The Official Street Map

Adoption of the Official Street Map

The City of Overland Park adopted the 2017 Street Network Map as the Official Street Map of the City of Overland Park with the purpose of being an official map of the City of Overland Park, Kansas, to be used by the City Council, the Mayor of the City of Overland Park, and all departments and agencies of the City of Overland Park. The Official Street Map is on file in the records of the City of Overland Park.

The following seven City policies are important to consider when using the Official Street Map:

1. Each neighborhood is surrounded by a thoroughfare on each of the neighborhood's four sides. The main thoroughfare is designated as a section line.
2. If a thoroughfare does not exist on a section line, it is located one-half mile from the nearest thoroughfare.
3. If a thoroughfare does not exist on a section line, the thoroughfare is located on the section line.
4. If a thoroughfare exists on a section line, it is located on the section line.
5. If a thoroughfare exists on a section line, it is located on the section line.
6. A thoroughfare that abuts two or more sides of a neighborhood has one of its ends located on a thoroughfare that abuts the same neighborhood.
7. A thoroughfare that abuts two or more sides of a neighborhood has one of its ends located on a thoroughfare that abuts the same neighborhood.

The City of Overland Park has established six major categories of streets: local residential streets, collector and apartment streets, commercial and industrial streets, super-collector streets, thoroughfare streets, and median streets.

Local Residential Streets

Thoroughfare Street: 159th Street and Bluejacket Road.

Collector and Apartment Streets

Thoroughfare Street: 159th Street and Bluejacket Road.

Commercial and Industrial Streets

Thoroughfare Street: 159th Street and Bluejacket Road.

Super-Collector Streets

Thoroughfare Street: 159th Street and Bluejacket Road.

Proposed Street Network

The Official Street Map also displays for approximate purposes the proposed street network that is anticipated to be adopted by the City Council in the future. The Official Street Map includes the proposed street network and shall be updated as the City Council adopts the street network.

Traffic from commercial or industrial areas is to be diverted away from residential neighborhoods. In contrast to businesses, adjacent residential landowners often lobby government officials to build visual and sound barriers to lessen the noise and screen the sight of the freeway. Sound barriers are expensive and take up a large amount of space. Also, businesses often desire additional parking and can pay more for land that is closer to a freeway.

Traffic handling capacity: can carry up to 120,000 vehicles per day on six-lane freeways and 150,000 vehicles per day on four-lane freeways, as measured over a 24-hour period and counting traffic in both directions.

Traffic handling capacity: can carry up to 50,000 vehicles per day on six-lane thoroughfares, as measured over a 24-hour period and counting traffic in both directions.

Traffic handling capacity (collector and apartment streets): can carry up to 10,000 vehicles per day, as measured over a 24-hour period and counting traffic in both directions.

Traffic handling capacity: can carry up to 20,000 vehicles per day, as measured over a 24-hour period and counting traffic in both directions.

Traffic handling capacity (apartment streets): serve multifamily residential areas. Apartment streets are located as required to ensure adequate traffic access to and circulation through residential developments. Traffic from commercial or industrial areas is to be diverted away from residential neighborhoods. In contrast to businesses, adjacent residential landowners often lobby government officials to build visual and sound barriers to lessen the noise and screen the sight of the freeway. Sound barriers are expensive and take up a large amount of space. Also, businesses often desire additional parking and can pay more for land that is closer to a freeway.

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