

# Project Overview



## About the Study

The Kansas City Area Transportation Authority (KCATA), in cooperation with several project partners, is evaluating an east-west, high-capacity transit connection between the The University of Kansas Health System and Rock Island Corridor/Truman Sports Complex (Kauffman Stadium and Arrowhead Stadium).

The study team is presenting a preliminary set of alignment alternatives that are under evaluation along with the criteria for which the alternatives are being evaluated. Through one-on-one meetings, small group presentations, and public meetings, the study team is soliciting feedback from the public to help narrow down the alignment options.

## Purpose and Need

The purpose and need statement sets the stage for development and evaluation of solutions, also called alternatives. The purpose defines the transportation problem to be solved; and the need provides information to support the purpose.

## Project Partners



## WHY...

- Improve access to jobs, healthcare, and housing
- Connect historically divided neighborhoods
- Increase connections to north-south corridors
- Reduce traffic congestion throughout the corridor
- Support local businesses and residential initiatives

## WHAT...

- Improve bi-state east-west connectivity
- Improve connections to mobility services
- Improve accessibility for all transit users especially low-income, youth, elderly, disabled, and minority populations
- Provide fast and frequent bi-state transit service
- Create efficient and sustainable travel

# Guiding Principles and Methodologies



## RIDER EXPERIENCE

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



## SUSTAINABILITY

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



## 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

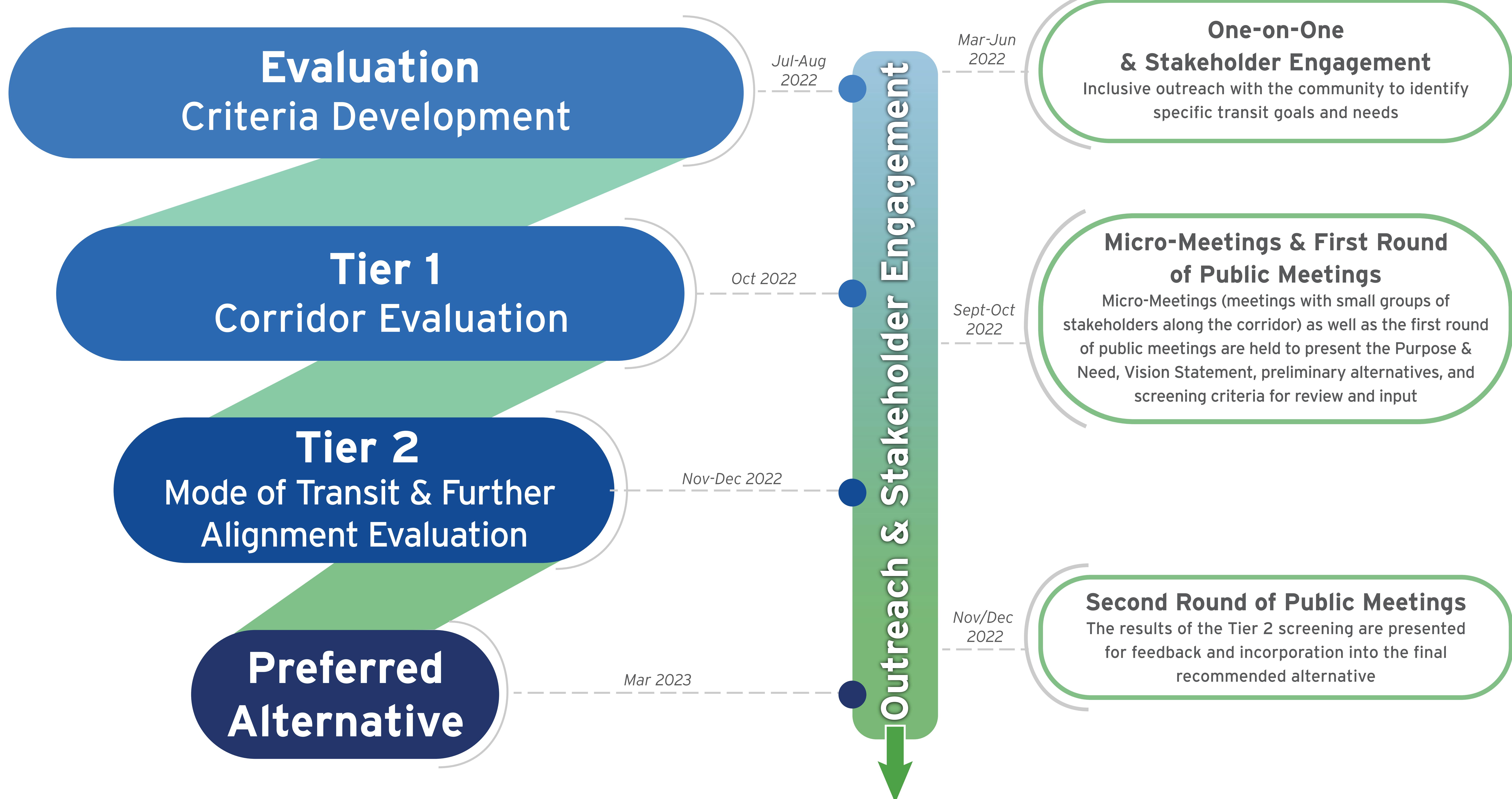


## IMPLEMENTATION & OPERATIONS

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



# Project Timeline




# Transit Corridor Alignment Options



# The Project Study Area displays the transit corridor and alignment options from The University of Kansas Health System to the Truman Sports Complex

# Which destinations or transfer locations in the study area are important for a new East-West transit to serve?





# West Segment Alignment Options

East-West  
Transit Study  
RideKC

## West Segment Alignment Options are from The University of Kansas Health System to Main St.

For the West segment, three alignment options are shown between Broadway Boulevard and Main Street to facilitate connections to each of the Middle alignment options. One West alignment option will be recommended based on which Middle alignment is recommended.

**Thinking about your travel habits,  
which alignment would be an improvement for you?**

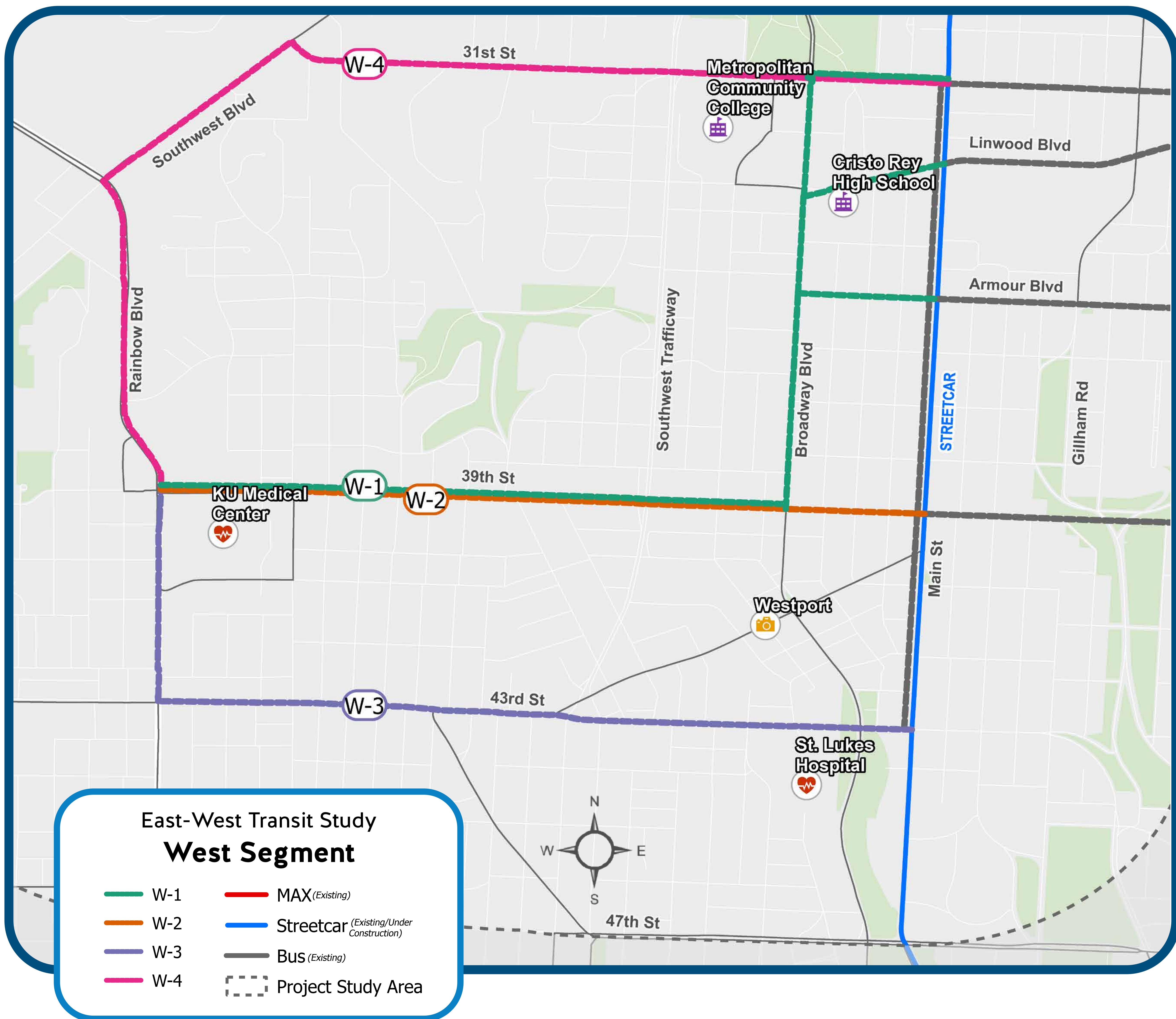
*Stick a dot under the option you prefer.*

W-1

W-2

W-3

W-4



# Middle Segment Alignment Options



**Middle Segment Alignment Options are from Main St. to Van Brunt Blvd./Hardesty Ave.**

**Thinking about your travel habits,  
which alignment would be an improvement for you?**

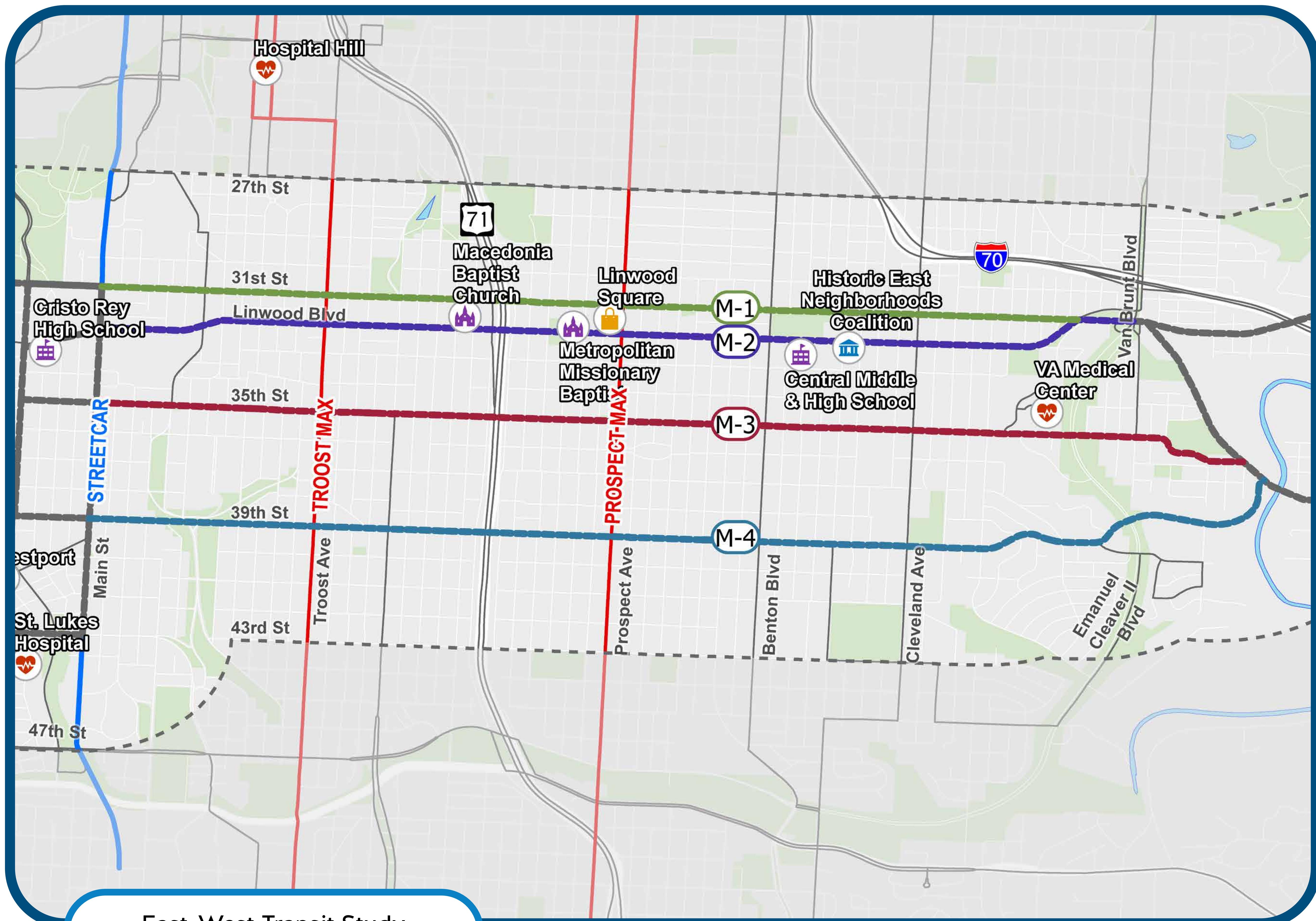
*Stick a dot under the option you prefer.*

M-1

M-2

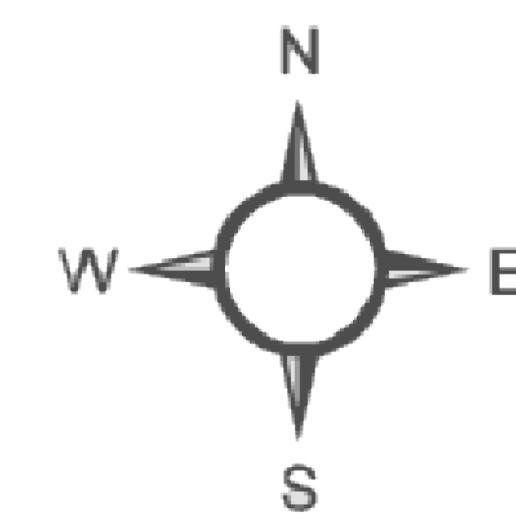
M-3

M-4



**East-West Transit Study  
Middle Segment**

- |     |  |
|-----|--|
| M-1 | MAX <sup>(Existing)</sup>                          |
| M-2 | Streetcar <sup>(Existing/Under Construction)</sup> |
| M-3 | Bus <sup>(Existing)</sup>                          |
| M-4 | Project Study Area                                 |



# East Segment Alignment Options

East-West  
Transit Study

East Segment Alignment Options are from Van Brunt Blvd./Hardesty Ave. to the Truman Sports Complex

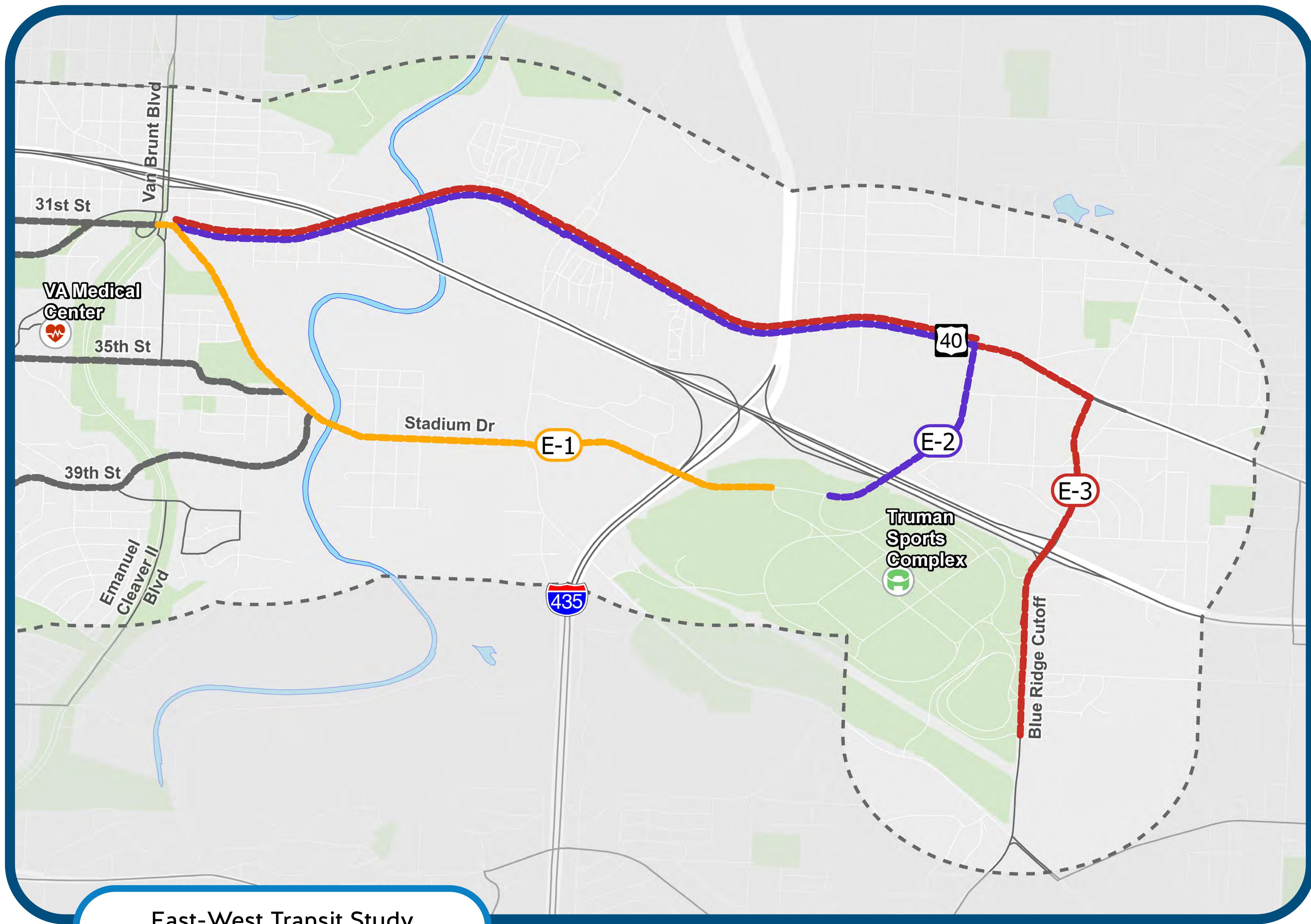
Thinking about your travel habits,  
which alignment would be an improvement for you?

Stick a dot under the option you prefer.

E-1

E-2

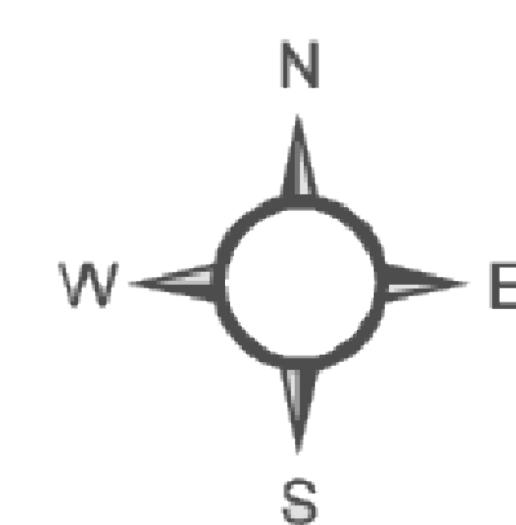
E-3



East-West Transit Study

## East Segment

- |                    |   |
|--------------------|---|
| E-1                | MAX (Existing)                          |
| E-2                | Streetcar (Existing/Under Construction) |
| E-3                | Bus (Existing)                          |
| Project Study Area |   |



# Screening Criteria

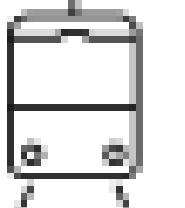
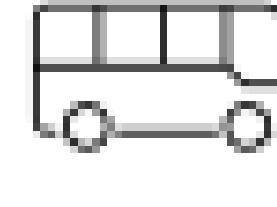
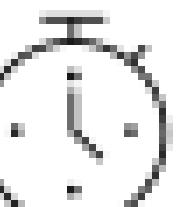
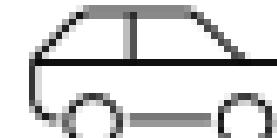
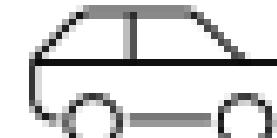
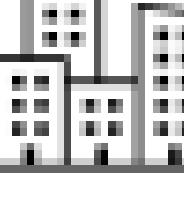
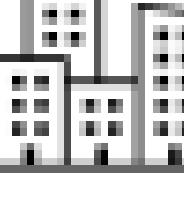
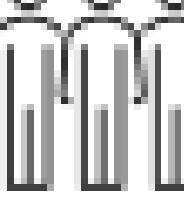
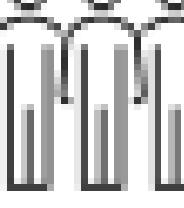
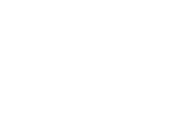
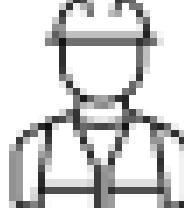


Screening criteria are the criteria against which the project alignment alternatives and mode will be compared. The criteria are developed based on the goals of the project and are intended to be an objective tool to determine the alternative that best serves the community.

## Which of these criteria are most important to you in evaluating this new transit route?

*Distribute your five stickers across the five criteria that are most important to you.*

### For the transit service alignment:

|  |   |
|--|---|
|  Increase connections to other transit services                                   |   |
|  Improve rider access to the transit network                                      |   |
|  Serve the greatest number of transit riders                                      |   |
|  Increase the number of people who use transit over driving                       |   |
|  Achieve the fastest travel time through the corridor                             |   |
|  Avoid options with project costs that are far above average for transit projects |   |
|  Avoid impacts to other roadway uses (driving lanes or parking lanes)             |   |
|  Avoid costly obstacles such as bridges or major utilities                        |   |
|  Avoid private property acquisition due to right-of-way space constraints         |   |
| <b>Maximize the following within a quarter-mile of the transit service alignment:</b>  |   |
|  |  Existing population density                 |
|  |  Existing employment density                 |
|  |  Future population density                   |
|  |  Future employment density                   |
|  |  Connections to affordable housing           |
|  |  Connections to key activity centers         |
|  |  Connections to health-care facilities       |
|  |  Connections to planned development projects |
|  | Connections to planned development projects costing \$100,000 or more   |