

RESOLUTION NO. 3816

A RESOLUTION ESTABLISHING POLICY ON DESIGNATING AND IMPROVING THOROUGHFARES AND RESCINDING RESOLUTION NO. 3397.

WHEREAS, the City of Overland Park recognizes the need for a comprehensively conceived network of thoroughfare streets to move vehicular traffic now and in the future; and

WHEREAS, the City has gained significant previous experience in spacing, planning and improving thoroughfares; and

WHEREAS, better design and easier implementation can be achieved in improving thoroughfares if there is maximum advance information and planning.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF OVERLAND PARK, KANSAS:

That the following objectives, policies and procedures relating to thoroughfares are adopted as being necessary and appropriate:

1. The terms "thoroughfare," "arterial" and "main trafficway" are considered to be interchangeable in meaning herein.
2. The primary objective of thoroughfares is to move traffic safely and expediently. They connect freeways, other thoroughfares, major traffic generators and serve major through movements. A secondary objective of thoroughfares is to serve adjacent land uses.
3. Improvement of thoroughfares will have priority over all other City street classifications. Funding will be via one or more of the following:
 - (A) City-at-Large,
 - (B) Improvement District,
 - (C) Johnson County,
 - (D) State Government,
 - (E) U. S. Government,
 - (F) Private Developer, and/or
 - (G) Other Border Cities.

4. Thoroughfares should be spaced a maximum of one mile apart in the City.
5. Thoroughfares should provide a minimum of four through vehicular traffic lanes, plus auxiliary lanes for left and/or right turns where a traffic demand for such auxiliary lanes has been appropriately demonstrated.
6. Where at least 120-foot thoroughfare right-of-way is required, a continuous, landscaped median should be considered with the following in mind:
 - (A) The width of the median should allow for future widening of the thoroughfare from four to six through lanes, and
 - (B) In order to optimize traffic control and land access, it is the City's objective to create openings in the median approximately every quarter mile with closer spacings or additional openings allowed only after the specific need and feasibility have been clearly documented by a traffic engineering report.
7. The following City streets function as, and are classified as thoroughfares:
 - (A) Merriam Drive
 - (B) Johnson Drive
 - (C) 63rd Street (U.S. 56)
 - (D) 75th Street
 - (E) 79th Street, Santa Fe Drive to Metcalf Avenue
 - (F) 87th Street/Santa Fe Drive, I-35 to 79th Street
 - (G) 95th Street
 - (H) 103rd Street
 - (I) College Boulevard
 - (J) 119th Street
 - (K) 127th Street (Antioch to Metcalf excluded)
 - (L) 135th Street
 - (M) 143rd Street

- (N) 151st Street
- (O) 159th Street
- (P) 167th Street
- (Q) 175th Street, west of the intersection of 179th Street and 175th Street
- (R) 175th Street, east of Mission Road
- (S) 179th Street
- (T) 183rd Street. West of Quivira Road
- (U) 183rd Street, east of Antioch
- (V) 191st Street
- (W) 199th Street
- (X) Pflumm Road
- (Y) Quivira Road
- (Z) Switzer Road, south of College Boulevard
- (AA) Antioch
- (BB) Metcalf Avenue
- (CC) Nall Avenue
- (DD) Roe Avenue, north of Tomahawk Creek
- (EE) Mission Road
- (FF) Kenneth Road
- (GG) State Line Road

8. New residential construction along any of the above thoroughfares shall not front on these streets unless existing development so dictates.
9. When requested by the City's Traffic Engineer, a traffic report shall be prepared and paid for by the applicant for rezoning or the developer requesting final plan approval.

RESOLUTION NO. 3397 is hereby rescinded.

ADOPTED by the Governing Body this 3rd day of May, 2010.

Carl Gerlach, Mayor

ATTEST:

Marian Cook
City Clerk

APPROVED AS TO FORM:

Tammy M. Owens
Senior Assistant City Attorney