Redesigning Kansas City's
DOWNTOWN TRANSIT

Kansas City Area Transportation Authority
Downtown Transit Improvement Concept
7/17/14

kcATA
Kansas City Area Transportation Authority

Introduction

- 2011-12 CSA identified improvements to KCATA services outside of downtown
- This work identifies bus improvements within downtown intended to:
  - Provide strong bus/streetcar integration
  - Be as transformative as streetcar service
  - Make service much better to, from, and within downtown

Tonight's Meeting

- Present the downtown service concept
- Answer questions
- Discuss the concept
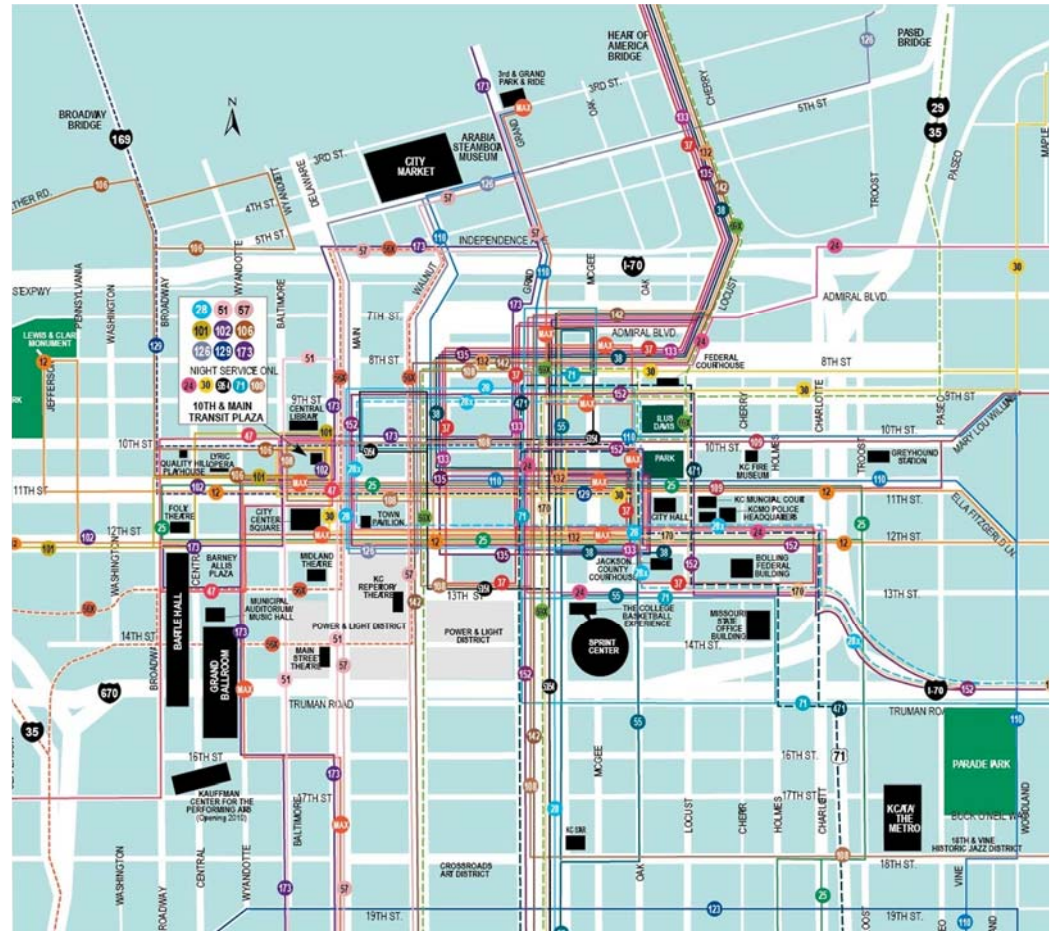- Solicit comments that will inform the final plan
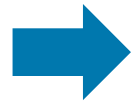
➡️ *Note that this concept represents a long-term vision, with decisions on implementation to be made in the future*

Current Downtown Transit Service

- 50 KCATA and The JO routes; many patterns
- 300+ stops
- Circuitous & slow
- Not intuitive:
  – Which routes leave from where?
 – Where are connections made?

Downtown Transit Concept

- **Strategic, long-term vision for transit downtown**
  - Simpler and more intuitive
  - Faster and more direct
  - Easier connections
  - Convenient service within downtown
  - Strong bus/streetcar integration
  - Better customer facilities
- **Better service for existing riders**
- **Attract new riders**
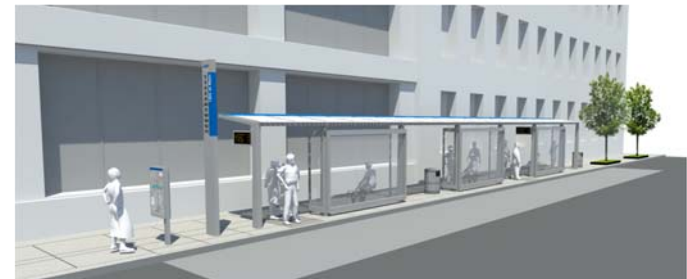
Downtown Transit Concept

- **Intersecting trunk route structure**
- **Transit Emphasis Corridors**
  - 11th/12th one-way pair
  - Grand Boulevard
- **Bus lanes**
- **Superstops**
  - Fewer, but better stops
- **New transit centers/hubs**
  - West Loop
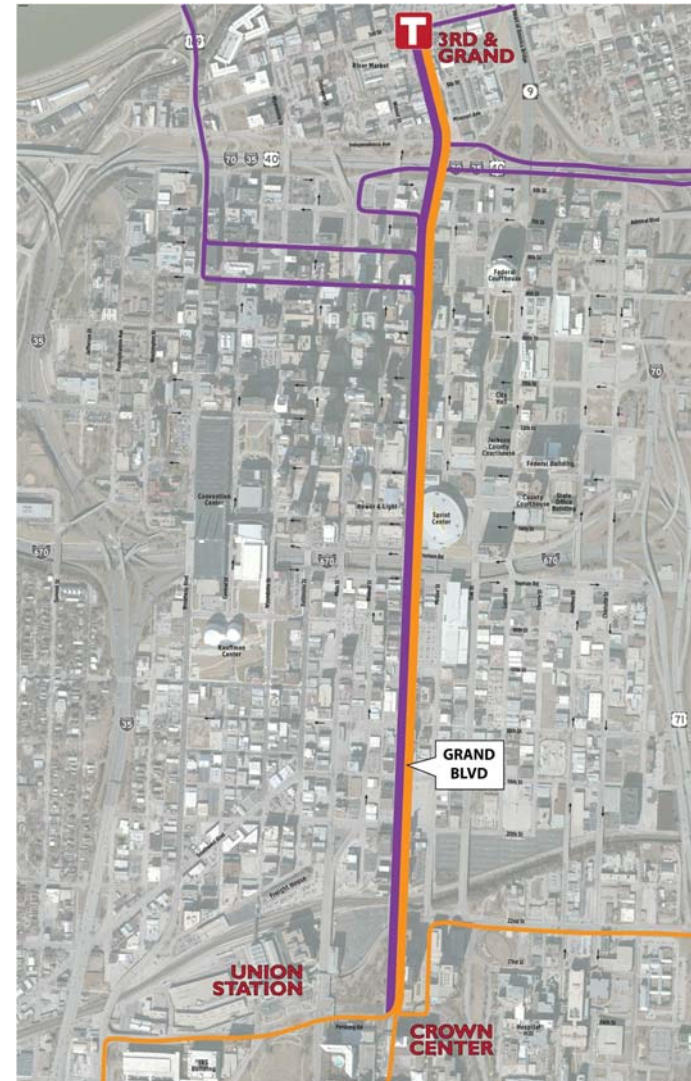 - East Village
  - Crown Center/Union Station area
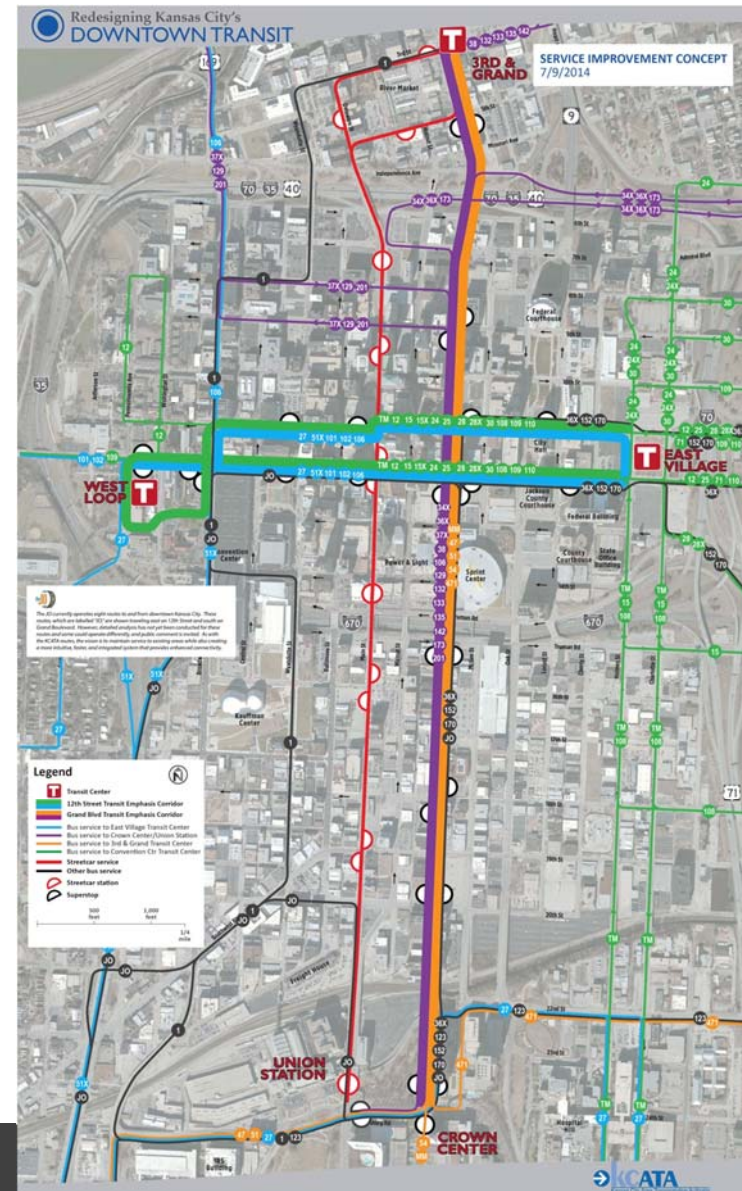
Intersecting Trunk Route Structure

- **Most north-south service realigned to Grand Blvd**
  - Service from north to Crown Center/Union Station area
  - Streetcar connections at 3rd & Grand and Crown Center/Union Station
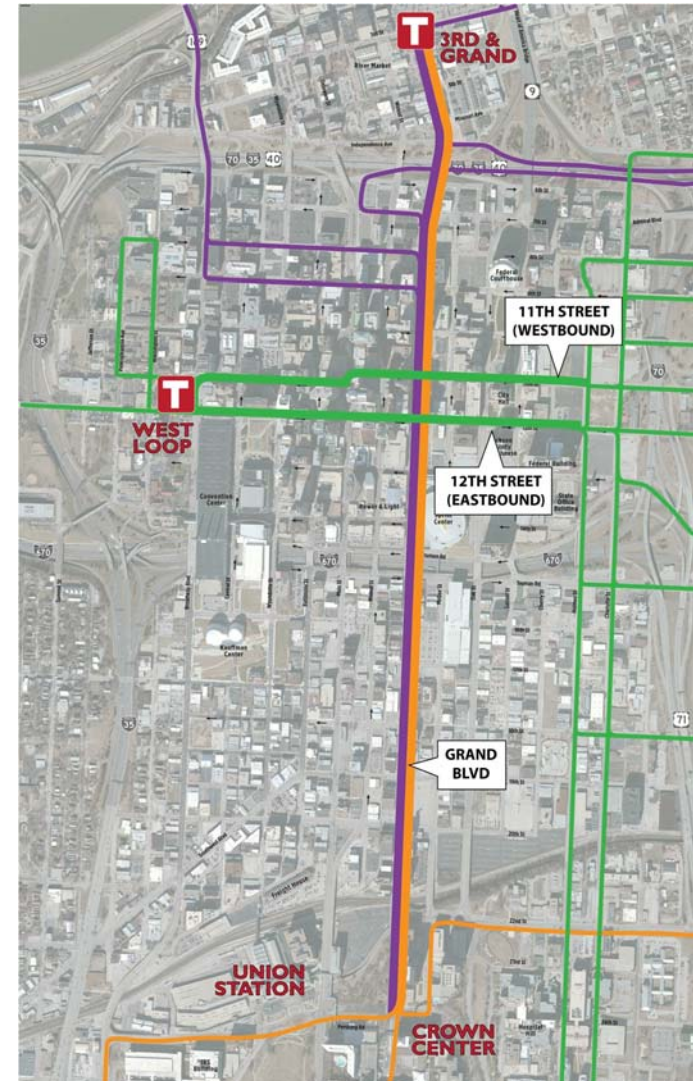
Intersecting Route Structure

- ■ Most north-south service realigned to Grand Blvd
  - – Service from north to Crown Center/Union Station area
  - – Service from south to 3rd & Grand
  - – Streetcar connections at 3rd & Grand and Crown Center/Union Station
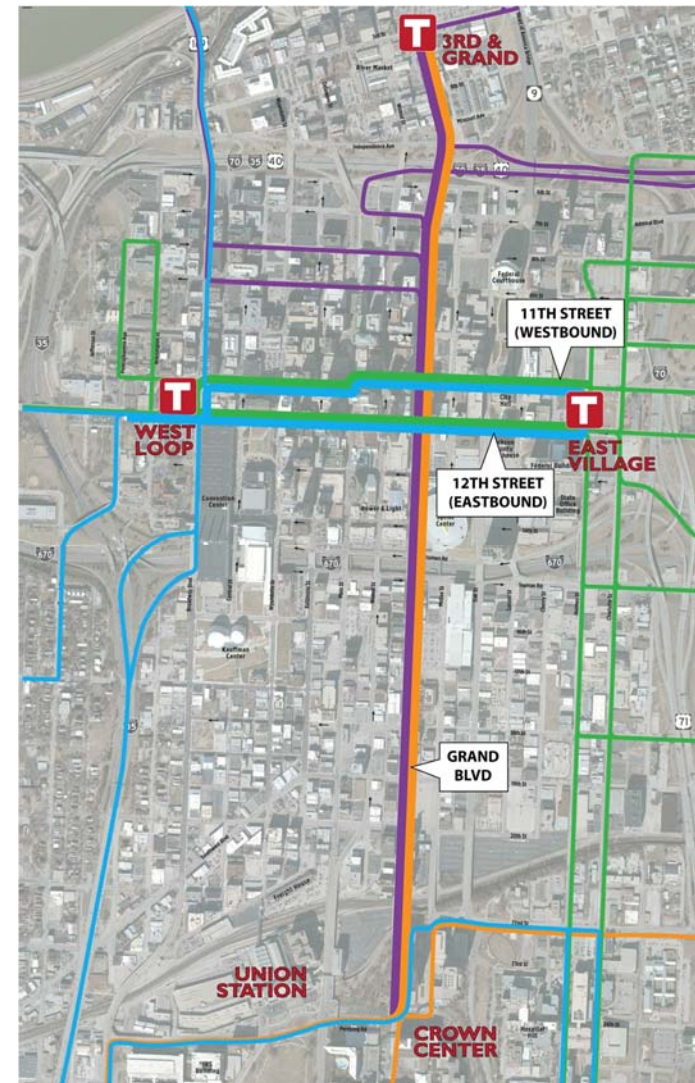
Intersecting Route Structure

- **Most north-south service realigned to Grand Blvd**
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- **East-west service realigned to 11th and 12th Streets**
  - Service from east to West Loop area
  - Streetcar connections at Main Street

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  - Service from east to West Loop
 - Service from west to East Village

  → *Are these the best streets?*

  → *What do you think of the potential changes to individual routes?*
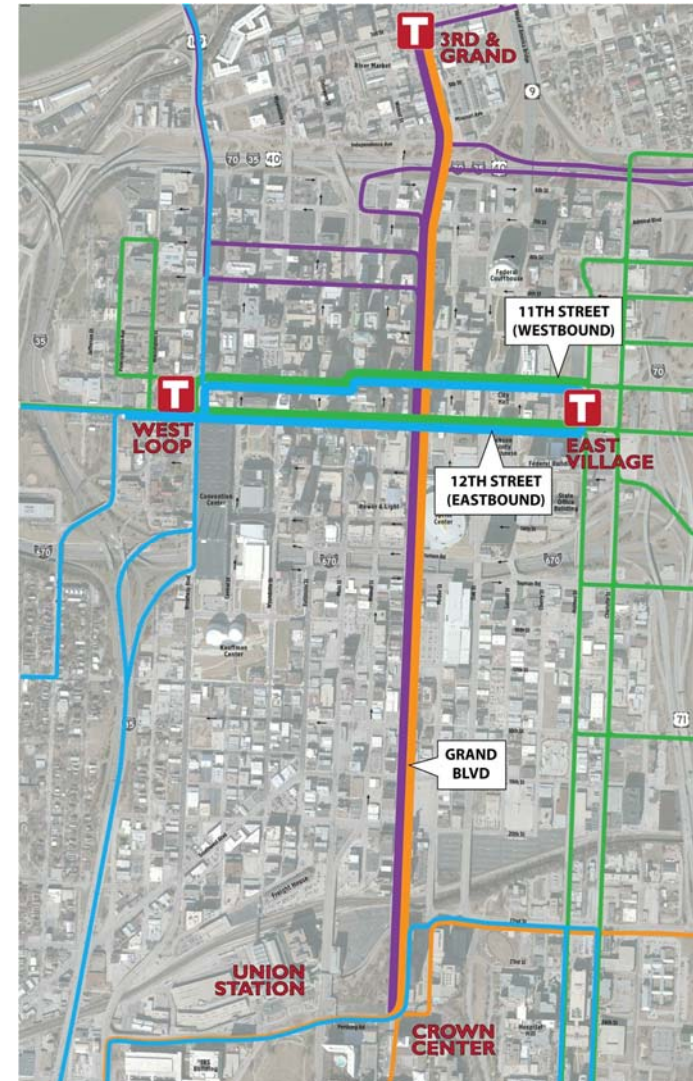
Intersecting Route Structure

- ## Overall:
  - – Much simpler and more intuitive
  - – Faster and more direct
  - – Very frequent service on Grand and 11th & 12th
    - – As frequent as every 1 to 2 minutes
  - – Better service for trips within downtown
  - – One-seat service to most downtown locations
  - – Quick and convenient connections to other locations
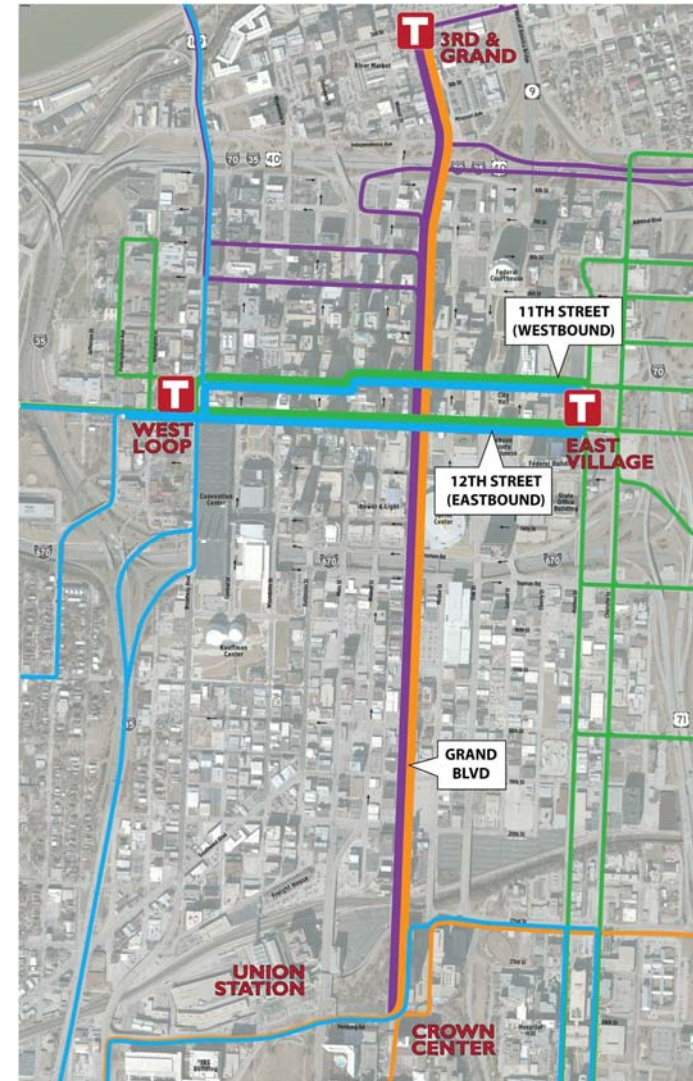
Transit Emphasis Corridors

- **Concentrate service in select corridors**
  - Grand Boulevard
  - 11th & 12th Streets
- **Understandable patterns**
- **Premium transit elements**
  - Bus lanes
  - Superstops
  - Signal priority (TBD)
- **Fast and frequent service**
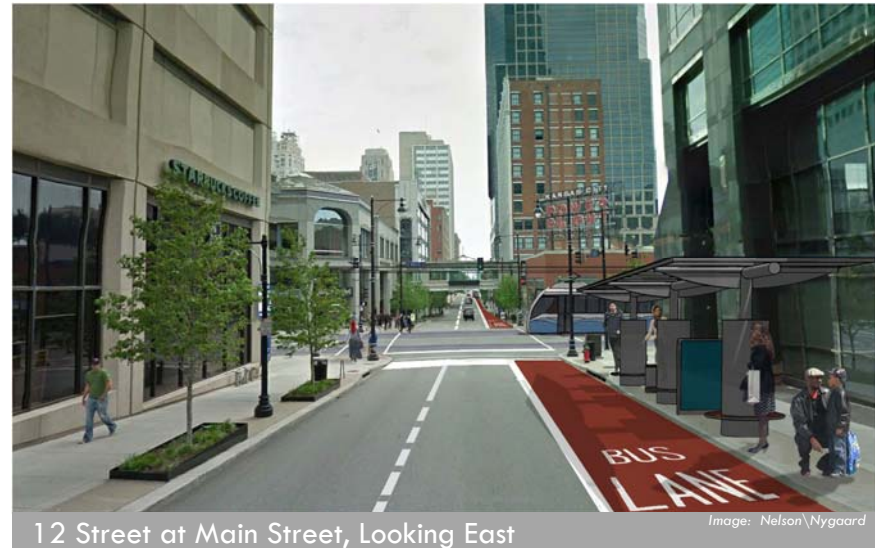 - As frequent as every 1 to 2 minutes during peaks

➡ *What do you think of TECs?*
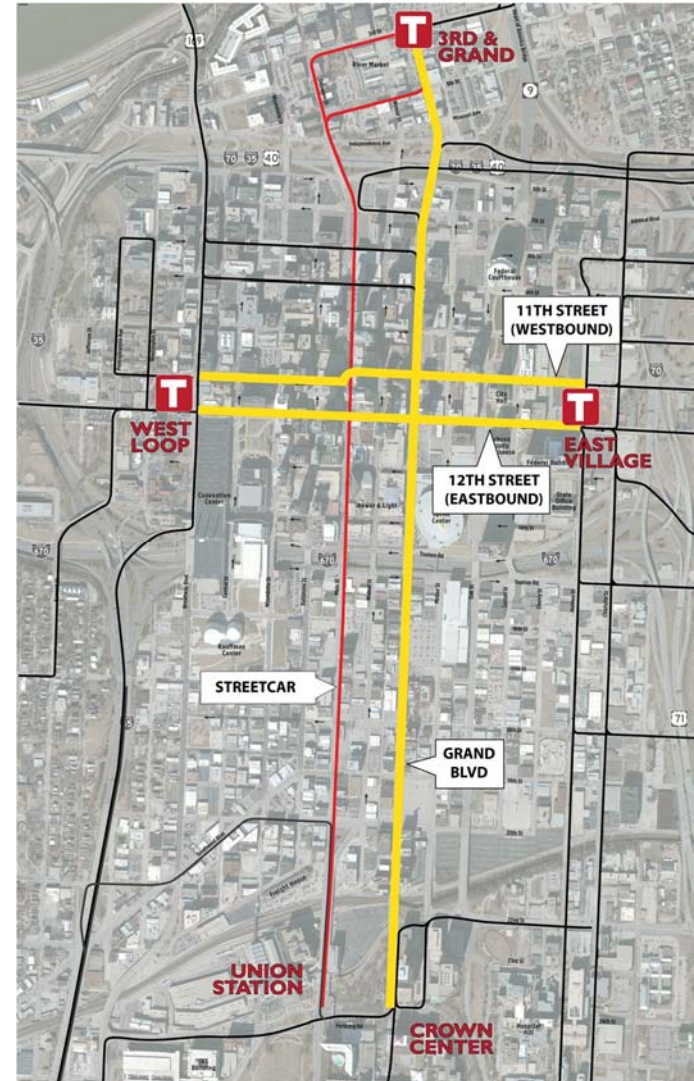
Potential TEC Elements: Bus Lanes

- On 11th & 12th between Broadway and East Village
- On Grand south of 6th Street to Crown Center
- Faster and smoother service
- Make transit more visible and increase awareness
- Ensure that future traffic will not not delay buses

What do you think of bus lanes?

12 Street at Main Street, Looking East
Image: Nelson\Nygaard

Grand Blvd at 20th Street, Looking South
Image: Nelson\Nygaard

Potential TEC Elements: Superstops

- Attractive facilities throughout downtown
- Similar elements as MAX stops
- Also bikeshare
- In lieu of regular stops
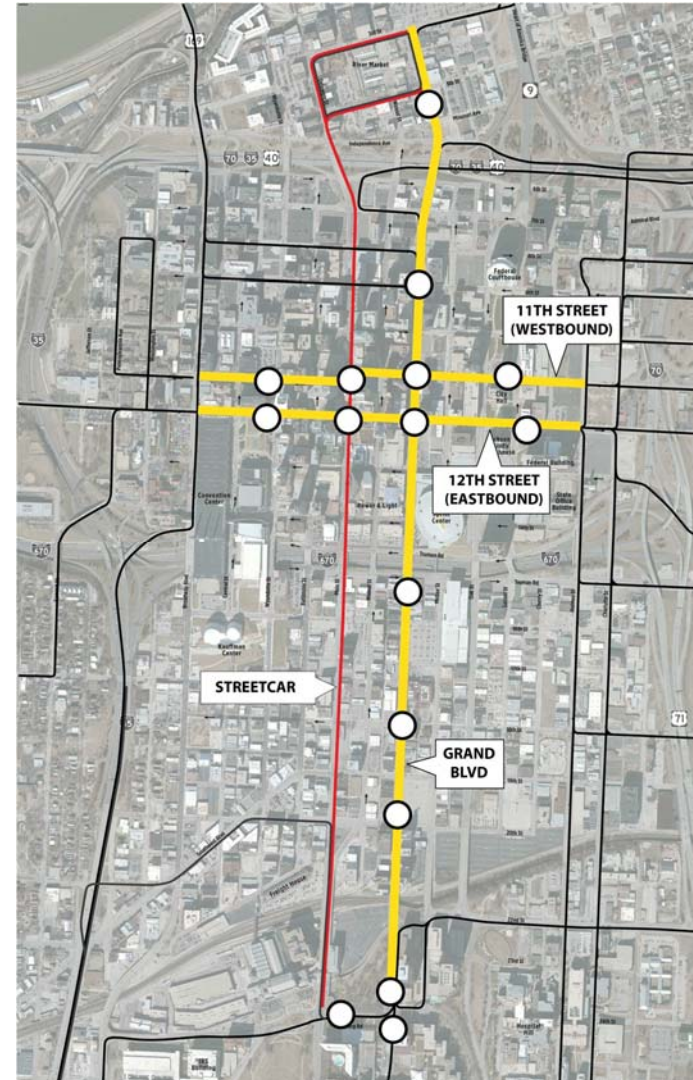- Improve character/attractiveness of downtown streets

Image: HNTB

Potential TEC Elements: Superstops

- Located approximately every two blocks

  ➡ *Do you agree with proposed locations?*
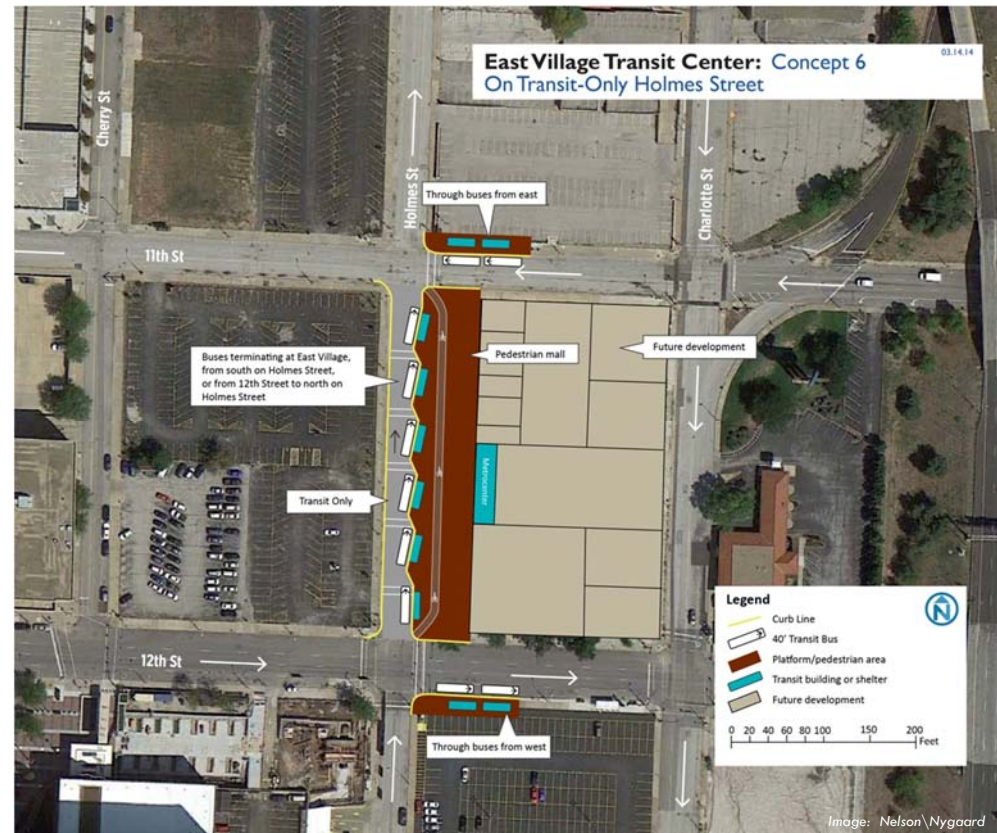
Transit Centers/Hubs

- **TECs anchored by transit centers/facilities**
  - New East Village TC
  - New West Loop on-street terminal
  - Existing 3rd & Grand MetroCenter
  - Crown Center/Union Station area
- **Better and more convenient transfers**
- **Use of 10th & Main discontinued**
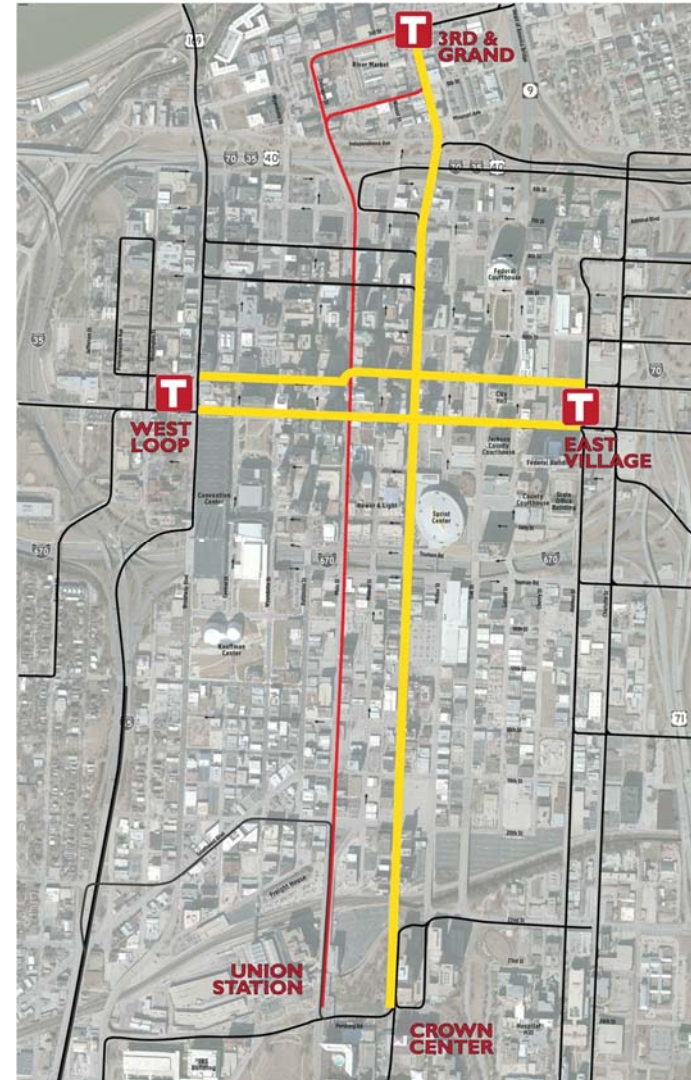
Potential Transit Centers/Hubs: East Village

- On Holmes between 11th and 12th
- Holmes between 11th and 12th as transit only
- Would make transfers between routes from east much easier
- Over 3,000 transfers per day

What do you think of this location?

Potential Transit Centers/Hubs: West Loop Area

- **Specific site still TBD**
- **On-street facilities west of Broadway**
  - Pennsylvania at 12th
 - Washington at 12th
  - On 12th Street

What do you think a hub in this general location?

Transit Centers/Hubs: Crown Center/Union Station

- **Options:**
  - Existing loop: south on Grand through Crown Center to 27th St to Main St
  - Along Pershing Rd
- **Neither is ideal:**
  - Less convenient streetcar connections with loop
  - No service to heart of Crown Center if along Pershing Rd

➡️ *Which would you prefer?*
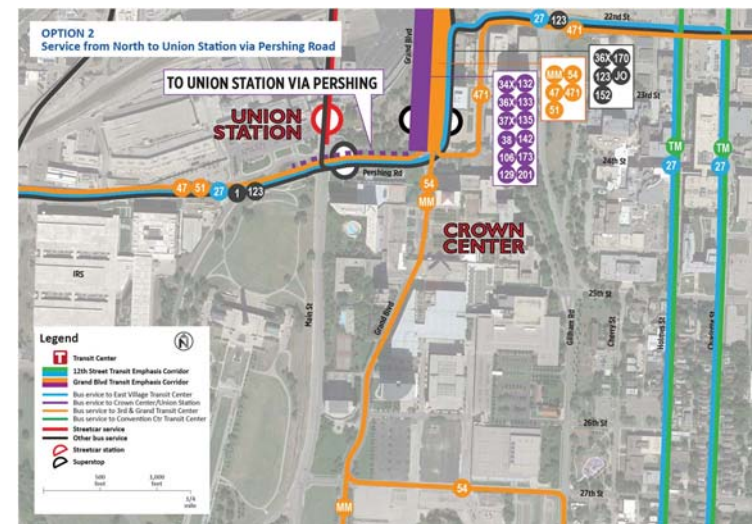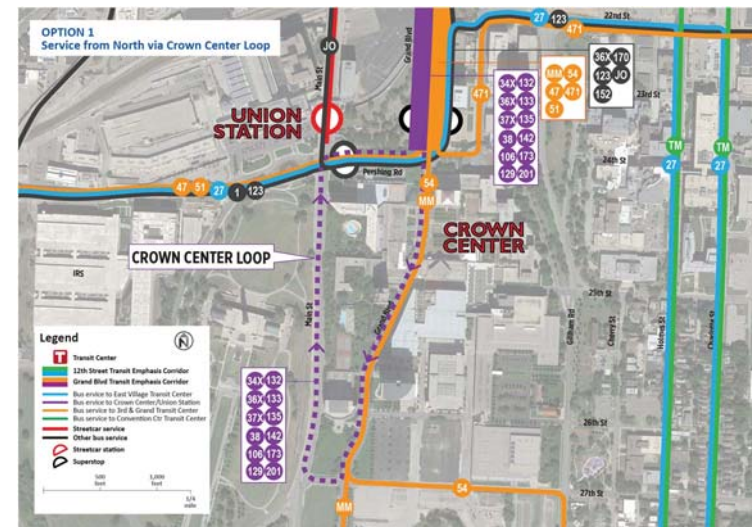
Transit Centers: Design

- Attractive and comfortable
- Similar facilities as superstops, but larger scale
- Design TBD

➡ *What facilities and amenities are most important?*

West Loop On-Street Design Option
Image: HNTB

Washington Park Design Option
Image: HNTB

Transit Centers: Transit-Oriented Development

- Incorporate TOD
- Strongest potential at:
  - East Village
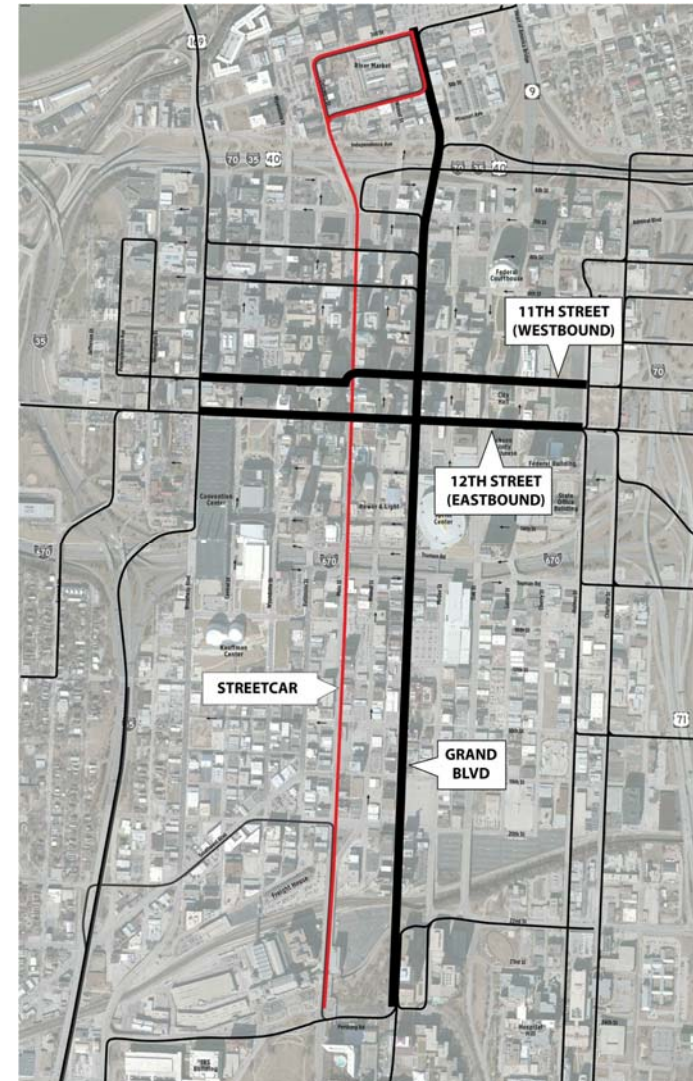 - 3rd & Grand

East Village TOD Concept

Image: HNTB

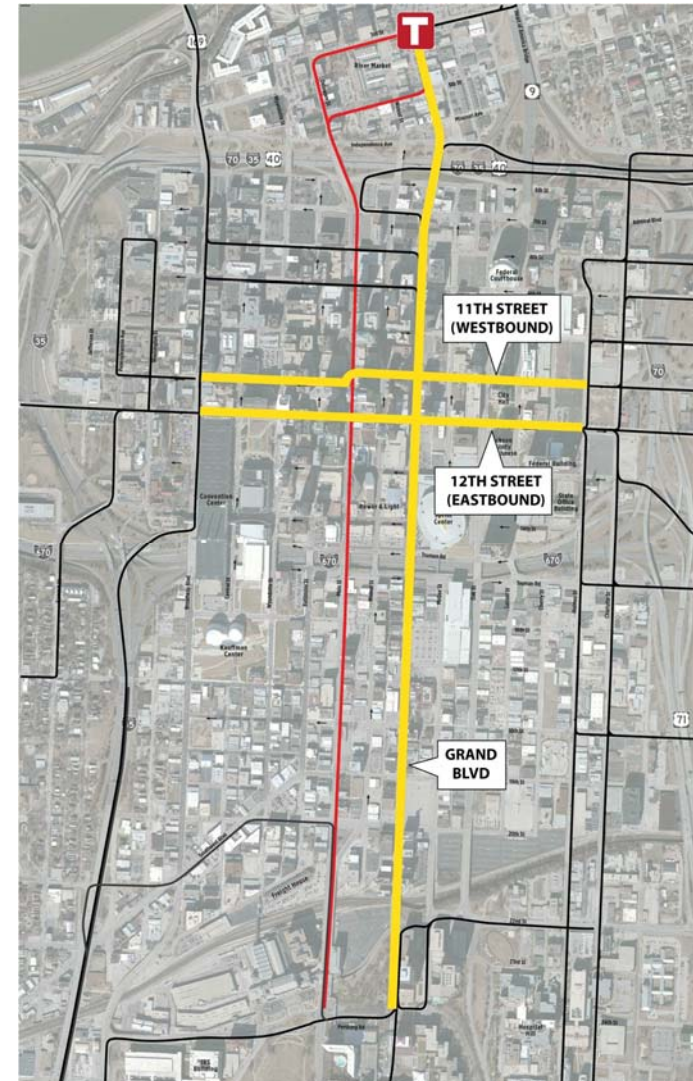
3rd and Grand TOD Concept

Image: HNTB
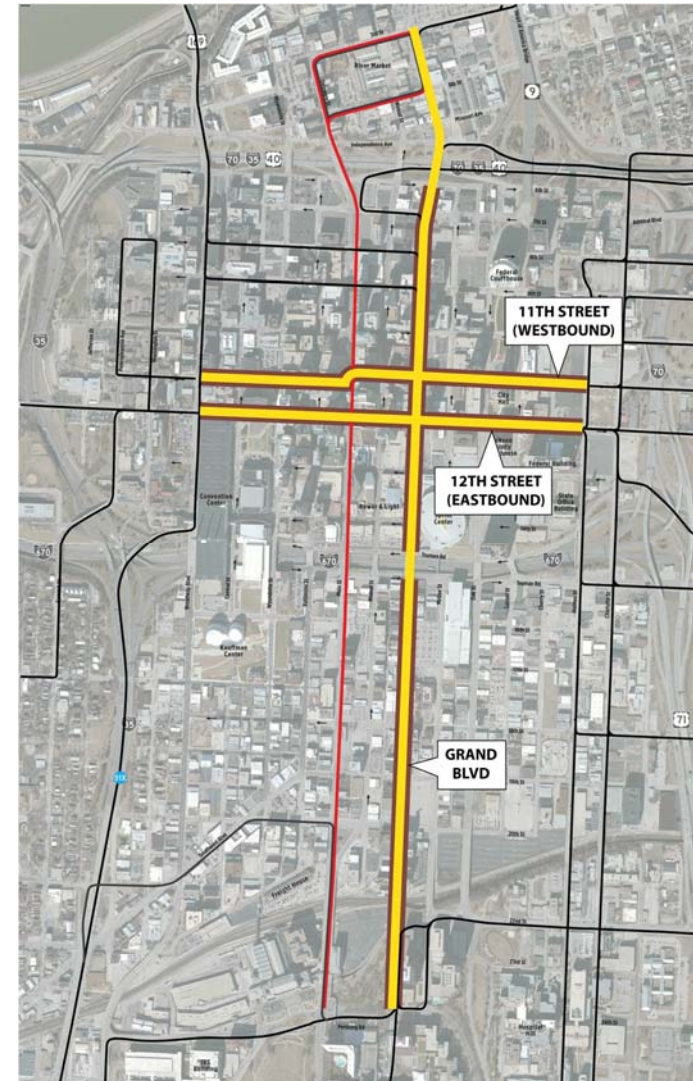
Summary

- Intersecting trunk route design

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- Transit Emphasis Corridors

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- Bus Lanes

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- Superstops

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- Intersecting trunk route design
- Transit Emphasis Corridors
- Bus Lanes
- Superstops
- Transit Centers/Hubs

Desired Outcomes

- *Better service*
  - Simpler, easier to understand
  - Faster, more direct
  - More reliable
  - To/from major activity centers
  - Within downtown
- *Better connections*
  - Bus-bus
  - Bus-streetcar
  - Pedestrian access/walk times
  - Bus-bike
- *Better transit experience*
  - High quality facilities
  - Transit priority; bypass/avoid traffic delays

Desired Input

- What do you think of the overall concept?

- What do you think about the intersecting trunk route service design?
  - The overall concept?
  - Changes to individual routes (see route sheets)?

- Do you like the idea of Transit Emphasis Corridors?
  - Are 11th and 12th Streets and Grand Boulevard the best streets for Transit Emphasis Corridors?
  - Should the TECs include bus lanes?
    - On 11th and 12th?
    - On Grand?
  - Should the TECs include bike lanes

Desired Input

- Should downtown stops be consolidated into Superstops?
  - What Superstop facilities/elements would be most important to you?
  - Do you agree with the proposed locations?
- What do you think about the East Village and West Loop transit centers/hubs?
- How should service and hubs be configured at Crown Center/Union Station?

Next Steps

- Continued public and stakeholder engagement
- Refine plan
  - West Loop hub/operations
  - Grand Boulevard TEC concept
  - Crown Center/Union Station are service
  - Integration with Washington Square Park development
  - Route alignments
- Identify funding
  - Capital costs = $13 - $17m
  - Operating costs = $1.2 m/year

Image: HNT8