### East West Transit Study Phase 2



### **Project Partners**





RideKC<sup>®</sup>
Kansas City Area
Transportation Authority

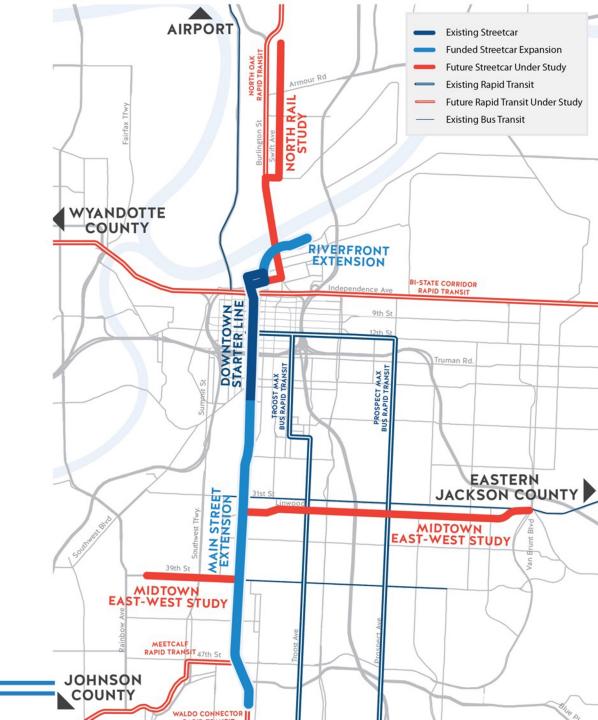






## Telling the story: "WHY?"

- Development of the spine of the Regional Transit System
- Serve as organizing principal for investment and regrowth
- 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.

### 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** 

#### WHAT: Need

Improve bi-state east-west connectivity

Improve connections to mobility services

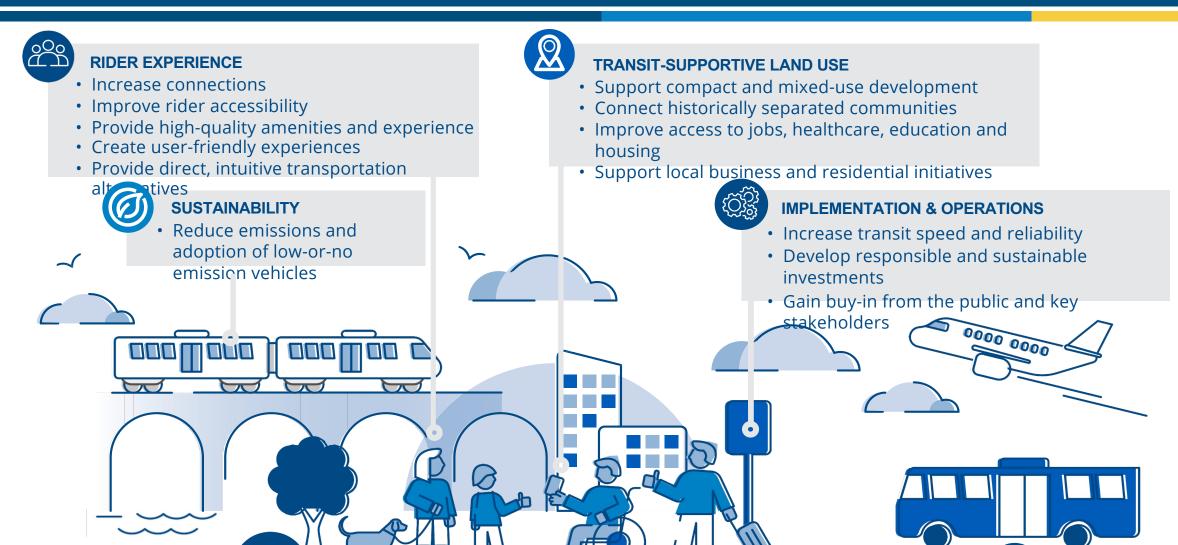
Improve access for all transit users - especially low-income, youth, elderly, disabled, and minority populations

Provide fast and frequent bi-state transit service

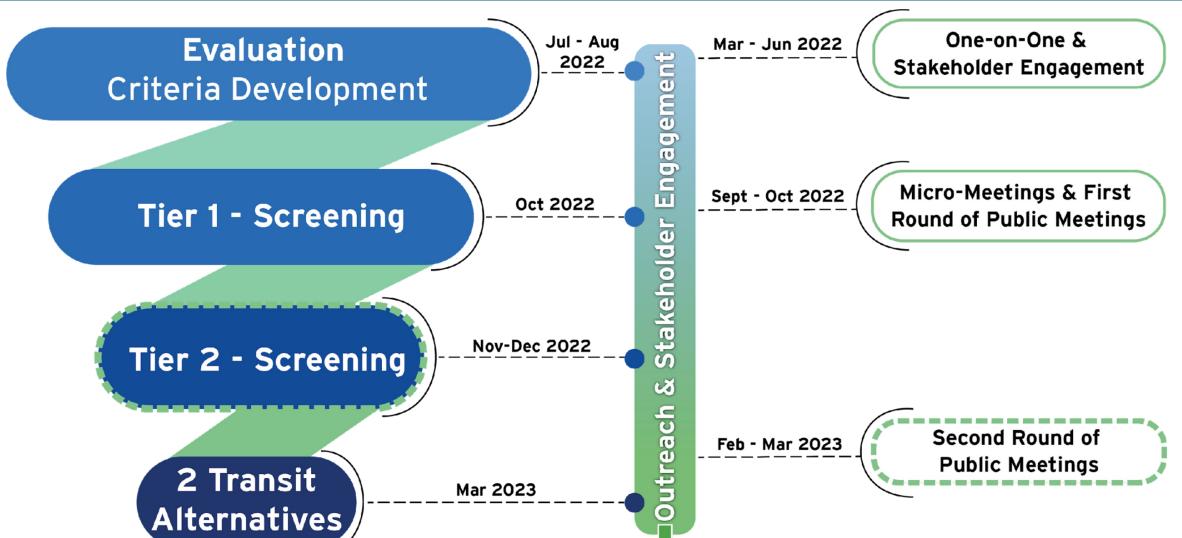
**Create efficient and sustainable travel** 

### **Guiding Principles and Methodologies**











#### 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**



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#### **Mode Preference**

**73%** 

27%

Streetcar

**MAX** Bus (BRT)

**Route Preference** 

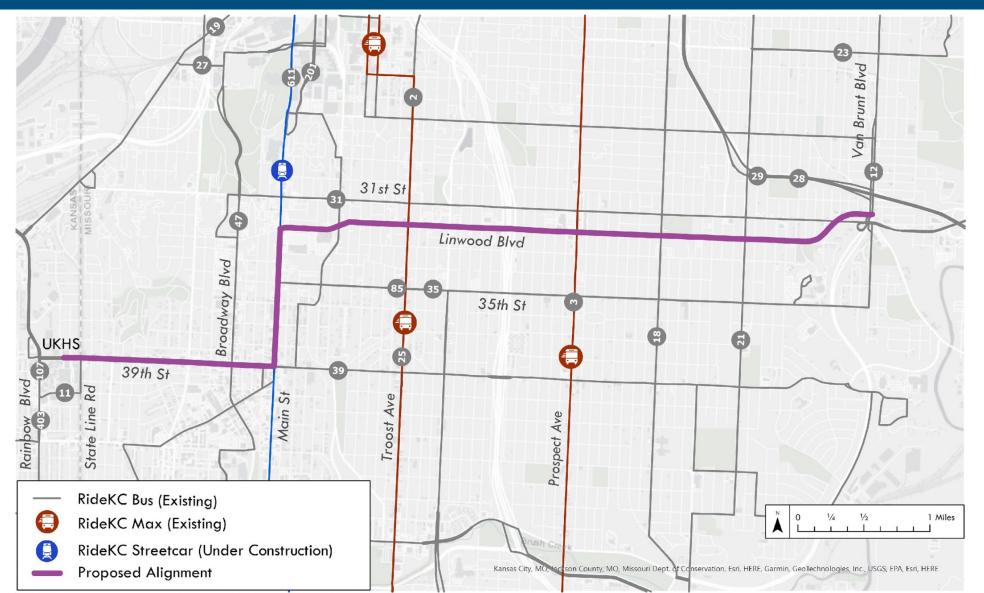
60% 40%

Linwood Boulevard 31st Street



### **Proposed Route**





### **Inputs for Determining Station Locations**

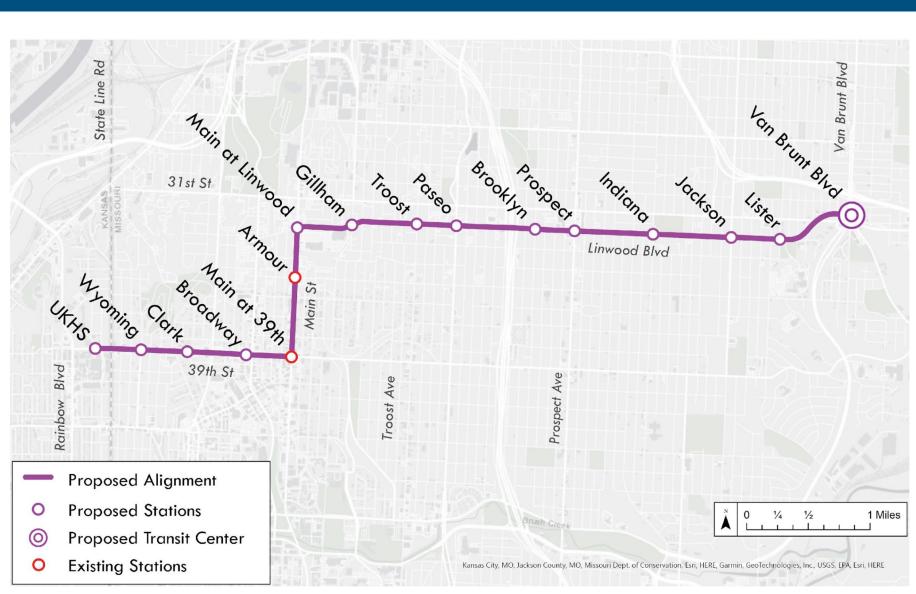


- Station Spacing Standards (1/4- to 1/2-mile)
- Previous Planning Studies
  - NextRail Streetcar Expansion Study (2013)
  - Linwood Corridor Complete Streets & Bikeway Plan (2020)
  - Midtown/Plaza Area Plan (2016)
- Presence of Justice 40 indicators (underserved/disenfranchised communities)
- Existing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

### **Proposed Station Locations**

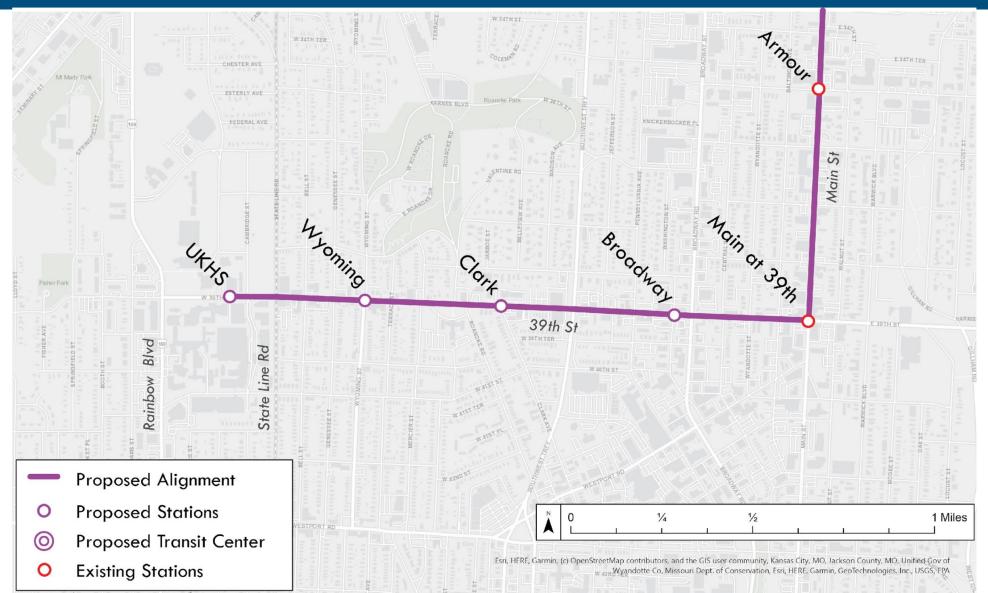


- 16 Stations
- Spacing between .25 and .5 miles
- Proposed Locations:
- 1. UKHS
- 2. Wyoming
- 3. Clark
- 4. Broadway
- 5. Main at 39th
- 6. Armour
- 7. Main at Linwood
- 8. Gillham
- 9. Troost
- 10. Paseo



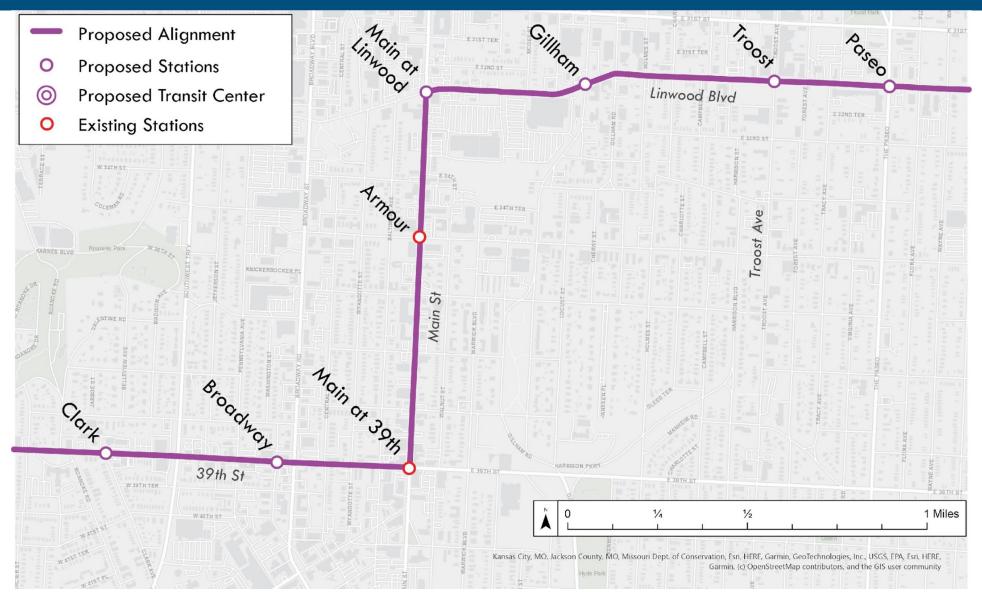
### **Proposed Station Locations – 39th St.**





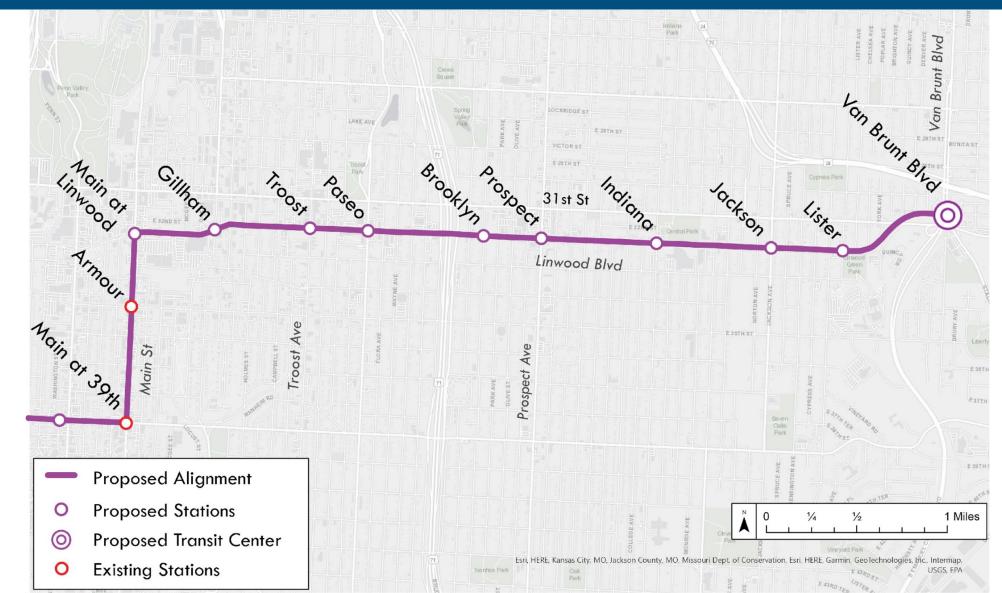
### **Proposed Station Locations – Main St.**





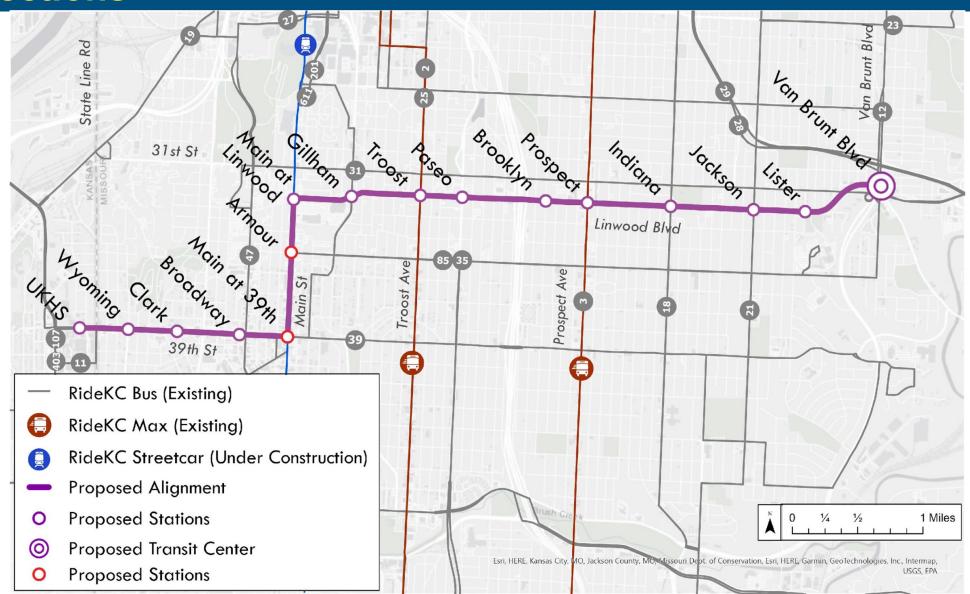
### Proposed Station Locations – Linwood Blvd.



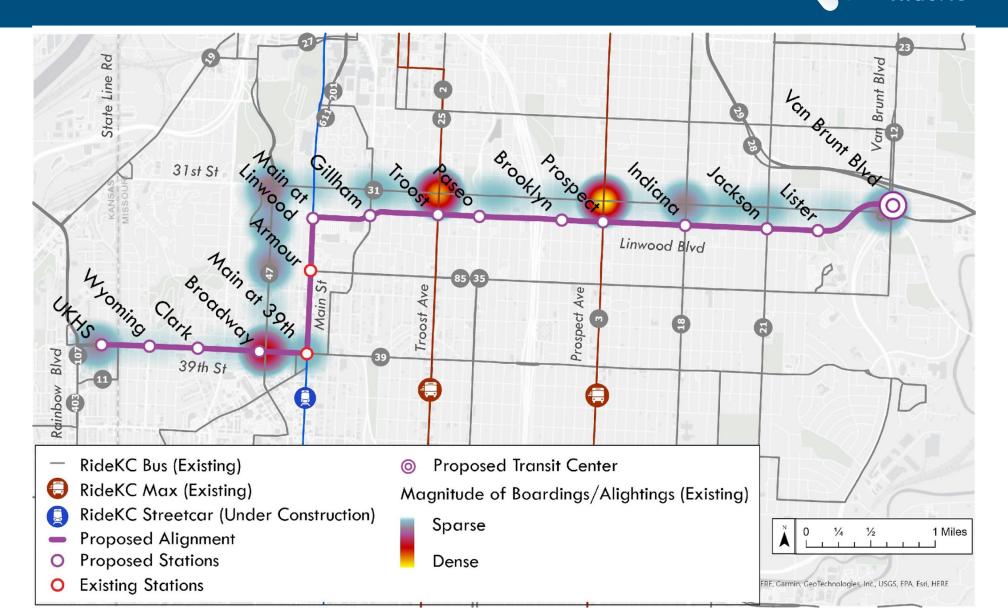


### Proposed Station Locations – Network Connections



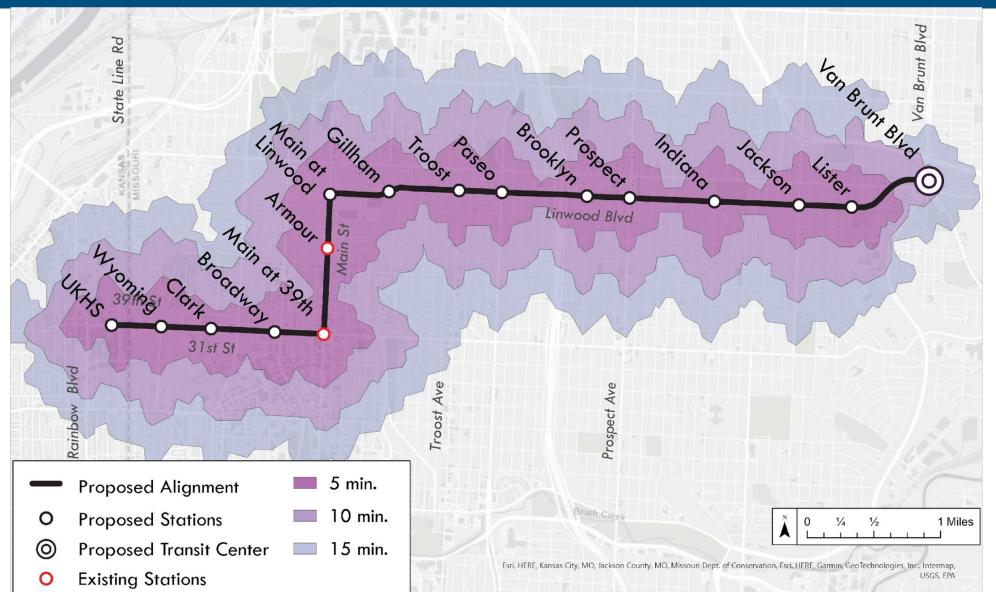


### Proposed Station Locations – Nearby Existing Riders pransit Study RiderC



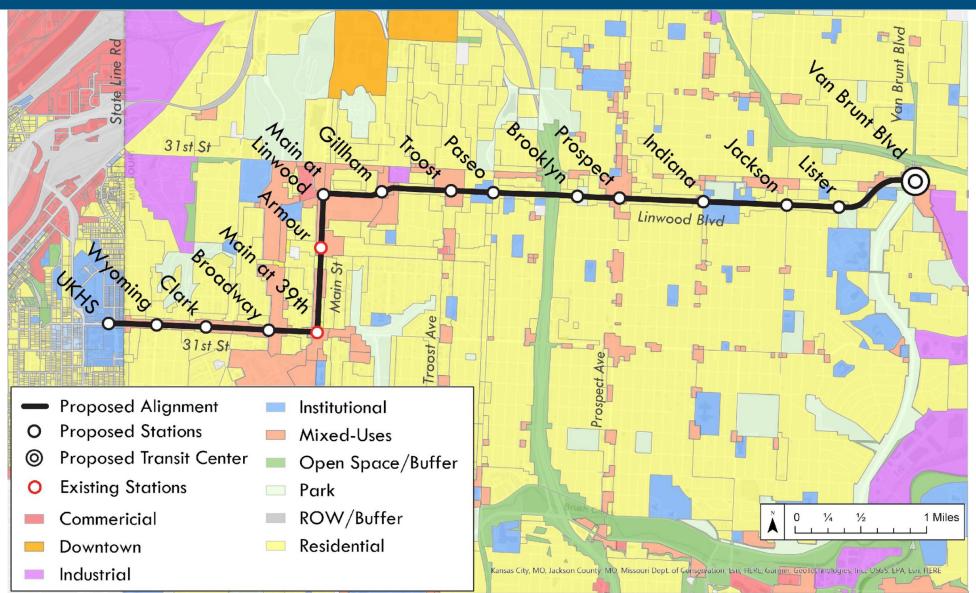
### **Proposed Station Locations – Walksheds**





### **Proposed Station Locations - Future Land Use**

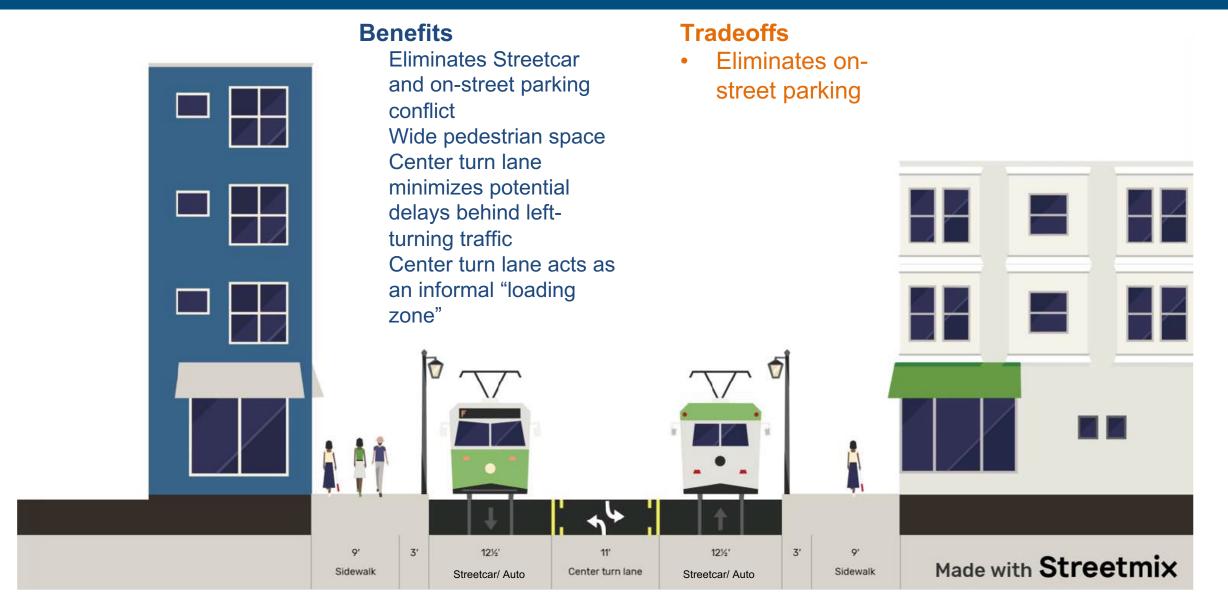




# Cross Sections & Street Layout

#### 39<sup>th</sup> Street Layout Example 1: Two Shared-Use Lanes + Center Two-Way Turn Lane

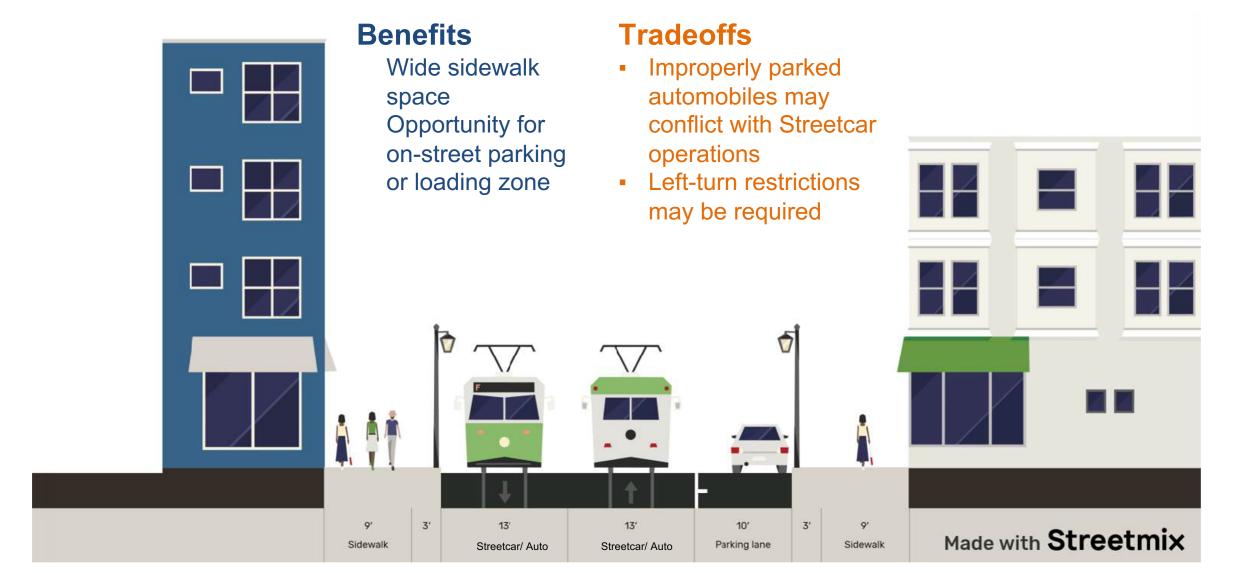




### 39th Street Layout Example 2:

**Two Shared-Use Lanes + Single On-Street Parking Lane** 

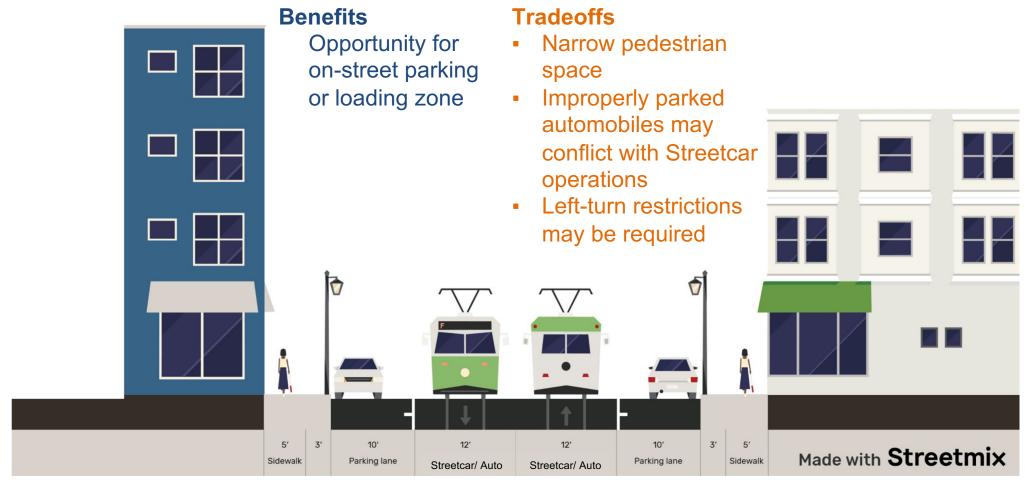




### 39th Street Layout Example 3:

Two Shared-Use Lanes, Two On-Street Parking Lanes, Modified Curbs



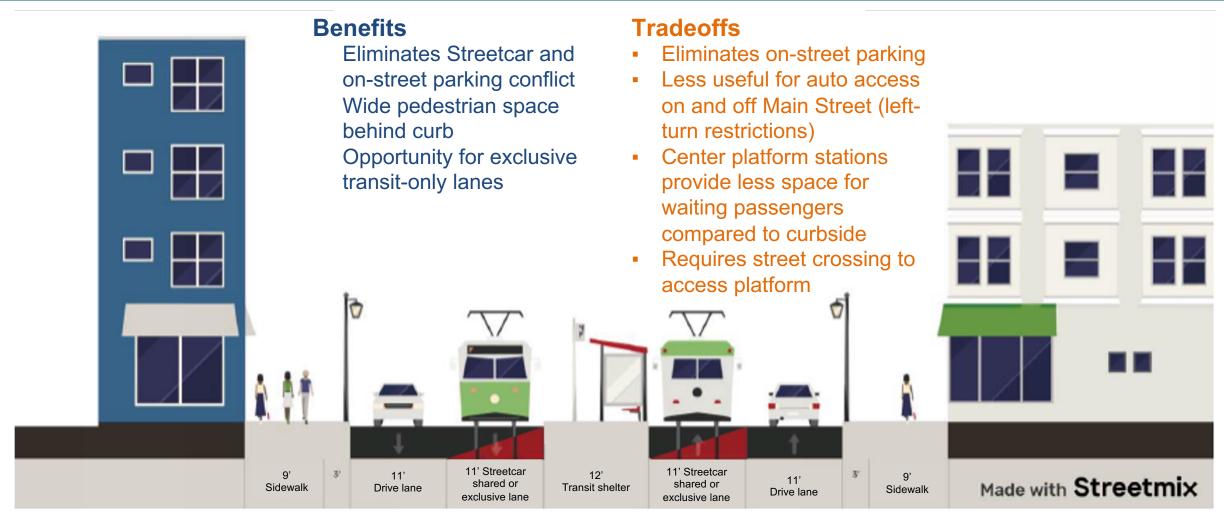


Preservation of both on-street parking lanes as shown requires moving the curbs to make each sidewalk approximately 4' narrower.

### **Linwood Blvd Layout Example A:**





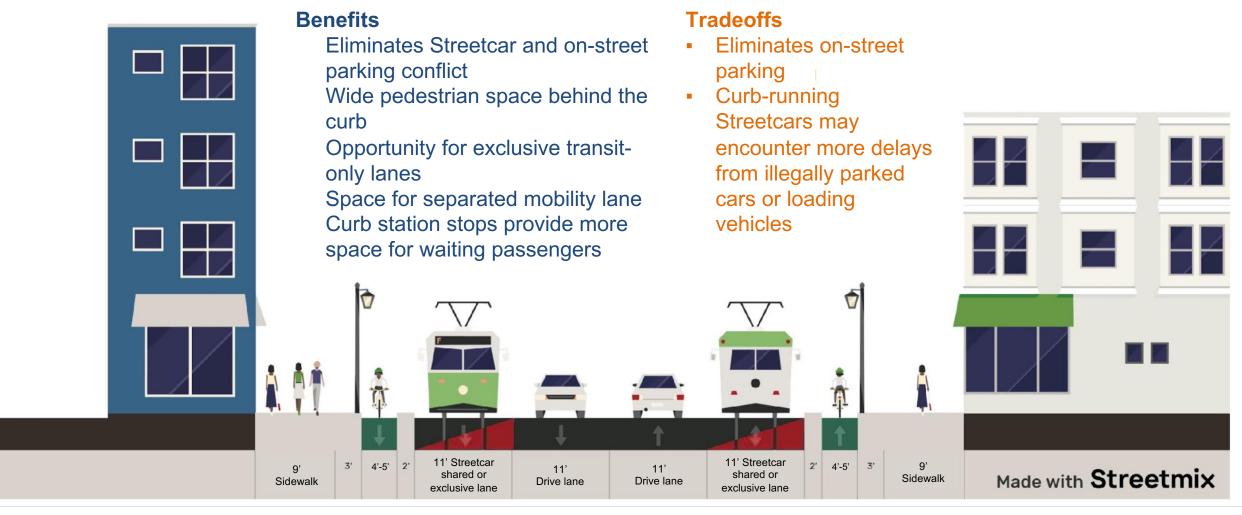


Streetcar schedule reliability can be further improved by the addition of exclusive Streetcar lanes.

### **Linwood Blvd Layout Example B:**

Two Outside-Running Lanes (Shared or Exclusive), Two Auto and Two Mobility Lanes



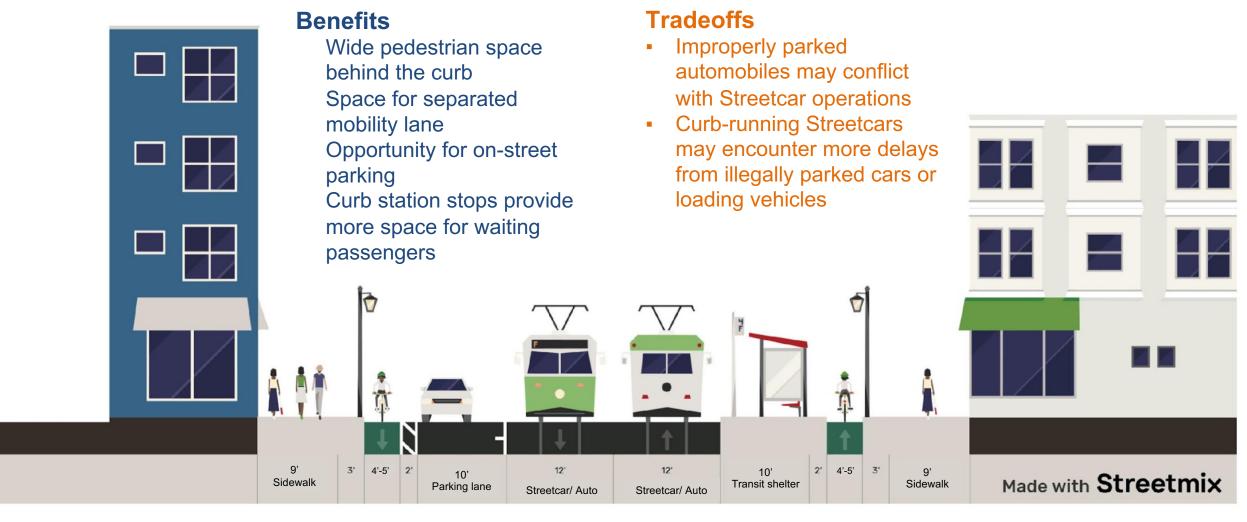


Streetcar schedule reliability can be further improved by the addition of exclusive Streetcar lanes.

### **Linwood Blvd Layout Example C:**

Two Shared-Use Lanes with Single On-Street Parking Lane and Mobility Lanes





This example cannot accommodate exclusive Streetcar lanes.

### Project Next Steps

### **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



816-601-0137





alex@parsonkc.com; ajfarris@kcata.org