



**KANSAS CITY
MISSOURI**

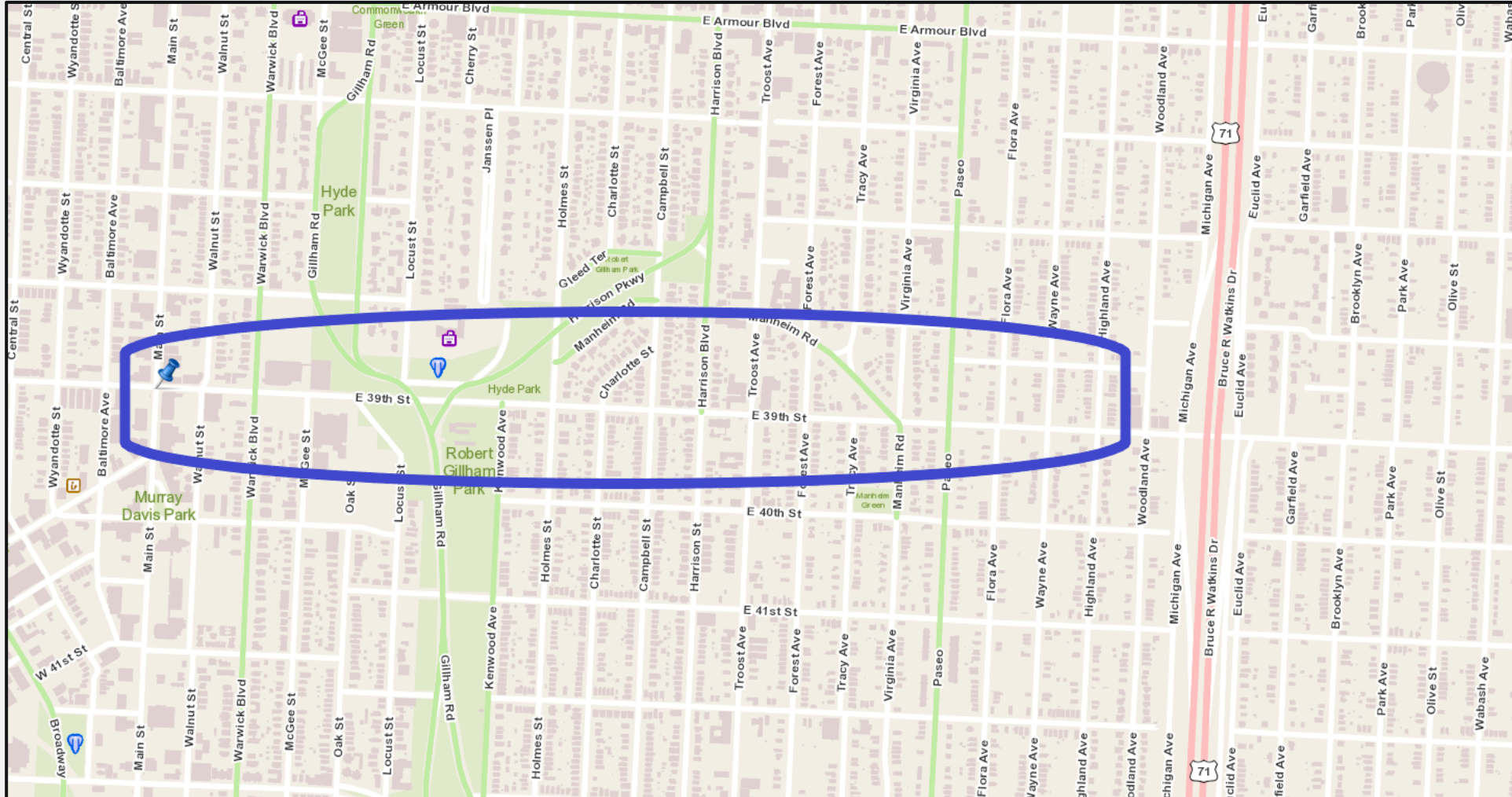
39th St: Main St to US-71 (Phase 1)

Traffic Safety Improvements

July 30, 2025



39th St: Main St to US-71 (Phase 1)

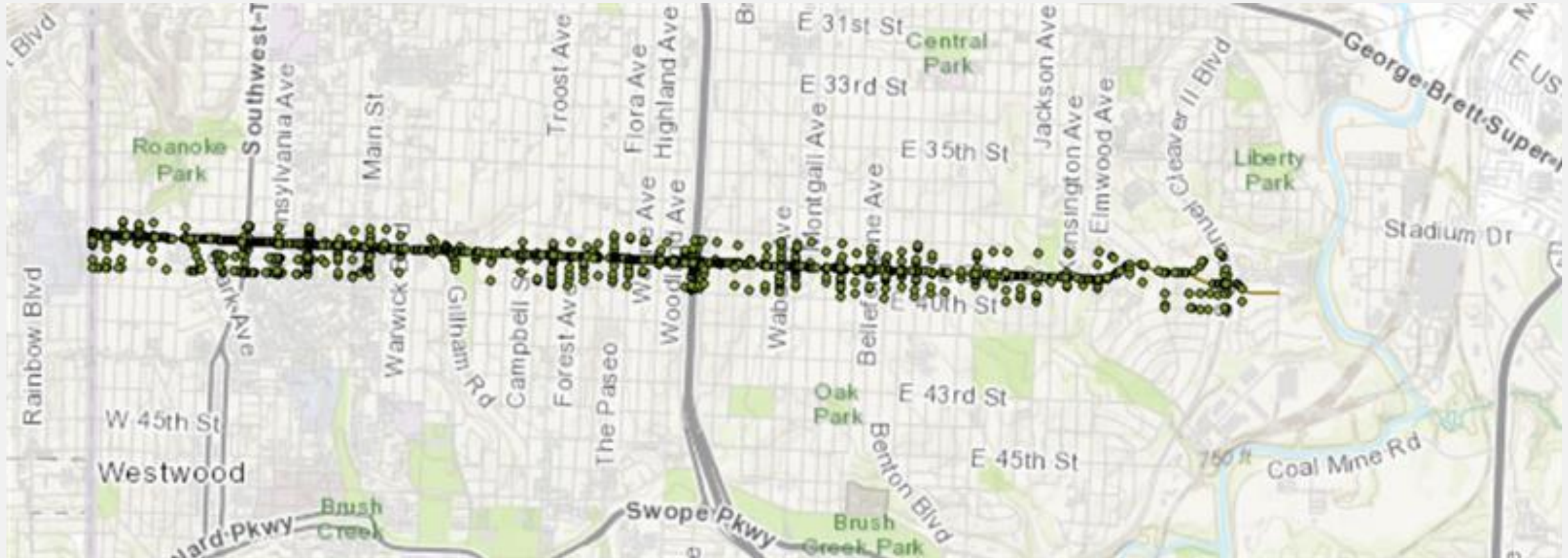


39th St: Main St to US-71 (Phase 1)

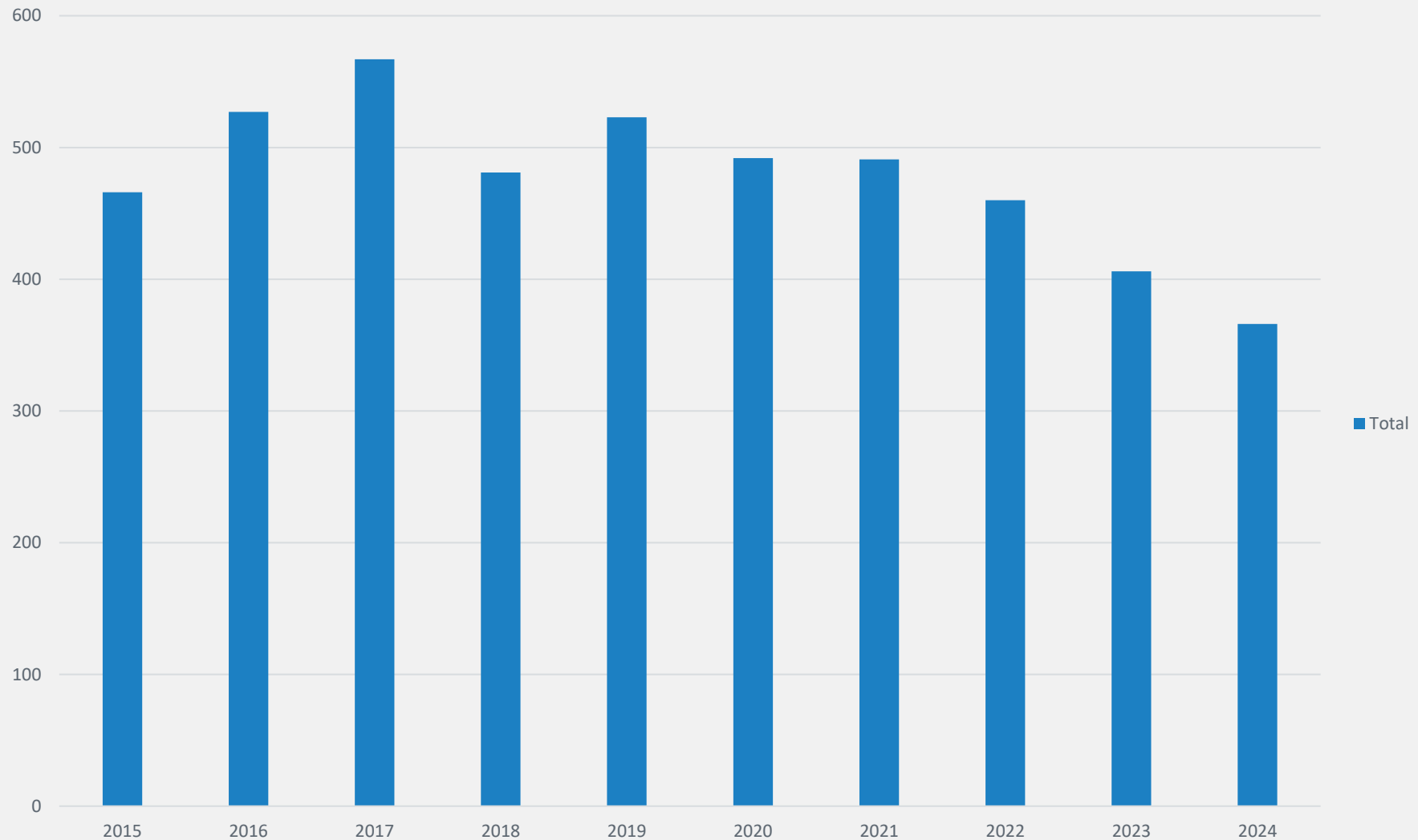
- Based on MoDOT Traffic Volume data – the traffic is between 5,000 to 8,500 veh/day in each direction.
 - Volume reduces as you travel east of US-71
- Lane Width
 - 9ft – 9.5ft (<10ft)
- Transit Corridor
- Posted Speed Limit – 30mph



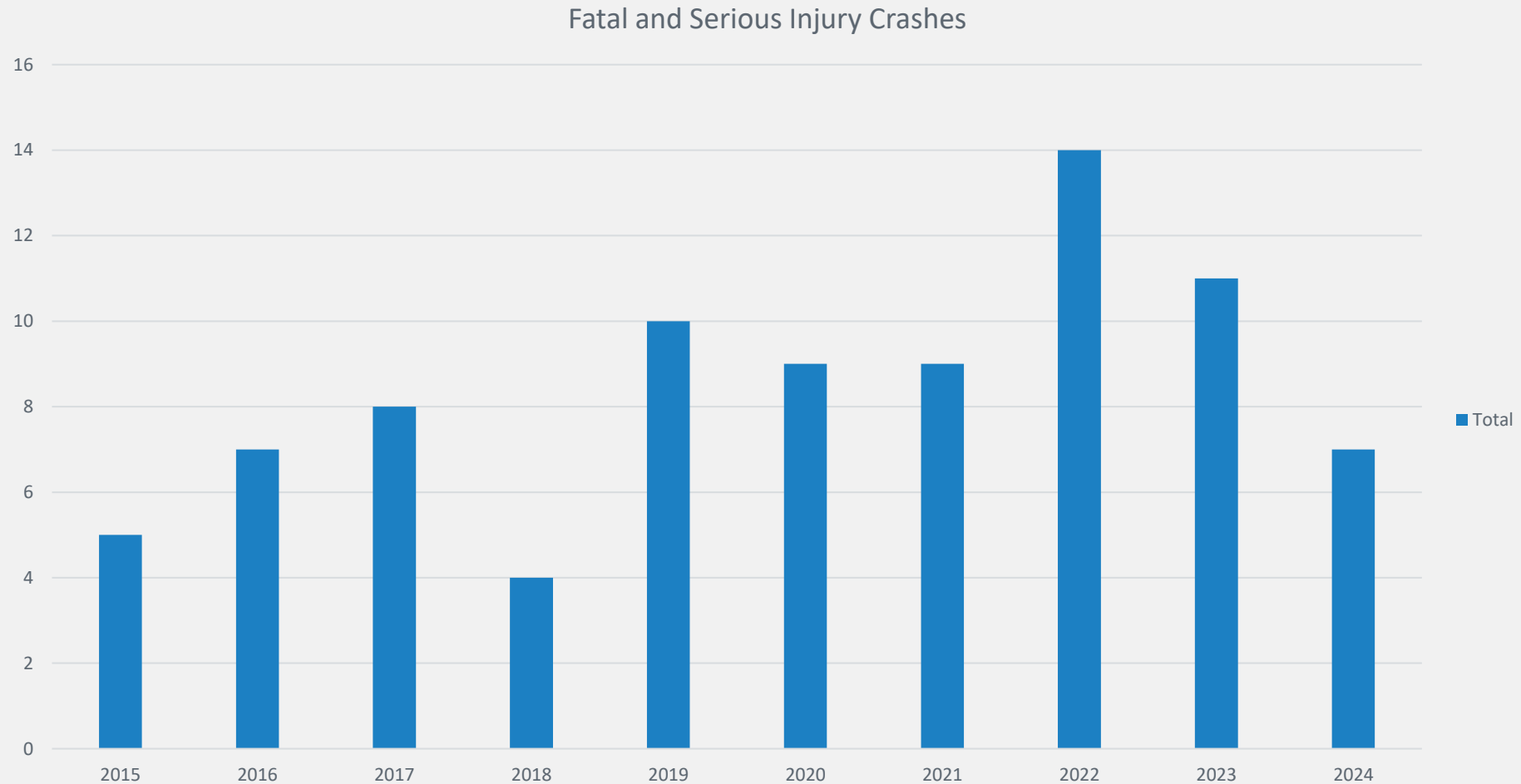
Crash Data – All Crashes (2015-2024)



Crash Data – All Crashes (2015-2024)

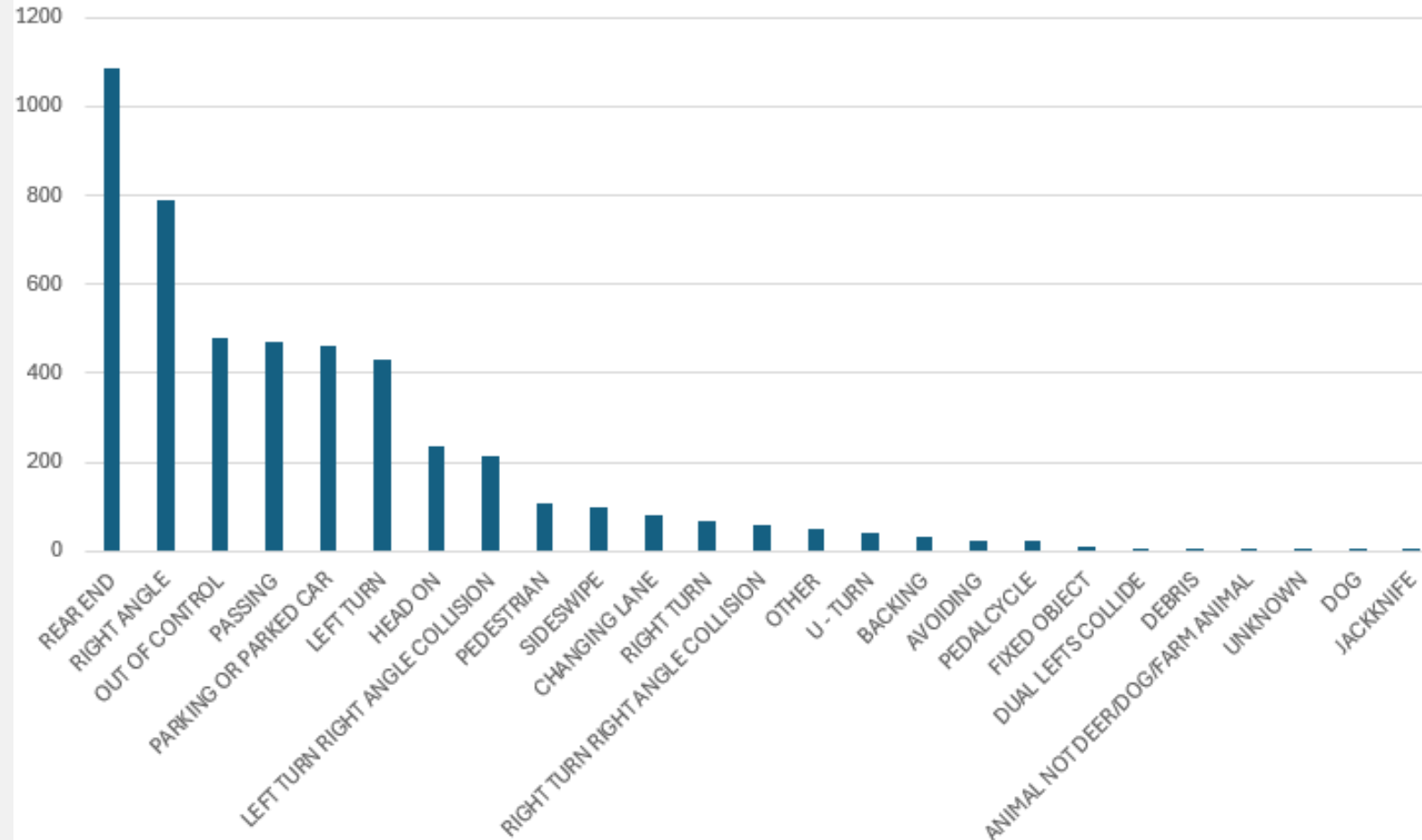


Crash Data – Fatal & Serious Injury Crashes (2015-2024)



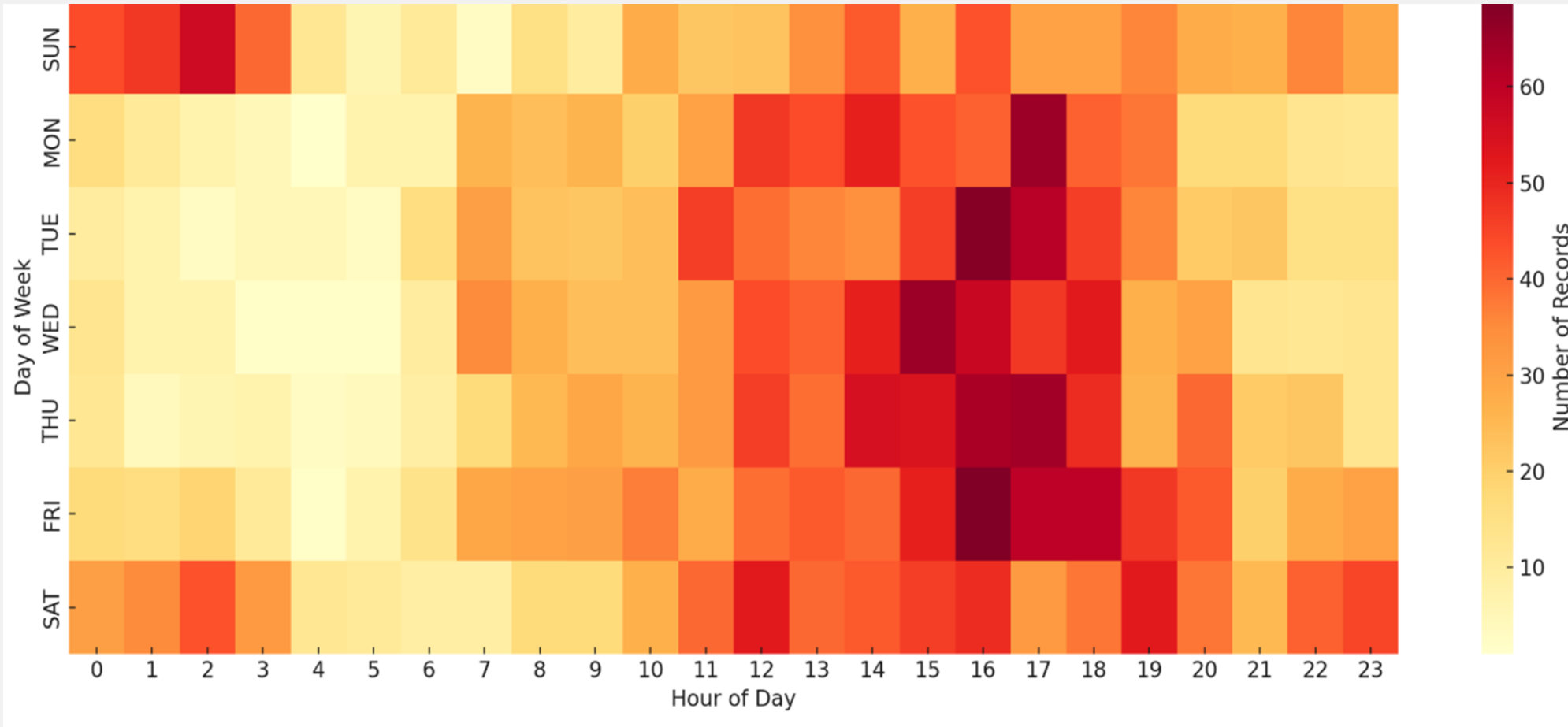
Crash Data – Contributing Factors

Crash Contributing Factors - All Crashes



Contributing Factor	Common Reasons
Rear End	Following too Close, Speeding, Distracted Driving etc.
Right Angle	Failure to Yield, Running lights, Distracted Driving, Speeding etc.
Out of Control	Speeding, Distracted Driving, Impair, Weather etc.
Passing	Aggressive Driving, Speeding etc.
Left Turn	Failure to Yield, Intersection design etc.

Crash Data – Heat Map (Time of the Day)



Traffic Volume & Risk Analysis

- Based on MoDOT Traffic Volume data – the traffic is between 5,000 to 8,500 veh/day in each direction
- 39th St (Phase 1) has a high-risk score of 96.

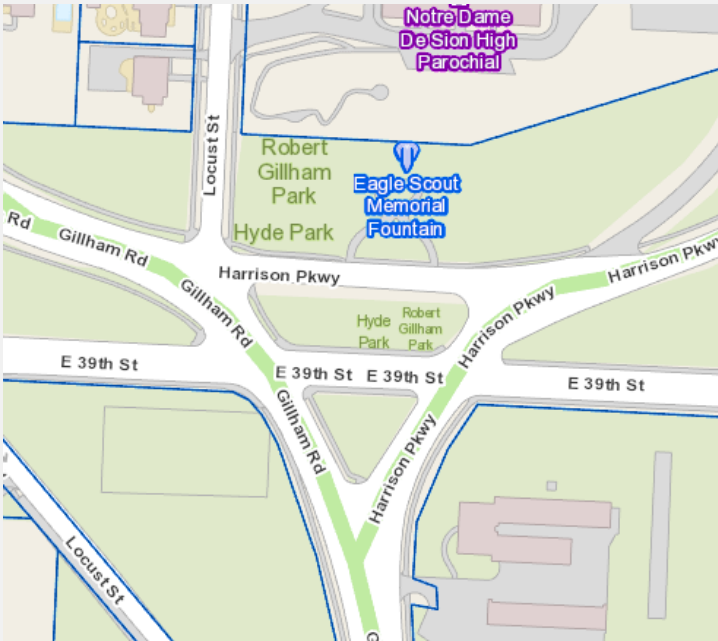


Risk Events	Total
Speeding 10mph or Less	71%
Phone Handling	16%
Speeding 10-20mph	9.5% (475 - 800 veh/day)
Sudden Braking	3%
Speeding 20mph or More	0.42%
Sudden Acceleration	0.31%

Data Source: Replica

Current Initiatives & Collaborations

- 39th & Gillham Intersection – Design (CMAQ Grant)
- Road Diet Ordinance
 - 240854
 - Potential candidate for Microsurfacing



- Microsurfacing
 - Thin layer of surface coat (not remove and replace pavement)
 - 3/8" thickness
 - Designed to reduce water infiltration

Nationwide Studies

Location (Street)	Main St Volume Impacts	Adjacent Street Volume Change	Safety Outcomes	Source
Santa Monica, CA – Ocean Park Blvd	–15% (≈3–4.5k vpd drop)	Stable on local streets	Crash rates dropped; calmer speeds with added bike/ped space	FHWA Case Studies “Road Diet Case Studies”(Oregon, Wikipedia, Federal Highway Administration, Virginia Department of Transportation)
Seattle, WA – Stone Way	–6% ADT	–12 to –34% on parallels	FHWA reports ~19–47% crash reduction across diets(SAGE Journals, Federal Highway Administration, Federal Highway Administration)	FHWA Guides(Oregon, Federal Highway Administration)
Los Angeles, CA – Fletcher Dr	Maintained volume	No increase in nearby roads	Improved crash rate relative to baseline	FHWA reports(Federal Highway Administration, NACTO)
Alexandria, VA – Seminary Rd	Slight decrease	No diversion observed	Speeds reduced, fewer crashes	FHWA Case Studies(Federal Highway Administration)
St. Paul, MN – Maryland Ave	Slight decrease, –6 mph speed drop	Small diversion to arterials; local streets OK	Safety improved; crashes reduced	FHWA & MnDOT(Oregon, Federal Highway Administration, NACTO)
Fort Lauderdale, FL – Powerline Rd	Steady volumes	No change nearby	FHWA notes similar crash reductions 19–47%(Federal Highway Administration, SAGE Journals)	FHWA Info Guide(Federal Highway Administration, Federal Highway Administration)
Pasadena, CA – Cordova St	No LOS change, small volume decline	Stable local street flows	Not reported specifically in that doc but general FHWA trend	FHWA Case Studies(Oregon, Federal Highway Administration)
Des Moines, IA – Douglas Ave	Slight speed ↑ (≈+5 mph)	Adjacent impacts not measured	10% drop in crashes year-over-year	Axios report(Axios)

39th St: Main St to US-71 (Phase 1)

- Discuss with Public Works Team
- Do your own research
- Online Survey – QR code
- Questions?