

# DOWNTOWN SERVICE IMPROVEMENT CONCEPT OVERVIEW

## INTRODUCTION AND BACKGROUND

Downtown Kansas City, Missouri, is currently served by 42 KCATA and eight Johnson County Transit “The JO” bus routes, designed primarily to transport workers into and out of downtown. The major focal point of service is KCATA’s 10<sup>th</sup> & Main Transit Center, but its small size requires many routes to operate to other locations in downtown. Consequently, there is currently little consistency in how bus service operates downtown. With development of new convention, sporting, and cultural facilities, Power and Light District, and more people moving downtown, travel demands are changing. This concept is designed to improve downtown transit service, better meet the evolving needs of Kansas City, and provide a better balance of service to residents, workers, and visitors.

## PROPOSED IMPROVEMENTS

The proposed downtown service improvement concept includes the following interrelated elements:

- The reconfiguration of downtown routes based on an **intersecting trunk route service design**, forming **Transit Emphasis Corridors (TEC) along Grand Boulevard and 11<sup>th</sup> and 12<sup>th</sup> Streets** (see map on back of page), to simplify, accelerate, and improve downtown transit service.
- Facilitate **connections** between bus routes and streetcar service.
- **Bus lanes** on Grand Boulevard and on 11<sup>th</sup> and 12<sup>th</sup> Streets to make service faster and more reliable.
- The consolidation of regular bus stops into **Transit Emphasis Corridor (TEC) Stations** to make waiting more comfortable and service faster. TEC Stations would provide facilities and amenities similar to MAX stops.
- The development of a new East Village **transit hub** to improve connections and elimination of 10<sup>th</sup> & Main Transit Center.

**Upgraded Barney Allis Plaza TEC Station**



## Long-Term Transit Emphasis Corridors Along 11<sup>th</sup>/12<sup>th</sup> Streets and Grand Blvd.

