Today’s Meetings – Downtown Transit Vision

- Long Term Vision for Downtown Bus Service
- Priorities for Short Term Implementation
- Questions, Comments, Suggestions
- Input for Planning, Implementation, Funding, and Scheduling
KCATA Regional Transit Improvement Program

- Improve transit & transit coordination regionally
- ATA Bus Route Reviews CSA - 2011 to Present
  - Better Customer Experience
  - More Efficient, Effective
- Long Term Vision for Downtown Transit (2014 to Present)
Current Downtown Transit Service

- **50 KCATA and The JO routes**
- **300+ stops**
- **Not intuitive:**
  - Which routes leave from where
  - Where are connections made
Downtown Transit Vision Goals

- Service that is:
  - Simpler and more intuitive
  - Faster and more direct
  - Convenient within downtown
  - Better customer facilities

- Bus/streetcar integration
- Better service for riders
- Attract new riders
- Complements Downtown development & land uses
Long-Term Concept for Downtown Transit

- **Transit Emphasis Corridors**
  - 11th/12th one-way pair
  - Grand Boulevard
- **Bus lanes (and bike lanes)**
- **Enhanced stops**
  - Fewer, but better stops
- **Transit centers/hubs**
  - 3rd & Grand, Convention Center, East Village, Union Station
Transit Emphasis Corridors (TEC)

- Concentrate service
  - Grand Boulevard (N/S)
  - 11th & 12th Streets (E/W)

- Understandable patterns

- Premium transit elements
  - Bus lanes
  - Enhanced stops
  - Signal priority (TBD)

- Fast and frequent service

- Understandable connections
Service Concept: Intersecting Trunk Route Structure

- Most north-south service on Grand Blvd
  - Service from north to Crown Center/Union Station area
Service Concept: Intersecting Trunk Routes

- Most north-south service on Grand Blvd
  - Service from north to Crown Center/Union Station
  - Service from south to 3rd & Grand
  - Streetcar connections at 3rd & Grand and Union Station
Service Concept: Intersecting Trunk Routes

- Most north-south service on Grand Blvd
- East-west service realigned to 11th and 12th Streets
  - Service from east to West Loop
Service Concept: Intersecting Trunk Routes

- Most north-south service on Grand Blvd
- Most East-west service on 11th and 12th Streets:
  - Service from east to West Loop
  - Service from west to East Village
  - Streetcar connections at Main St.
Service Concept: Intersecting Trunk Routes

- Simpler & more intuitive
- Faster and more direct
- Frequent service on Transit Emphasis Corridors

Convenient connections
- Metro Routes
- The JO Routes
- Streetcar
- Trips within downtown
- Bike and Pedestrian
TEC Elements: Bus Lanes

- 11th & 12th - Broadway to East Village
- Grand - 6th Street to Crown Center
- Faster, smoother service
- More visible transit and increase awareness
- Minimize traffic delay to transit and buses
TEC Elements: Enhanced Stops

- Attractive facilities
- Similar elements as MAX stops
- Bike and pedestrian accommodations
- Integrate with character/attractiveness of streets/blvds.
Potential TEC Elements: Enhanced Stops

- Every two to four blocks (Max. two block walk to stop)
Transit Centers/Hubs

- TECs anchored by transit centers/facilities
  - Barney Allis Plaza layover
  - New East Village Transit Hub
  - 3rd & Grand MetroCenter
  - Crown Center (Coordinate with Washington Square Park plans)

- More convenient transfers
- Discontinue use of 10th & Main
Barney Allis Plaza Recommendation: No Transit Center Layover and Route Terminus Points
Barney Allis Plaza: 13th St. Layover Point
No Passenger Facilities
Barney Allis Plaza: Upgraded Barney Allis Plaza Bus Stop
East Village Transit Hub – Location Options
East Village Transit Hub – Holmes St. Option

- Holmes St. between 12th & 11th
- Minor ROW acquisition
- Improve pedestrian ways
- Reduced traffic lanes – One thru (NB) and One drop off
- Transit platform and layover area
- Separated transit and drive lanes
East Village Transit Hub – Holmes Option

- Holmes Street Between 11th and 12th Streets
East Village Transit Hub – Charlotte St. Option

- Southeast corner of 12th Street & Charlotte
- Dependent on Charlotte becoming two-way between 11th & 12th Streets
- Significant ROW acquisition
Long Term Vision - Summary

- Intersecting trunk route design
Long Term Vision - Summary

- Intersecting trunk route design
- Transit Emphasis Corridors
Long Term Vision - Summary

- Intersecting trunk route design
- Transit Emphasis Corridors
- Bus lanes
Long Term Vision - Summary

- Intersecting trunk route design
- Transit Emphasis Corridors
- Bus lanes
- Enhanced stops
Long Term Vision - Summary

- Intersecting trunk route design
- Transit Emphasis Corridors
- Bus lanes
- Enhanced stops
- East Village Transit Hub
Long Term Vision - Summary

- Intersecting trunk route design
- Transit Emphasis Corridors
- Bus Lanes
- Enhanced stops
- East Village Transit Hub
- 3rd & Grand Transit Oriented Development (TOD)
Long Term Vision - Outcomes

- Better service
  - Simpler, easier to understand
  - Faster, more direct
  - More reliable
  - To/from/within downtown

- Better connections
  - Bus-bus
  - Bus-streetcar
  - Bus-bike
  - Pedestrian access

- Better transit experience
  - High quality facilities
  - Transit priority; bypass/avoid traffic delays
Implementing the Long Term Vision

Recommended Priorities

- Implement TEC program as funding is available
  - $3.5 Million in Federal STP funds
- Integrate ATA’s transit vision with City/Parks plans for Grand Blvd. striping (2015)
- Finalize plans for Barney Allis Plaza layover and East Village Transit Hub
- Prioritize moving out of 10th and Main Transit Center
- Proceed with route restructuring
- Cost & budgets based on phased approach
Grand Blvd. Transit Emphasis Corridor Stops
Beginning with 2015 Striping Plan

- Fewer bus stops (Maximum 2 block walk)
- Larger stop zone (at least 2 buses)
- Upgraded bus stop amenities
- On-street parking except at bus stops
- Bike lane each direction except at bus stops
- Improve pedestrian access and environment
Station Prototype

TRANSIT EMPHASIS CORRIDOR STATION PROTOTYPE

- Proposed Concept
  - Similar elements as MAX stops
  - Improve character/attractiveness of downtown streets
  - Fit within downtown sidewalk constraints
Route Restructuring – Route 51: Provide Service on Broadway

- Based on prior feedback
- Continue to serve Union Station and downtown
- Provide Streetcar connection
Next Steps

- **Concept Refinement / Discussion**
  - Finalize Stop Locations, Size and Amenities
  - East Village Location and Concept
  - Cost Analysis – Operating and Capital

- **City, Streetcar & Stakeholder Coordination**
  - Bike Lanes & Pedestrian Interfaces
  - Bus Stops & No Parking Zone Approvals

- **Route by Route Reviews**

- **Implementation Priorities**

- **Budget and Funding Plan**
What Are Your Thoughts?

- Long-Term Vision?
  - TEC’s
  - Stop Locations?

- Short-Term Priorities
  - Barney Allis Plaza layover?
  - East Village Transit Center concept & location?
  - Grand Blvd. striping and bus stop location plan (2015)?
  - Broadway service?
Comment Process

- Website
- Written Comments Forms
- Telephone Comment Line
- ATA Board Meetings
- Request A Presentation on the Plan