Project Overview

About the Study
The Kansas City Area Transportation Authority (KCATA), in cooperation with several project partners, is evaluating an east-west, high-capacity transit connection between The University of Kansas Health System and Rock Island Corridor/Truman Sports Complex (Kauffman Stadium and Arrowhead Stadium).

The study team is presenting a preliminary set of alignment alternatives that are under evaluation along with the criteria for which the alternatives are being evaluated. Through one-on-one meetings, small group presentations, and public meetings, the study team is soliciting feedback from the public to help narrow down the alignment options.

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.

WHAT...
- Improve bi-state east-west connectivity
- Improve connections to mobility services
- Improve accessibility 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

WHY...
- 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

Project Partners

Improve bi-state east-west connectivity
Improve connections to mobility services
Improve accessibility 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

**SUSTAINABILITY**
- Reduce emissions and adoption of low-or-no emission vehicles

**RIDER EXPERIENCE**
- Increase connections
- Improve rider accessibility
- Provide high-quality amenities and experience
- Create user-friendly experiences
- Provide direct, intuitive transportation alternatives

**TRANSIT-SUPPORTIVE LAND USE**
- Support compact and mixed-use development
- Connect historically separated communities
- Improve access to jobs, healthcare, education and housing
- Support local business and residential initiatives

**IMPLEMENTATION & OPERATIONS**
- Increase transit speed and reliability
- Develop responsible and sustainable investments
- Gain buy-in from the public and key stakeholders
Micro-Meetings & First Round of Public Meetings
Micro-Meetings (meetings with small groups of stakeholders along the corridor) as well as the first round of public meetings are held to present the Purpose & Need, Vision Statement, preliminary alternatives, and screening criteria for review and input.

Second Round of Public Meetings
The results of the Tier 2 screening are presented for feedback and incorporation into the final recommended alternative.

One-on-One & Stakeholder Engagement
Inclusive outreach with the community to identify specific transit goals and needs.

Outreach & Stakeholder Engagement

Preferred Alternative

Tier 2
Mode of Transit & Further Alignment Evaluation

Oct 2022

Nov-Dec 2022

Mar 2023

Tier 1
Corridor Evaluation

Jul-Aug 2022

Mar-Jun 2022

Project Timeline

Evaluation
Criteria Development

Mar-Nov 2022
The Project Study Area displays the transit corridor and alignment options from The University of Kansas Health System to the Truman Sports Complex.

Which destinations or transfer locations in the study area are important for a new East-West transit to serve?
West Segment Alignment Options are from The University of Kansas Health System to Main St.

For the West segment, three alignment options are shown between Broadway Boulevard and Main Street to facilitate connections to each of the Middle alignment options. One West alignment option will be recommended based on which Middle alignment is recommended.

Thinking about your travel habits, which alignment would be an improvement for you?

Stick a dot under the option you prefer.

W-1

W-2

W-3

W-4
Middle Segment Alignment Options are from Main St. to Van Brunt Blvd./Hardesty Ave.

Thinking about your travel habits, which alignment would be an improvement for you?

Stick a dot under the option you prefer.

M-1

M-2

M-3

M-4

Middle Segment Alignment Options

Thinking about your travel habits, which alignment would be an improvement for you?

Middle Segment

East-West Transit Study

Middle Segment

- M-1
- MAX (light rail)
- M-2
- Streetcar (light rail)
- M-3
- Bus (frequent)
- M-4
- Project Study Area

Map showing different alignment options from Main St. to Van Brunt Blvd./Hardesty Ave.
East Segment Alignment Options are from Van Brunt Blvd./Hardesty Ave. to the Truman Sports Complex

Thinking about your travel habits, which alignment would be an improvement for you?

Stick a dot under the option you prefer.

- E-1
- E-2
- E-3

East-West Transit Study

East Segment

- E-1 MAX(taking)
- E-2 Streetcar(taking/under construction)
- E-3 Bus(taking)

Project Study Area
Screening criteria are the criteria against which the project alignment alternatives and mode will be compared. The criteria are developed based on the goals of the project and are intended to be an objective tool to determine the alternative that best serves the community.

Which of these criteria are most important to you in evaluating this new transit route?

*Distribution your five stickers across the five criteria that are most important to you.*

<table>
<thead>
<tr>
<th>For the transit service alignment:</th>
<th>Maximize the following within a quarter-mile of the transit service alignment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase connections to other transit services</td>
<td>Existing population density</td>
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<tr>
<td>Improve rider access to the transit network</td>
<td>Existing employment density</td>
</tr>
<tr>
<td>Serve the greatest number of transit riders</td>
<td>Future population density</td>
</tr>
<tr>
<td>Increase the number of people who use transit over driving</td>
<td>Future employment density</td>
</tr>
<tr>
<td>Achieve the fastest travel time through the corridor</td>
<td>Connections to affordable housing</td>
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<tr>
<td>Avoid options with project costs that are far above average for transit projects</td>
<td>Connections to key activity centers</td>
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<tr>
<td>Avoid impacts to other roadway uses (driving lanes or parking lanes)</td>
<td>Connections to health-care facilities</td>
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<td>Avoid costly obstacles such as bridges or major utilities</td>
<td>Connections to planned development projects</td>
</tr>
<tr>
<td>Avoid private property acquisition due to right-of-way space constraints</td>
<td>Connections to planned development projects costing $100,000 or more</td>
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