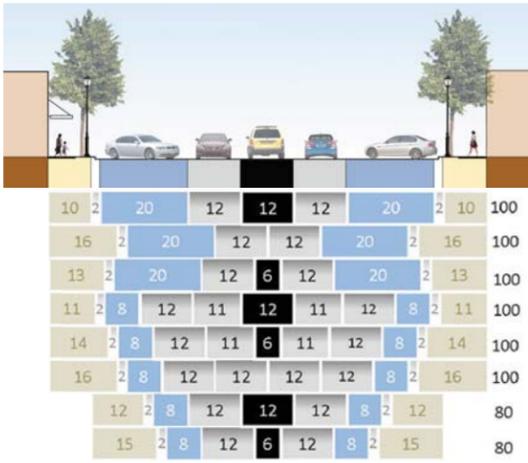
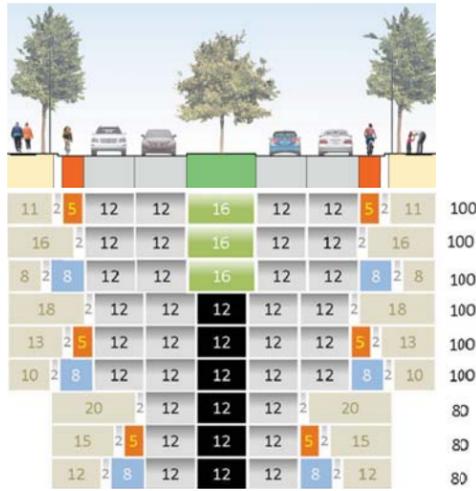


Typical Sections



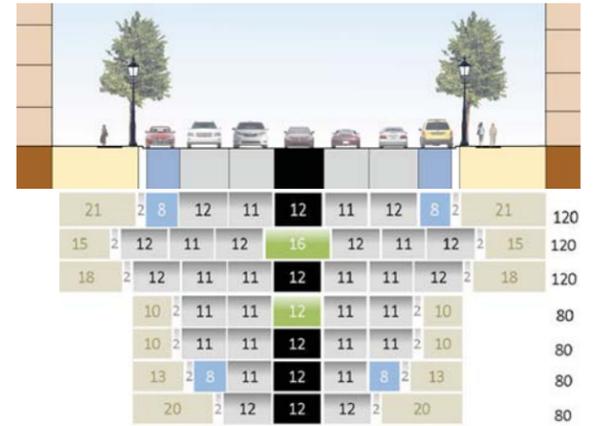
ACTIVITY STREET/CORRIDOR

Cater to the uniqueness of activity centers by creating a reduced emphasis on automobile traffic and a heightened pedestrian environment with amenities and visibility for those moving within and through the street/corridor. Activity Streets/Corridors may be closed to vehicular traffic at certain times for entertainment and street retail activity variety of land uses can be found along these streets, notably retail-oriented, high-intensity mixed use.



LOCAL LINK

Intended to serve residential travel to and from destinations, linking neighborhoods and services. Although primarily auto-oriented, Local Links encourage walkability and multi-modal transportation through bicycle and pedestrian accommodations. They carry moderate levels of local traffic in a way that is compatible with bicycle and foot traffic.



COMMERCE/MIXED USE STREET

These street networks are highly interconnected, dispersing through traffic and providing convenient routes for pedestrians, bicyclists, and transit users. These streets typically serve high-quality public spaces that offer a variety of building types and land uses, particularly employment-oriented mixed use, generating activity and diversity. These streets are often seen in areas where buildings are placed to support a pedestrian-oriented streetscape and to frame/internalize surface parking areas.



THOROUGHFARE

These streets typically serve commercial areas that contain many small retail strip centers and pad sites with buildings set back from parking lots. Because of this, Thoroughfares may have many intersections and driveways that provide access to adjacent businesses and are designed to balance traffic mobility with access to nearby businesses.



PARKWAY

Kansas City's parkways tie the community together with ribbons of green, truly taking parks to the people. The parkways generally run north and south with wide medians and right-of-way. They are intended to be less formal in their alignment, following the natural terrain and retaining a pastoral quality even as they wind through developed areas. Each parkway is designed to be distinct, augmented with both formal and informal features.



BOULEVARD

Kansas City is known for its grand boulevard system - wide, formally landscaped streets that follow the grid street system, accommodating multiple points of access with intersections at cross streets. They provide pleasant drives through a variety of land uses, but predominantly residential. Kessler's boulevards are promenades defined by rolling topography and characterized by beautiful homes, apartments, and commercial centers. They offer an environment where vehicles and pedestrians can coexist.



The updated Major Street Plan is being built around typologies, which are a way of classifying major streets to better reflect their surroundings and the types of users traveling on them. These typologies are based on a "complete streets" philosophy that supports not just cars, but also pedestrians, bicyclists, and transit. The illustrations below show how the typology concept has been used to develop nearly 40 different street configurations that will allow the City much more flexibility in building its major streets. With each typology (for example, "Local Link"), a series of allowable configurations are "stacked" above the description, with widths of the various elements shown in feet.