

KANSAS CITY THIRD DISTRICT MOBILITY PLAN



**KANSAS CITY
MISSOURI**

KANSAS CITY 3RD DISTRICT MOBILITY PLAN

FINAL - February 2026

PREPARED FOR:



**KANSAS
CITY**

THE CITY OF KANSAS CITY, MISSOURI

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INTRODUCTION

The 3rd District Mobility Plan aims to understand community preferences related to non-motorized mobility in Kansas City, Missouri's 3rd District. For this study, non-motorized mobility is defined as a person's ability to safely and comfortably move throughout their community without the need for a motorized vehicle. Non-motorized vehicles include bicycles, scooters, roller skates, skateboards, wheelchairs, personal mobility devices, and other small, lightweight, low speed human or battery powered devices.

Through previous planning efforts, it has been noted that residents of the 3rd District need and want improved mobility to be able to walk, bike, and roll to destinations within the 3rd District. While some facilities for non-motorized travel exist, a more robust and complete mobility network is needed.

Through public and stakeholder engagement, the 3rd District Mobility Plan seeks to understand which corridors, facility types, and destinations the community prefers for mobility improvements. Understanding these community preferences will assist Kansas City in selecting future mobility projects in the 3rd District. Projects that emerge from this study will need further development, including planning, engineering and community engagement. While individual projects will need to be developed further, the 3rd District Mobility Plan can serve as a framework to develop a future mobility network within the district.

EXISTING CONDITIONS

This section presents a high-level review of the existing conditions in the 3rd District, including previously completed planning efforts, current mobility facilities, and planned improvements.

PREVIOUS PLANS

Previously completed planning initiatives and completed projects provided the foundation for the 3rd District Mobility Plan and helped to shape the improvements recommended in this plan. Using these plans and project examples enabled the project team to include corridors and facilities that are consistent with established community priorities and practices established by Kansas City. Reviewing these prior efforts allowed the Mobility Plan to build upon existing work, avoid duplicating efforts, and align district-level recommendations with corridor-specific and broader citywide strategies.



Several of Kansas City’s planning documents of relevance to the 3rd District and mobility were reviewed to better understand local context and previously identified priorities. These included the Vision Zero Action Plan (2022), Trail Facilities Nexus PSP (2018), Linwood Corridor PSP (2019), Dr. Martin Luther King Jr. Boulevard PSP (2022), the unadopted Bike KC Master Plan (2018), and the City’s Comprehensive Plan: KC Spirit Playbook (2023).

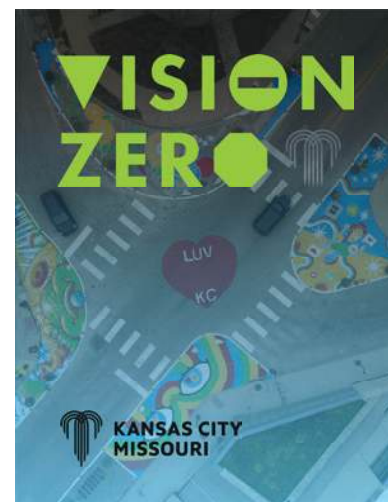
Although the plan has not been adopted, the Bike KC Master Plan (2018) represents the most comprehensive and recent citywide vision for mobility facilities. The Bike KC Master Plan was developed through a robust planning and public engagement process and emphasizes safety, equity and connectivity across neighborhoods. Its network-based approach and clearly defined facility types provided an effective framework for evaluating and improving mobility conditions within the 3rd District.

The 3rd District Mobility Plan drew from the Bike KC Master Plan in two critical ways. First, it applied the standardized terminology for mobility facilities to ensure consistency with citywide policies, design standards, and future implementation efforts. Second, the Mobility Plan uses the Bike KC Master Plan’s identified corridors and potential improvement locations as a starting point for analysis. These locations were further evaluated through community and stakeholder input and refined using district-specific criteria including field and desktop observations.

The 2022 Vision Zero Action Plan is critically important as a foundational document for the 3rd District Mobility Plan as it prioritizes vulnerable road users and identifies safety as a core principle. Additionally, many of the corridors identified for mobility improvements in this plan are also identified as high injury and/or high-risk corridors in the Vision Zero Action Plan.

Older planning documents, such as the Walkability Plan, were reviewed but not directly incorporated into this report due to their age and the availability of more recent data, design standards, and community feedback. Many concepts from earlier efforts are reflected through updated recommendations in newer plans.

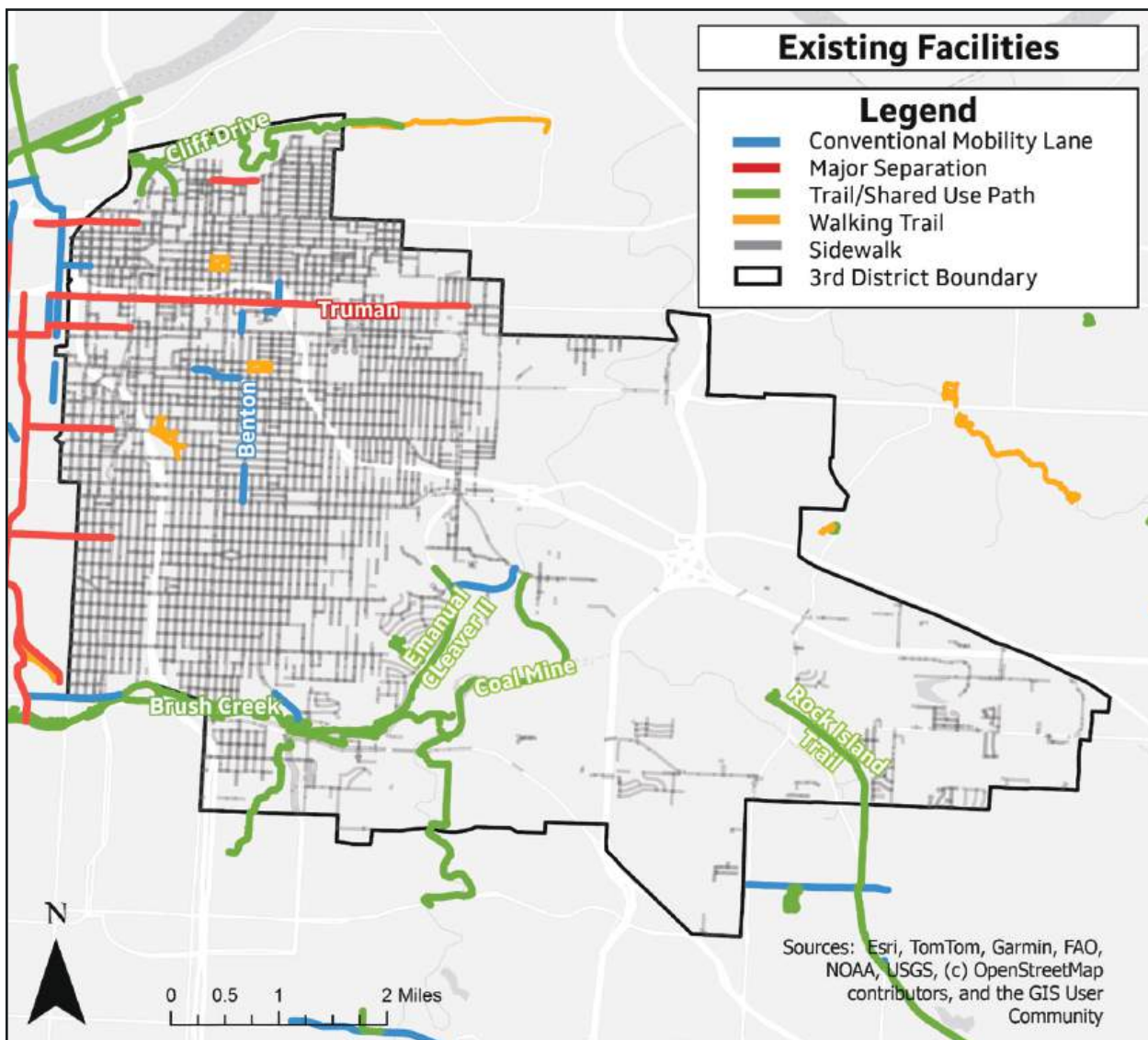
Together, these prior planning initiatives informed the development of the 3rd District Mobility Plan’s recommendations and created continuity between past planning efforts and future project selection.



EXISTING MOBILITY FACILITIES

An inventory of existing mobility facilities within the 3rd District was completed to establish a baseline understanding of current mobility conditions. **Figure 1** displays the location of existing sidewalks, bike lanes, shared-use paths, and trails within the district. Together, these facilities represent the current network available to residents, workers, and visitors of the 3rd District.

Figure 1: Existing Mobility Facilities



Beyond identifying the presence of facilities, the map helps illustrate how the existing network functions and where gaps remain. Overall, distribution of mobility facilities across the 3rd District is uneven. On-street mobility lanes are limited and primarily located in the northwest quadrant of the district, while off-street trails are concentrated in the southwest quadrant. Sidewalks are generally present within the established street grid but are absent across much of the eastern portion of the 3rd District. The map also highlights the relationship between different facility types and the surrounding street network. The existing network map helped identify gaps and guide recommendations aimed at creating a more continuous, connected, and accessible mobility network throughout the 3rd District.

COMMUNITY ENGAGEMENT

Community engagement was a cornerstone of the 3rd District Mobility Plan. Public engagement included public meetings, school workshops, a public survey, and one-on-one discussions with community leadership where they provided input on priorities, challenges, and opportunities for improving transportation options in the 3rd District. Engagement activities focused on three objectives: **(1) identify priority destinations; (2) understand preferences for facility types and levels of separation from traffic;** and **(3) prioritize corridors and connections for near- and long-term investment.**



Community Engagement at Public Workshops

ENGAGEMENT ACTIVITIES

Engagement included one public open house, two youth-focused school sessions, and a district-wide survey. Activities combined destination identification, facility preference voting, corridor prioritization, and mapping of safety issues and desired connections.

Public Open House at Gregg/Klice Community Center

- **Date:** October 27, 2025
- **Participation:** 12 residents
- **Format:** Participants identified priority destinations for walking, biking, and rolling and prioritized corridor locations for improvement.

Lincoln Middle School Workshop

- **Date:** November 13, 2025
- **Participation:** 18 students
- **Format:** Destination brainstorming, facility preference voting, and map-based identification of desired routes and locations that feel unsafe.

East High School Workshop

- **Date:** November 18, 2025.
- **Participation:** Approximately 30 students.
- **Format:** Destination identification (including jobs), facility preference voting, and mapping of safety concerns and missing connections.

Public Open House at Lucile H. Bluford Library

TEXT TO BE PROVIDED



Community Participation at Public Open House

Districtwide Survey

The public survey collected input on preferred mobility lane types, destination priorities, corridor prioritization, and open-ended comments. The survey was distributed through neighborhood leaders, stakeholder networks, and City contact lists. Results are reported for all respondents and separately for the 24 respondents who self-identified as 3rd District residents.

COMMUNITY RESPONSE

Across engagement activities, participants consistently emphasized three essentials for successful mobility investment: **(1) safety (especially at crossings and on routes to school)**, **(2) connectivity (continuous routes that link neighborhoods to real destinations)**, and **(3) maintenance (clean, usable facilities that remain functional over time)**. A summary of the community's response is included in each of the following chapters. Additionally, a comprehensive community engagement summary can be found in **Appendix A**.

PRIORITY DESTINATIONS

To identify potential mobility improvements, the first step was to understand where residents of the 3rd District want and need to travel. Community input was used to establish a prioritized list of key destinations that reflect everyday travel needs as well as opportunities for leisure and recreation. Specific facility implementation will be dependent on future traffic studies with additional public engagement. Potential on street facilities must carefully consider current land uses such as church and business facilities, parking, elderly and disabled residents.

Third District residents and students identified a diverse set of destinations where improved multimodal access is needed. These priorities reflect a combination of daily needs, cultural destinations, and regional connections:

-
- Local businesses and services, including restaurants and retail located along neighborhood corridors
-
- Cultural and civic destinations, such as the 18th & Vine Jazz District, museums, libraries, and community centers
-
- Downtown activity centers, including T-Mobile Center and other destinations that rely on safe district-to-downtown connections
-
- Schools and youth-oriented destinations, including schools, parks, nearby food, and retail options frequently accessed by students and their families
-
- Parks, trails, and access to nature, with strong interest in:
 - Completing the planned Blue River Trail segment to expand connections to Brush Creek trails
 - A trail on Van Brunt linking to the Emanuel Cleaver II Trail
 - Improvements to the Brush Creek Trail corridor
-
- Essential services, including grocery stores and affordable food options, hospitals, and other health care destinations

COMMUNITY RESPONSE

Community members identified connections to work and schools as the highest priority, followed by access to shopping, restaurants, and entertainment, and then parks and recreational destinations. The destinations most frequently identified through this process are summarized in **Table 1**.

Table 1: Priority Destinations

Essential Services and Amenities	
Schools	Northeast High School, King Empowerment Center, Lincoln Middle School, District Elementary Schools
Health & Services	Samuel Rodgers Health Center, Gregg/Klice Community Center, Linwood YMCA
Shopping, Restaurants, and Entertainment	
Shopping & Restaurants	18th & Vine District, The Shops on Blue Parkway, Linwood/Prospect Shopping Center, Independence Avenue
Entertainment & Culture	Kansas City Museum, Libraries, 18th & Vine District, Truman Sports Complex
Parks & Recreation	
Parks	Kessler Park, Brush Creek area, Dr. MLK Park, Central Park
Recreation	Rock Island Trail, Brush Creek Trail

BIKE SHARE

As Kansas City continues to invest in bike share within the 3rd District, as demonstrated by the new bike share hubs installed in Ivanhoe and Pendelton Heights, this plan can be used to support implementation. As projects are selected for implementation and priority destinations are connected through mobility improvements, appropriate locations for bike share hubs can be identified. Most of the priority destinations included in this plan are not singular destinations, but shopping centers, cultural districts, and other community activity centers. The synergy between high quality mobility facilities linking important community destinations and bike share will greatly enhance mobility in Kansas City's 3rd District.

FACILITY TYPOLOGY PREFERENCES

The destinations and corridors identified through community input represent a wide range of street types, trip purposes, travel distances, and physical constraints. As a result, no single facility type is appropriate for all locations. The following section introduces the mobility facilities considered for the 3rd District Mobility Plan and explains how different facility types can support safe and comfortable travel.

A critical aspect of mobility planning and design is creating facilities that are accessible, inviting, and safe for users of all ages and abilities. All ages and abilities design incorporates aspects like adherence to ADA, but it also enables a broad set of potential users to feel comfortable and safe when using the facility. The facility types included in this plan are appropriate for all ages and abilities when applied according to National Association of City Transportation Officials (NACTO) design standards.¹

Mobility facility types presented in this plan fall into 2 categories: Major Separation and Minor Separation. These facility types are described in greater detail below, and a summary of their comfort and costs is shown in **Table 2**. Design guidelines and recommended dimensions for each facility type are sourced from NACTO’s nationally recognized best practices. Each of these is discussed in more detail below, and generalized per-mile costs for each facility are included in **Appendix B**.

Table 2: Mobility Facility Types

Type	Comfort Level	Cost
Major Separation		
Trail	★★★★★	\$\$\$\$\$
Shared Use Path	★★★★★	\$\$\$\$\$
Protected Mobility Lanes	★★★★	\$\$\$\$
Parking Protected Mobility Lanes	★★	\$\$
Minor Separation		
Buffered Mobility Lanes	★★	\$\$
Shared Use Slow Streets	★★★	\$\$\$

MAJOR SEPARATION

Major Separation refers to mobility lanes that are physically separated from automobile travel lanes and therefore moving vehicles. Facilities that fall into this category include **Trails, Shared Use Paths, Physically Protected mobility lanes,** and **Parking Buffered mobility lanes.** Trails and Shared Use Paths are located outside of a roadway, with trails typically being in their own right-of-way and shared use paths typically adjacent to a roadway. Protected mobility lanes and parking buffered mobility lanes are typically on-street and can be one way or bi-directional. Facilities that fall under Major Separation are safer and more comfortable for users than traditional on-street paint only mobility lanes, generally resulting in higher user satisfaction and better usage. Public engagement results demonstrated that Major Separation was preferred by community members. Examples of these facility types are shown in the exhibits on the following pages.

¹ Source: https://nacto.org/wp-content/uploads/NACTO_Designing-for-All-Ages-Abilities.pdf

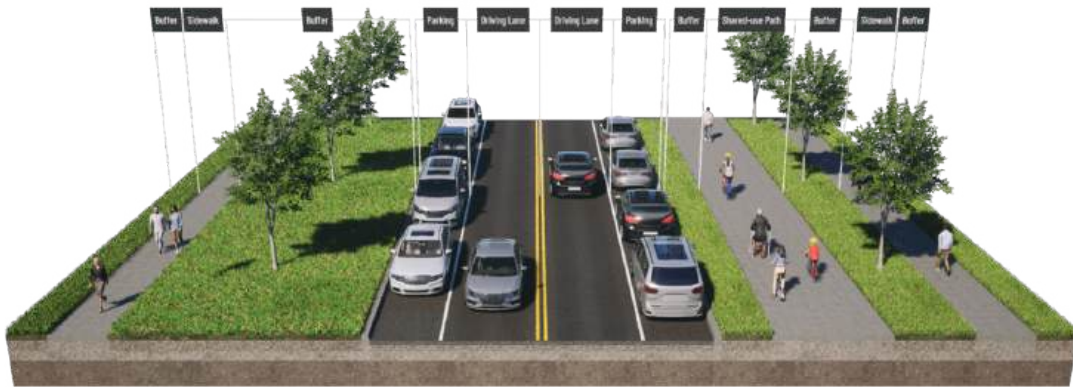
Type:	Trail
Cost:	\$\$\$\$\$
Comfort:	★★★★★
Right-of-Way Impact:	Requires its own right-of-way



Description:	Trails are a stand-alone facility that do not follow a roadway. Some trails, such as the Trolley Track Trail follow transportation right-of-way while other trails, such as the Brush Creek Trail, traverse open spaces.
Design Guidelines:	As trails are separate from a roadway, traffic speeds and volumes are not a factor in determining when or where to place a trail. Typically, available ROW is the most constraining factor.
Recommended Dimensions²:	NACTO recommends a minimum width of 11 feet with 2-foot shoulders. Trail width can vary based on ROW constraints and expected user counts; however, an 8-foot minimum width is recommended. Kansas City's Streets Design Guide recommends trails are 10' wide.

² Source: <https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/paths/>

Type:	Shared-Use Path
Cost:	\$\$\$\$\$
Comfort:	★★★★★
Right-of-Way Impact:	Major



Description:

Sometimes called Urban Trails, a Shared-Use Path typically follows a roadway alignment but are completely separated from the roadway. Shared-Use Paths accommodate bi-directional traffic and multiple modes of mobility. Shared Use Paths may be accompanied by a sidewalk to separate pedestrians from those on bikes, scooters, or other mobility devices.

Design Guidelines:

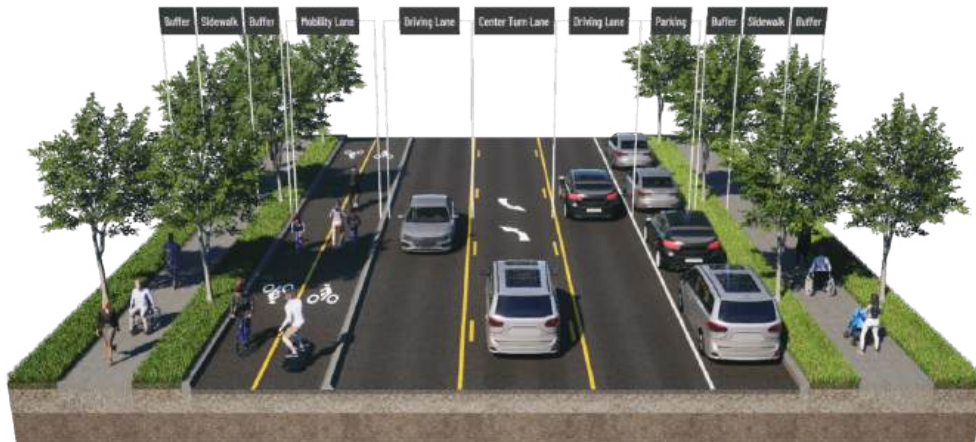
Shared-Use Paths (SUP) may be used on any street but are especially recommended for roadways with posted speeds of 25 mph or higher, multiple travel lanes, and 6,000 or more vehicles per day. Right of way constraints will determine if space is available for SUPs. Alternatively, a roadway redesign may be able to provide enough space to construct an SUP.

Recommended Dimensions³:

NACTO recommends a minimum width of 11 feet with 2-foot shoulders. Shared-Use Path width can vary based on ROW constraints and expected user counts; however, an 8-foot minimum width is recommended. Adjacent sidewalks may be completely separated or included in the overall width of the facility.

³ Source: <https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/paths/>

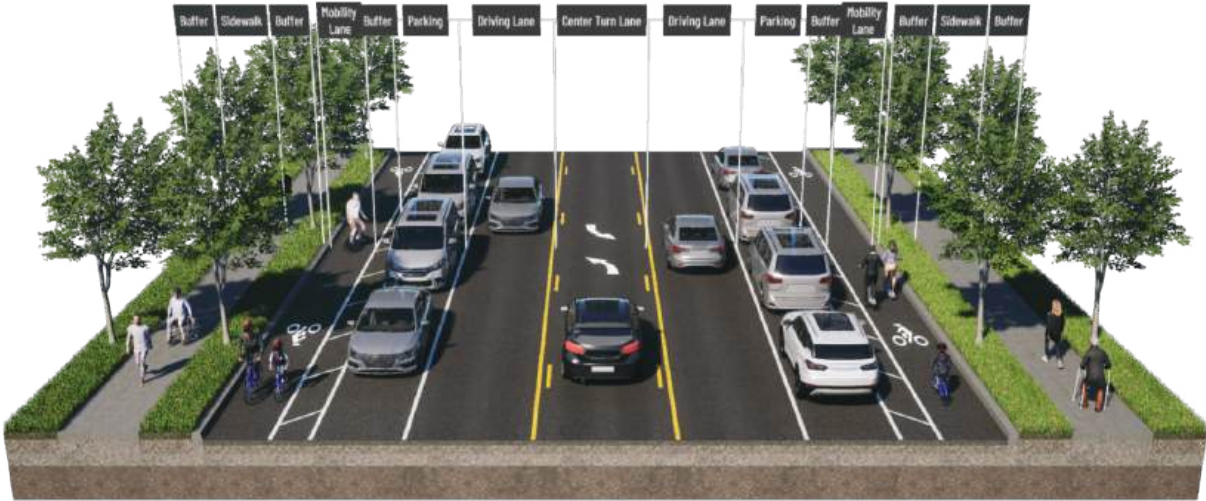
Type:	Protected Mobility Lanes
Cost:	\$\$\$\$\$
Comfort:	★★★★★
Right-of-Way Impact:	Moderate



Description:	Protected Mobility Lanes are constructed within the roadway and can use poured curbs, concrete barriers or other means to physically separate people from vehicles. These facilities can be unidirectional, which are typically placed on both sides of the street, or bi-directional on just one side of the street.
Design Guidelines:	Protected Mobility Lanes may be used on any street with posted speeds of 25 mph or higher, multiple travel lanes, and 6,000 or more vehicles per day.
Recommended Dimensions⁴:	NACTO recommends a minimum width of 6.5 feet for a unidirectional mobility lane, and a minimum width of 10 feet for a bi-directional mobility lane. Buffers should be a minimum of 3 feet wide, while the height of the buffer may vary.

⁴ Source: <https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/protected-bike-lanes/>

Type:	Parking Protected Mobility Lanes
Cost:	\$\$\$ \$ \$
Comfort:	★ ★ ★ ★ ★
Right-of-Way Impact:	Moderate



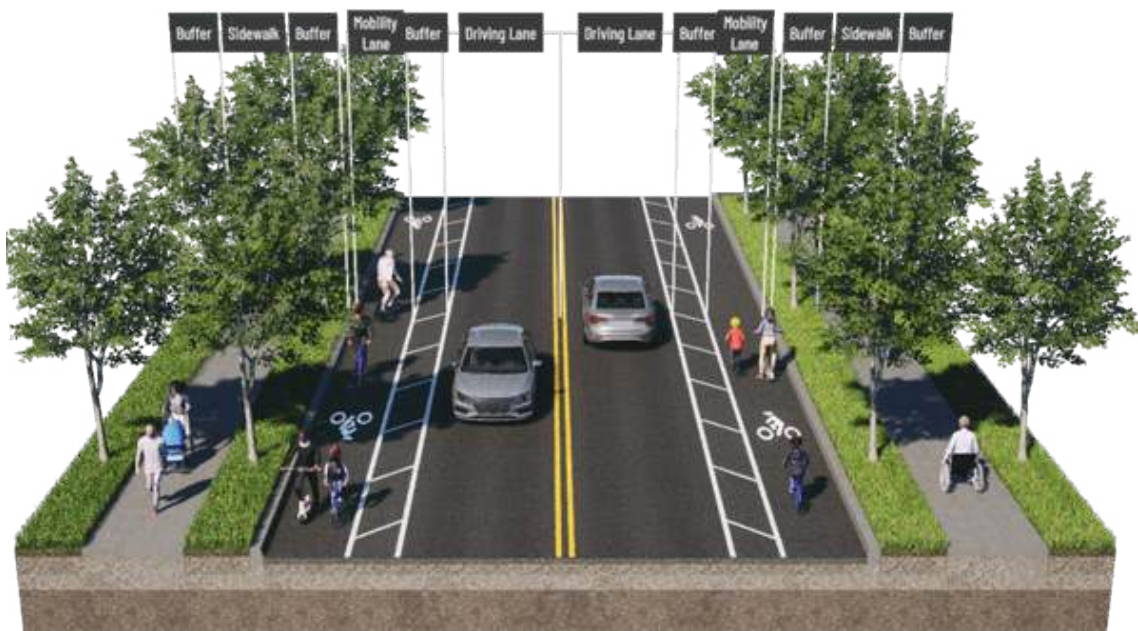
Description:	Protected Mobility Lanes that utilize parked cars to separate people from vehicles. Parking Protected Mobility Lanes are best applied where curb demand for parking is high.
Design Guidelines:	Parking Protected Mobility Lanes may be used on any street with posted speeds of 25 mph or higher, multiple travel lanes, and 6,000 or more vehicles per day.
Recommended Dimensions⁵:	Parking Protected Mobility Lanes should be a minimum of 6.5 feet for a unidirectional mobility lane, and a minimum width of 10 feet for a bi-directional mobility lane. Buffers should have a minimum width of 3 feet.

⁵ Source: <https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/bikeways-on-low-speed-low-volume-streets/constrained-bike-lanes/>

MINOR SEPARATION

Minor separation refers to mobility lanes that are not physically protected but instead use road striping or paint to differentiate between vehicle lanes and mobility lanes. Facilities that fall under minor separation are safe on slow streets but less comfortable for users than major separation facilities which generally results in lower user satisfaction and usage. Public engagement results demonstrated that minor separations are not the most preferred typology by community members. Examples of these facility types are shown in the exhibits below.

Type:	Buffered Mobility Lane
Cost:	\$\$\$ \$ \$
Comfort:	★ ★ ★ ★ ★
Right-of-Way Impact:	Moderate



Description:	Buffered mobility lanes are conventional lanes with a buffer space separating the mobility lane from the adjacent motor vehicle travel lane and/or parking lane.
Design Guidelines:	Buffered Mobility Lanes may be used on streets with posted speeds of 25mph or less, a single automobile travel lane, and 6000 or less vehicles per day
Recommended Dimensions⁶:	Curbside Buffered Mobility Lanes should be a minimum of 4 feet with a minimum buffer of 2 feet.

⁶ Source: <https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/bikeways-on-low-speed-low-volume-streets/constrained-bike-lanes/>

Type:	Shared-Use Slow Street (Bike Boulevard)
Cost:	\$\$\$ \$
Comfort:	★ ★ ★ ☆ ☆
Right-of-Way Impact:	Minor



Description:	Shared-Use Slow Streets are recommended for streets with marked speeds of 25 mph or less, and 2000 or less vehicles per day. This facility is appropriate for most neighborhood streets in Kansas City.
Design Guidelines:	Shared-Use Slow Streets are recommended for streets with marked speeds of 25 mph or less, and 2000 or less vehicles per day. This facility is appropriate for most neighborhood streets in Kansas City.
Recommended Dimensions⁷:	There is typically no designated space for specific user types on Shared-Use Slow Street, so dimensions are not recommended. Reduced speed limits (15-20 mph), and traffic calming elements such as speed humps, curb extensions, chicanes, traffic circles, signage, and roadway markings are the defining features of Shared-Use Slow Streets.

⁷ Source: <https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/bikeways-on-low-speed-low-volume-streets/bike-boulevards/>

COMMUNITY RESPONSE

Across all engagement groups, participants consistently expressed a preference for facility types that improve comfort and reduce exposure to motor vehicle traffic. In general, community members support facilities that provide greater physical separation from traffic on major streets and traffic-calming or “slow street” treatments on neighborhood streets. Preferences varied slightly by engagement group but showed strong overall alignment:

- Open House Participants demonstrated the strongest interest in shared-use paths and trails followed by protected mobility lanes. For minor separation, buffered mobility lanes and shared-use slow streets were preferred.
- Lincoln Middle School Students expressed a strong preference for shared-use paths and trails, protected mobility lanes, and shared-use slow streets.
- East High School Students showed strong support for shared-use paths and trails as well as protected mobility lanes and buffered mobility lanes.

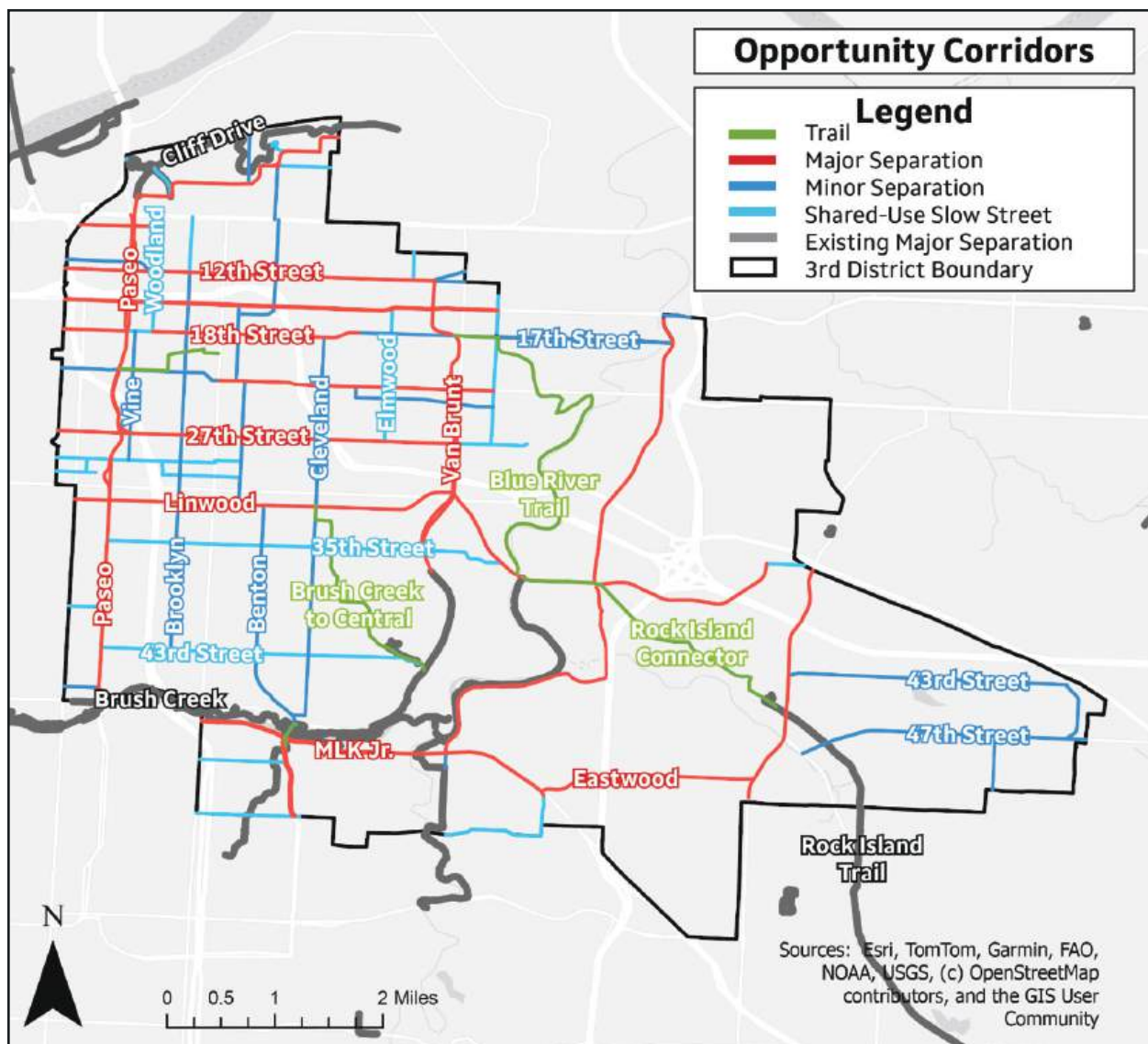
Overall, the consistency of preferences across engagement groups reinforces the need for a network that prioritizes high-comfort, low-stress facility types. These preferences directly informed the selection of recommended projects to locations where major separation facilities or traffic-calming treatments would be most effective.



CORRIDOR PRIORITIZATION

Figure 2 shows the full set of corridors identified within the 3rd District and provides a districtwide view of how these routes connect to various neighborhoods and existing mobility infrastructure. Corridors for improvement were identified by pairing community-prioritized destinations with preferred facility types identified during the engagement process. This approach ensures that recommended corridors directly reflect where people want to travel and the types of facilities that provide the comfort and safety they expect when walking, biking, or rolling.

Figure 2: All Opportunity Corridors



The identified corridors represent a range of street typologies, including arterials, neighborhood collectors, and local streets. In many cases, corridors were selected because they provide critical connections between neighborhoods and destinations but currently lack comfortable or continuous mobility facilities. The following sections highlight a set of top priority corridors where improvements can have the greatest impact as well as a loop concept focused on corridors best suited for facilities with a high level of physical separation and opportunity for recreation. Together, these corridors establish a framework for building a more connected, safe, and intuitive mobility network across the 3rd District.

3RD DISTRICT TRAILS OPPORTUNITIES

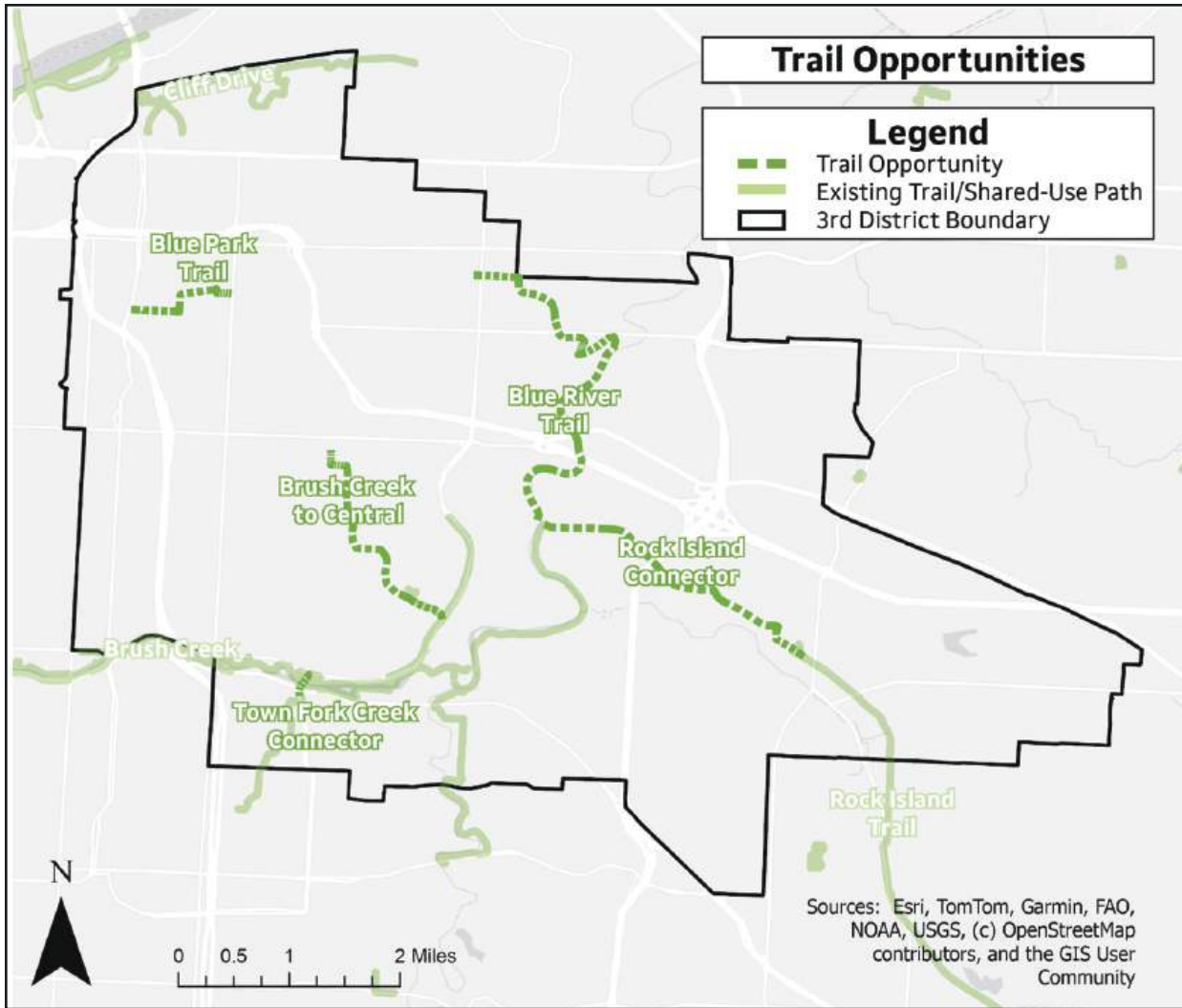
There are opportunities to construct new trails or extensions to existing trails in Kansas City’s 3rd District. Proposed trail alignments are listed in **Table 3** and shown in **Figure 3**.

Table 3: Trail Opportunities

Name	Alignment
Blue River Trail	Along the Blue River from Stadium Drive to East High via Blue Valley Park
Town Fork Creek Connector	Connecting Town Fork Creek Trail to Brush Creek Trail and Benton Road Improvements
Brush Creek to Central	Trail from Brush Creek/EC2 to Central High / Linwood via Palestine Corridor "the woods"
Blue Park Trail	Trail from Blues Park to Lincoln High, Vine, and Paseo
Blue River / Rock Island Connector	Trail from the Blue River Trail to the Rock Island Trail



Figure 3: Trail Opportunities



COMMUNITY RESPONSE

Community members were asked to select up to five corridors where they would like to see mobility improvements prioritized. The results are summarized for major separation and minor separation corridors. Community members' top priorities for major separation corridors are shown in **Figure 4**. Community members' top priorities for minor separation corridors are shown in **Figure 5**.

Figure 4: Community Prioritization – Major Separation Corridors.

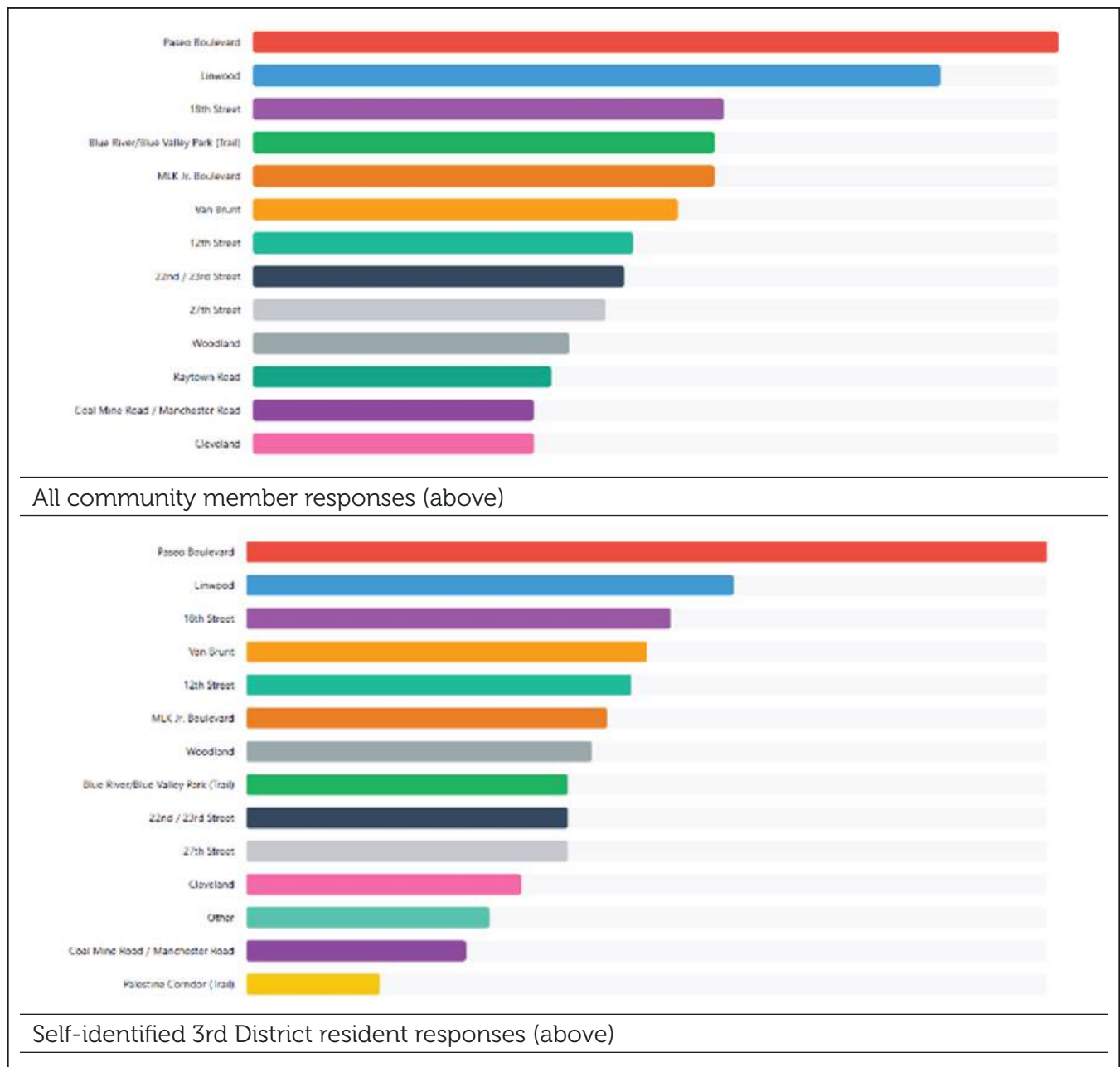
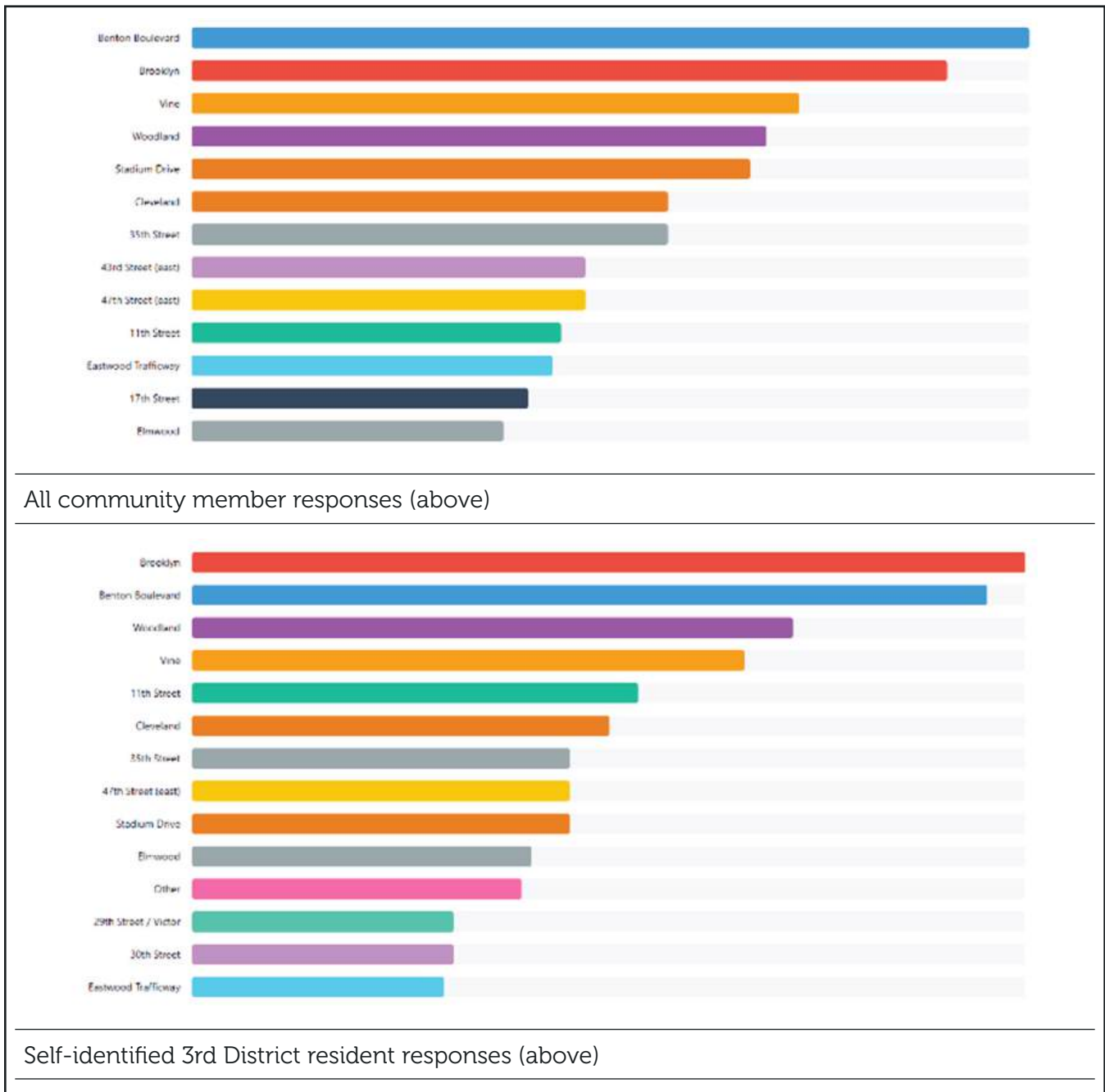


Figure 5: Community Prioritization - Minor Separation Corridors.

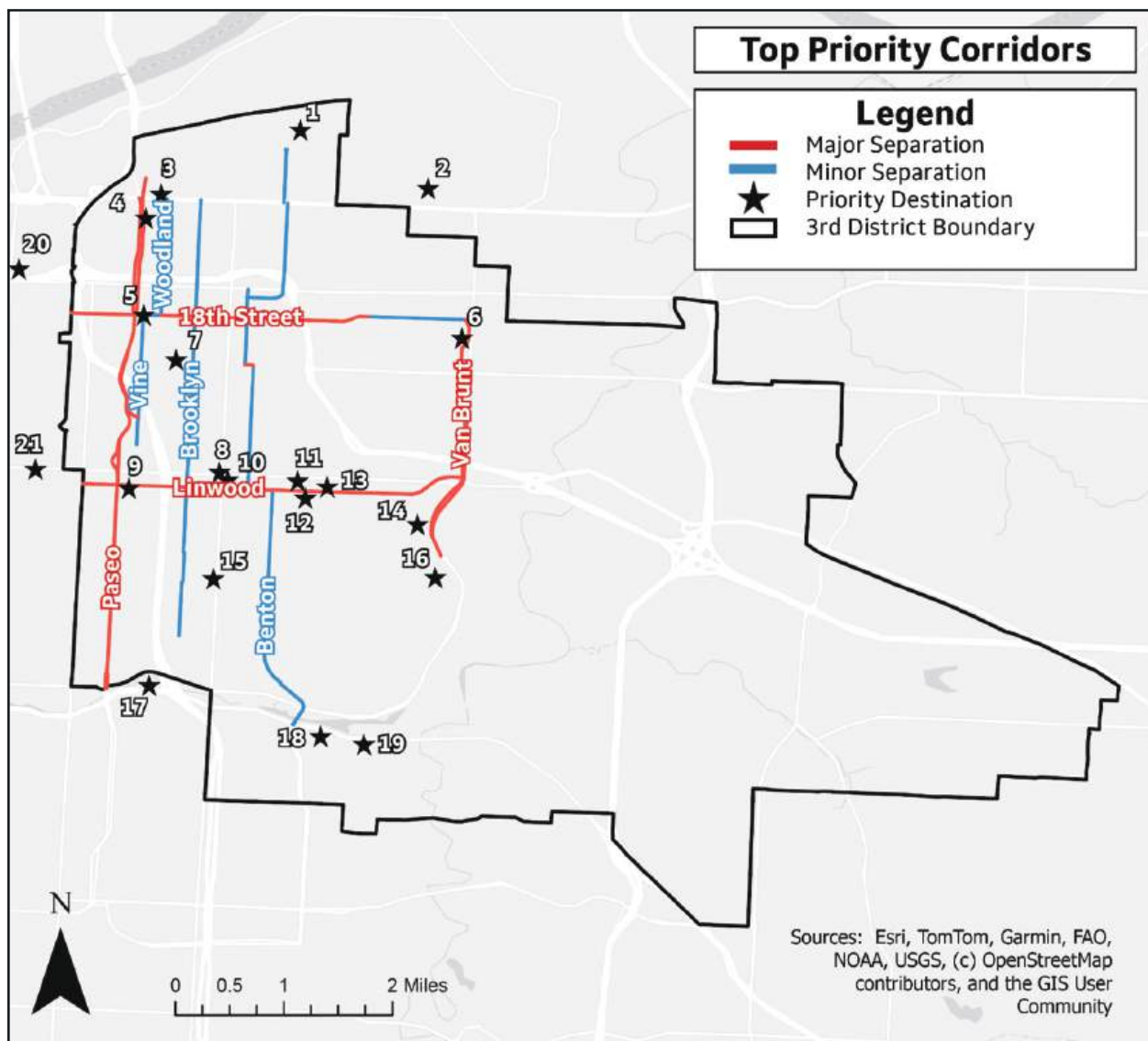


TOP CORRIDORS

The top priority corridors identified in this plan reflect locations where community-identified travel needs, preferred facility types, and existing network gaps overlap. These corridors were frequently mentioned during public engagement and consistently identified as challenging or uncomfortable for non-motorized travel. Improvements along these corridors offer the greatest opportunity to enhance safety, improve access to essential services and cultural destinations, and strengthen connectivity between neighborhoods within the 3rd District.

The corridors described below represent a range of street contexts and implementation will require a detailed, location-specific design that is supported by the community. From arterial streets where major separation facilities are necessary to neighborhood routes where traffic calming and low-stress treatments are more appropriate, these corridors form the foundation for a connected mobility network that reflects community priorities. **Figure 6** features a map of the top priority corridors.

Figure 6: Top Priority Corridors



Map Number	Community-Identified Priority Destination
1	Museum of Kansas City
2	Northeast High School
3	Kansas City University
4	ALDI on Paseo
5	18th & Vine
6	East High School
7	Lincoln Prep
8	Kansas City Public Library - Lucile H Bluford Branch
9	Robert J. Mohart Multi-Purpose Center
10	Linwood Square
11	Central Park

Map Number	Community-Identified Priority Destination
12	Central High School
13	Linwood YMCA/James B. Nutter, Sr. Community Center
14	VA Medical Center
15	ALDI on Prospect
16	Veterans Apartments
17	Dr. Martin Luther King Jr. Park
18	Swope Health
19	The Shops on Blue Parkway
20	T-Mobile Arena
21	Martini Corner

**Priority Locations Displayed North to South*

Major Separation Corridors

Major separation corridors are locations where the roadway context and previous planning studies identified the need for a high degree of comfort and protection from motor vehicle traffic. These corridors typically serve priority destinations and serve as districtwide connectors.

Paseo Boulevard – Dr. Martin Luther King Jr. Boulevard to Cliff Drive

Role in Network: This corridor serves as the primary north-south connection on the west side of the 3rd District.

Priority Destinations Served: 18th & Vine Jazz District, Cliff Drive Scenic Byway, Gregg/Klice Community Center, and Kessler Park

Appropriate Facility Types: Shared-Use Path, Protected Mobility Lanes, or Parking Buffer Mobility Lanes

Linwood Boulevard – Paseo Boulevard to Van Brunt Boulevard

Role in Network: This corridor serves as a primary east-west connection in the center of the 3rd District.

Priority Destinations Served: Central High School, Central Middle School, Central Park, Faxon Elementary School, Kansas City Public Library – Lucile H. Bluford Branch, Linwood Green Park, Linwood Square, Linwood YMCA / James B. Nutter Sr. Community Center, Martini Corner, and Robert J. Mohart Multi-Purpose Center

Appropriate Facility Types: Shared-Use Path, Protected Mobility Lanes, or Parking Buffer Mobility Lanes

18th Street – Entire Corridor

Role in Network: This corridor serves as the primary east-west connection on the north side of the 3rd District.

Priority Destinations Served: American Jazz Museum, Black Archives of Mid-America, Gem Theater, Gregg/Klice Community Center, Kansas City MLB Urban Youth Academy, KIPP: Endeavor Academy, and Negro Leagues Baseball Museum

Appropriate Facility Types: Shared-Use Path, Protected Mobility Lanes, Parking Buffer Mobility Lanes, or Shared Use Slow Street in some locations

Van Brunt/Emanuel Cleaver II Boulevard – Chelsea Drive to 12th Street

Role in Network: This corridor serves as the primary north-south connection on the east side of the 3rd District.

Priority Destinations Served: 31st Street and Van Brunt Boulevard restaurants, East High School, Elmwood Cemetery, Guadalupe Center's Elementary School, Kansas City VA Medical Center, Northeast High School, Van Brunt Park

Appropriate Facility Types: Shared-Use Path, Protected Mobility Lanes, or Parking Buffer Mobility Lanes

Minor Separation Corridors

Minor separation corridors support shorter trips and neighborhood-scale travel or connecting to major separation corridors. These lower speed corridors are well suited for buffered mobility lanes or shared-use slow street improvements.

Benton Boulevard – Dr. Martin Luther King Jr. Boulevard to Lexington

Role in Network: This corridor serves as a central north-south connection in the 3rd District.

Priority Destinations Served: Benton Community Garden, Bruce R Watkins Cultural Center, Central High School, Concourse Park, Independence Avenue commercial areas, Kessler Park, KIPP: Endeavor Academy, Montgall Park, Phillis Wheatley Elementary School, Seton Center, The Grove Park, and Truman Road industrial area

Appropriate Facility Types: Buffered Mobility Lanes or Shared-Use Slow Street

Brooklyn Avenue – 43rd Street to Independence Avenue

Role in Network: This corridor serves as an alternative north-south connection on the west side of the 3rd District.

Priority Destinations Served: Gates Business Center, Independence Plaza, Independence Plaza Park, Ivanhoe Park, Lincoln College Preparatory Academy, Richardson Early Learning Center, Samuel U. Rogers medical campus, US Postal Service, Sanford Brown Plaza Park, Scuola Vita Nuova Charter School, and Spring Valley Park

Appropriate Facility Types: Buffered Mobility Lanes or Shared-Use Slow Street

Woodland Avenue – 18th Street to Independence Avenue

Role in Network: This corridor serves as a local connection on the northwest side of the 3rd District.

Priority Destinations Served: Kansas City University and Woodland Empowerment Campus

Appropriate Facility Types: Buffered Mobility Lanes or Shared-Use Slow Street

Vine Street – 29th Street to 18th Street

Role in Network: This corridor serves as a north-south connector to popular areas within the 3rd District.

Priority Destinations Served: 18th & Vine Jazz District, Lincoln College Preparatory Academy, Nelson C. Crews Square, Troost Lake Park, Vine Street Brewing Co.

Appropriate Facility Types: Buffered Mobility Lanes or Shared-Use Slow Street

The D3 Loop enhances access to parks, trails and recreational destinations, creating opportunities for both local and regional use. The alignment links Kessler Park and Cliff Drive Scenic Byway to Blue Valley Park and the Brush Creek area as well as Dr. Martin Luther King Jr. Park. It also provides access to major regional assets such as the Rock Island Trail and the Truman Sports Complex. By tying together existing parks and trail systems, D3 Loop expands opportunities for recreation, fitness, and access to nature.

The D3 Loop also supports economic development and cultural tourism by improving access to some of Kansas City's most significant cultural and historic destinations, located throughout the 3rd District. The loop directly serves the 18th & Vine Jazz District and its surrounding institutions, including the American Jazz Museum, Negro Leagues Baseball Museum, Gem Theater, Black Archives of Mid-America, Vine Street Brewing Co., and the Kansas City MLB Urban Youth Academy. The D3 Loop also strengthens connections to 3rd District commercial centers like retail development at 31st Street and Van Brunt Boulevard and Linwood Square. Improving mobility to these retail, dining, and cultural destinations can increase visitation, support local businesses, and strengthen connections between cultural assets and surrounding neighborhoods.

Beyond enhanced recreation and economic opportunities, the D3 Loop strengthens access to essential services, schools, and employment centers. The loop connects multiple educational institutions including KIPP: Endeavor Academy, East High School, Northeast High School, and Guadalupe Center's Elementary School. Community destinations include the Gregg/Klice Community Center, Kansas City VA Medical Center, Swope Health, the Shops on Blue Parkway and neighborhood retail centers. These connections support safe, non-motorized routes for students, families, workers and visitors to the 3rd District.

By linking priority destinations through a continuous, high-quality route, the D3 Loop serves as a districtwide mobility framework that supports daily mobility, recreational activity, and long-term economic opportunity.

CONCLUSION

Kansas City's 3rd District is currently lacking comfortable, safe, and accessible mobility facilities, limiting opportunities for non-motorized transportation within the District. Community engagement conducted as part of this plan, however, demonstrates strong local support for enhanced mobility options that provide safe and comfortable access to daily destinations and strengthens connections between neighborhoods in the 3rd District.

This plan builds upon ongoing and previously completed planning and design efforts within the 3rd District, including the Linwood Boulevard PSP, the already designed Blue River Trail segment, the planned Dr. Martin Luther King Jr. pedestrian bridge, and recent and ongoing investments along 18th Street. These efforts reflect continued momentum toward improving multimodal mobility. In addition, the need for a trail connection along Van Brunt boulevard to link into Emanuel Cleaver II Trail was strongly reinforced during Area Plan engagement and is echoed through the priorities identified in this study.

Figure 8: Van Brunt Before and After Shared Use Path



Through an analysis of existing conditions, community-identified priority destinations, and preferred facility types, this plan identifies clear opportunities for a range of mobility improvements. The recommended corridors provide a flexible, context-sensitive framework that can support near-term improvements and long-term network connectivity.

Among the most transformative opportunities identified in this report is the D3 Loop concept. By connecting cultural districts, schools, parks, commercial centers, and regional trail assets, the D3 Loop concept provides a continuous, high-comfort route within the 3rd District. The Top Corridors and D3 Loop establish a community-driven framework that positions the 3rd District for meaningful mobility improvements that simultaneously serve daily travel, recreational use, and economic development.

KANSAS CITY THIRD DISTRICT MOBILITY PLAN



APPENDIX A: Community Engagement Summary



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KANSAS CITY THIRD DISTRICT MOBILITY PLAN



APPENDIX B: Facility Cost Estimates



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