

THE EAST-WEST TRANSIT STUDY

VISION AND GUIDING PRINCIPLES REPORT



Kansas City represents the place we call home and our pride in the great things happening throughout the region.

As a unifying entity for metropolitan transit agencies, RideKC manages a portfolio of roadway and transportation planning projects that span the region and will improve quality of life for citizens throughout KC. The East-West Transit Study (Study) is one such project.

A CLEAR VISION

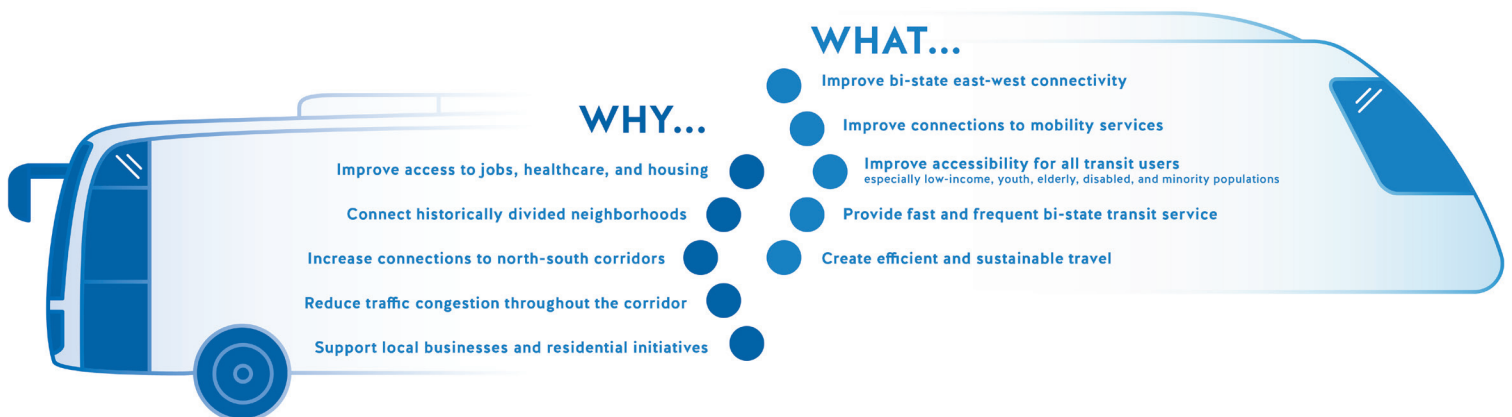
Thanks to new transportation resources such as the Kansas City Streetcar and Prospect MAX, our regional transportation options have taken a step forward, both in terms of modernization and user convenience. However, there are still service gaps in the City's roadway network that need to be addressed, particularly in east-west corridors throughout central Kansas City.

The Kansas City Area Transportation Authority (KCATA), in cooperation with several project partners, is evaluating an east-west, high-capacity transit connection between The University of Kansas Health System and Rock Island Corridor/Truman Sports Complex. The vision for the East-West Corridor is to create a fast, efficient, and attractive public transit service that aligns and integrates with existing Streetcar and MAX services. As an economic investment for the greater Kansas City area, the corridor would strengthen the RideKC transit network.

RideKC created this Vision and Guiding Principles Report (Report) to direct planning activities and make sure the Study meets its intended purpose, fulfills the vision set out for the community, and reflects stakeholder input and priorities. Past planning studies and community feedback were also incorporated.



THE STUDY CONSIDERS THE PURPOSE FOR THE SYSTEM, AND WHAT NEEDS IT WILL FULFILL:



GUIDING PRINCIPLES AND METHODOLOGIES FOR CORRIDOR ANALYSIS:



RIDER EXPERIENCE

- Increase connections
- Improve rider accessibility
- Provide high-quality amenities and experience
- Create user-friendly experiences
- Provide direct, intuitive transportation alternatives



TRANSIT-SUPPORTIVE LAND USE

- Support compact and mixed-use development
- Connect historically separated communities
- Improve access to jobs, healthcare, education and housing
- Support local business and residential initiatives



SUSTAINABILITY

- Reduce emissions and adoption of low-or-no emission vehicles



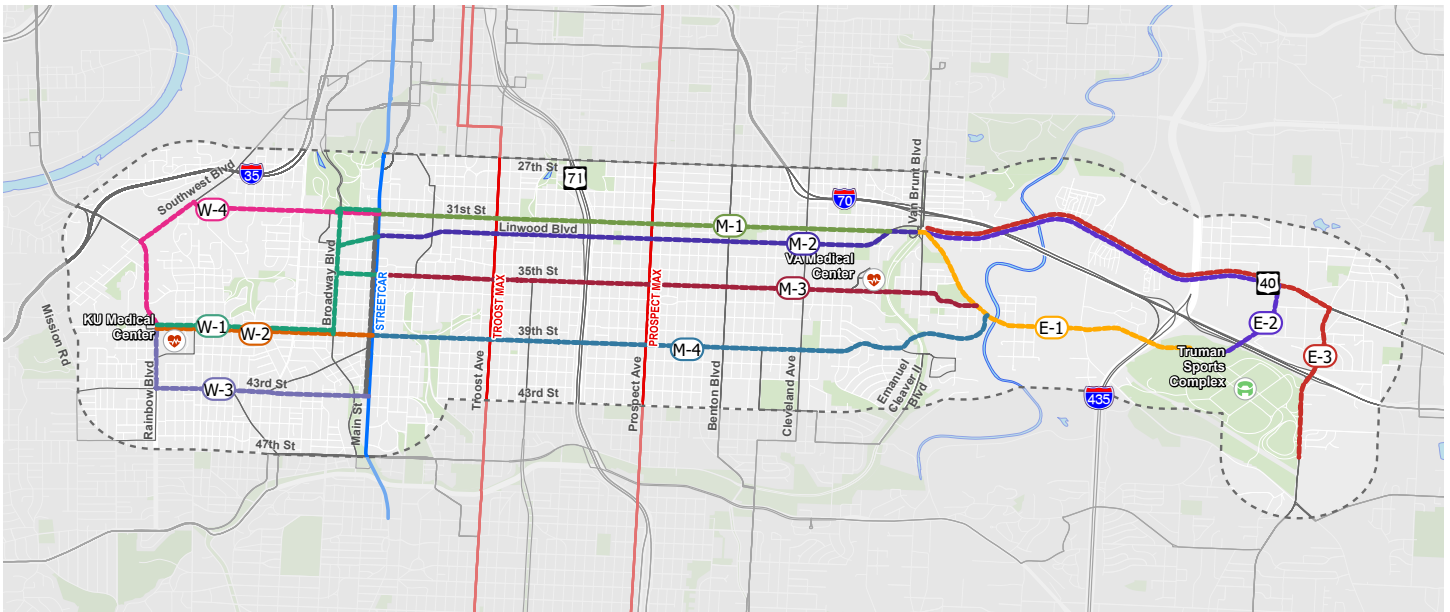
IMPLEMENTATION & OPERATIONS

- Increase transit speed and reliability
- Develop responsible and sustainable investments
- Gain buy-in from the public and key stakeholders



THE STUDY AREA

To facilitate this project, RideKC created a study area, with The University of Kansas Health System and Truman Sports Complex as its western and eastern anchors. Within the study area, alternative transit corridors were created and evaluated. What you see below represents a set of reasonable alternatives. These are corridor alignment options and modes (MAX, Bus, Streetcar) that have been identified and will be screened against the “Purpose and Need” and other criteria outlined on the previous page, including rider experience, transit-supportive land use, sustainability, and implementation and operations. From the screening analysis, the most reasonable and feasible alignment and mode alternative will be determined.



ALTERNATIVE TRANSIT CORRIDORS AND SEGMENTS INCLUDE:

From The University of Kansas Health System to Main Street:

- West-1 begins at the intersection of 39th Avenue and Rainbow Boulevard, then proceeds on 39th Street to Broadway Street, then on Broadway Street to as far as 31st Street.
- West-2 begins at the intersection of 39th Avenue and Rainbow Boulevard, then proceeds on 39th Street to Main Street, then on Main Street to as far as 31st Street.
- West-3 begins at the intersection of 39th Avenue and Rainbow Boulevard, then proceeds on Rainbow Boulevard until 43rd Avenue, then on 43rd Street to Main Street, then on Main Street to as far as 31st Street.
- West-4 begins at the intersection of 39th Avenue and Rainbow Boulevard, then proceeds on Rainbow Boulevard to Southwest Boulevard and continues onto 31st Street where it then links into the West-1 segment.

From Main Street to Van Brunt Boulevard/Hardesty Avenue:

- Mid-1 is 31st Street between Main Street and Van Brunt Boulevard/Hardesty Avenue.
- Mid-2 is Linwood Boulevard between Main Street and 31st Street, and 31st Street between Linwood Boulevard and Van Brunt Boulevard/Hardesty Avenue.
- Mid-3 is 35th Street between Main Street and Stadium Drive.
- Mid-4 is 39th Street/Leeds Trafficway between Main Street and Stadium Drive

From Van Brunt Boulevard/Hardesty Avenue to the Truman Sports Complex

- East-1 is to follow Stadium Drive and terminate at Chiefs Way.
- East-2 is to follow US 40, then follow Stadium Drive and terminate at Royals Way.
- East-3 is to follow US 40 to Blue Ridge Cutoff and terminate at Royals Way (Lot L).



STAY INVOLVED

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KANSAS HEALTH SYSTEM**

