East West Transit Study
Phase 2

East-West Transit Study
RideKC

RideKC Kansas City Area Transportation Authority
Telling the story: “WHY?”

1. Development of the spine of the Regional Transit System
2. Serve as organizing principal for investment and regrowth
3. Regrowing, Reconnecting, & Reimagining KC through transit
**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.

**WHAT:** Need

- Improve bi-state east-west connectivity
- Improve access 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

**WHY:** Purpose

- 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
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
Initial Survey

- 1,881 total responses
- Received survey responses from 80 different zip codes.
- 30 one-on-one meetings/small group meetings

**Question:** How important is enhancing future connections to east-west transit for you or your business? (1 = not important, 5 = very important). Average score: **3.75**

**Question:** How important is transportation to support the economic and community vitality of the project study area? (1 = not important, 5 = very important) Average score: **4.4**

Alternatives Engagement

- 2 In-person Public Meetings
- 3 Micro-Meetings
- 125 in-person participants in public/micro meetings
- 66 participants in virtual public meeting
- Estimated 1,554 online participants
- 899 survey responses
- Estimated 1,745 total participants leaving 293 comments
Engagement Results

The East-West Study Team conducted three rounds of public engagement. The major themes heard during each round of engagement are shown below.

**Mode Preference**

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Mode</th>
</tr>
</thead>
<tbody>
<tr>
<td>73%</td>
<td>Streetcar</td>
</tr>
<tr>
<td>27%</td>
<td>MAX Bus (BRT)</td>
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</tbody>
</table>

**Route Preference**

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Route</th>
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</thead>
<tbody>
<tr>
<td>60%</td>
<td>Linwood Boulevard</td>
</tr>
<tr>
<td>40%</td>
<td>31st Street</td>
</tr>
</tbody>
</table>
Proposed Route
Inputs for Determining Station Locations

- Station Spacing Standards (1/4- to 1/2-mile)
- Previous Planning Studies
  - NextRail Streetcar Expansion Study (2013)
  - Linwood Corridor Complete Streets & Bikeway Plan (2020)
  - Midtown/Plaza Area Plan (2016)
- Presence of Justice 40 indicators (underserved/disenfranchised communities)
- Existing Transit Ridership
- Future Land Use
Proposed Station Locations

- 16 Stations
- Spacing between .25 and .5 miles
- Proposed Locations:
  1. UKHS
  2. Wyoming
  3. Clark
  4. Broadway
  5. Main at 39th
  6. Armour
  7. Main at Linwood
  8. Gillham
  9. Troost
  10. Paseo
Proposed Station Locations – 39th St.
Proposed Station Locations – Main St.
Proposed Station Locations – Linwood Blvd.
Proposed Station Locations – Network Connections
Proposed Station Locations – Nearby Existing Ridership
Proposed Station Locations – Walksheds
Proposed Station Locations - Future Land Use
Cross Sections & Street Layout
**39th Street Layout Example 1:**
Two Shared-Use Lanes + Center Two-Way Turn Lane

**Benefits**
- Eliminates Streetcar and on-street parking conflict
- Wide pedestrian space
- Center turn lane minimizes potential delays behind left-turning traffic
- Center turn lane acts as an informal “loading zone”

**Tradeoffs**
- Eliminates on-street parking
39th Street Layout Example 2:
Two Shared-Use Lanes + Single On-Street Parking Lane

Benefits
Wide sidewalk space
Opportunity for on-street parking or loading zone

Tradeoffs
▪ Improperly parked automobiles may conflict with Streetcar operations
▪ Left-turn restrictions may be required
39th Street Layout Example 3: Two Shared-Use Lanes, Two On-Street Parking Lanes, Modified Curbs

Benefits
- Opportunity for on-street parking or loading zone

Tradeoffs
- Narrow pedestrian space
- Improperly parked automobiles may conflict with Streetcar operations
- Left-turn restrictions may be required

Preservation of both on-street parking lanes as shown requires moving the curbs to make each sidewalk approximately 4’ narrower.
Linwood Blvd Layout Example A:
Two Center-Running Lanes (Shared or Exclusive) + Two Auto Lanes

Benefits
- Eliminates Streetcar and on-street parking conflict
- Wide pedestrian space behind curb
- Opportunity for exclusive transit-only lanes

Tradeoffs
- Eliminates on-street parking
- Less useful for auto access on and off Main Street (left-turn restrictions)
- Center platform stations provide less space for waiting passengers compared to curbside
- Requires street crossing to access platform

Streetcar schedule reliability can be further improved by the addition of exclusive Streetcar lanes.
Linwood Blvd Layout Example B: Two Outside-Running Lanes (Shared or Exclusive), Two Auto and Two Mobility Lanes

Benefits
- Eliminates Streetcar and on-street parking conflict
- Wide pedestrian space behind the curb
- Opportunity for exclusive transit-only lanes
- Space for separated mobility lane
- Curb station stops provide more space for waiting passengers

Tradeoffs
- Eliminates on-street parking
- Curb-running Streetcars may encounter more delays from illegally parked cars or loading vehicles

Streetcar schedule reliability can be further improved by the addition of exclusive Streetcar lanes.
Linwood Blvd Layout Example C:
Two Shared-Use Lanes with Single On-Street Parking Lane and Mobility Lanes

Benefits
- Wide pedestrian space behind the curb
- Space for separated mobility lane
- Opportunity for on-street parking
- Curb station stops provide more space for waiting passengers

Tradeoffs
- Improperly parked automobiles may conflict with Streetcar operations
- Curb-running Streetcars may encounter more delays from illegally parked cars or loading vehicles

This example cannot accommodate exclusive Streetcar lanes.
Project Next Steps
Complete the development and adoption of the Locally Preferred Alternative (LPA)

Enter next phase of planning

• Includes environmental review, preliminary engineering, advanced planning and public engagement

• Begin coordination with the Federal Transit Administration (FTA)

Begin to identify capital and operating funding
We want your feedback!
Take the Survey!

Visit the project webpage and take the survey by December 1st!

ridekc.org/planning/eastwesttransit
Stay Connected

ridekc.org/planning/eastwesttransit

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