



Kansas City Area Transportation Authority
Downtown Transit Improvement Vision

2/11/15

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



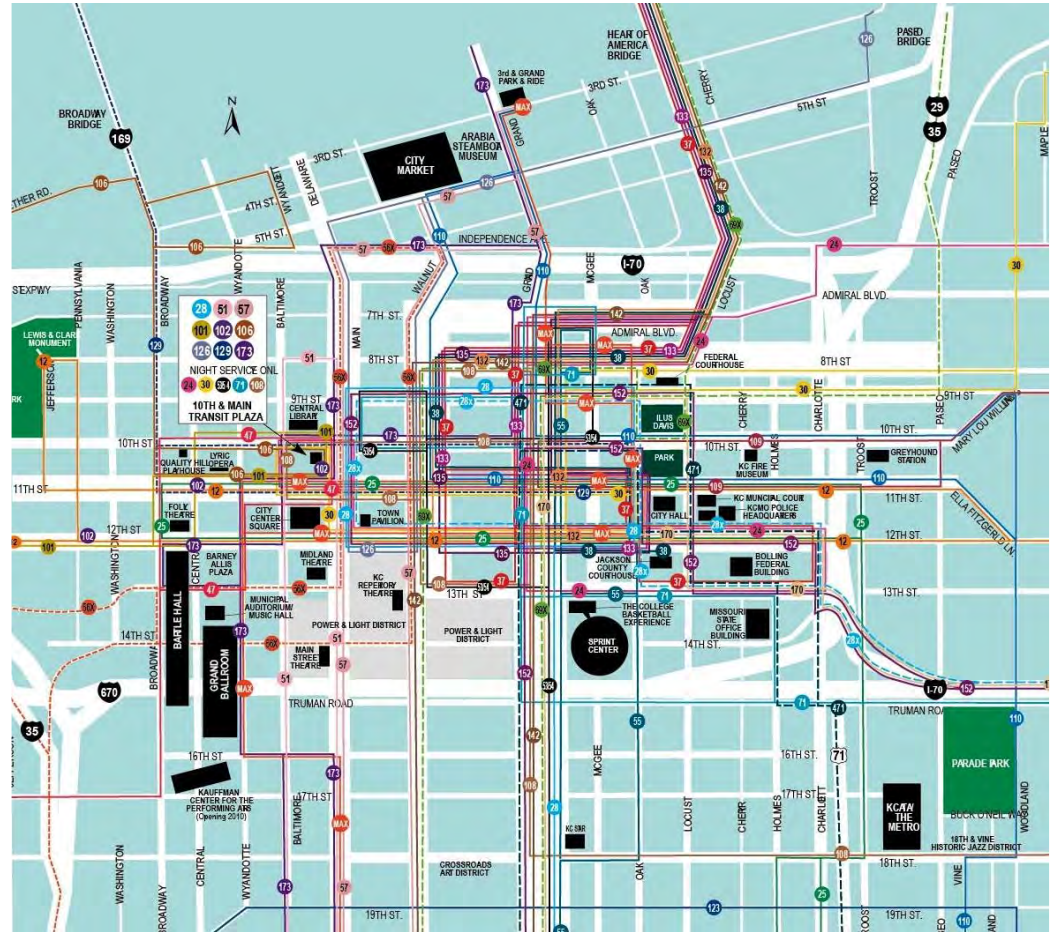
KCATA Regional Transit Improvement Program

- 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



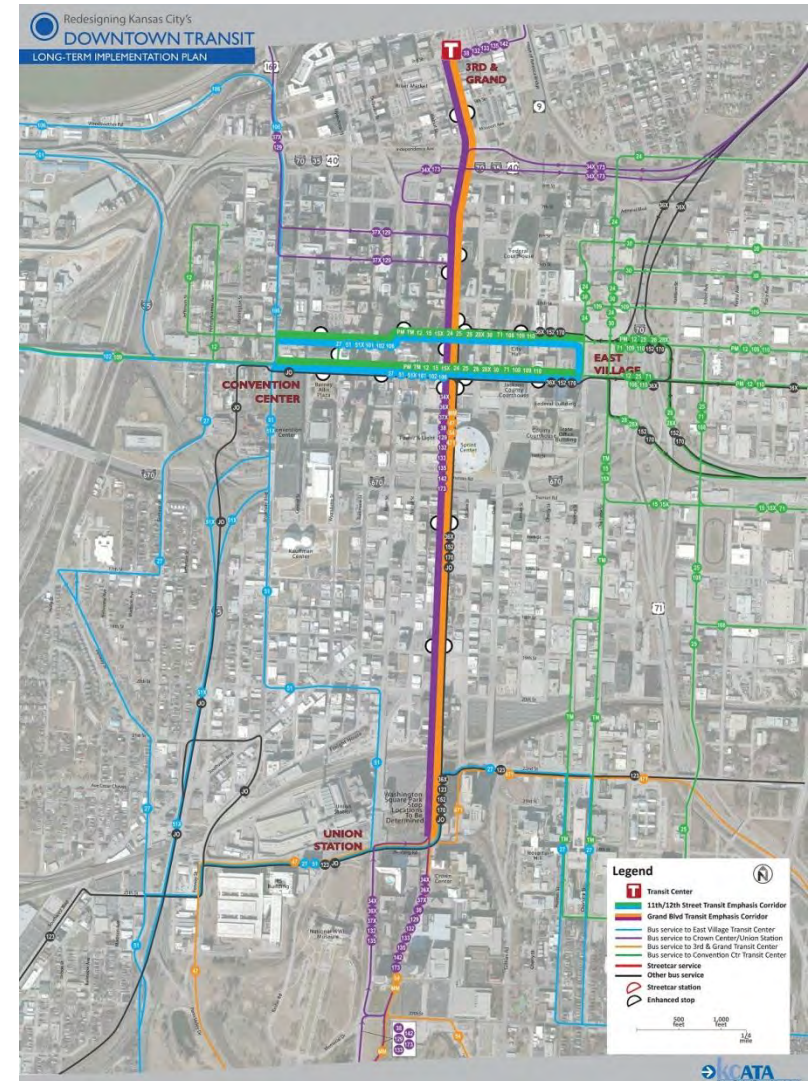
Downtown Transit Vision Goals

- 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



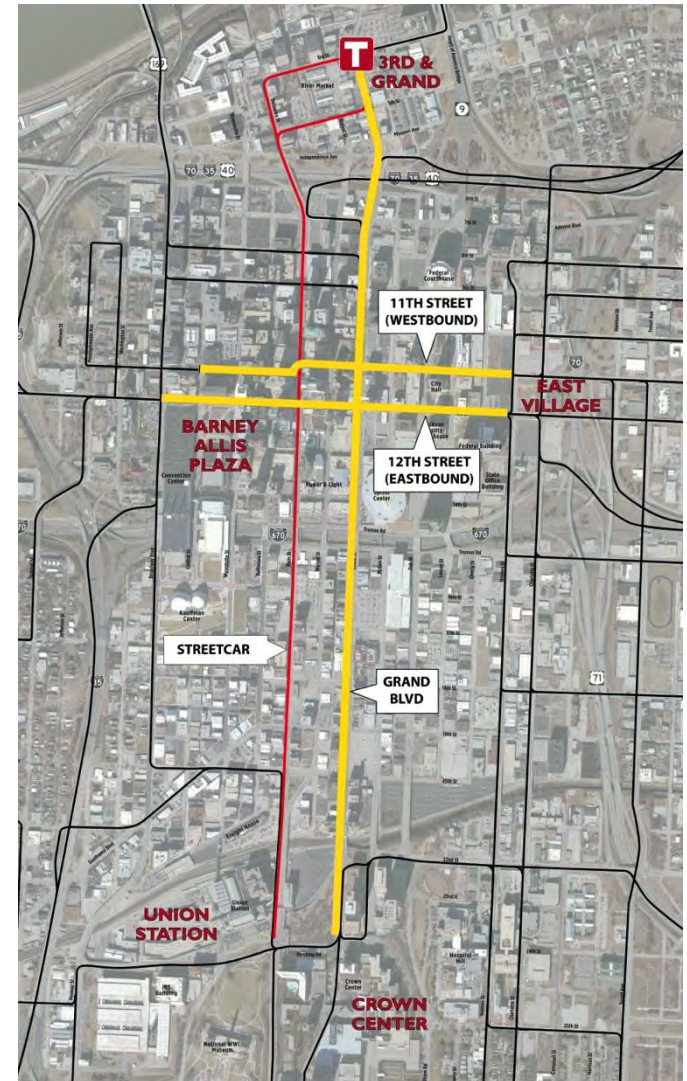
Long-Term Concept for Downtown Transit

- 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



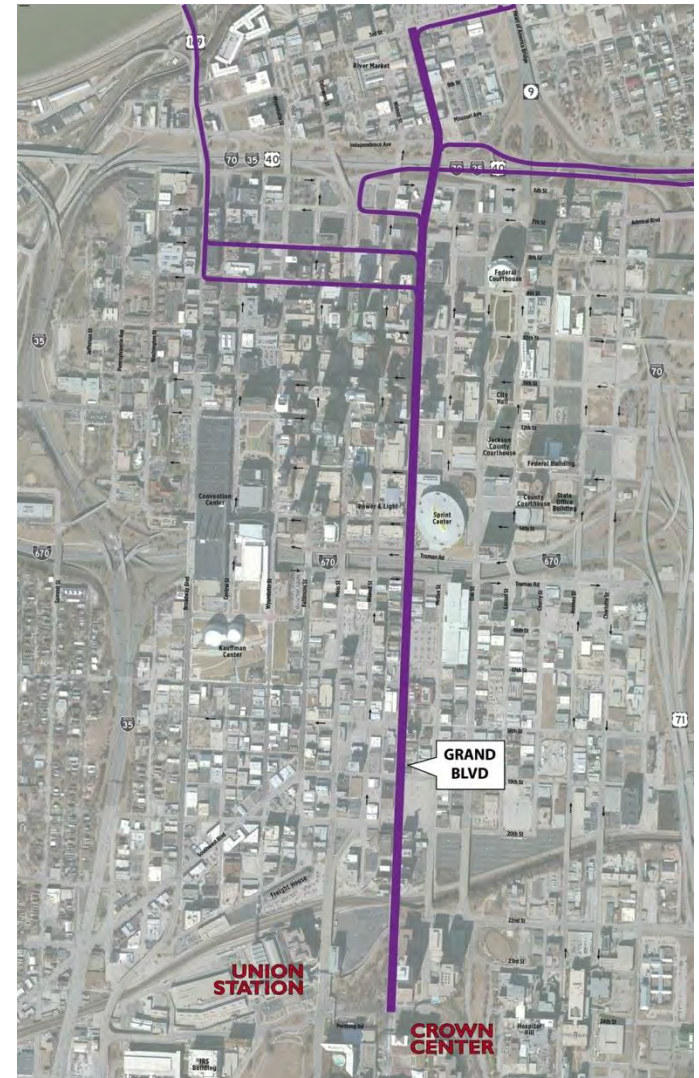
Transit Emphasis Corridors (TEC)

- 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



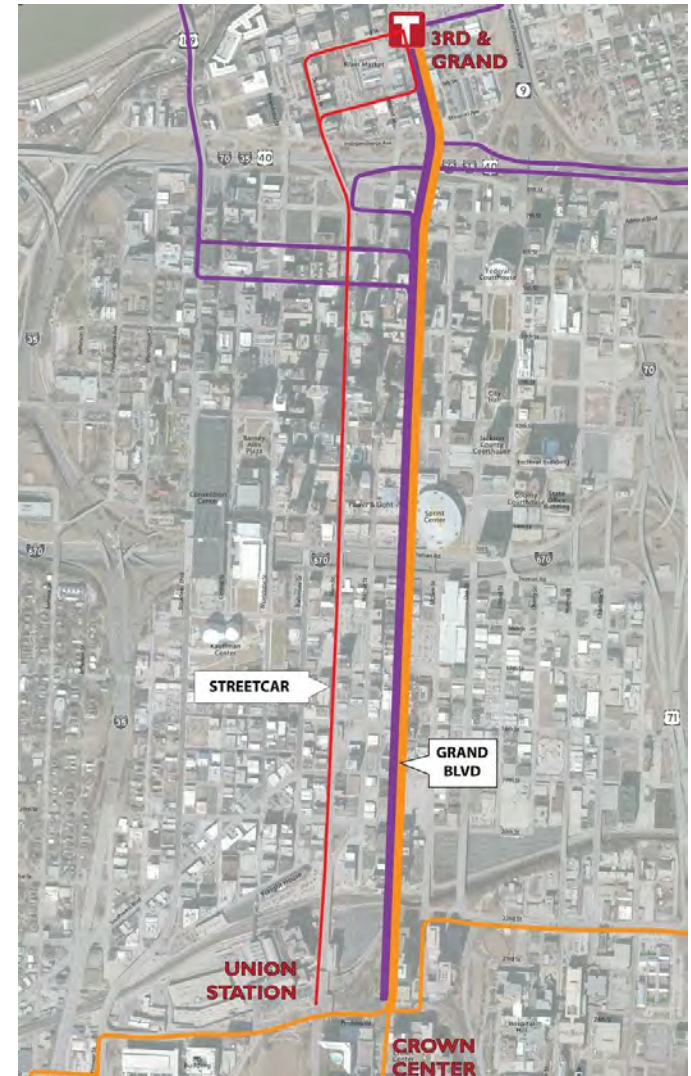
Service Concept: Intersecting Trunk Route Structure

- Most north-south service on Grand Blvd
 - Service from north to Crown Center/Union Station area



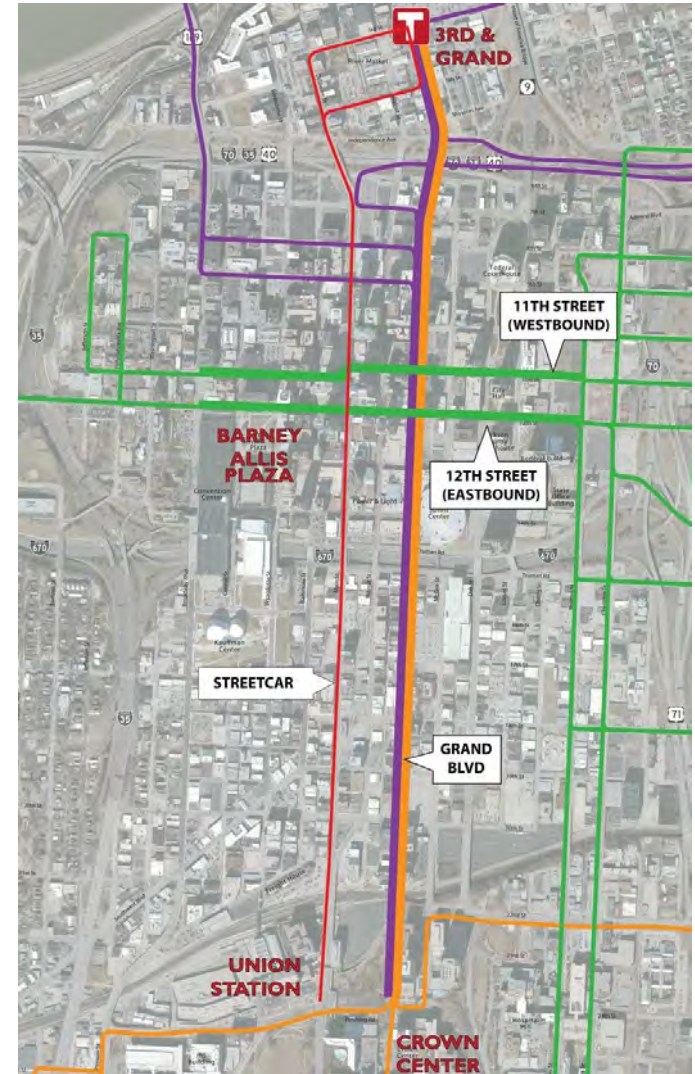
Service Concept: Intersecting Trunk Routes

- 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



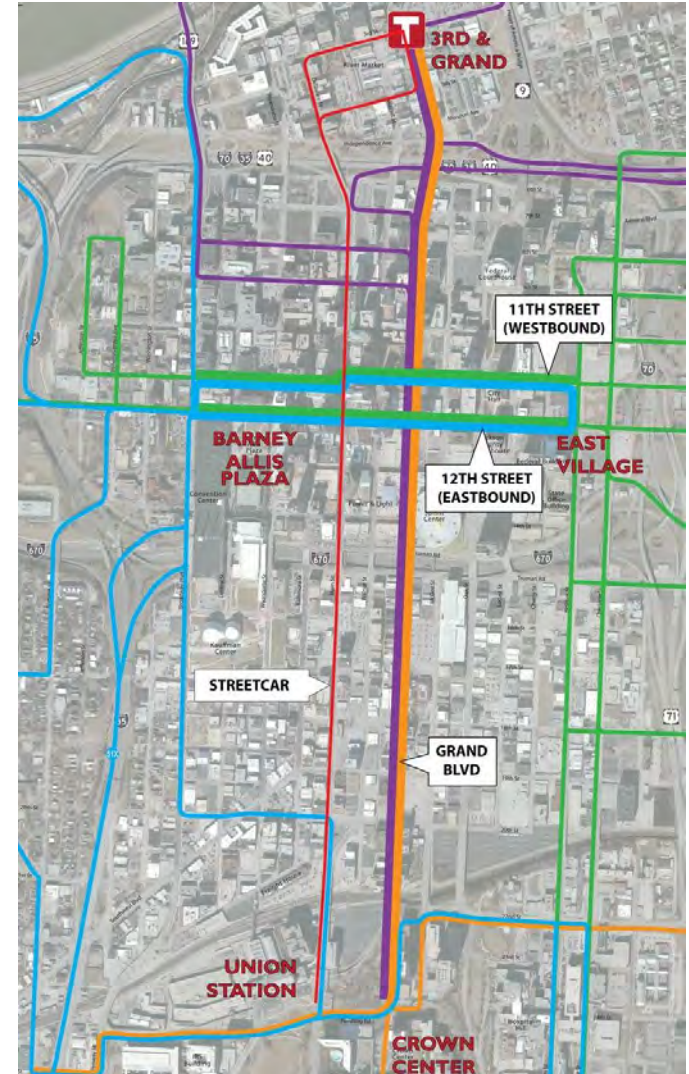
Service Concept: Intersecting Trunk Routes

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



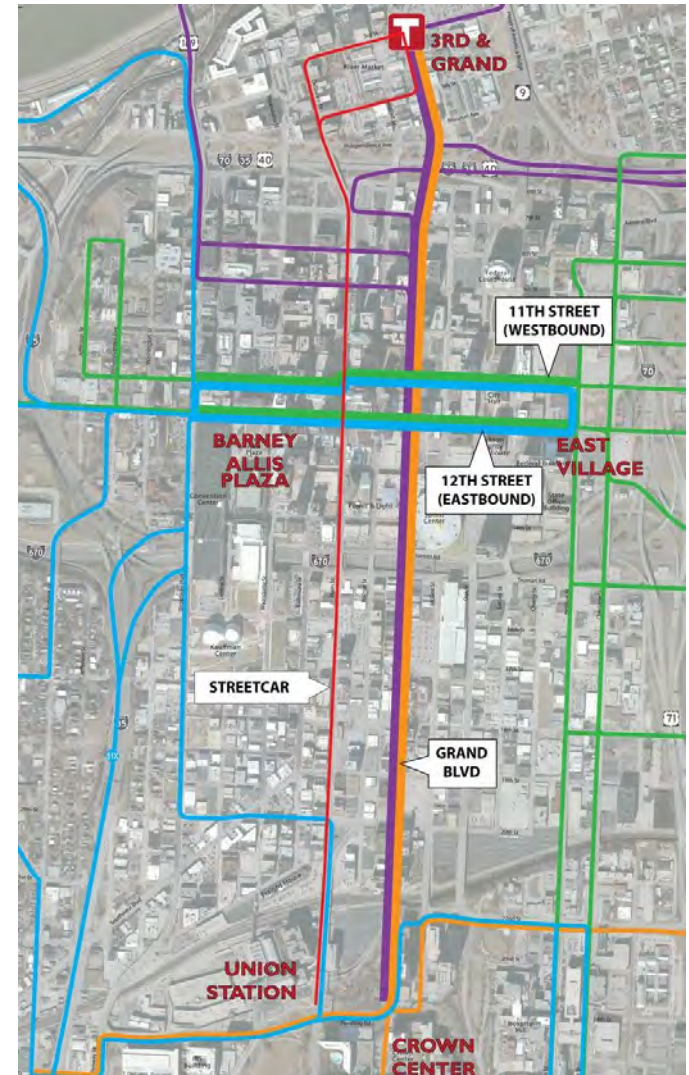
Service Concept: Intersecting Trunk Routes

- 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.



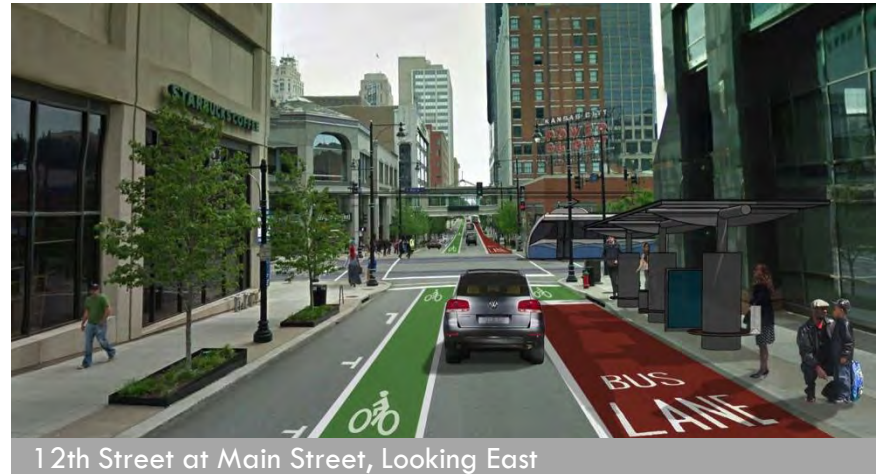
Service Concept: Intersecting Trunk Routes

- 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

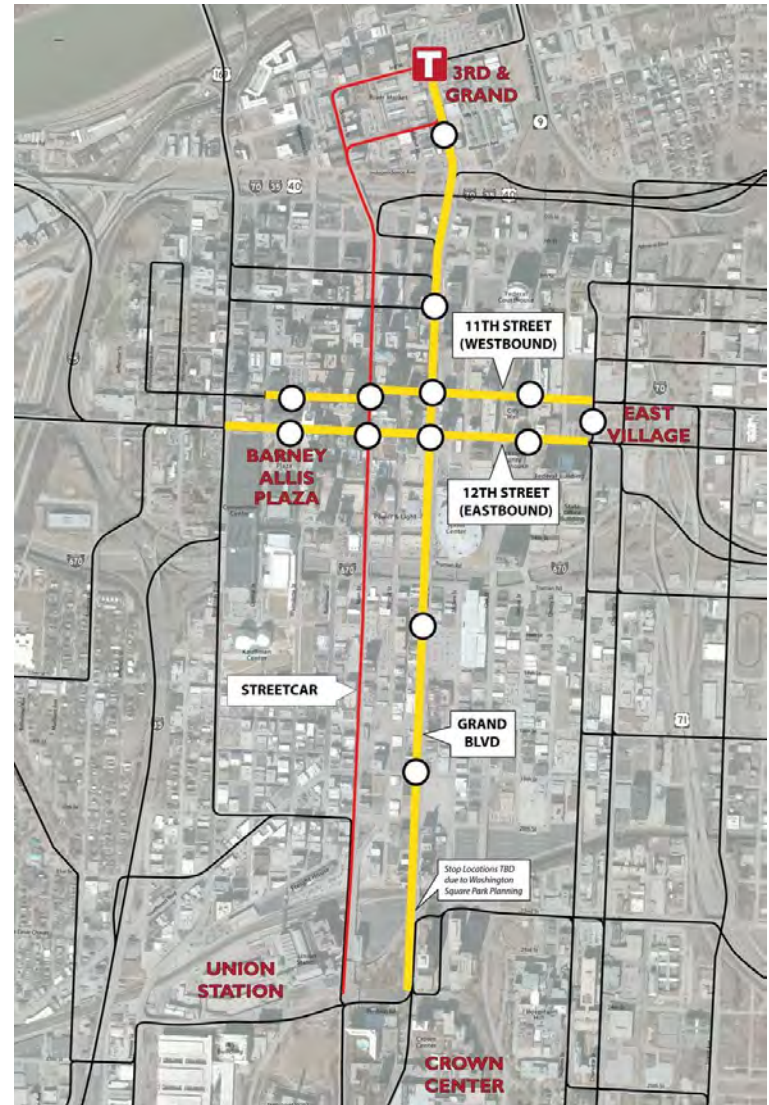
- Attractive facilities
- Similar elements as MAX stops
- Bike and pedestrian accommodations
- Integrate with character/attractiveness of streets/blvds.



Columbus, OH Enhanced Stops

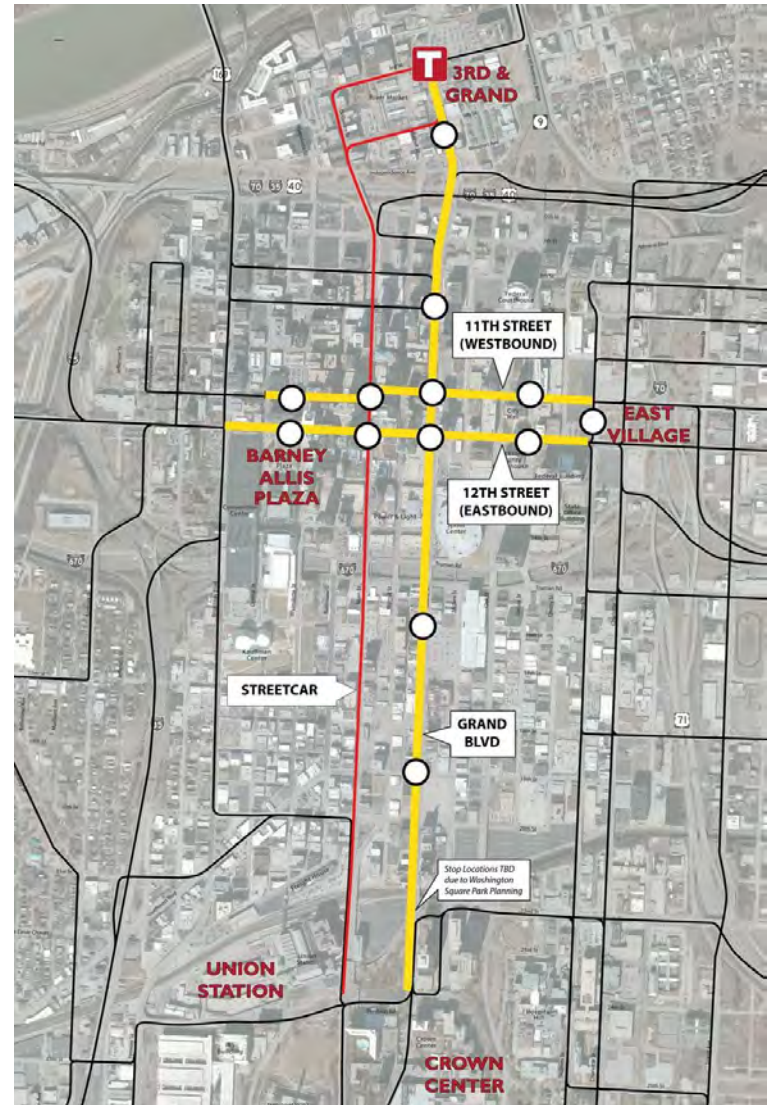
Potential TEC Elements: Enhanced Stops

- Every two to four blocks (Max. two block walk to stop)

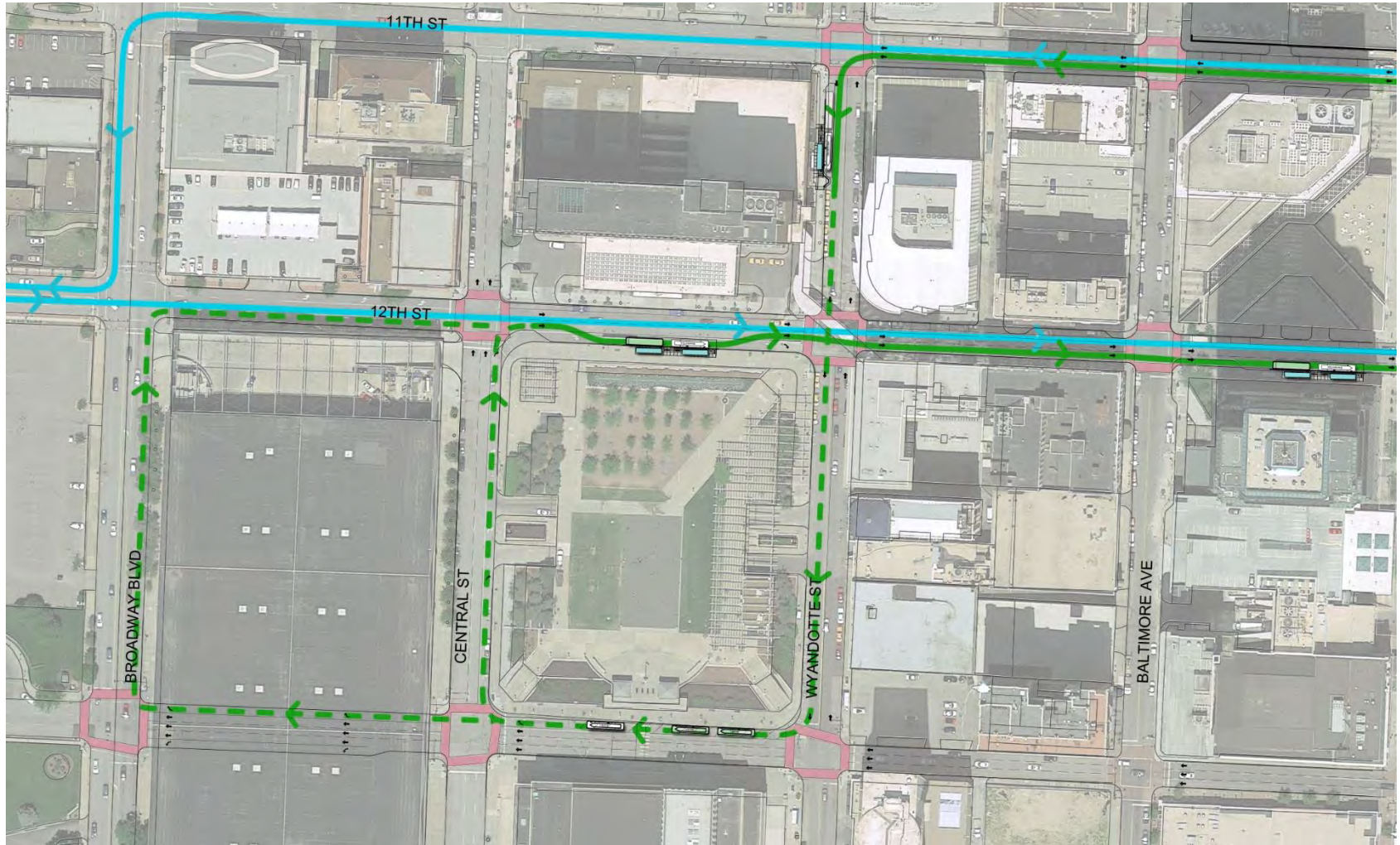


Transit Centers/Hubs

- 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



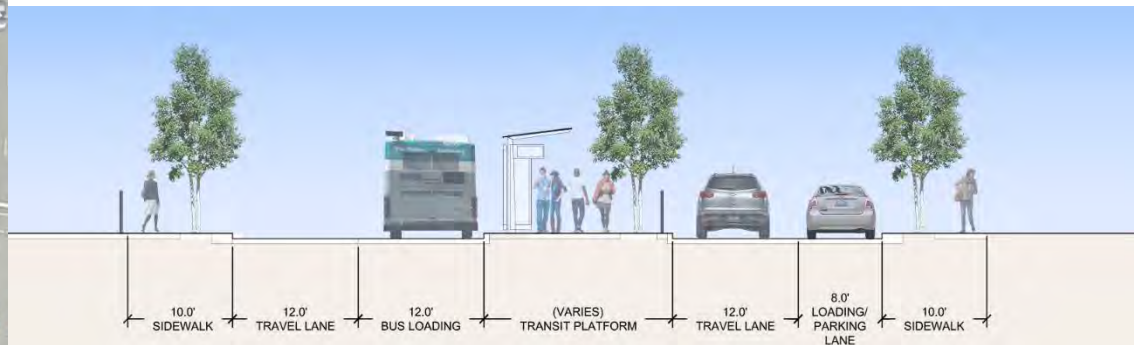
East Village Transit Hub – Location Options



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



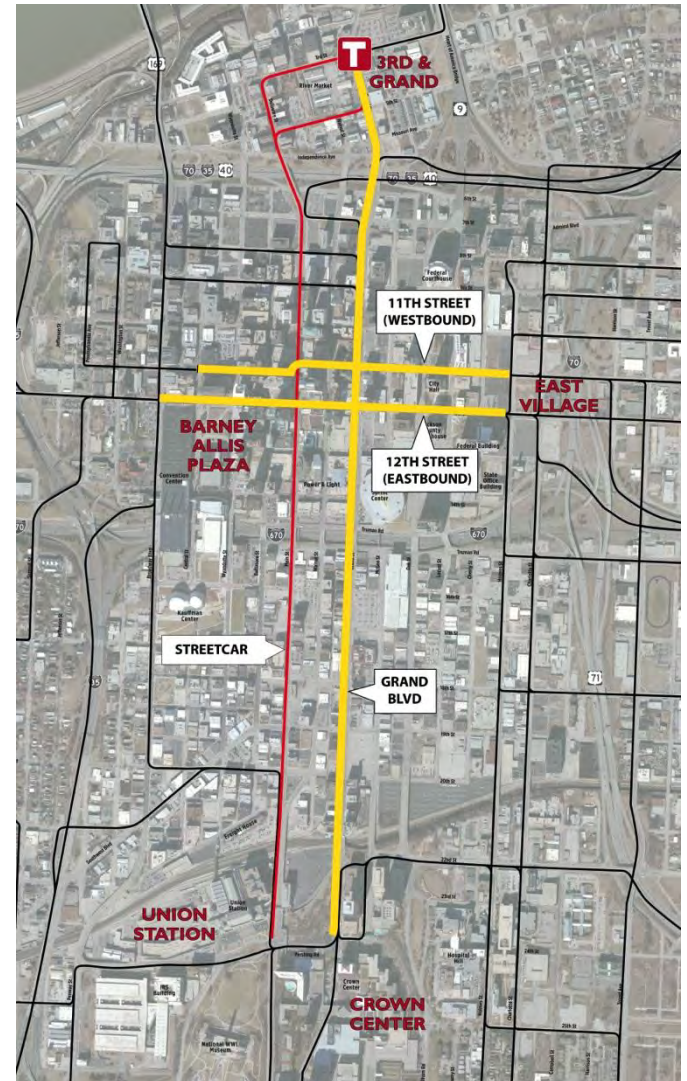
East Village Transit Hub – Charlotte St. Option

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



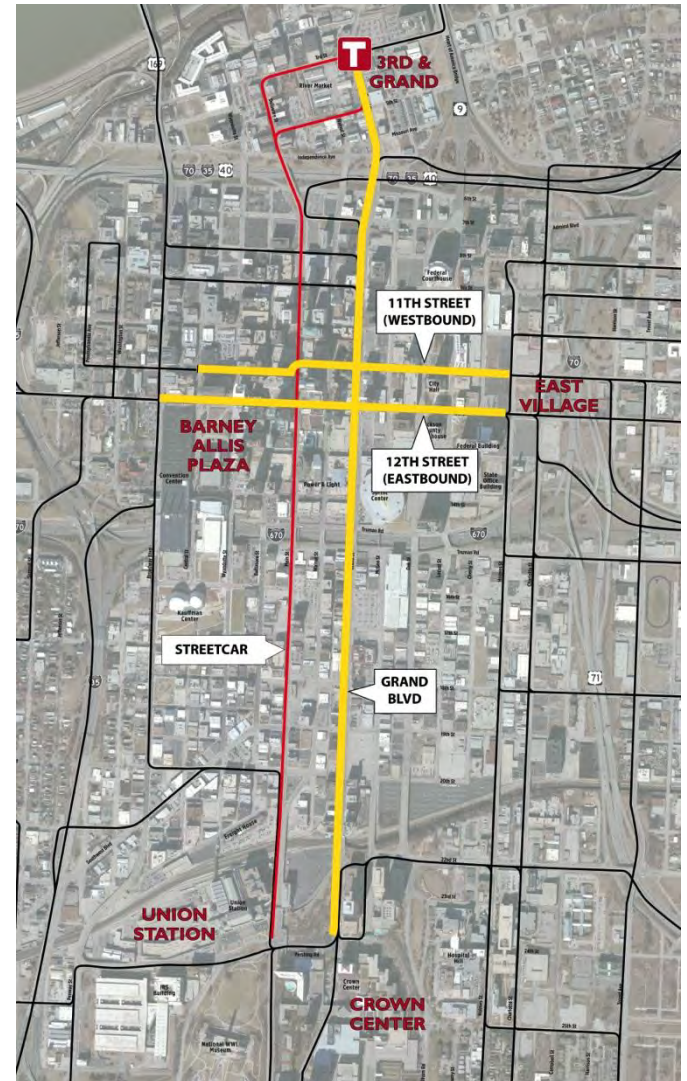
Long Term Vision - Summary

- Intersecting trunk route design



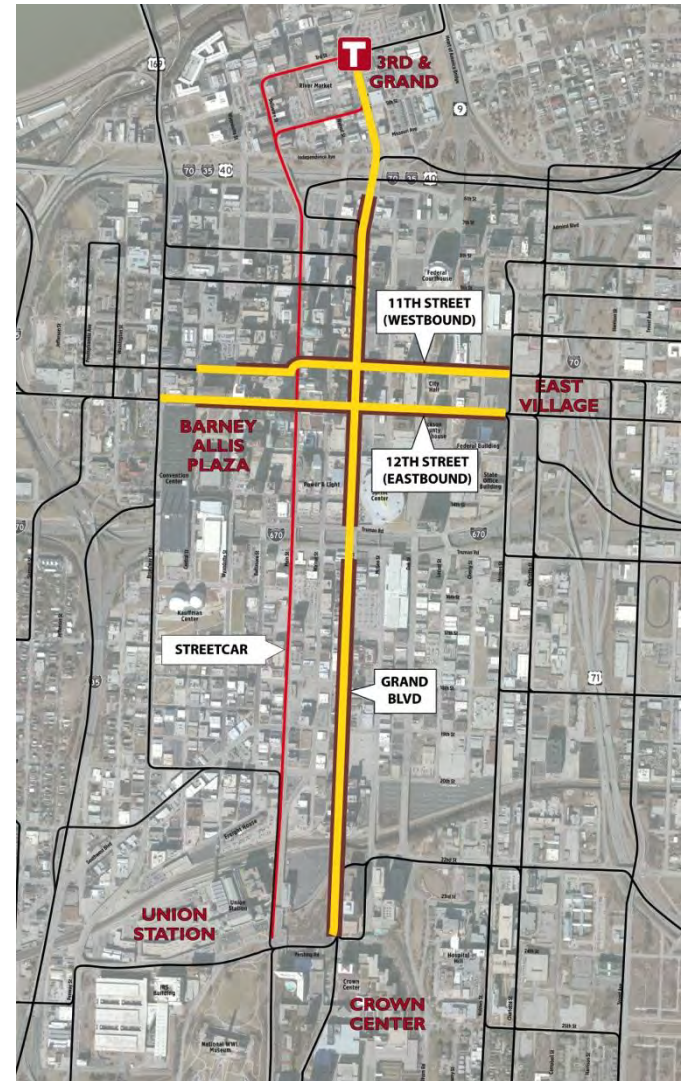
Long Term Vision - Summary

- Intersecting trunk route design
- Transit Emphasis Corridors



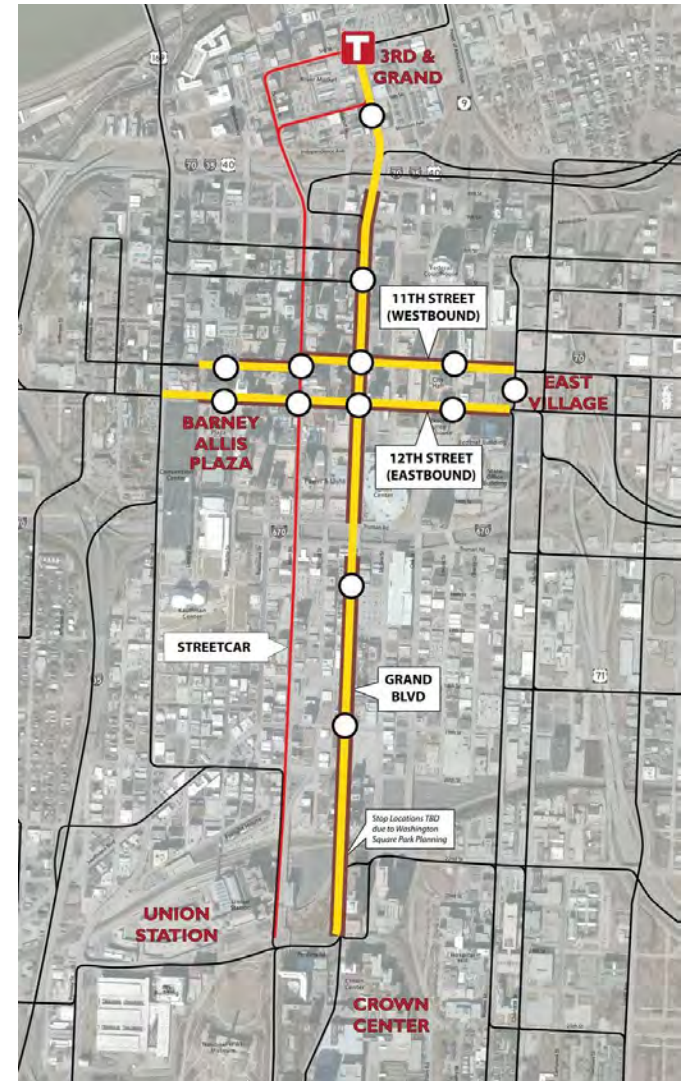
Long Term Vision - Summary

- Intersecting trunk route design
- Transit Emphasis Corridors
- Bus lanes



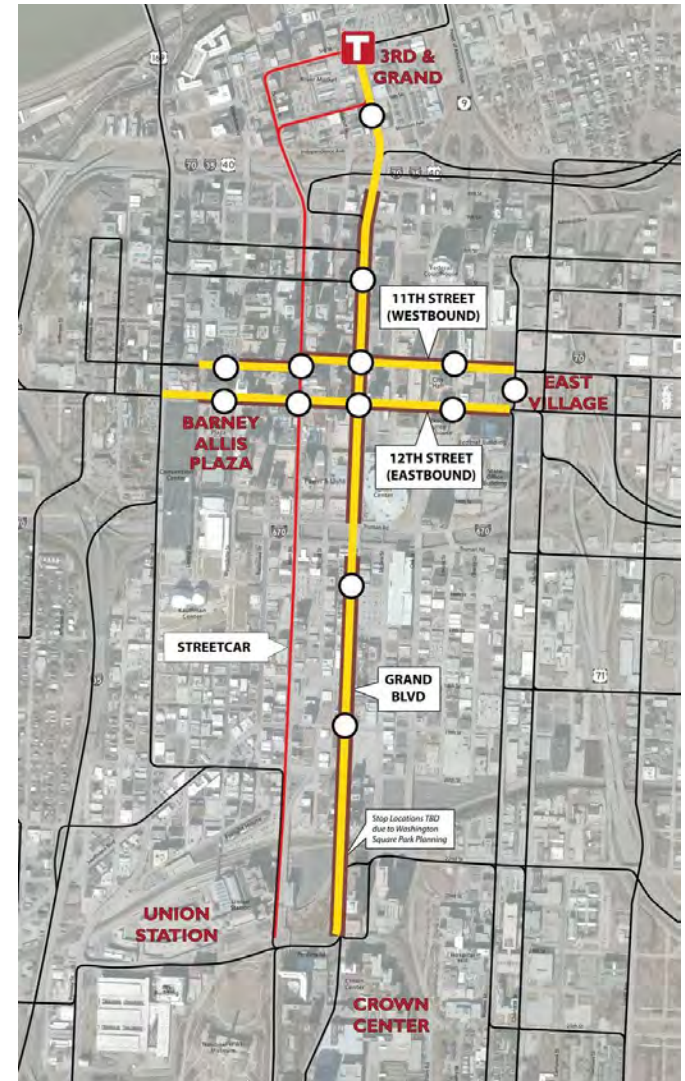
Long Term Vision - Summary

- Intersecting trunk route design
- Transit Emphasis Corridors
- Bus lanes
- Enhanced stops



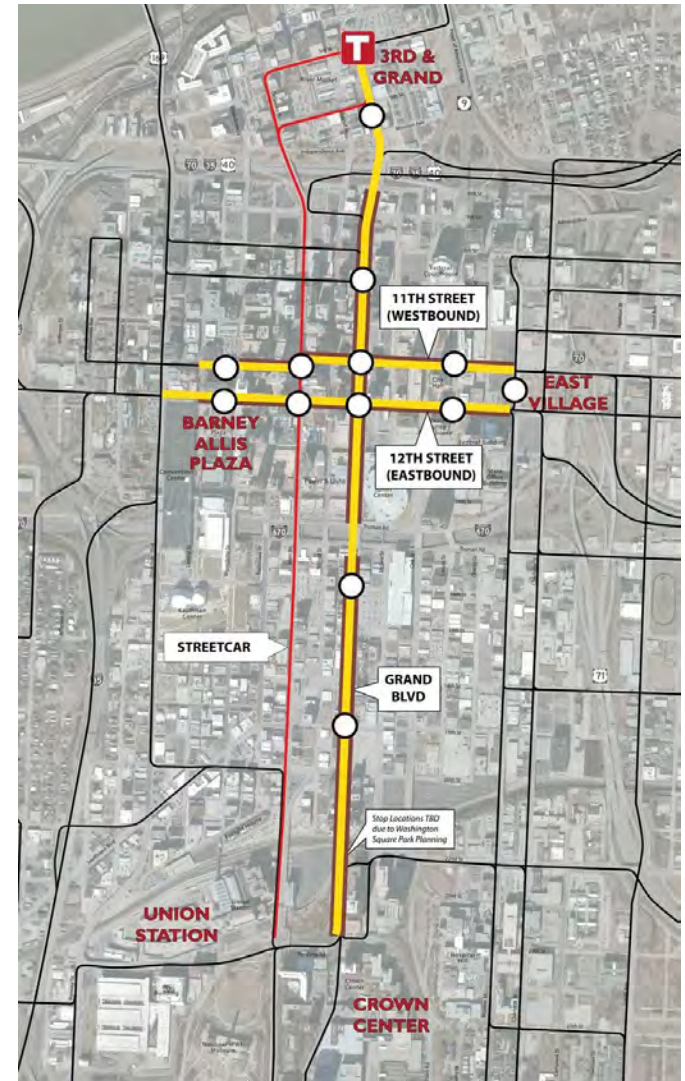
Long Term Vision - Summary

- 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

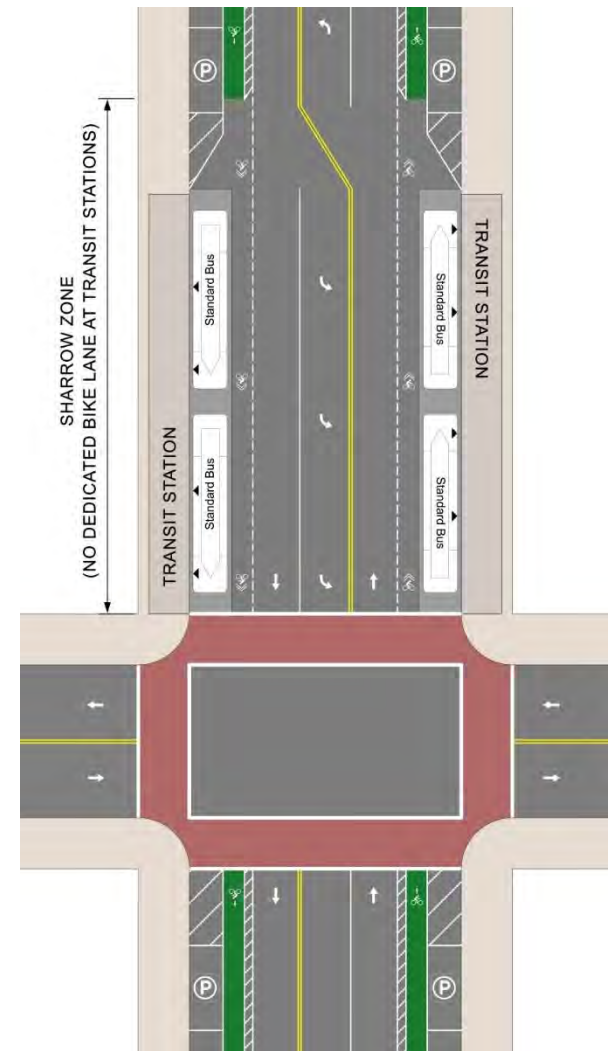
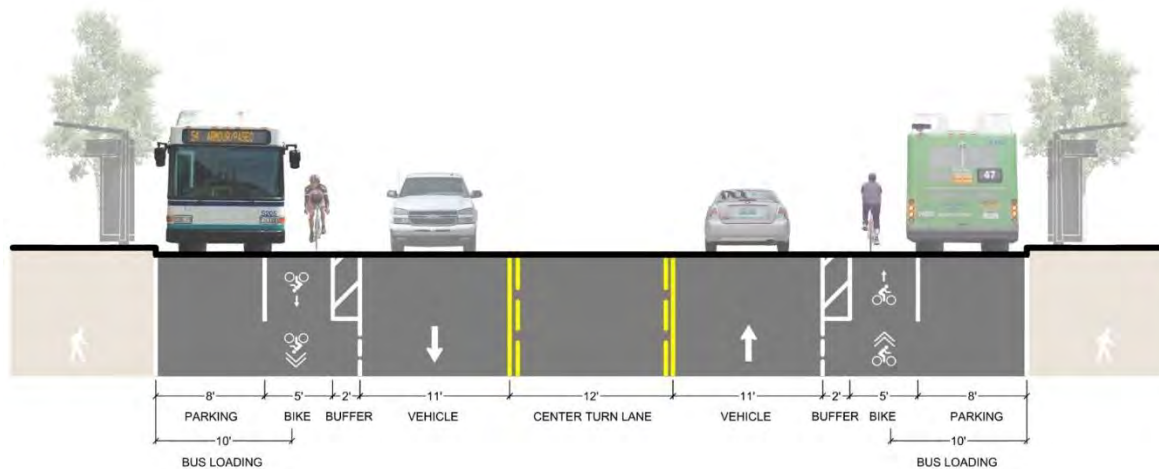
Implementing the Long Term Vision

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

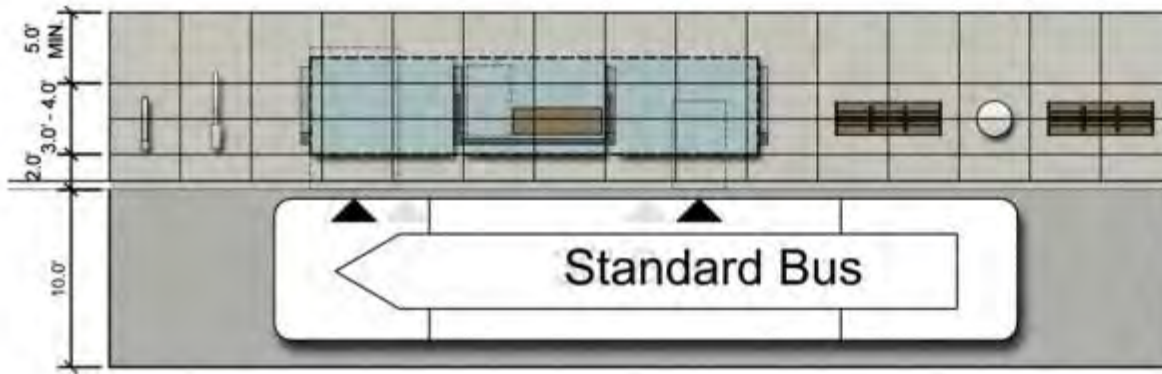
- Fewer bus stops (Maximum 2 block walk)
- Larger stop zone (at least 2 buses)
- Upgraded bus stop amenities
- On-street parking except at bus stops
- Bike lane each direction except at bus stops
- Improve pedestrian access and environment



Station Prototype

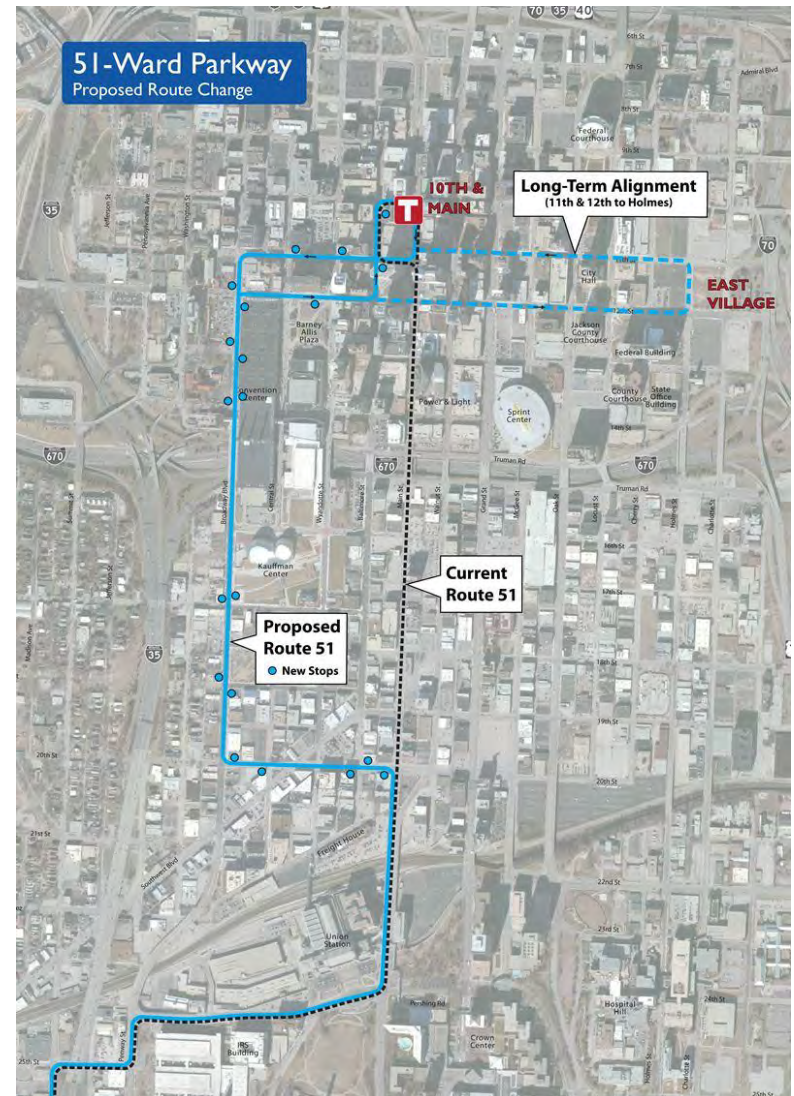
TRANSIT EMPHASIS CORRIDOR STATION PROTOTYPE

- **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