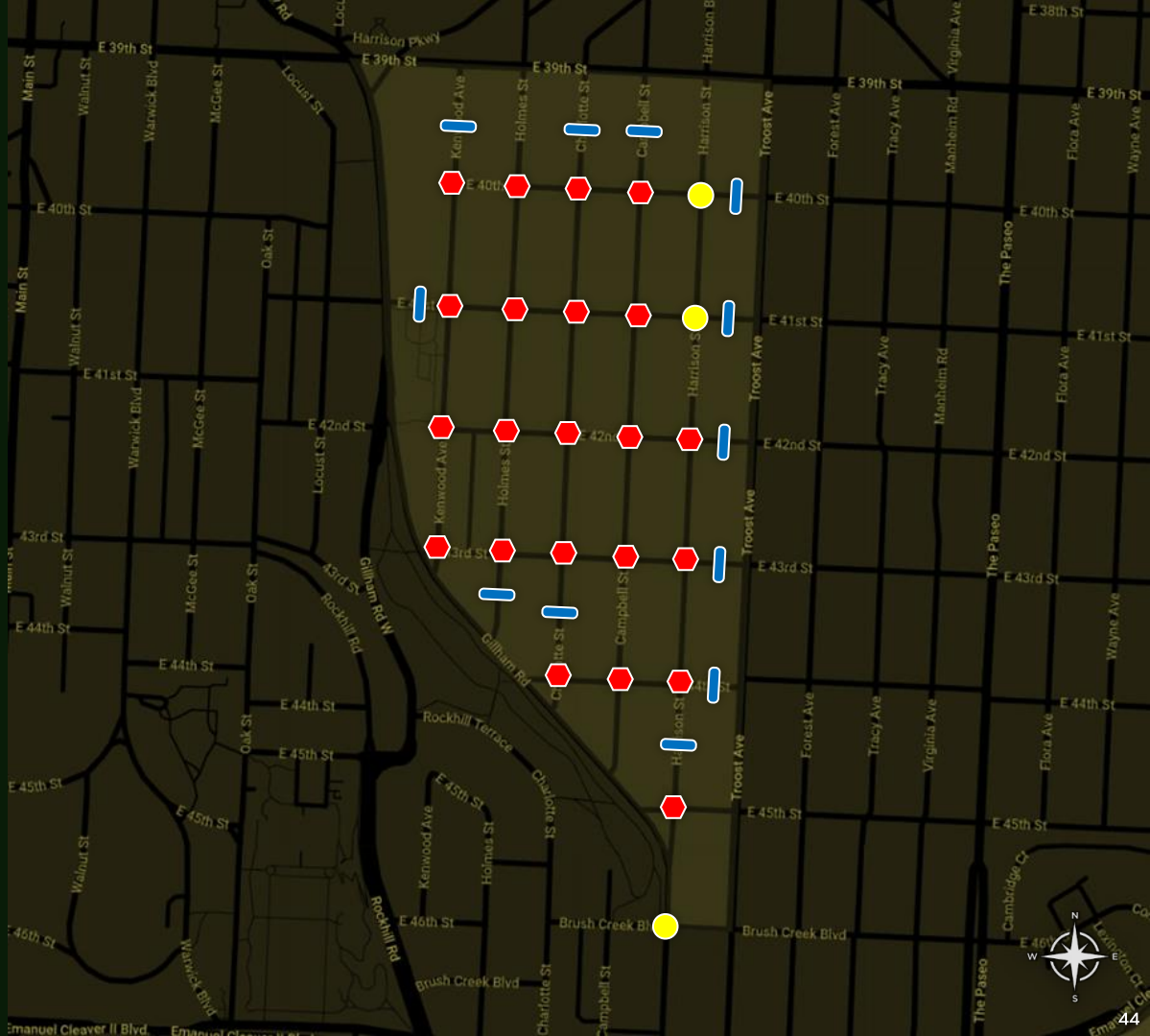
Proposed stop signs and speed humps

South Hyde Park's straight forward, intact grid allows for straight forward four point intersections that make all way stops easy to add and highly effective.

There is no reason every interior intersection in South Hyde Park could not be an all way stop. This would tremendously benefit the many young children in South Hyde Park as well as all other residents.

Speed humps are also highly effective and could do well on most blocks but we have prioritized the entrances into the neighborhood which should be the most effective locations.

Any resident who feels their block could benefit from a speed hump is encouraged to advocate for them.



One way Streets in Hyde Park

Street Smarts
Design + Build

Many of the interior streets in Hyde Park are designated as one way streets. Many of them are difficult to understand why but we do know these decisions were made in a previous era. The composition of the neighborhood and issues facing it are different today than they were a few decades ago.

While some of these one ways seem to serve the neighborhood well, many of them create issues. These include wrong way travel, burdensome traffic patterns, increased speeding, and additional traffic pushed onto certain residential streets.

The following pages contain recommendations for converting some one way streets and leaving others. Regardless of what we suggest, residents will need to be in full support of the decision to revert back to two ways and further neighborhood engagement should be conducted before any making decisions.

Benefits of Two Way Streets

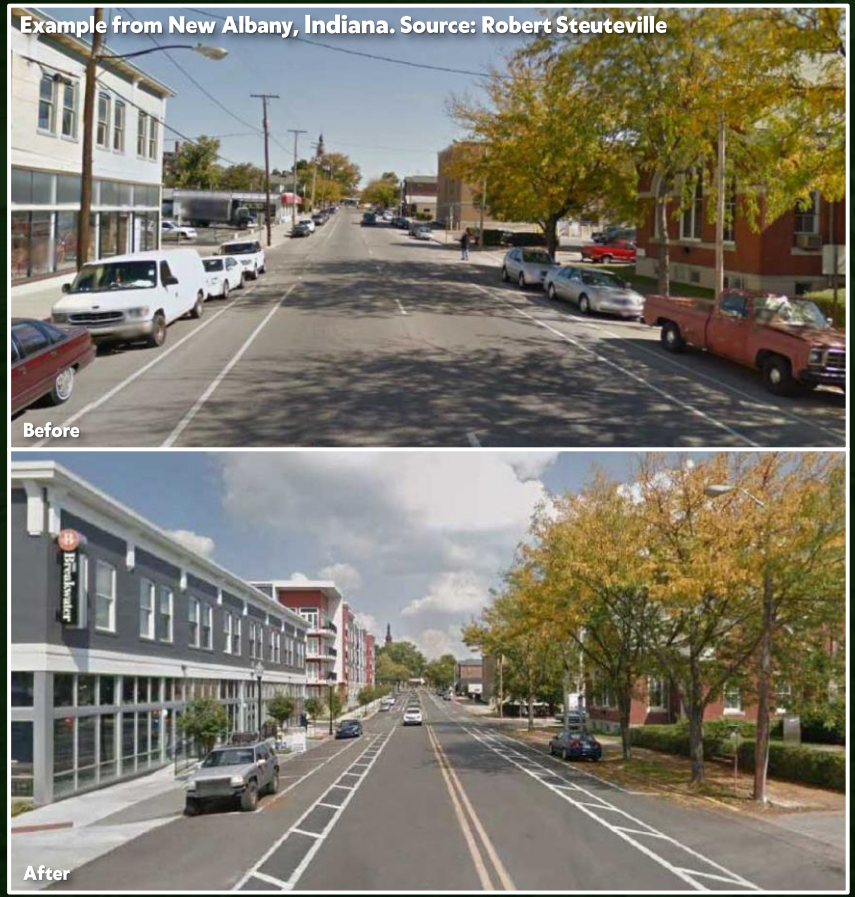
Converting a one way street to a two way street will not solve every issue but the conversion can go a long way in improving safety by reducing speeding and collisions. On a one way street, drivers are often less attentive and travel at a higher speed because they are able to assume there will be no other oncoming traffic.

One way streets in neighborhoods also limit access and create travel patterns that place unnecessary traffic onto certain streets, which burdens residents with excess traffic. Certain one way streets can be advantageous in certain instances by limiting traffic from a specific direction or creating more narrow choke points, but generally speaking two way streets are safer than one way streets and do not usually bring additional traffic because the traffic is spread out amongst other streets; particularly when a series of parallel conversions are made. For additional information, research and case studies, please see the following links.

https://www.cnu.org/publicsquare/2019/07/09/cities-benefit-one-way-two-way-conversions

https://ced.sog.unc.edu/2018/12/the-state-of-the-debate-two-way-street-conversion/

https://dallascityhall.com/government/citycouncil/district14/DCH%20documents/McKinney-Cole%20Two-Way/One-way%20to%20Two-way%20Benefits.pdf



North Hyde Park

Current one way streets

North Hyde Park's one way streets are some of the more confusing one way streets in Hyde Park.

There does not appear to be many obvious reasons for why these streets were chosen to be one ways. For example, Harrison Street changes its course each block. Going from two way, to one way North, one way South, and then back again to two way. This creates confusion and also leads to normal travel patterns that are considered illegal.

An example is northbound vehicles on Campbell coming from Armour are forced to drive illegally on 34th in order to stay on Campbell. Reverting 33rd and 34th back to two way would eliminate this issue and other illegal travel movements, as well as help reduce speeding.

North Hyde Park

Proposed conversions

Eliminating the one ways north of Linwood on Holmes and Charlotte is an obvious benefit. These streets are 40′ and 36′ wide and have two one way lanes each. This leads to excessive speeding that could be reduced by converting to two way. Campbell, north of Linwood, also makes sense to convert since it has no parking on the west and plenty of room to allow for two way traffic.

33rd and 34th also make sense to convert as there is very little benefit to these one ways. There is also a lot of observed speeding and wrong way traffic on these two streets.

The one way sections of Harrison seem arbitrary and confusing, which would also make sense to convert back to two way.

The one way streets immediately North of Armour seem to be something the residents are fairy happy with and function well since they alternate direction from street to street, though it would make sense to convert Holmes back to two way in order to improve the function of 34th Street. Locust Street also makes sense for a conversion in order to push fewer southbound cars onto Kenwood.

Central Hyde Park

Current one way streets

Central Hyde Park's streets have rhyme and reason to them but the streets with no parking on one side creates extremely wide travel lanes, which encourages speeding. The one ways just south of Armour forces some residents to enter the neighborhood on streets out of their way creating extra traffic on certain roads, such as 36th Street. Converting these roads back to two way streets will allow the grid to function as intended and will allow residents to access their homes directly.

Another issue with one ways in Central Hyde Park is frequent speeding on Holmes. It appears much of this traffic comes from 39th or Harrison Parkway and is looking to save time by cutting through on Holmes. Stop signs are likely to help solve this issue but converting the streets to two ways can help slow traffic and discourage cut through traffic.

Converting Manheim Road back to a two way would allow residents to exit the neighborhood more easily without having to travel out of their way and on to other neighborhood streets.

Current One-Way streets

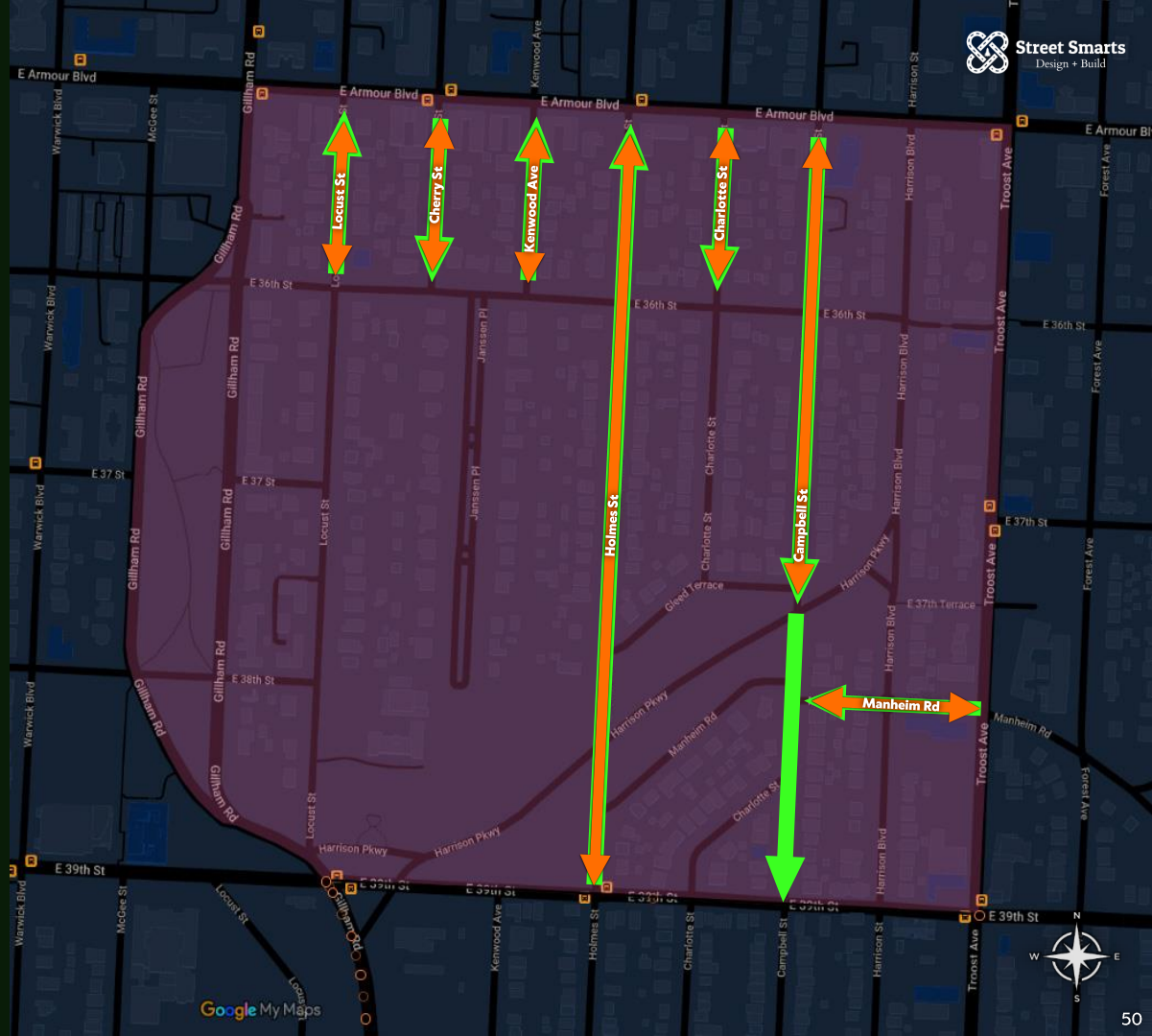
Central Hyde Park

Proposed conversions

We are recommending that the streets in Central Hyde Park be converted back to two way. We have heard from many residents that this is their preference. This stems from frequent speeding and consistent wrong way traffic.

Two way traffic should help to minimize some speeding and will prevent excess traffic on certain streets due to the increased accessibility associated with the two way conversions.

There is one portion of Central Hyde Park that we have received requests to recommend be left as is. This is the portion of Campbell between Harrison Parkway and 39th Street.



Current One-Way streets

Proposed Two-Way conversions

South Hyde Park

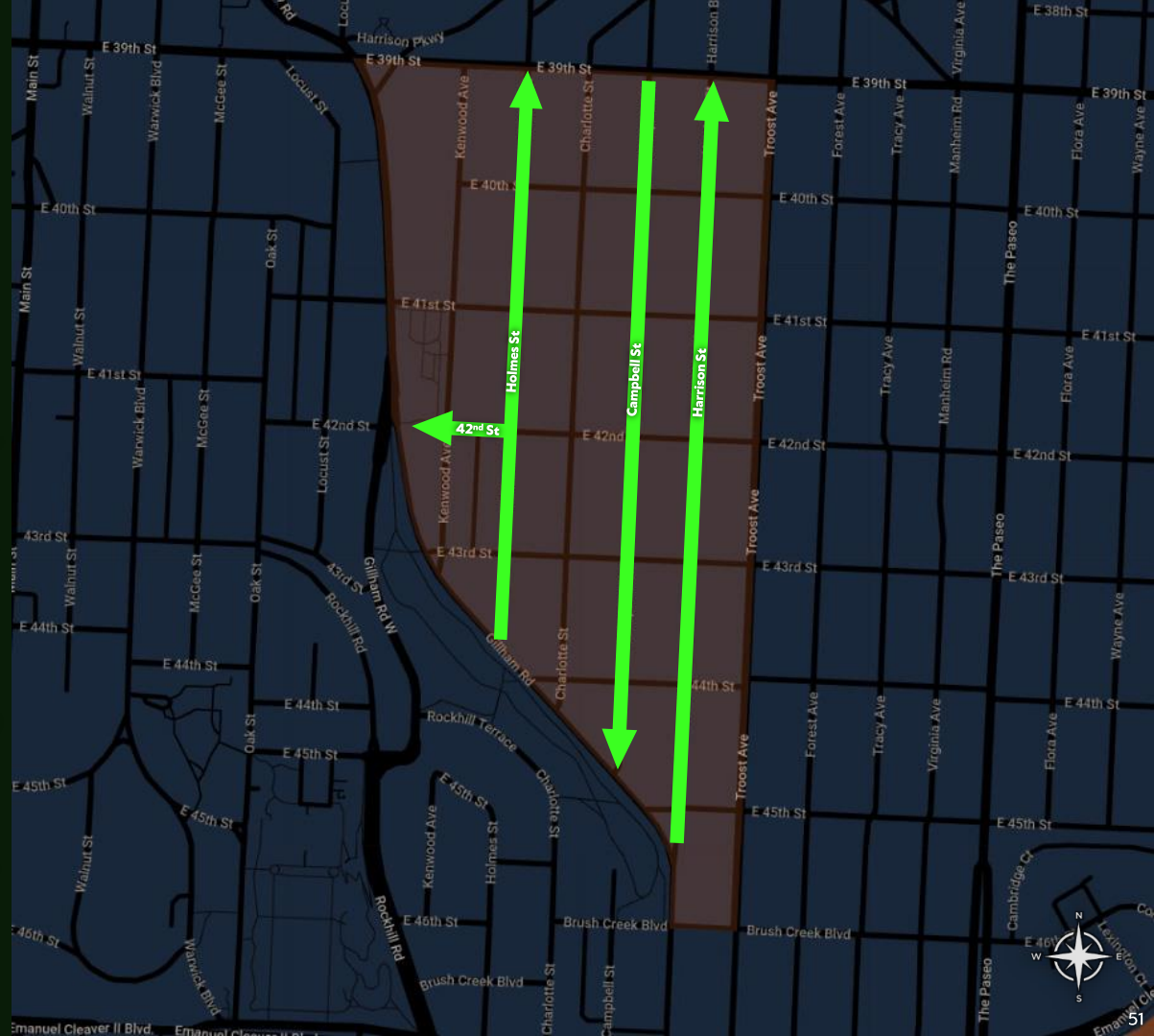
Current one way streets

The South Hyde Park one way streets do not seem to cause many issues and appear to be generally favored by the residents.

Since there are only a few of them and they are continuous, they are easy to understand and do not see a terrible amount of wrong way traffic.

One street that may make sense to convert back is 42nd street between Kenwood and Holmes. For some reason, this single block is the sole east-west running one way. We have not been able to determine why this single block is one way and do not see any advantage to keeping it as one way. If the residents concur, it would probably make the most sense to convert this back to two way traffic to allow the grid to function as intended.

Another reason for maintaining the existing one-way traffic in South Hyde Park is that the streets are very narrow and there is a high demand for parking on both sides of the street. Converting any of these streets back two way may cause some of this parking to be removed, even though Charlotte Street functions as a two way with parking on both sides with the same width. Opinions on the two way traffic on Charlotte appear to differ greatly within the neighborhood.



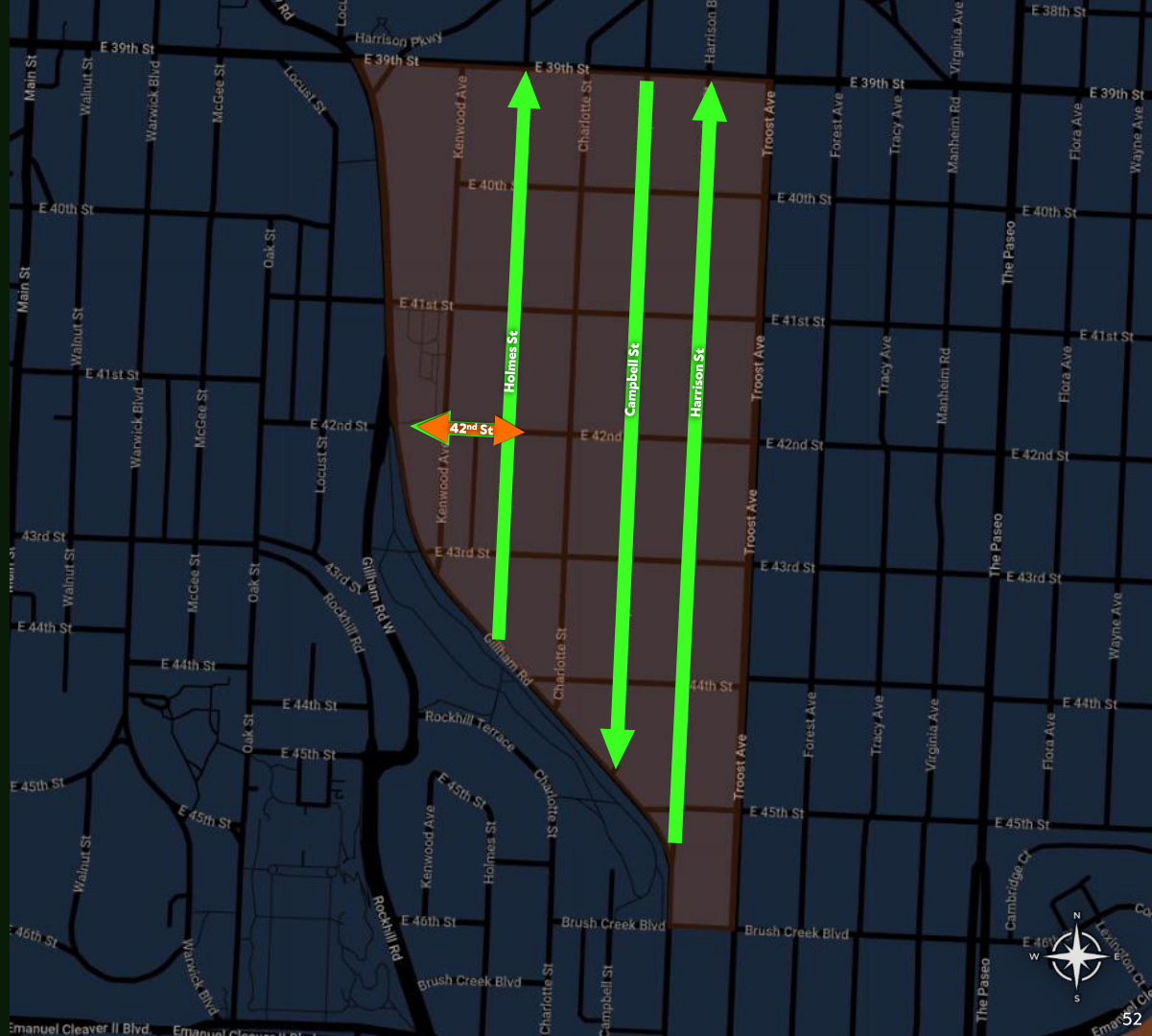
South Hyde Park

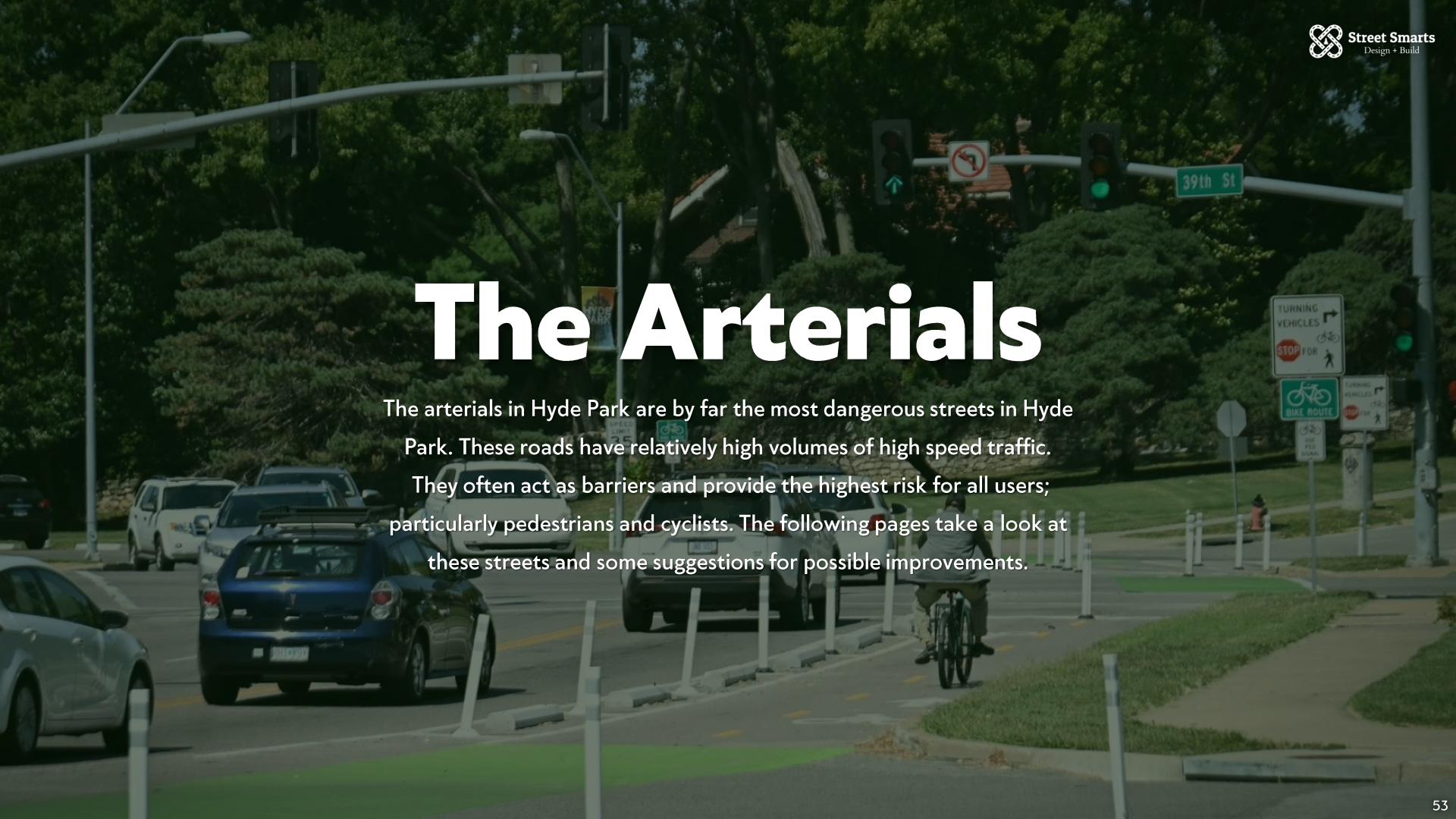
Proposed conversions

The one ways in South Hyde Park seem be generally preferred by the residents of this area. Since the roads are fairly narrow, parking is on both sides, and the one way streets continue through the entire area, they seem to function well without many issues.

The one block of 42nd Street that is Westbound one way does not seem to serve much purpose and could be reverted back to two way.

The issues that we see in South Hyde Park are probably better solved through stop signs, speed humps and curb extensions, rather than two way conversions.





The Arterials

The arterials in Hyde Park are by far the most dangerous streets in Hyde Park. These roads have relatively high volumes of high speed traffic. They often act as barriers and provide the highest risk for all users; particularly pedestrians and cyclists. The following pages take a look at these streets and some suggestions for possible improvements.

Linwood Boulevard

Linwood Boulevard

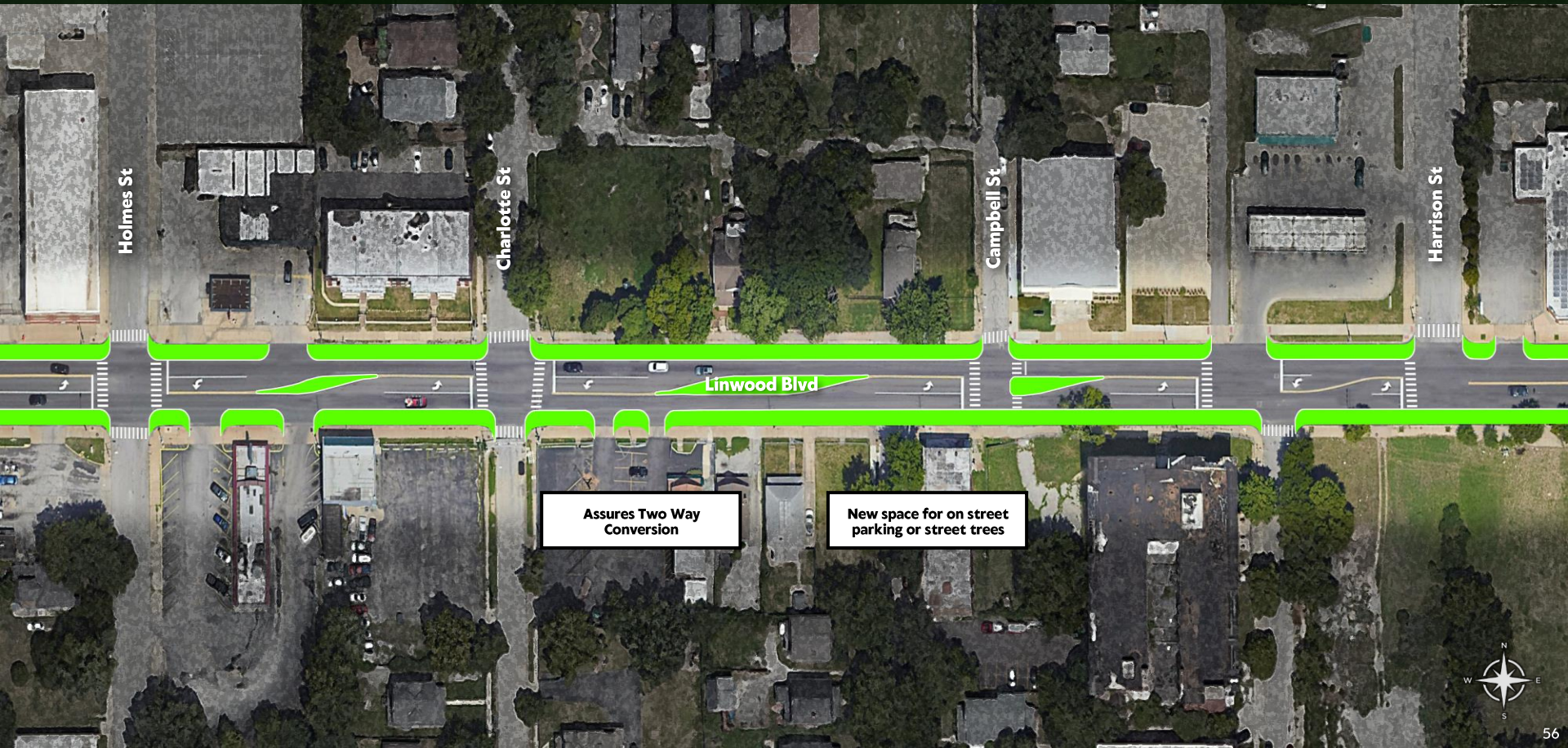
Linwood Boulevard was designed and proposed as a part of the 1893 Parks and Boulevard plan. While the right of way from the original design still exists, the green space and street trees have been replaced by extra lanes for traffic.

Today Linwood is a busy and dangerous arterial that provides a direct east - west connection linking highways and many significant locations within the city. The traffic is loud and often dangerous. These effects are heightened for those who live near the boulevard and those who walk or bike along it.

With an Annual Average Weekday Daily Traffic count of 11,000 vehicles, Linwood is eligible for a road diet to remove a lane of traffic each direction. This would likely be a very contentious proposal and differs from an existing city plan but is entirely feasible.

Linwood Boulevard - Road Diet Concept

Linwood averages 11,000 cars each weekday. According to federal guidelines, this is plenty low enough to drop a travel lane each direction.
A road diet on Linwood would drastically improve safety for all users. This would transform the street from a dangerous, high speed arterial back to a proper urban boulevard.



Linwood Boulevard

2020 Complete Streets Study

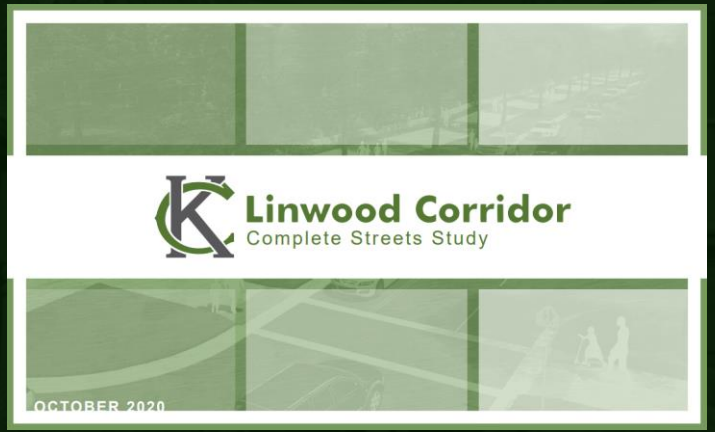
Street Smarts
Design + Build

Previous studies have called for very few improvements from Gillham to Troost. However based on our observations, we see near constant speeding perhaps in part due to excessively wide travel lanes.

Even with keeping the current travel lane configuration, there is still an opportunity to narrow the lanes and create a planted right of way space between the roadway and sidewalk.

Narrowing the travel lanes and widening the right of way would help to calm Linwood traffic and provide a safer and more comfortable pedestrian experience without impacting current traffic patterns.

Linwood Corridor Complete Streets Study



Click on the image to open the complete study

Possible Improvements Compatible with Current Configuration

Linwood is one of the most dangerous roads in Hyde Park. The 2020 Linwood Complete Streets study recommended keeping the current travel lane configurations through Hyde Park but there are still additional measures that can be taken to calm traffic and improve safety.

Linwood Blvd.

Troost Ave.

Gillham Plaza

Closing Slip Lane

Curb Extensions

Planted Median

New right of way space

Troost Avenue

Troost Avenue

Troost Avenue is a major North - South thoroughfare that serves as the eastern boundary for Hyde Park. Troost has been the barrier between racial and socioeconomic divisions for many decades. Troost also serves as a barrier for Hyde Park residents. Its high speed traffic is a dangerous burden to all users and those who live near.

There have been many efforts to improve Troost Avenue, while many have been futile, some have been successful. In terms of road safety, much improvement has been made North of the Hyde Park neighborhood between the blocks of 24th and 26th Street as well as the intersections of 28th, 29th, and 30th.

These efforts serve as an excellent example and guide as to how the street safety of Troost Avenue could be improved.

Troost at Manheim - Looking North – Hyde Park


Troost between 25th and 26 - Longfellow Neighborhood

Troost Avenue - Existing Conditions

Street Smarts
Design + Build

While Troost along Hyde Park has seen new developments and improvements over the last few years, much of its infrastructure is still in a state of disrepair.

Many of its sidewalks are crumbling, much of its asphalt is in poor condition, trees are few and far in between, and most of all there is near constant excessive speeding.

A redesign of this street would improve life for those in Hyde Park and all others who live near, work on or travel trough Troost Avenue.

Safety improvements will not erase this street's infamous past but a safer street will begin to allow for healing and a brighter future along Troost Avenue.

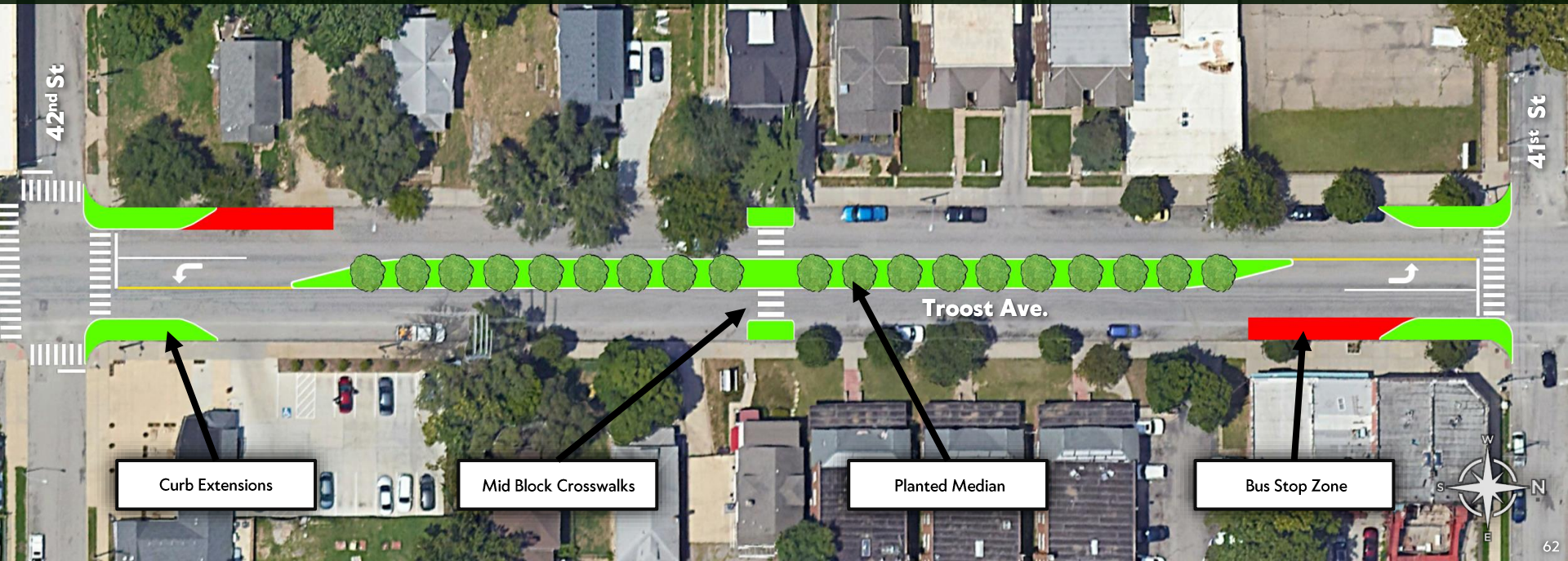
Troost Avenue - Proposed Improvements

Street Smarts
Design + Build

This site plan offers an example of a redesigned Troost through Hyde Park that would improve road safety and begin to change Troost's reputation as a dangerous, dividing line.

At fewer than 6000 cars on an average weekday, Troost Avenue easily qualifies for a road diet. This transformation would significantly improve safety for all users by slowing travel speeds and allowing for better walkability along and across Troost Avenue.

This design mimics and expands on the improvements made on Troost to the North of Hyde Park with a few added features. This design could be replicated over the entire Troost corridor along Hyde Park.



Troost or Truth?

Led by local business owner, Chris Goode, there is a movement gaining momentum to change the name of Troost Avenue to Truth Avenue. As many know, Troost Avenue is named after Dr. Benoist Troost, a prominent early resident and first physician of Kansas City who owned six slaves.

The movement is hoping to change the name to further continue the healing process after many years of tragedy, racism, and division. While the potential name change will not necessarily directly improve safety along the corridor, the movement is drawing attention to the street and could potentially catalyze future safety improvements.

To read more about the movement, please see: https://www.kcur.org/housing-development-section/2022-07-03/truth-not-troost-a-new-effort-seeks-to-rename-kansas-city-corridor-over-slavery-ties

39th Street

39th Street: Existing Conditions

Street Smarts
Design + Build

39th street, an east-west corridor connecting many destinations and points of interest in the city, has long been identified as one of the most problematic streets in midtown and a frequent source of many car crashes. The road is uncomfortable for pedestrians, nearly impossible for bicyclists, frustrating for motorists, and dangerous for everyone. 39th also serves as a major bus corridor servicing the heavily used 39 line. On street parking is allowed, except for two hours in the morning and two hours in the afternoon on weekdays, however this parking is hardly ever used due to the current configuration of the road. Safe crossings are lacking with no crosswalks present between Gillham and Troost.

Today 39th street functions as four 10' lanes with no turn lanes. These narrow lanes can sometimes create confusion among drivers, cause issues for the bus drivers and are problematic for emergency vehicles.

Many of the sidewalks along 39th are very narrow and placed directly against the curb of the street, which leads to a dangerous and uncomfortable pedestrian experience.

39th and Campbell – Facing East

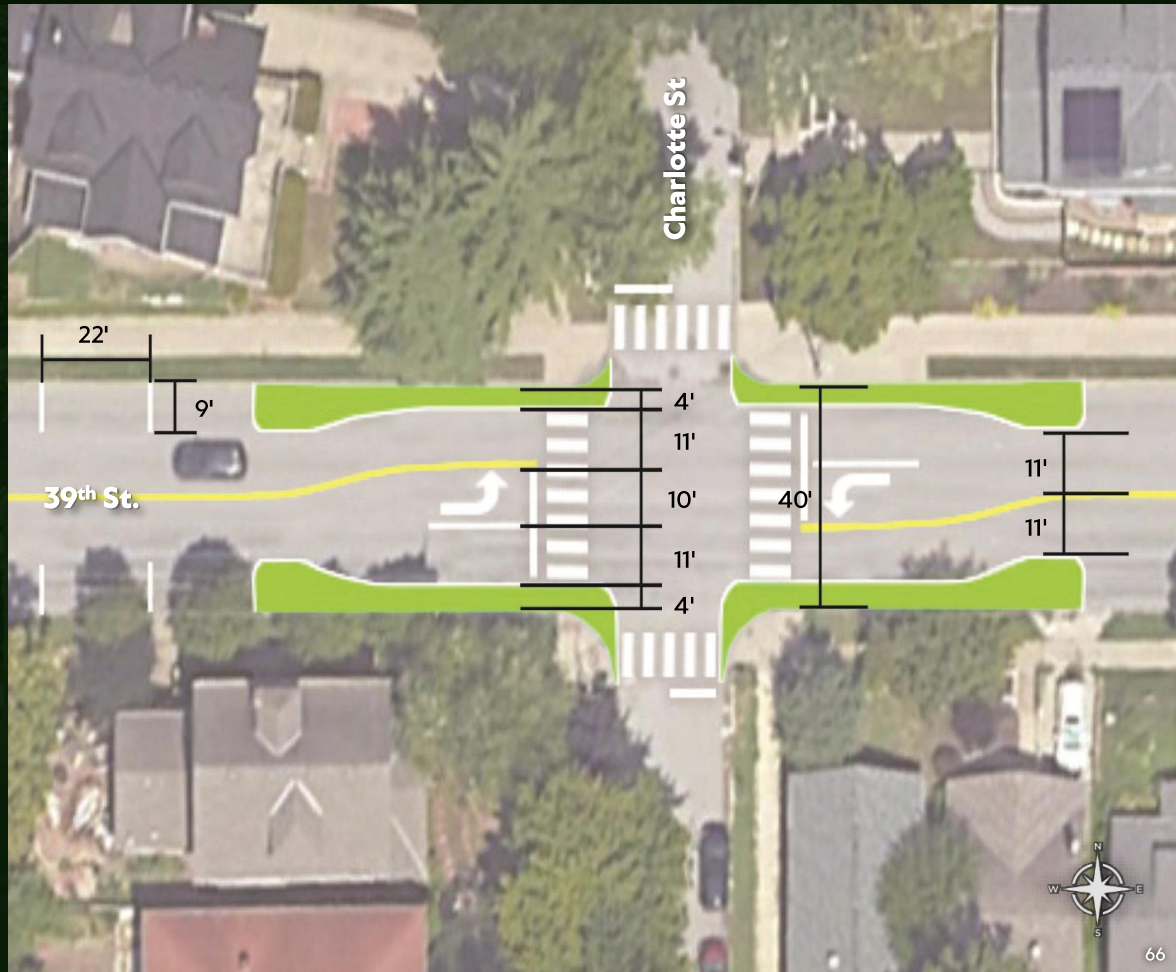
A Better 39th Street For Everyone

Street Smarts
Design + Build

As recommended in the Midtown Complete Streets Plan, 39th Street qualifies for a road diet. Per federal guidelines, a four lane road with fewer than 16,000 vehicles per week day is a good candidate for a road diet. According to 2022 MoDot counts, 39th carries about 13,000 vehicles each weekday

Reducing the travel lanes to one lane each direction with a turn lane at each intersection would allow for the same traffic capacity as today but would create a more orderly traffic pattern in a calmer fashion. Today with the current parking regulations, 39th Street technically functions as a two lane road without turn lanes nearly 88% percent of the time.

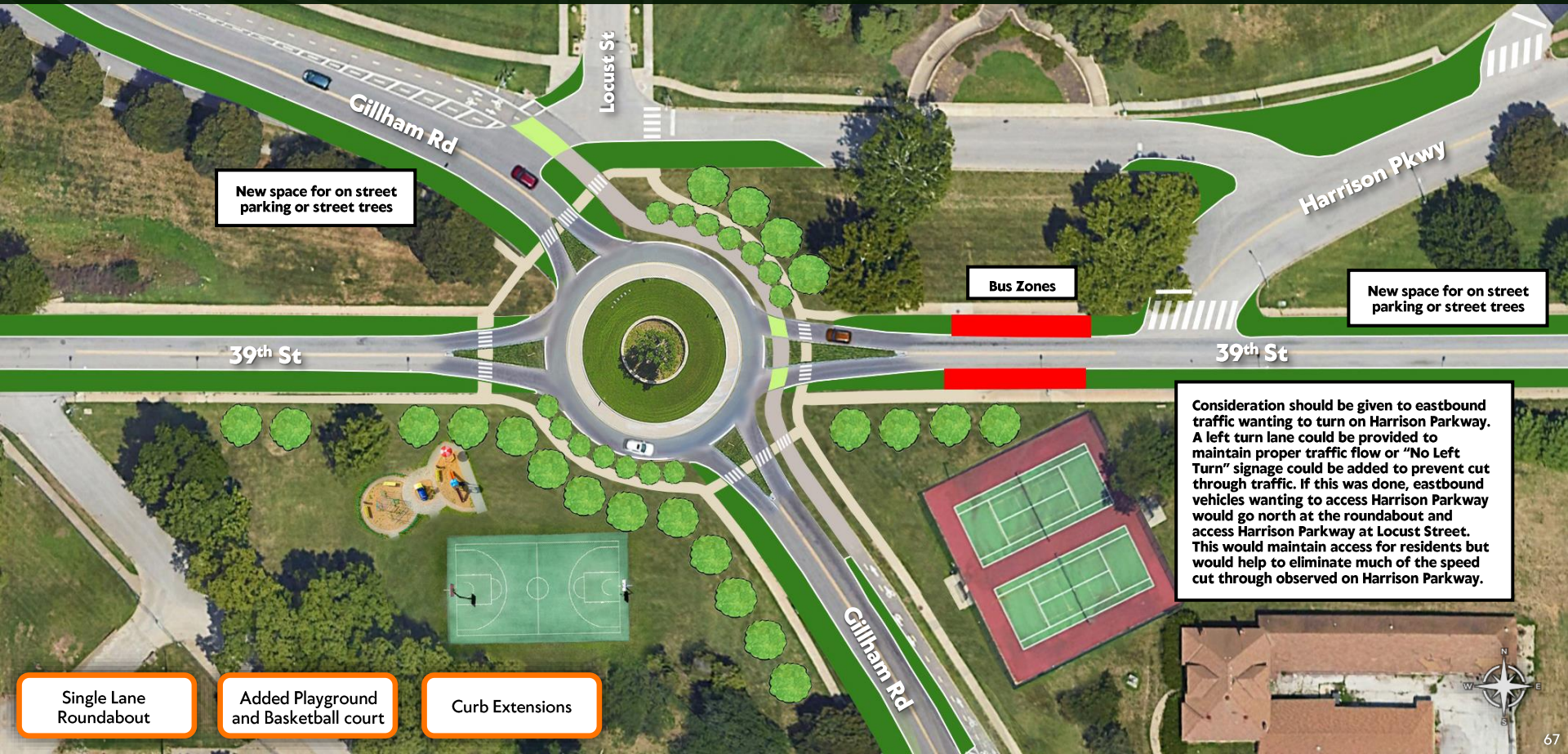
While a reduction in travel lanes on 39th may sound like a cause for major backups, research and case studies have shown when a four lane road with no turn lanes, such as 39th, is converted to two lanes with turn lanes, traffic flow is actually improved. It's very likely that reducing travel lanes on 39th and adding turn lanes at the intersections would improve traffic flow while also improving safety for all users.



39th Street - Proposed Improvements

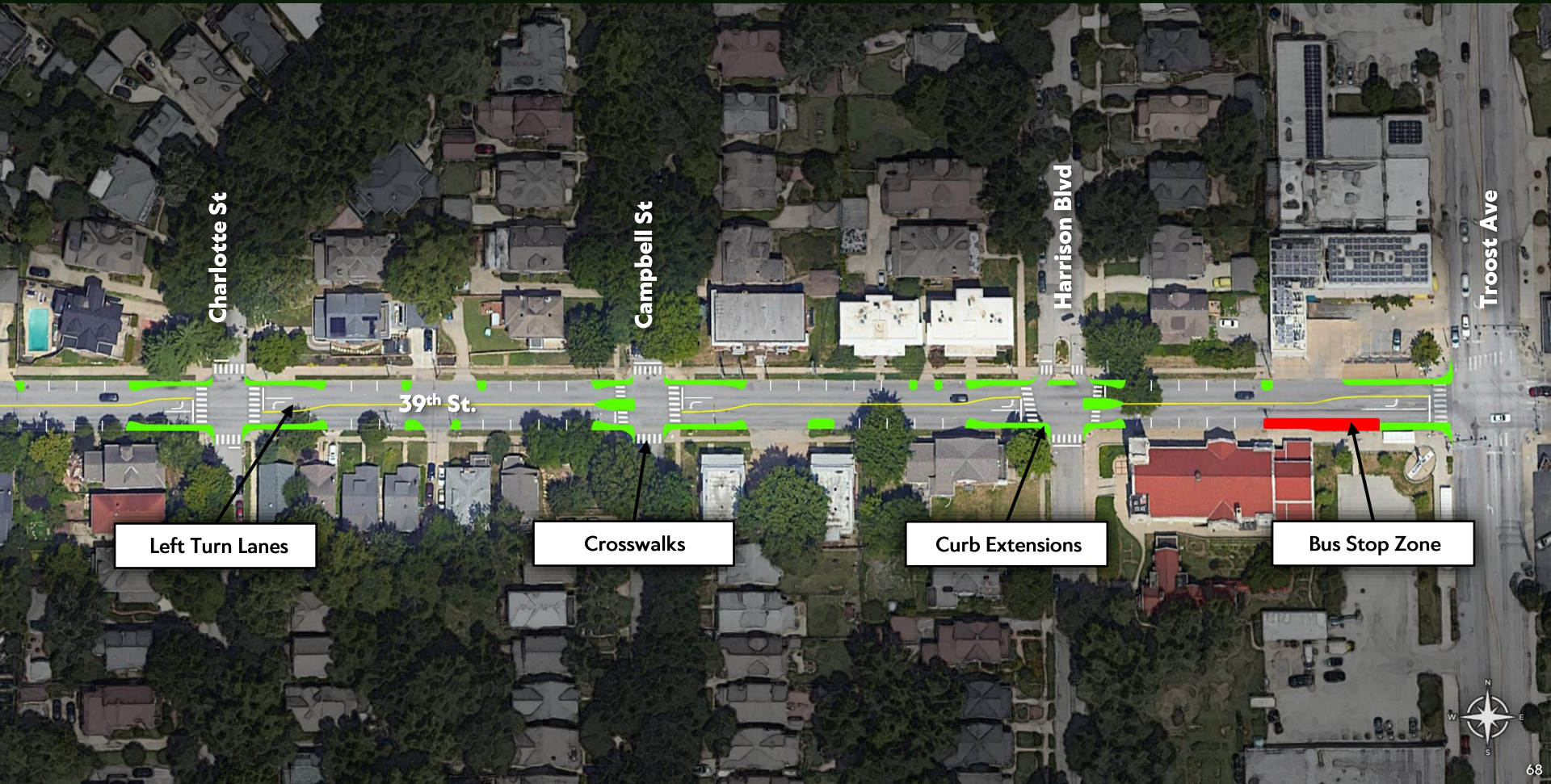
Street Smarts
Design + Build

A single lane roundabout at Gillham would allow turn movements in all directions and significantly slow travel speeds while still allowing for a proper flow of current traffic volumes. This concept would also create additional park space and drastically improve safety for bicyclists, pedestrians and motorists.



39th Street – Proposed Reconfiguration

Street Smarts
Design + Build



39th Street - Gillham to Holmes

Street Smarts
Design + Build

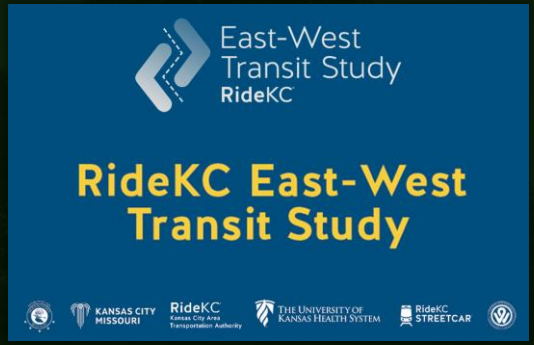
39th between Gillham and Holmes Facing East

39th Street - Other Studies

https://bikewalkkc.org/wp-content/uploads/2022/06/MCSP_FinalReport_10.31.18_compressed.pdf

Though never officially adopted by the City, the Midtown Complete Streets Plan from 2018 calls for a lane reduction.

This study found that 64% of respondents would prefer to see 39th brought down to one lane each direction along with turn lanes. The study also found the motorists' travel times during peak hours would increase fewer than 50 seconds along the entire corridor when traveling eastbound and fewer than 8 seconds when traveling westbound. The study also found the new design would reduce serious injuries by 30 over the course of 20 years and more than $50 million dollars in crash cost savings over the same time span.



https://kcstreetcar.org/east-west-transit-study/

Another study currently being conducted along 39th is the East West Transit Corridor Study, which looks at different transit options for KU Medical Center to the stadiums.

This report has not yet been published but should be closely monitored to understand what benefits could be provided to 39th Street through Hyde Park.

39th Street - Other Interests

Street Smarts
Design + Build

There is a lot of motivation to improve 39th street along the corridor from other organizations.

Midtown KC Now has long stated that improving 39th street is one of their highest priorities.

There are also several developers along the corridor who are aiming to improve 39th Street. The property owners of Westport Middle and High School have stated their interest in the improving the corridor as well as the property owners of The Netherlands and Monarch Building along Main.

With as many known problems as 39th has and the growing significant stakeholder interest in improving the corridor, we would suggest the neighborhood coordinate with these other groups to form a stakeholders committee and work in unison towards improvements.

MIDTOWN KC NOW

PARK 39

SUSTAINABLE DEVELOPMENT PARTNERS KANSAS CITY

MAIN STREET M DISTRICT

39th Street - Immediate Incremental Improvements

Street Smarts
Design + Build

While the improvements needed to address 39th Street's woes will take millions of dollars and require a major transformation, there are smaller immediate steps that could be made with very little funding in order to instantly improve safety along the corridor.

These incremental improvements include:

- ✓ Allow for on street parking during all times of the day
- ✓ Allow for left turns along and onto 39th
- ✓ Add crosswalks and signage at the intersections

Armour Boulevard

Armour Boulevard - Existing Conditions

Street Smarts
Design + Build

Armour Boulevard has seen many big changes over the last few years, most notable is the road diet and bike lanes that were added in 2018.

Armour Boulevard, a prominent East - West boulevard between North and Central Hyde Park, has seen many changes over the years. What was once considered an extremely dangerous area of Kansas City, Armour Boulevard is now a thriving, vibrant street and one of the more desirable places to live in Kansas City. As for roadway improvements, the most notable change is the road diet and parking protected bike lanes that were installed in 2018. These changes have inspired very strong opinions, both in favor of and against the new reconfiguration.

Our observation leads us to believe that these changes are for the betterment of the neighborhood and its street safety. There is also data that supports this, which found the new configuration had reduced crashes by 17%, reduced vehicle speeds by 15%, and had led to a 600% increase in bicycle traffic. (Source: BWKC https://bikewalkkc.org/blog/2019/06/04/city-tweaks-armour-boulevard-complete-streets-project-as-data-shows-improvements-in-safety-and-usage/).

However, the complaints about the new configuration are valid and with good reason. Car crashes do continue to happen on Armour and the road is still dangerous, particularly for pedestrians. At least, two different pedestrians, including a young child, were hit by motorists over the course of this study on Armour Boulevard.

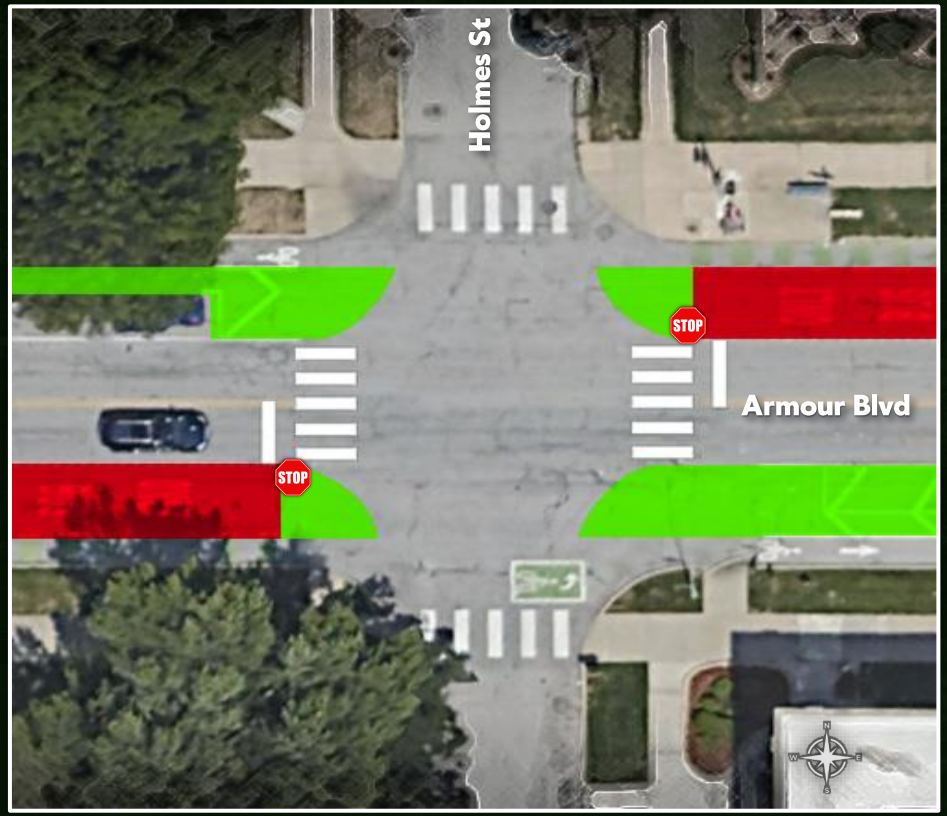
Armour Boulevard - Proposed Improvements

Street Smarts
Design + Build

The primary concerns with Armour Boulevard are speeding traffic and obscured sight lines from parked cars. The combination creates hazardous situations, particularly when trying to turn onto Armour or cross the boulevard. Most of the danger on Armour Boulevard could be solved with all way stops.

All way stops would force cars to stop at the intersections, which would make it easier to turn onto the boulevard, drastically reduce much of the speeding and prioritize pedestrians crossing the street.

To further increase the effectiveness of the all way stops, the bike lanes should be made permanent by replacing the bike lane striping with curbs and landscaping. This would enhance the aesthetics of the boulevard, while also maintaining sight lines by preventing cars from parking to close to the intersection and would provide further protection for all users of the boulevard.



Armour Boulevard - Example Site Plan

This proposed design would create a safer, more beautiful street for all users and could be replicated the entire length of the corridor.

Street Smarts
Design + Build

Armour and Cherry - Example of Possible Improvements

Street Smarts
Design + Build

Improving the Armour Boulevard Bike Lanes

Street Smarts
Design + Build

The parking protected bike lanes on Armour have increased the number of bicyclists and reduced crashes but there are a few ways they could be greatly improved.

These improvements include:

- ✓ Remove "mixing zones" and extend protected bike lane all the way to the intersection
- ✓ Provide actual protection rather than just striping, ideally landscaped curbs
- ✓ Lower speed limit to 25 MPH
- ✓ Add floating bus stops, so the busses do not need to pull into the bike lane


Landscaped curbs as bike lane barriers


The current "mixing zones" are extremely dangerous and defeat the purpose of a protected bike lane.


Floating bus stop example. Source: Zicla

Gillham Road

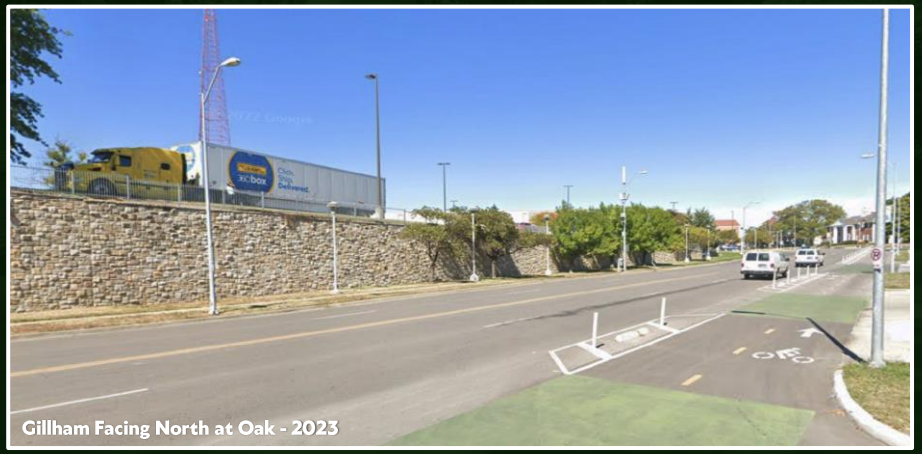
Gillham Road - Current State

Street Smarts
Design + Build

Gillham Road, the neighborhood's western boundary, is one of the city's prominent North - South Boulevards. This boulevard has seen significant changes over the last few years. During the last repaving, a North bound travel lane was reduced and a protected two way cycle track was added to the east side of the roadway. While these changes have inspired many different opinions, our observation leads us to believe these improvements are for the betterment of the neighborhood.

While the cycle track road diet has generally improved conditions, there are many improvements that can still be made and expanded on. There is still far too much speeding occurring, much of which is encouraged by the current speed limit of 35 miles per hour and wide travel lanes. Gillham is also still lacking proper crossings and crossing the road can be difficult particularly between Armour and Linwood.

Gillham Facing North at Oak - 2019



Gillham Facing North at Oak - 2023

Gillham Road - Possible Lane Reconfiguration

Street Smarts
Design + Build

Reducing additional travel lanes on Gillham Road would still allow the road to handle existing travel counts with out significantly increasing travel times. 2022 counts from MoDot show about 11,000 vehicles each weekday North of Armour and about 7,000 each weekday South of Armour. Further lane reductions would greatly improve safety of the boulevard and allow it function as it was originally designed rather than the high speed commuter arterial it largely serves as currently.

Reducing travel lanes on Gillham North of Armour would include dropping a lane each direction and adding left turn lanes at the intersections. South of Armour would include dropping a southbound travel lane to match the current northbound configuration.

This would allow for much asphalt to be reclaimed, which could be used to add many street trees to the boulevard, increase the amount of on street parking for the neighborhood and its businesses, or add another cycle track on the west side in order to allow bicycle traffic to flow in the same direction as automobile traffic and bring the design up to best practice standards.

Gillham Road - Cycle Track Improvements

Street Smarts
Design + Build

The Gillham Cycle Track is Kansas City, Missouri's best example of protected bicycle infrastructure. It has allowed many new users, including children, as well as many new uses, such as scooters, wheelchairs, strollers and joggers to use the boulevard in a new way.

However, there are still many ways safety could be improved. Many of the intersections have the protective barriers spaced far too apart, particularly at the one way street intersections in South Hyde Park, which leaves users vulnerable and allows for speedy turning movements.

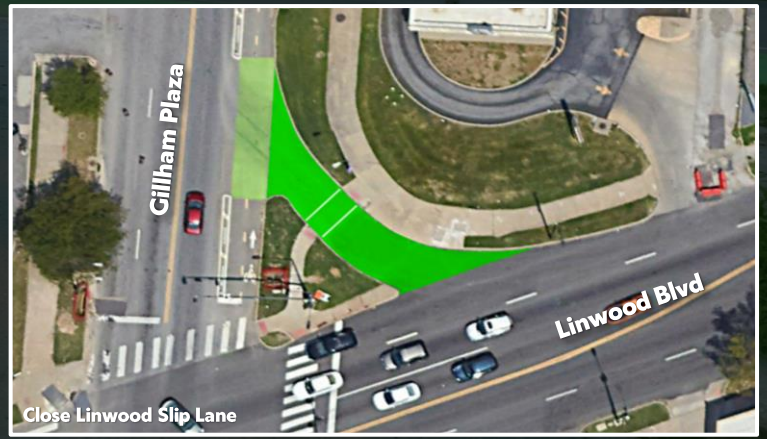
The slip lanes at Harrison Parkway and Linwood Boulevard are also an issue due to motorists not being accustomed to contra flow bicycle traffic.

The quick build materials are also beginning to show their age with many damaged or missing delineators and curb stops.

Ultimately, the best solution for the cycle track is to add a corresponding cycle track west of the southbound lanes north of 42nd and replace the quick build materials with permanent curbs and landscaping.

For more information on improving Gillham Road, please see page 100.

Proposed permanent improvements 38th and Gillham



Close Linwood Slip Lane

31st Street

31th Street Existing Conditions

Street Smarts
Design + Build

After stakeholders hired Street Smarts to conduct a traffic calming study in 2021, the corridor was restriped in 2022 to create a road diet and improve safety along the corridor. This type of quick build improvements in response to that study are exactly the type of results we hope to achieve with this study.

While the re-striping plan has shown improvements, the plan we proposed went much further to improve safety by establishing the curb extensions through further protection and calling for all way stops along the corridor.

We would recommend the new striping plan be made permanent through implementing permanent enhancements to the striped curb extensions. These curb extensions could be fortified with concrete curbs and planted to add much needed green space to 31st Street.

All way stops, either through blinking reds or stop signs, at most intersections would also drastically improve safety and livability of the corridor. Adding all way stops would significantly reduce crashes and vehicle speeds; resulting in a much more walkable and welcoming corridor that would tremendously benefit the business, residents and travelers along the street.

31th Street: Union Hill TIF Funding

The Union Hill neighborhood is in the process of closing out their TIF plan, which will open up a couple million dollars available for streetscape improvements. Our understanding is the hope and intention of these funds is to permanently enhance the streetscape and improve safety along the corridor from Main to Forest.

These improvements will build off of the restriping that occurred in 2022 from Gillam to Troost to permanently establish, enhance, and extend the new two lane configuration.

The Hyde Park neighborhood has been asked to participate in this process and should be involved in the conversations in order to ensure the highest level of improvements are made.

UNION HILL
EST. 1857

An example of what those improvements may look like


Aerial view of possible improvements

Brush Creek Boulevard

Street Smarts
Design + Build

Brush Creek Boulevard does not function as an arterial but does serve as the neighborhood's southern boundary. This road does not see a whole lot of speeding nor danger due to its short length and lack of cut through traffic. There also have been several improvements made over the last few years. Most notable are the rain garden curb extensions at Troost and Brush Creek Boulevard. These are an excellent example of how to reclaim asphalt to improve safety and the natural ecosystem. Other improvements include intersection enhancements at Harrison and Brush Creek, which have added thermoplast crosswalks and shortened crossing distances. Recommended improvements for this corridor include making the Gillham bike lane permanent and dropping the unnecessary right turn lane at Harrison.


Curb extension rain gardens on Brush Creek Boulevard

Emanuel Cleaver II Boulevard

Street Smarts
Design + Build

One of the more dangerous roads in KCMO serves as a barrier and burden for Hyde Park residents

Although Emmanuel Cleaver Boulevard is not technically located in the Hyde Park Neighborhood, it is a road that has an impact on the neighborhood. The boulevard currently functions as a barrier for Hyde Park pedestrians to many places of interest including the universities, Brush Creek Trail, the Anita Gorman Nature Center and the newly built Dr. MLK Jr. Park.

It is not within the scope of this study to provide design recommendations for this boulevard but we wanted to note it to encourage residents to advocate for safety improvements along this boulevard at any opportunity. Improving the dangers of this road will benefit many Hyde Parkers, particularly those who are attempting to access destinations south of the road on foot or bike.

Existing conditions at Harrison Street looking West

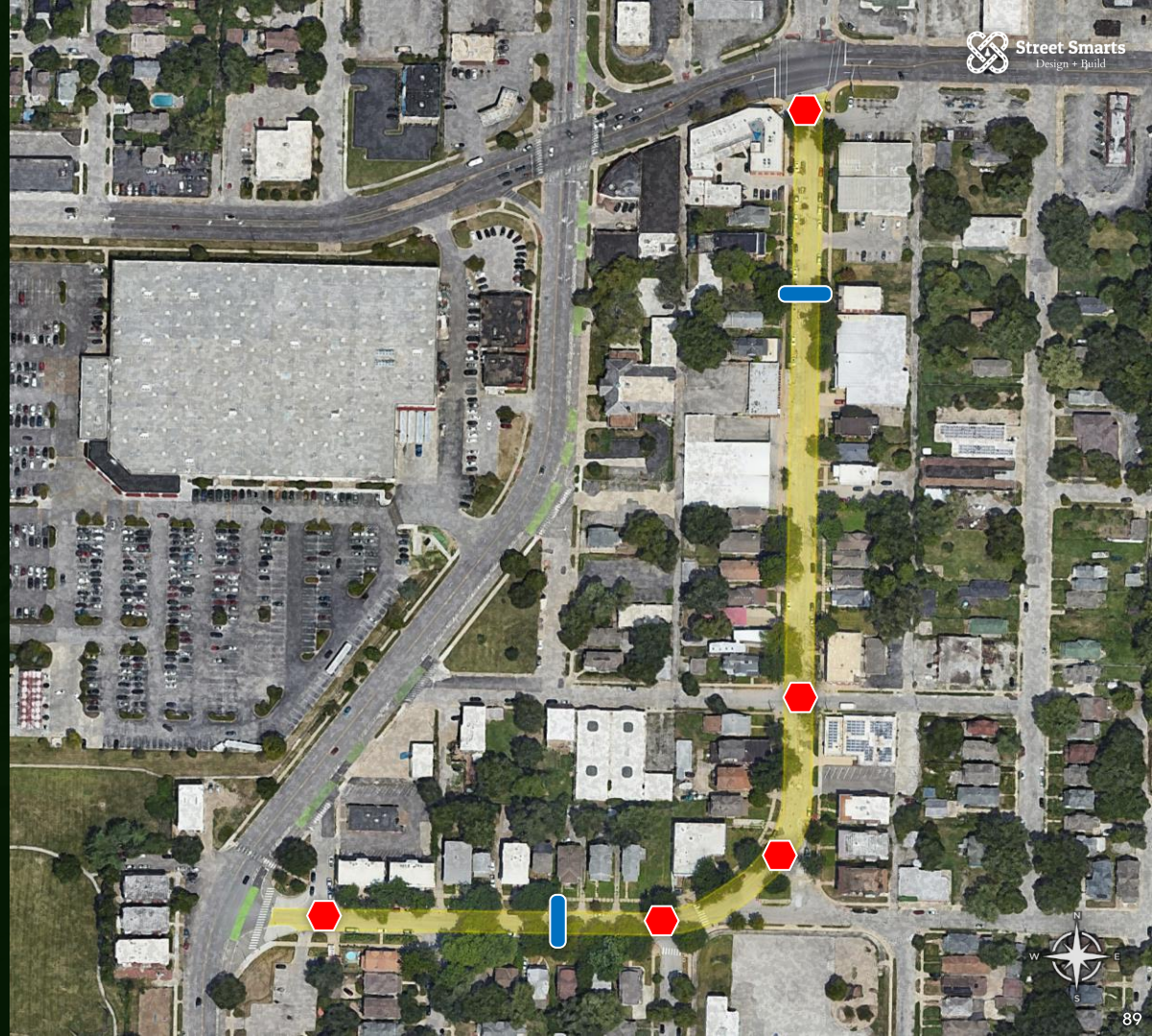
Other Problematic Streets

Gillham Road

This road sees a lot of speeding. Much of this is due to cut through traffic from Gillham and Linwood. This brings many speeding cars into the neighborhood, which creates danger for residents and children at the nearby school.

Adding speed humps and stop signs along the corridor will improve safety for all users and help to discourage cut through traffic.

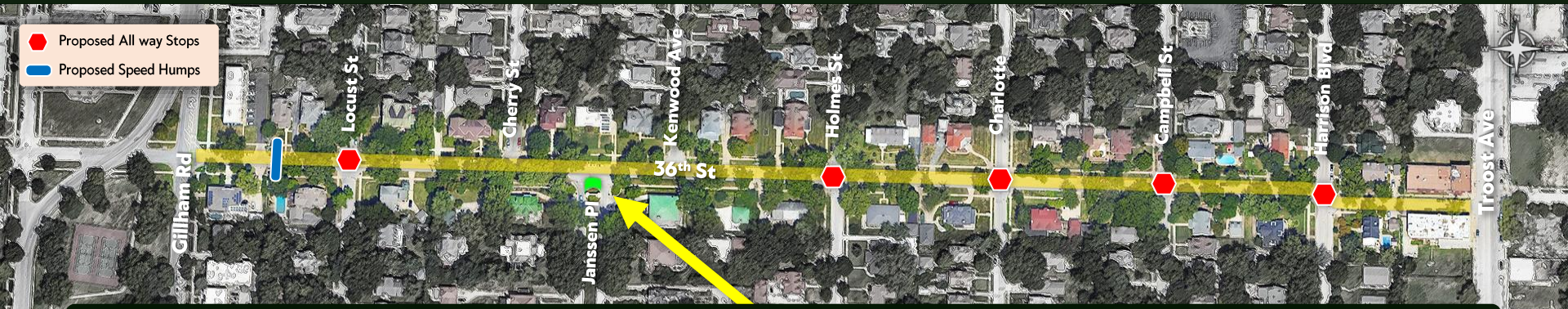
Gillham Road also serves as a frequent entrance to the neighborhood and would be a good location for enhanced amenities; such as neighborhood signage, monuments, or stone structures, similar to what is seen elsewhere in the neighborhood.



36th Street Improvements

Street Smarts
Design + Build

36th Street does not see a ton of excessive speeding but a consistent flow of cars moving too fast for the neighborhood. This could likely be solved with all way stops and if desired, further supplemented with speed humps. There is also an opportunity to add sidewalk and additional green space in front of Janssen Place



The entrance of Janssen Place has excess asphalt that could be used to add sidewalk and extend the right of way green space to add street trees and other plantings.

Harrison Parkway: Existing conditions

Street Smarts
Design + Build

Harrison Parkway is one of the more beautiful streets in midtown. Its winding, meandering lanes surrounding by ample green space epitomizes George Kessler's vision for Kansas City's Boulevard System. However, it is also a dangerous road that offers little space for pedestrians and bicyclists and encourages speeding and cut through traffic.

With 15' lanes each direction, it is wider than most highway lanes. With the current 35 MPH speed limit, drivers are allowed to drive as fast as they do on Southwest trafficway.

Harrison Parkway: Looking Southwest

Harrison Parkway - Proposed Improvements

Street Smarts
Design + Build

This boulevard sees a lot of speeding, much of it from cut through traffic. By reducing the speed limit and forcing cars to stop at the intersections, safety will be drastically improved for all users. Adding a new extra wide sidewalk on the south side will help connect the neighborhood and offer a safe space for vulnerable road users.

Harrison Parkway - Sidewalk Addition on Southside

Connects Harrison Boulevard to 39th street and Gillham Road. Also serves as a safe space for wheelchairs, strollers, joggers, and other users.

Street Smarts
Design + Build

Proposed 8' sidewalk on south side with new street trees

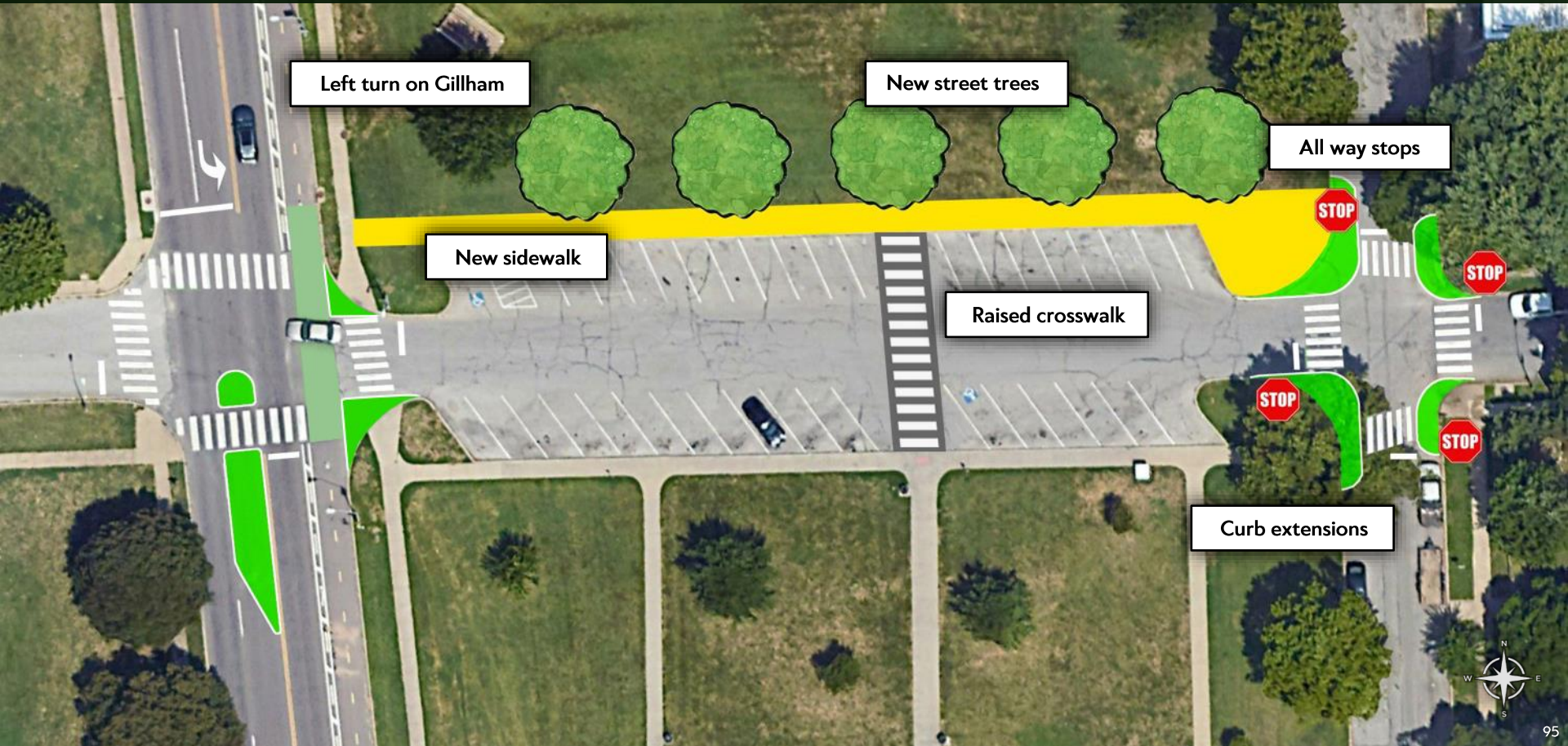
Harrison Parkway at Harrison Boulevard

Street Smarts
Design + Build

This highlighted stretch of Harrison boulevard has seen many iterations of improvements. Years ago after a fatal crash, residents successfully advocated for safety improvements. To complete the efforts, we would like to propose closing this stretch of road since the route is redundant. This would solve any speeding or safety issues at this location where the road connects with the parkway and would create additional green space.

41st Street at Gillham Park

41st street sees a ton of cut through traffic; likely due to the no left turns on 39th Street. This is problematic for the neighborhood and all users of the parking lot. There are also frequent crashes at 41st and Gillham, which could likely be mitigated with a dedicated left turn lane on Gillham.



33rd and 34th Street - Current Conditions

Street Smarts
Design + Build

Both of these intersections can be very dangerous, particularly 33rd and Troost which saw a road fatality in 2017.
Today the intersections are unfriendly at best. Both provide ample opportunities for safety improvements and asphalt reclamation.

33rd and Troost - Facing West into Hyde Park

34th and Troost - Facing West into Hyde Park

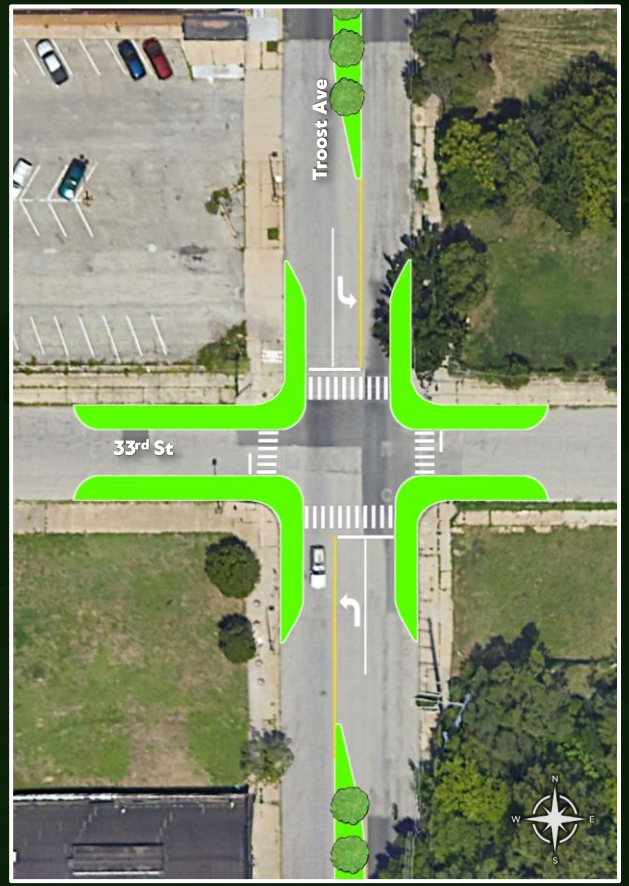
33rd and 34th Street - Proposed Site Plans

Street Smarts
Design + Build

By providing curb extensions on each corner, the intersections become much safer. These curb extensions calm traffic, slow turning movements, shorten crossing distances, and maintain all sight lines.

The proposed design for 34th closes one of the many drive accesses to the property on the NW corner and reduces a few parking spaces. These curb extensions would require further engagement with the businesses at this intersection in order to strike a balance on the proper size for the curb extensions.

These designs assume 33rd and 34th have been converted back to two way streets in Hyde Park, which should provide a multitude of benefits for the neighborhood. See page 110 for more information on two way conversions.



33rd and 34th Street - Proposed Improvements

Street Smarts
Design + Build

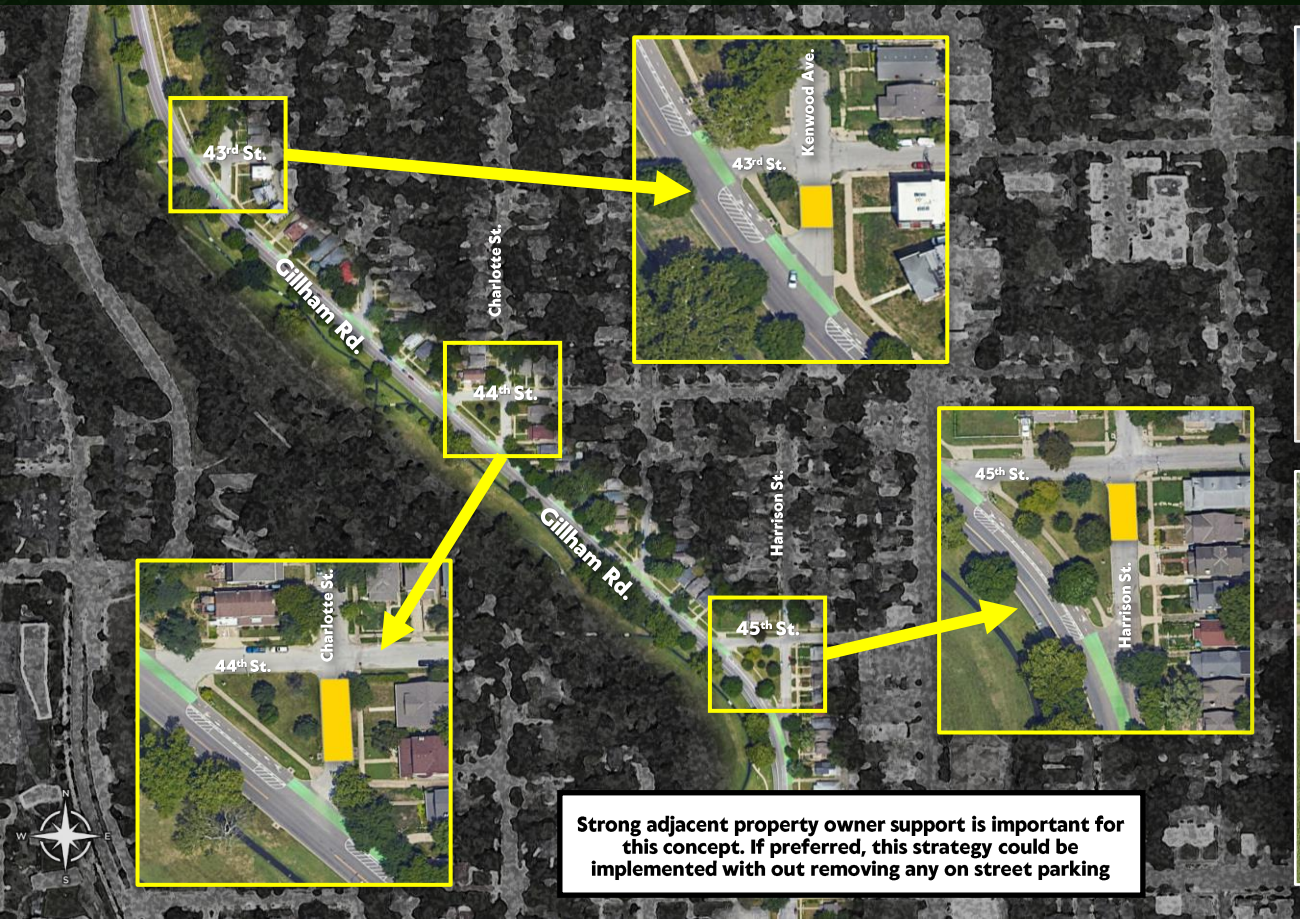
33rd and 34th street both experience several issues, particularly at Troost. Converting the streets to two ways would help some of the issues. Reconfiguring the entrances into the neighborhood would also serve the streets well too.

33rd street looking west from Troost

Redundant Routes in South Hyde Park

The grid system along Gillham has created redundant roadways which facilitates speeding into the neighborhood. Closing certain portions of road would allow asphalt to be reclaimed for higher uses, while also reducing the amount of speeding entering South Hyde Park without impacting access to the neighborhood.

Street Smarts
Design + Build




Gillham and Kenwood current view


Gillham and Kenwood proposed view

Strong adjacent property owner support is important for this concept. If preferred, this strategy could be implemented with out removing any on street parking


Street Smarts
Design + Build
Accessing the Parks

Lack of Safe Access Into the Parks

Street Smarts
Design + Build

The neighborhood is blessed with two wonderful neighborhood parks. Unfortunately, accessing them can be daunting and dangerous.

Gillham Road which runs alongside both parks was designed to be a feature of the parks system but largely functions as an arterial for traffic passing through the neighborhood.

By calming the traffic and providing safe crossings from the neighborhood to the parks, the boulevard can begin to be integrated back into the parks as a feature rather than a liability. Currently, there are very few crosswalks at the intersections that lead to the park and those that do may provide a false sense of security.


38th and Gillham


43rd and Gillham


Gillham just South of 39th

Park Crossings

Street Smarts
Design + Build

There are many different places to access the parks in the neighborhood but there is very little infrastructure present to provide safe access. The infrastructure that does exist does not provide adequate safety. Providing dedicated access points with proper infrastructure will allow residents to safely and comfortably access the parks. The locations highlighted below are excellent spots for dedicated crossings into the parks.

Example of Dedicated Crossing

Looking North on Gillham at 43rd

Street Smarts
Design + Build

Providing dedicated crossings at the intersections would allow residents to more comfortably and safely cross into the parks.

There are a variety of different ways to provide these crossings but we would recommend using the existing cycle track to an advantage. By converting the existing no parking striping areas into landscaped beds, they serve as pedestrian refuge areas with shorter crossing distances. They also further help protect cyclists, ensure proper parking while maintaining sight lines and significantly improve the aesthetics of the boulevard.

Adding all way stops at the intersections along the parks would provide the highest level of safety for all users, particularly pedestrians accessing the park. This strategy could be easily tested at 42nd by converting the stop lights to blinking red

Gillham Road was designed as extension of Hyde Park and Gillham Park but today it functions completely as an arterial. The Boulevard should revert back to a road within a park rather than a road slicing up a park.

Add HAWK Crossing on Gillham

HAWK crossings are very effective in allowing pedestrians to stop traffic to safely cross the road.
The two locations shown below would be excellent places for these types of crossings.

Street Smarts
Design + Build

Gillham just South of 39th

Gillham just North of 34th

School Zones

Hyde Park has three schools within or bordering the neighborhood. These sites should be given special consideration given the number of young, vulnerable road users near these sites. Any thing that helps create safer roads near these schools also helps to create safer streets for residents of the neighborhood.

Acadamie Lafayette

This charter school has experienced frequent danger from Armour Boulevard over the last many years. A young student was actually hit while walking to school during the course of this study.

The primary concern here is Armour Boulevard but the other three surrounding roads could also use improvements. East bound 34th / Gillham Road serves as an entrance into North Hyde Park and sees frequent speeding from Gillham Road. Adding speed humps and additional signage will help to prevent this.

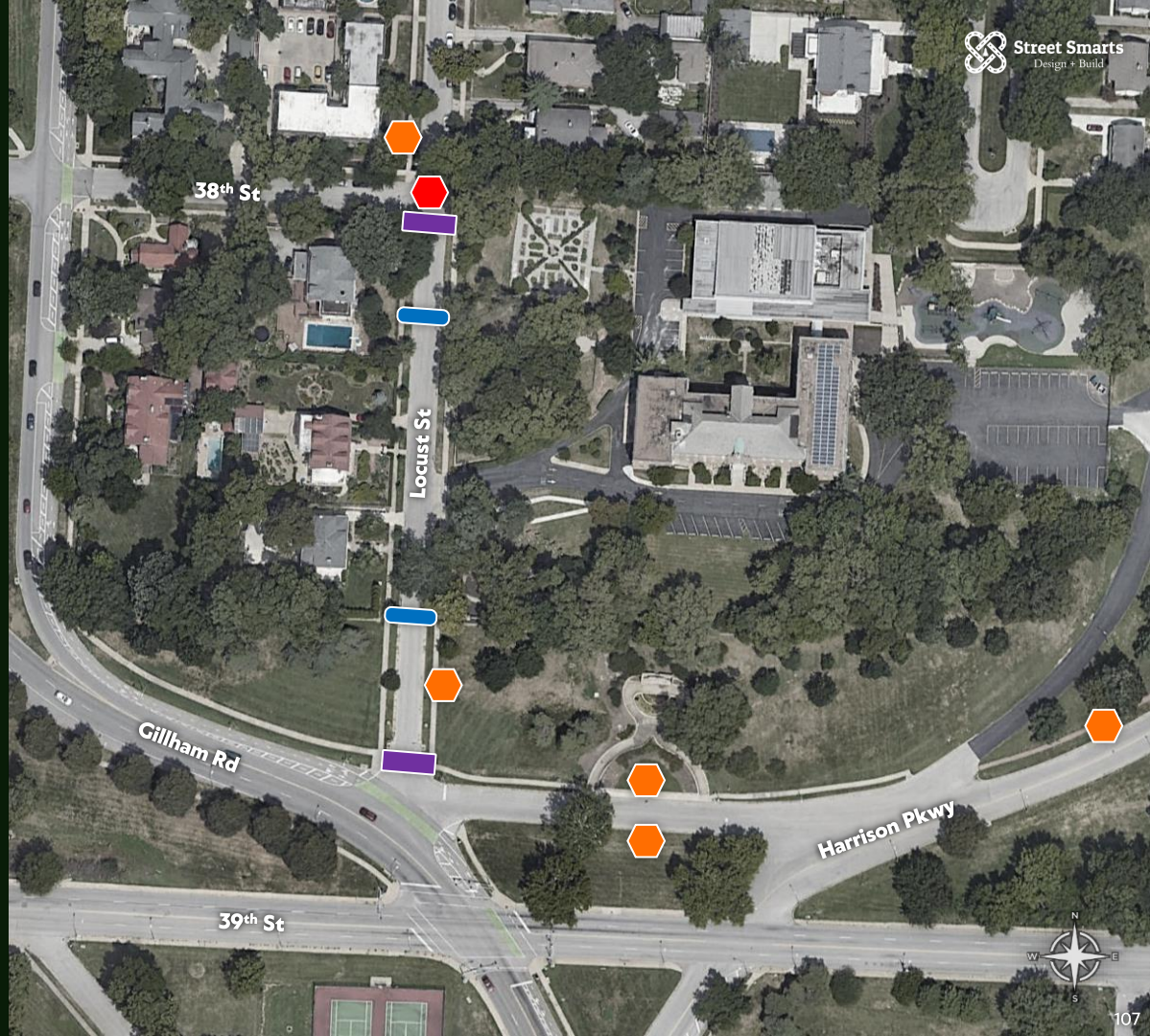
Many different strategies can be deployed on Armour. For more information on this, please see the Armour Boulevard section of this study

Notre Dame de Sion

This private school has the advantage of being set away from much of the high speed traffic nearby on 39th Street or Harrison Parkway but should still be given extra attention; especially for those walking or biking to school.

Locust Street sees frequent speeding from those entering or leaving the neighborhood, which could be greatly improved by adding enhanced crosswalks, speed humps and an all way stop at 38th. Additional signage would also help alert people to be extra cautious in this area.

Creating a school zone at this location will benefit the students of the school and residents of the neighborhood by helping to calm traffic on the nearby streets.

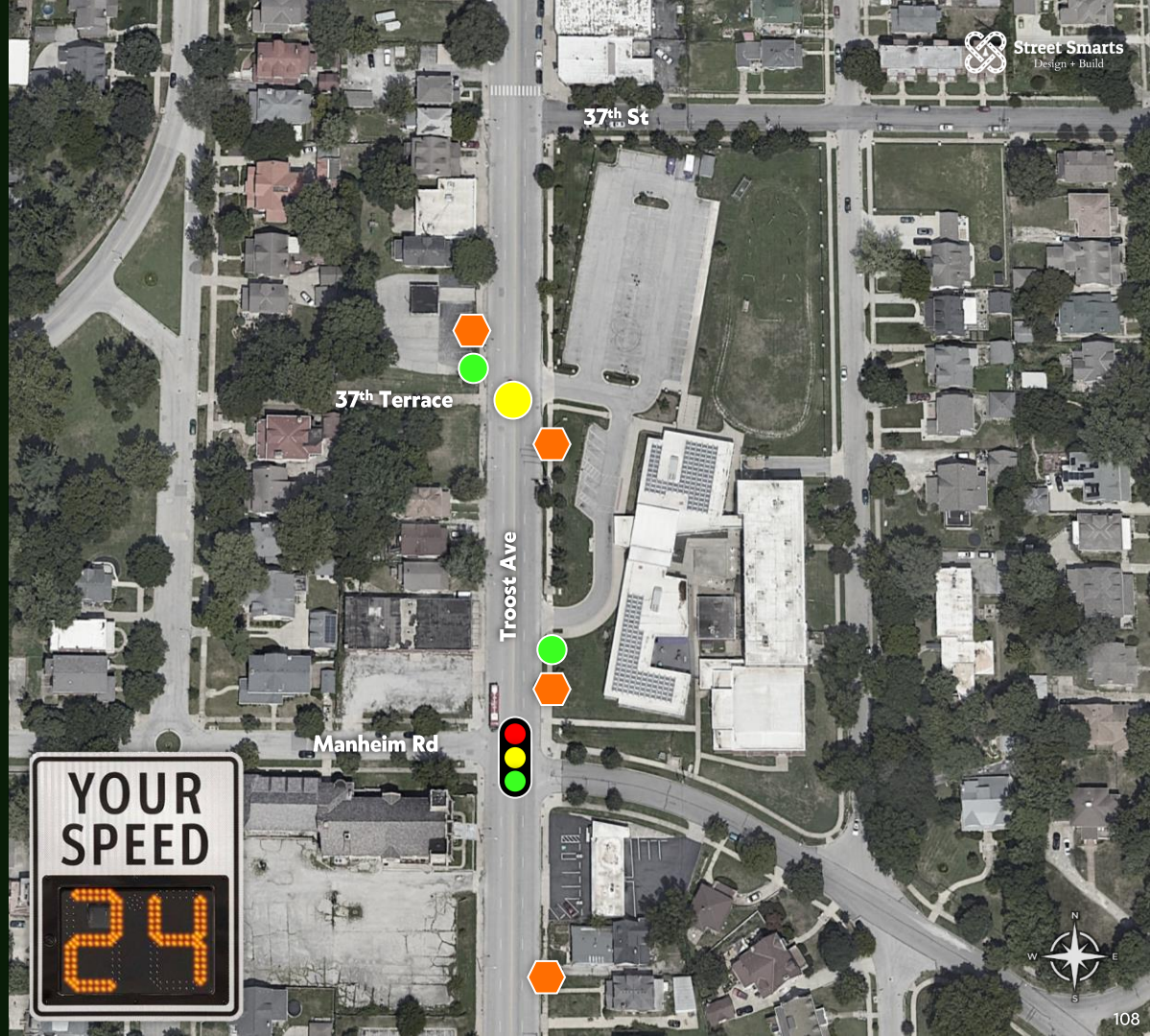


De la Salle

Although technically not located in Hyde Park, this charter school sits just outside of the perimeter of Hyde Park and is burdened by the high speeds of Troost Avenue. Creating a school zone around this school on Troost will help create a safer environment for students and the neighborhoods.

There are many things that can be done to improve and create a safer Troost Avenue. We believe adding a stop light at Manheim and Troost as well as a HAWK crossing at 37th would help to calm traffic and provide safer crossings. Additional signage will also help drivers understand they are in an area where they should be using extra caution.

Please see page 59 for more information on how to improve safety along Troost Avenue.



- Stop Lights
- HAWK Light
- School Zone Signage
- Radar Speed Limit Sign


Street Smarts
Design + Build
Street Safety Projects
with Current Funding

Holmes and Charlotte 2-Way Conversion

Converting Holmes and Charlotte to two way streets would help to calm traffic, improve access to the neighborhood, help eliminate cut through traffic and allow the street grid to function as designed. This reconfiguration would create a safer street for drivers, pedestrians and bicyclists.


Holmes St. existing conditions


Charlotte St. existing conditions

Current funding is available through an existing PIAC project: Holmes and Charlotte bikeways. These funds have been allocated and could be put to use as early as this year.
Charlotte is 36' wide, while Holmes is 40' wide. These widths allow for a two conversion while preserving on street parking on both sides of the street.

Project scope to extend North to 25th

E 31st St.

Holmes St.

Charlotte St.

Linwood Blvd.

Street Smarts Design + Build

Streets to allow North and South bound travel.

Help eliminate cut through traffic

Maintain parking on both sides of the street.

Improve access for residents

Armour Blvd at Cherry Pedestrian Crossing

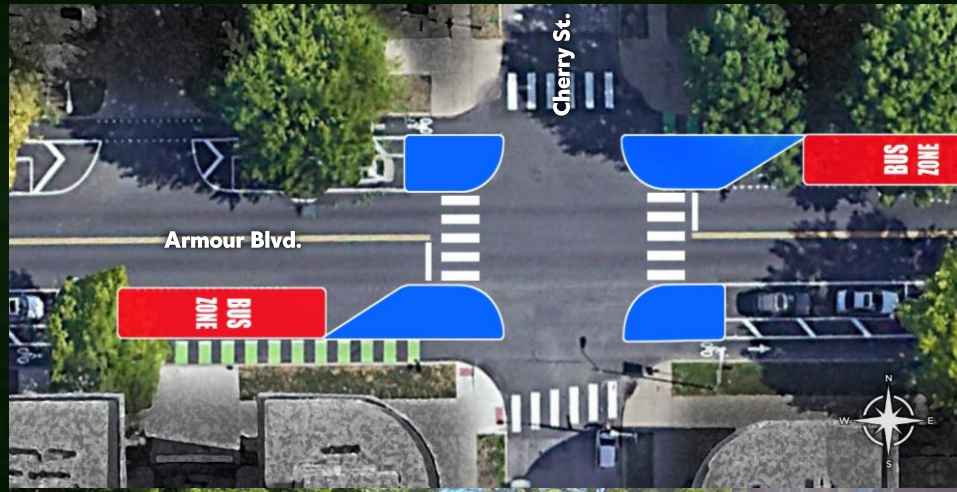
Street Smarts
Design + Build

The intersection of Armour and Cherry has been awarded $100,000 in PIAC funding in order to study and build out improvements for the safety of the children crossing the road from Acadamie Lafayette. To our knowledge, the project has not yet commenced but we would like to share our thoughts for improvements.

Creating permanent landscaped curb extensions would provide a multitude of benefits including but not limited to: shortening crossing distances for pedestrians, maintaining sight lines for drivers, slowing traffic on Armour, further protecting cyclists, ensuring proper parking compliance, and enhancing the boulevard nature of the road.

The raised crosswalk would provide a safe dedicated crossing for the school children, while also slowing traffic on Armour and increasing drivers' awareness levels.

Another strategy to consider with these funds is installing a HAWK crosswalk. This would allow students and pedestrians to stop traffic on Armour at Cherry anytime they would like to cross the road. If funding does not allow for the HAWK crossing and raised crosswalks are not preferred, stop signs provide a similar level of effectiveness for fraction of the cost. Adding stop signs along the corridor of Armour would transform the nature and feel of the boulevard.



Neighborhood Sidewalk Repairs

Street Smarts
Design + Build

There are various pots of money currently allocated to fixing sidewalk issues in KCMO.
Residents will need to work with City Council and Public Works in order to direct some of the funding to Hyde Park.






Spot repair


Full sidewalk replacement

Concrete Shaving **Source: KCMO**

Tripping hazards up to 1 inch (sometime 1.5 inch) which are not caused by trees heaving can be shaved and make them ADA Compliant. The operation is efficient and cost-effective.


Street Smarts
Design + Build
Possible Funding Opportunities

Federal Funds

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

This funding helps states and local communities fund transportation programs to meet the requirements of the Clean Air Act which aims to reduce emissions. Many types of projects are eligible for this funding including bicycle and pedestrian facilities, electric vehicle charging stations, and shared micromobility systems. These funds are administered throughout the region by the Mid America Regional Council.

Surface Transportation Program (STP)

These funds provide flexible funding to be used by states and local communities to preserve and improve transportation projects on any public road, pedestrian or bicycle infrastructure or transit projects. These funds are administered through the Mid America Regional Council.

Safe Streets and Roads for All (SS4A)

This federal grant, made possible by the Bipartisan Infrastructure Law passed in 2021 allocates $5 billion over 5 years through fiscal year 2026. This grant has two components, planning and demonstration and implementation. Both types of grants can be used to design and build safety projects in neighborhoods.

KANSAS CITY MISSOURI

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

MARC
MID-AMERICA REGIONAL COUNCIL

Local Funds

Street Smarts
Design + Build

PIAC - Public Advisory Committee Improvements
Funded by a 1% sales tax, each year around $5 million dollars is available for neighborhood improvements in each council district. This is typically one of the best ways to fund neighborhood scale traffic calming improvements projects in KCMO. We recommend residents use this study to select projects to apply for each year. Applications are typically due on August 31st.
https://www.kcmo.gov/programs-initiatives/public-improvements-advisory-committee-piac

Vision Zero
In 2020, city council passed a resolution that aims to eliminate fatal and serious injury car crashes by 2030. This ambitious goal allocates $1 million dollars in this year's budget towards street safety improvements with hopefully further funding in the following years. Residents will need to work will Public Works and city council to help direct these funds to projects in Hyde Park.

GO Bond
In 2017, KCMO voters approved an $800 million bond over the next 20 years. Of this funding $7.5 million will go towards sidewalks each year. Of that money, $2.5 million will go to ADA ramps and and $5 million will go to sidewalk repairs. Residents will need to advocate with their city council members to hopefully direct some of these funds to the neighborhood.

ReBuildKC Grants
This annual funding opportunity allows neighborhoods and non profits to receive funding for creative solutions to building stronger neighborhoods. The neighborhood is strongly encouraged to apply each year for traffic calming projects. More information on this can be found at: https://www.kcmo.gov/programs-initiatives/rebuildkc

KANSAS CITY MISSOURI

VISION ZERO

GO kc
SIDEWALKS, ROADS & BRIDGES
CITY OF KANSAS CITY, MISSOURI
SIDEWALK PROGRAM

ReBuildKC
NEIGHBORHOOD GRANTS

GO Bond

Each year the City of Kansas City, Mo allocates $2.5 millions dollars from the GO bond to be spent on repairing ADA corner ramps.

Several of these repairs have been made in Hyde Park over the last several years and hopefully more will be made in the future.

Currently, Hyde Park is not on the schedule of repairs for 2023-2024 but there are many repairs that still need to be made in order to provide adequate and compliant ADA ramps.

The neighborhood will need to advocate to ensure Hyde Park receives these necessary repairs as soon as possible. To find more information on this program, contact information, or the latest schedule, please visit:

https://www.kcmo.gov/city-hall/departments/public-works/sidewalks/ada-corner-ramps

KCMO Sidewalk Backlog Repair

$5 million dollars each year for the next nearly twenty years will be allocated to making sidewalk repairs in KCMO. The first priority of funding is responding to the 311 backlog of sidewalk repair requests from 2008 - 2016. (This is one reason it is important to send in 311 requests!).

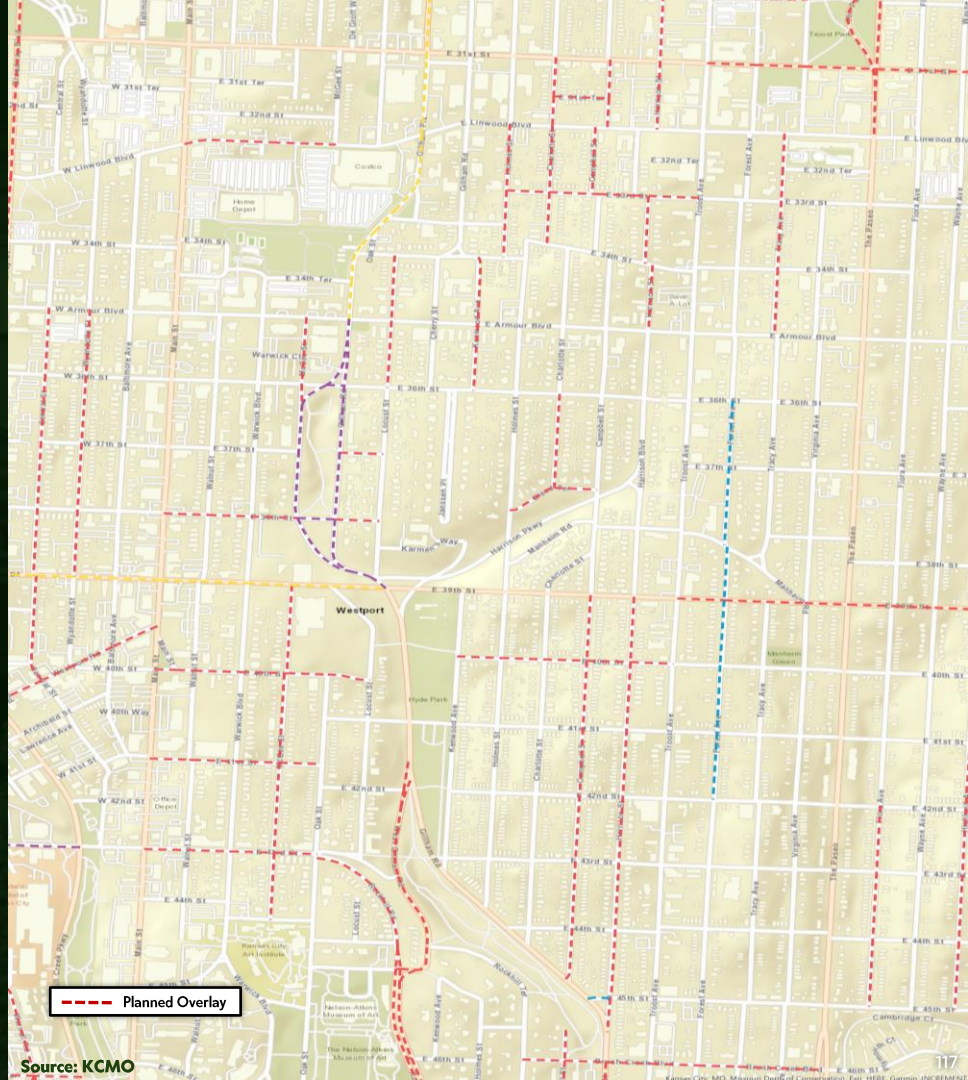
Once backlog work is completed, it will then be determined where the other funding goes. Residents will need to work will City Council and Public Works to ensure this helps Hyde Park address many of its problematic sidewalks.

https://www.kcmo.gov/city-hall/departments/public-works/sidewalks/sidewalks-and-trees/sidewalk-backlog

Improvements During Repaving

Each year, scores of streets in KCMO are repaved. During this repavement process, there is an opportunity to add improvements with the new pavement. Since the street will need to be restriped, this can be done in a way that increases safety and improves function of the street. For a look at the current and upcoming repavement schedules, please visit:

https://www.kcmo.gov/city-hall/departments/public-works/street-preservation-program



Source: KCMO

Coordinating with Utility Repairs

Street Smarts
Design + Build

There are constant on going upgrades being made by the utility companies each season. The neighborhood should contact these companies to ensure the infrastructure that is redone best serves the neighborhood.

For example, 36th and Locust had its Southeast corner drain updated. When this work was done, the sidewalk ramp was also upgraded. However, the ramp does not allow for North - South crossing, likely because the Northeast corner does not currently allow for North - South crossing either. Had the updates been coordinated with the neighborhood beforehand, the water company could have added a North - South ramp at the Southeast corner and then when the Northeast corner is updated, the corresponding North - South ramp could have been added as well.

Coordinating these updates with the utility companies beforehand would allow for the utility companies to make these improvements in a way that benefits residents. The primary utility companies doing this work is KCMO Water and Spire.

Southeast corner – 36th and Locust

Northeast corner – 36th and Locust

Southeast corner under construction – 36th and Locust


Street Smarts
Design + Build
Sample Projects

Neighborhood Sidewalk Repairs

There are various pots of money currently allocated to fixing sidewalk issues in KCMO.
Residents will need to work with City Council and Public Works in order to direct some of the funding to Hyde Park.

Street Smarts
Design + Build


Spot repair


Full sidewalk replacement


ADA Ramp

Funding Possibilities:

PIAC, GO Bond Improvements, Capital Improvement Projects

Costs:

~ $10 - $12 /Square Foot for Sidewalk replacement or repair

~ $7,500 - $10,000 for Corner Ramp replacement

~ $500 for each Concrete Shaving repair

Concrete Shaving

Source: KCMO

Tripping hazards up to 1 inch (sometime 1.5 inch) which are not caused by trees heaving can be shaved and make them ADA Compliant. The operation is efficient and cost-effective.

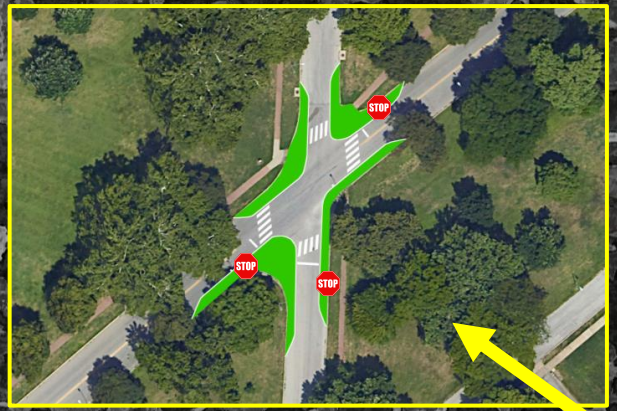

Before

After

Harrison Parkway - Proposed Improvements

Street Smarts
Design + Build

This boulevard sees a lot of speeding, much of it from cut through traffic. By reducing the speed limit and forcing cars to stop at the intersections, safety will be drastically improved for all users. Adding a new extra wide sidewalk on the south side will help connect the neighborhood and offer a safe space for vulnerable road users.



New Sidewalk

4-Way Stops

Curb Extensions

Harrison Pkwy.

Campbell St.

Harrison Blvd.

Holmes St.

39th St.

$300,000 - New Sidewalk + New Street Trees

$100,000 - All way Stop Signs with Quick build Curb Extensions

Armour Boulevard Improvements

Street Smarts
Design + Build

All Way Stops + Crosswalks: < $50,000

Permanent Improvements: > $1,000,000

Curb Extensions with an All Way Stop

Both options can be replicated at many different intersections through out the neighborhood.

Street Smarts
Design + Build

Quick Build

- ✓ Four Corners Curb Extensions (Semi Permanent)
- ✓ Paint and Delineators
- ✓ New Stop Signs

Cost: ~ $25,000

Permanent

- ✓ Four Corners Curb Extensions
- ✓ New Ramps
- ✓ Landscaping
- ✓ New Stop Signs

Cost: ~ $100,000

HAWK Crossing

Street Smarts
Design + Build

This type of crossing is highly effective for allowing pedestrians to safely cross the road.

- ✓ 37th and Troost
- ✓ The midblock crosswalk on Gillham just south of 39th.
- ✓ Linwood between Charlotte and Troost
- ✓ 34th + Gillham

Total Cost: ~ $125,000 / each


Gillham - just south of 39th

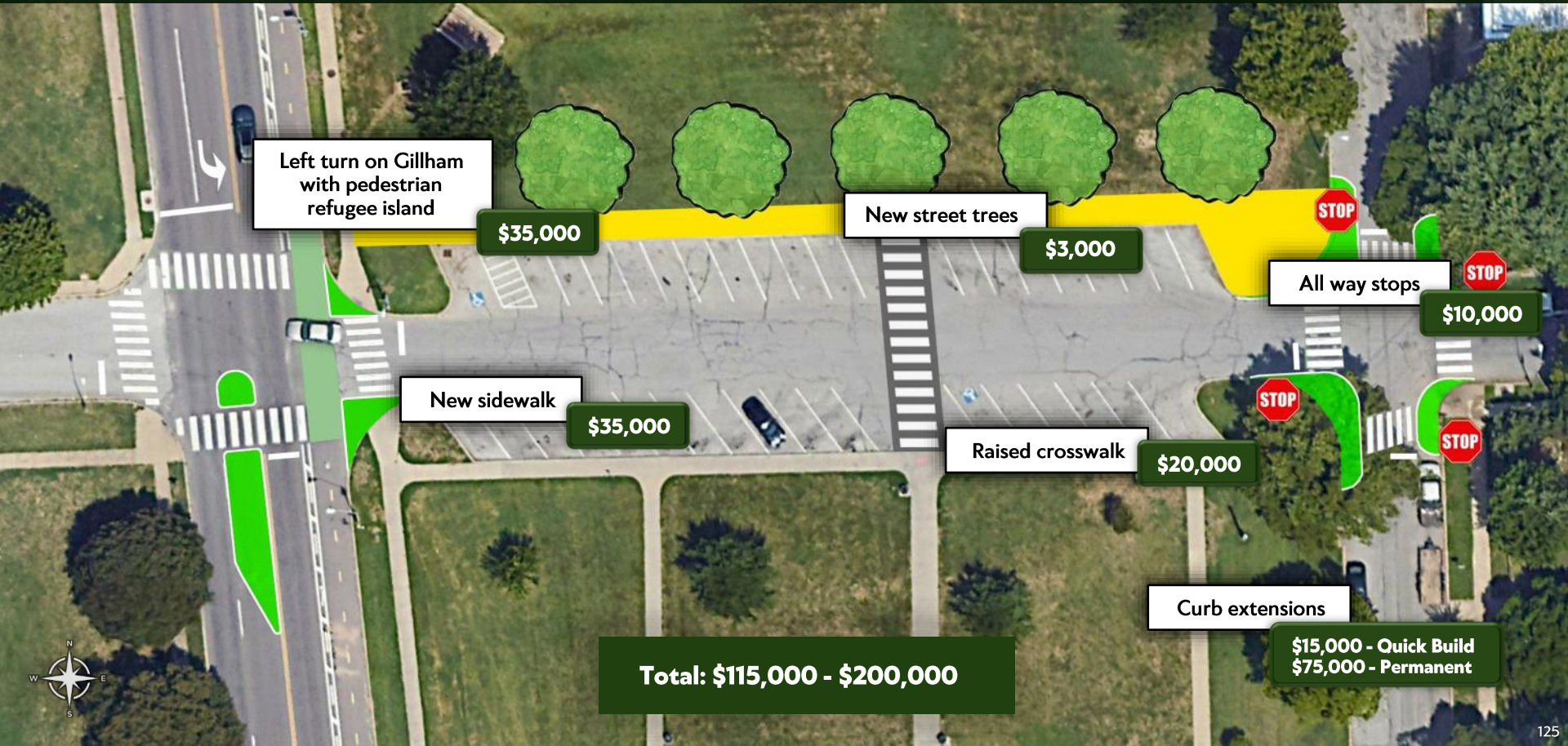

37th and Troost


Gillham just north of 34th


Linwood and Campbell

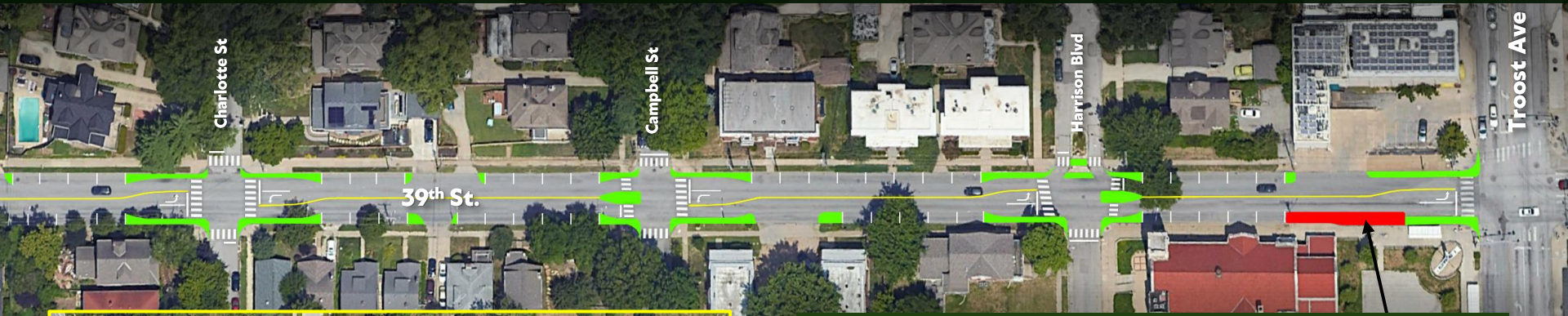
41st Street and Gillham

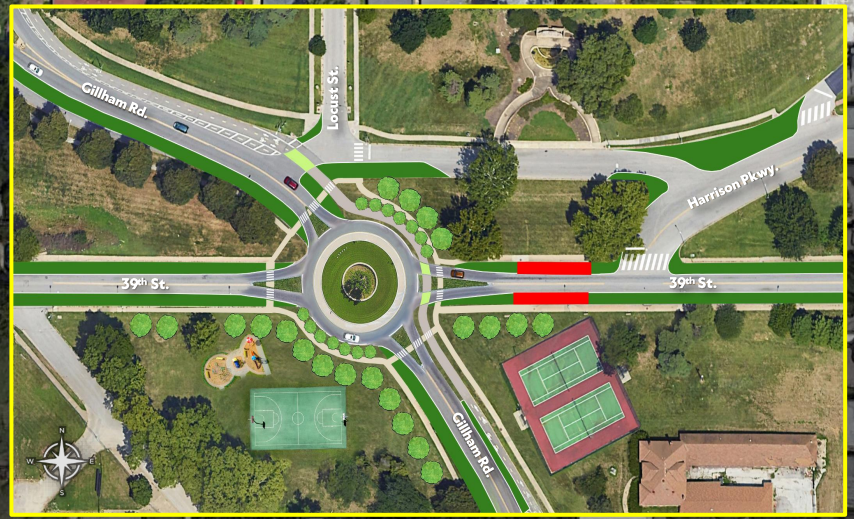
Due to the no left turns on 39th, 41st sees a ton of cut through traffic to Troost. This especially problematic for the Gillham Park parking lot. We also see many car crashes at 41st and Gillham, particularly when southbound vehicles are turning left (east) onto 41st. There are many safety improvements and enhancements that could be made here.



39th Street Reconfiguration

Street Smarts
Design + Build





Includes 39th and Gillham roundabout, new sidewalks, new right of way space, new striping plan with crosswalks.

Funding possibilities: Federal funds (CMAQ, STP, SS4A)
KCMO Capital Improvements

Cost: ~ $5,000,000


Street Smarts
Design + Build
Other Notes
and Suggestions

Transit

Hyde Park is served by several different transit routes including the 85, 39, 31, and Troost MAX. Hyde Park is also soon to be within walking distance of the KC Streetcar. Public transportation can be a wonderful amenity to a neighborhood by enhancing the access and affordability of neighborhoods.

Many of the bus stops around Hyde Park are lacking the proper facilities and care needed for mass transit to serve as an attractive transportation option. Poorly maintained stops with lack of facilities can lead to low ridership and undesirable activities around the stops.

Residents should advocate for better bus stops and, if resources allow, even consider the idea of adopting a bus stop(s). Well equipped bus stops with proper maintenance increase ridership and improve safety within neighborhoods.

Micromobility

A recent addition to the urban landscape are shared micromobility vehicles. In Kansas City, MO, the vehicles available are the Ride KC electric bikes and Bird scooters. Both of these vehicles can be rented via an app.

Occasionally these vehicles will get a bad rap because they are new and an occasional nuisance, particularly the scooters. The complaints usually stem from either being parked or ridden on the sidewalk. These issues are easily solved with proper infrastructure.

Though they can be an occasional nuisance, they also provide tremendous benefits to neighborhoods and help lead to safer streets. These zero emission vehicles are much safer to others than cars and any car trip replaced by these vehicles is that much safer for everyone else. These vehicles are an excellent mobility addition and serve as a recreational amenity. Privately owned scooters and electric bikes are also on an exponential rise. These vehicles should be welcomed by neighborhoods and advocated for the proper infrastructure to properly accommodate them.

Bike Lanes

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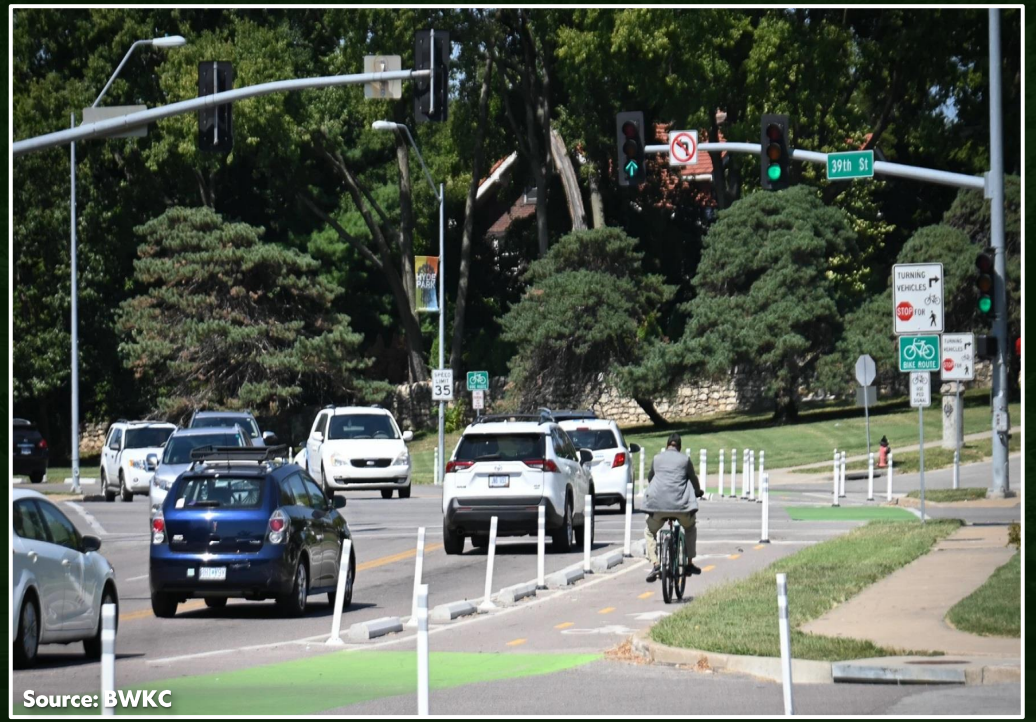
Bike lanes are a recent addition to the neighborhood and a source of much contention. Though some feel they are unused and have led to more danger on the streets, recent data and observation suggests otherwise.

Even though there are some flaws in the design of the Armour and Gillham bike lanes that could be improved on, we believe that bike lanes are generally a good thing for the street safety of Hyde Park.

Protected bike lanes provide a much safer place for people to ride their bikes, scooters, strollers, wheelchairs, and other mobility devices. They also help to calm traffic and provide an additional buffer for pedestrians from traffic. When installed in a permanent fashion, they also provide an opportunity to add additional street trees or plantings to the buffer areas.

We believe that as people become more accustomed to them, they become further connected throughout the area, and as the city gains more experience with bike lane design, these will become a universally enjoyed piece of infrastructure that is clearly contributing to betterment of the neighborhood.



Source: BWKC

For data and additional information on the bike lanes in Hyde Park, please visit:

https://bikewalkkc.org/blog/2023/05/18/nobody-uses-the-bike-lanes-in-kansas-city-a-new-gillham-road-report-says-otherwise/

Sidewalk Medallions

This small detail is a beautiful and functional enhancement to neighborhood streets

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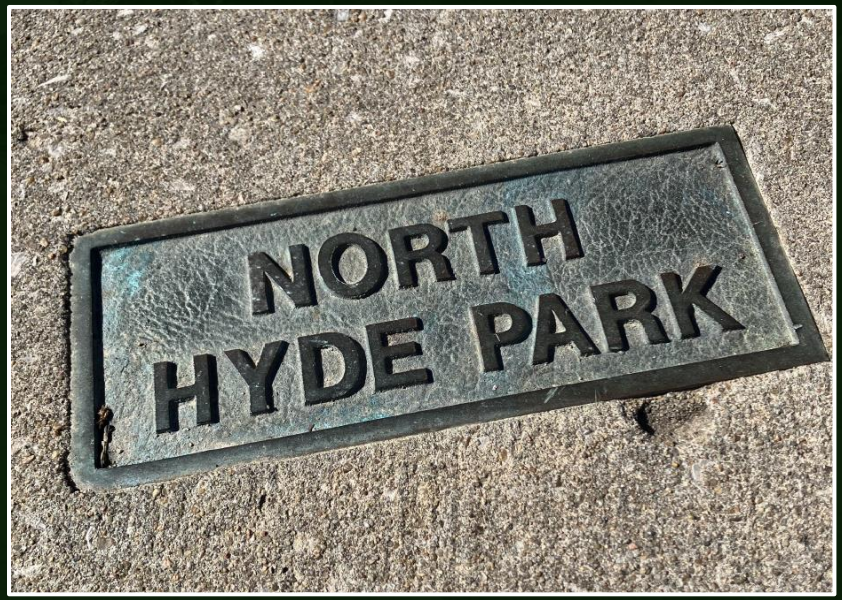
Design + Build

The various sidewalk tiles found on some of the sidewalks throughout the neighborhood are a wonderful addition to the streetscape. They provide a practical function in helping people identify where they are but they also provide an aesthetic charm that helps add to the character of the neighborhood.

When installed with sidewalk construction, sidewalk medallions are a very inexpensive addition that is barely noticeable in a project budget. The neighborhood should advocate for these to be installed with all sidewalk and corner ramp construction. The neighborhood should also advocate for, and if the annual budget allows, fund the repairs needed for the existing damaged sidewalk medallions.



Possible Dog Park Locations

Although, dog parks primarily fall out of the scope of a street safety study, we recieved many comments about the desire for a dog park, so we would figured we would include a few comments about a potential dog park in the Hyde Park neighborhood.

Dog parks can help drive pedestrian activity and increase safety through additional “eyes on the street”.

There are several areas that might serve well as a possible dog park. All three of these possible sites are on Parks’ land and the neighborhood should expect to work closely with the Parks departments if this is something residents would like to work towards.

Sites that may be ideal for a possible Dog Park

Parking

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Parking is a necessary component of modern urban life. It is also one of the more contentious items in urban neighborhoods.

On street parking is valuable asset that can help attract visitors to local businesses. It can also serve as a traffic calming tool that helps reduce speeds by narrowing travel lanes and providing a barrier between the road and sidewalks to help protect pedestrians and property.

However, when on street parking is abused and used incorrectly it can be a major liability that increases the risk of crashes. Inappropriately parked cars can obscure visibility and create dangers for all users. Extra care should be given to ensure parking regulations are properly regulated and enforced. Much of this can be accomplished through design but sometimes addtional regulation is needed. To request enforcement or regulation changes, requests can be made to the City at:

https://city.kcmo.org/kc/Forms/ParkingPolicyForm

One word of caution regarding parking

Neighborhoods often like to request developers to provide the most parking possible in their developments. While this is logical, it often has the opposite effect. By requiring developers to provide the maximum amount of parking , the increased parking availability actually brings more cars into the neighborhood and can further create many of the problems that are trying to be avoided by making the request.

Limiting the number of parking spaces in a development and encouraging other forms of transportation, such as biking or public transportation is the best way to avoid parking and congestion issues in neighborhoods. Requesting amenities that encourages alternative forms of transportation, so that residents without cars move in the neighborhood is more likely to alleviate the issues that can be brought on by new developments.

Beg Buttons and Lead Pedestrian Intervals

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The buttons used by pedestrian to ask permission to cross the road at intersections are commonly referred to as “beg buttons”. This is because this method basically requires pedestrians to ask permission or “beg” to cross the road. These beg buttons are prevalent in KCMO and on the arterials of Hyde Park.

Fortunately, a few of these have been converted by the City in the last few years to become automatic and function as “Lead Pedestrian Interval”, which automatically lights up the pedestrian light ahead of a green light allowing pedestrians a few extra seconds to get ahead of vehicles. This creates a much safer and more comfortable walking experience.

There is no reason all intersections with stop lights should not have automatic pedestrian lights with Lead Pedestrian Intervals. This is safer for all users and has no impact on traffic. Residents should advocate the City to convert all pedestrian lights to automatic with Lead Pedestrian Intervals.

Sirens

Sirens are an unavoidable aspect of modern day urban life. However, the volume and frequency of the sirens used in midtown are excessive to the point of harm. The sirens in Kansas City, MO are so loud and unpleasant that they are not only harmful to well being but also to residents' health. If walking down the sidewalk alongside police or emergency sirens frequently, this can become damaging to one's hearing and well being.

While this problem is not something this study can tackle, we would like to point this out in hopes that residents will help to advocate for a change to these policies when given a chance.

Many of the sirens are necessary but there are also many that are unnecessary or excessive. Reducing the excess sirens while still doing enough to alert traffic can help improve the livability, walkability and safety of the neighborhood.

KCMO Recycle Carts

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The new recycle carts issued recently by Public Works should be a helpful tool to help prevent litter on streets. However, they can be problematic if placed or left improperly.

Neighborhood leaders should be sure to educate citizens how to properly place these carts in order to avoid sidewalk obstructions and residents are encouraged to reach out to Public Works if they see improper placement by city crews.

Street Tree Guide

Street trees are a wonderful addition to neighborhoods and their streets but the wrong tree in the wrong place can be problematic

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Do not plant list:

- × Bradford Pear
- × Sweet Gum
- × Silver Maple

Plant list (small trees):

Ideal for under utility lines

- ✓ Serviceberry
- ✓ Crabapple
- ✓ Redbud

Plant list (large trees):

- ✓ Oak Trees
- ✓ Bald Cypress
- ✓ Red or Sugar Maple
- ✓ Hackberry
- ✓ Tulip Poplar
- ✓ Lilac

For more information and to view city guidelines, please see: https://kcparks.org/natural-resources-management/

For a free tree from the City, please see: https://www.kcmo.gov/city-hall/departments/neighborhood-services/free-trees

311

KANSAS CITY
MISSOURI

The city's 311 service is a very helpful tool in making repairs or alleviating nuisances. Making a 311 request is free and takes very little time. Although not every single request will always be granted, there is no harm is asking. Residents are encouraged to file as many 311 requests as they would like, including traffic and street related issues.

The City now has an app that can be downloaded onto a smart phone, so that residents can quickly and conveniently file requests.

https://www.kcmo.gov/city-hall/311

Hyde Park's Creeks and Springs

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Much of Kansas City is built on a topography that includes many creeks, springs and a few caves. Hyde Park has a few active springs within the neighborhood that make their presence known above ground and several more within the sewers. The neighborhood even has a creek running alongside it down the middle of the parks but is buried underground within a sewer.

Creeks across the world that have been relegated into sewers have been successfully brought back above ground. This strategy, known as "daylighting", has rescued creeks and rivers for people's enjoyment, wildlife and flood control.

While this is far outside of the scope of the study, we wanted to note this so residents are aware of this great natural resource and perhaps some day will decide to help bring the creek back to life!

Next Steps

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- Neighborhood review and feedback survey
- Final adjustments
- Share survey with council members, city leaders, and other decision makers
- Work with neighborhood to select projects and file funding applications for ReBuildKC (July 21st deadline) and PIAC (August 31st deadline)
- Continue working with neighborhood to identity further funding opportunities

Conclusion

Hyde Park is a beautiful thriving neighborhood. Its historic architecture, mature tree canopy, and proximity to many parks, cultural institutions and places of interest make it one of the most desirable neighborhoods in all of Kansas City. Improving the safety and walkability of its streets will make it that much greater of a neighborhood for those who live here.

While many excellent street safety improvements are happening in KCMO, it will require much effort, diligence, and persistence from residents to ensure street safety is improved in Hyde Park. Street Smarts is here to support you in those efforts!

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DuRon Netsell

417. 496.5134

DuRon@streetsmartsdesignbuild.com

Hyde Park Safety Study website:

https://hydeparksafetystudy.com