



75<sup>th</sup> Street, looking west at Wornall Road



R^3C Design Group provided traffic engineering and transportation planning assistance to the team lead by Vireo. Our task was to find transportation flow solutions that enhanced the walkability of the area while balancing auto needs.

We display our **Responsibility** during the project by evaluating existing circumstances causing the poor safety record. At least five options were developed for improving the intersection operations along with the neighboring Broadway Street and Trolley Track Trail intersections on 75<sup>th</sup> Street. Two options selected for final analysis included out-of-the-box solutions as a “jug-handle” intersection, and a road diet on 75<sup>th</sup> Street.

We display our **Responsiveness** by participating and leading all the transportation elements in a three-day workshop that included presenting to, developing options with the steering committee consisting of City staff, KCATA staff, MARC representatives, and local business owners. Daily proceedings were also presented to public in an open house setting on a daily basis.

We display our **Client Focus** by developing solutions that moved people, not just auto traffic. We helped the steering committee understand that if we move auto traffic, walkability and pedestrian friendliness of the Waldo area would suffer. Further, moving just the non-motorized traffic would make the auto traffic suffer. In the three days, the design team was highly focused on integrating all modes, including the KCATA busses, to develop a solution that would balance all approaches – a holistic, sustainable approach to traffic engineering.

A key highlight of the project was the adoption of the three lane section, and the support from the community leaders, and City staff. Another highlight was the ability to connect the Trolley Track Trail from 75<sup>th</sup> Street to 74<sup>th</sup> Street. Currently, the trail is disconnected by a parking lot in this section. Further, a solution was presented to the KCATA to create a bus transfer facility that would make transfers convenient to the KCATA patrons.

### The RIGHT factors during this project are:

- Out-of-the box approach to moving people instead of auto traffic.
- Balancing the needs of different modes – as walkers, bicyclists, transit.
- Enhancing the walkable nature of the intersection and surroundings.
- Three day workshop that allowed us to gather input from the Steering Committee as the planning process was progressing.
- A design team that was daring to try a different approach.

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Construction estimate: \$ 500,000  
Traffic study cost - \$15,000