

## **WORK SESSION #1: PUBLIC SPACE IMPROVEMENTS**

**January 31, 2023, at 6-8PM** | Gregg-Klice Community Center, 1600 John "Buck" O'Neil Way

### **ACTIVITY #2: State of the Corridor – Technical Analysis**

- Supply chain is an issue with the timeline getting lights updated... currently 11% completed and will be done in a couple of years
- Safety plays into the progress of neighborhoods
- Corners are important – businesses operate on corners, and corners are a distinct place to impact sense of safety and place
- Does the Fiber Optic connect the signals? Mike Looney confirmed it does enhance speed of service and wifi might be integrated into it via the fiber optic
- Is transit-priority working on the signals? Mike confirmed that the signal priority is up and running.
- How will bike lanes be decided on, and is there a possibility of eliminating them?
- Will Prospect Ave have bike lanes? Drew confirmed Prospect will not have bike lanes.
- Public art, community gateways, wayfinding elements – how do these fall into public space and making it more enjoyable, safe, interesting?
- Comment that there would be a big value in having signage and giving people knowledge of what neighborhoods are located along Prospect – since there are over 20 neighborhoods
- Need to evaluate the impact of the downtown baseball stadium on Prospect Avenue – transportation and development
- Why does our study stop at 75th Street? There is lots of projected city growth down past 85th Street
- What is the discussion of multi-vehicle lanes?
- Question about the headways
- Addressing safety and usefulness is critical
- Question about emergency vehicle lanes along Prospect – roadway sections need to be vetted by public safety / KCMO requires 12 foot lanes on thru-streets
- Turning considerations for public safety vehicles, delivery vehicles, buses, etc.
- KCMO doesn't have the budget to maintain so many traffic lights

### **ACTIVITY #3: State of the Corridor – Key Findings & Strategies**

- Activating the sidewalk area... public works good at building concrete, but NOT good at flowers, other community improvements. A CID is needed to sustain that. A CID creates stewardship.
- Is it reasonable to assume the Prospect MAX will still be a motorbus? Could it become a streetcar or something else?
- Could there be a looping system that connects Prospect to Troost so that it is moving in a circle rather than two separate systems
- We need a “parade-able” street in KC... Broadway is not great... Could it be Prospect? Or east/west street?
- The tech in the buses could become outdated quickly, which is a concern
- Prospect buses need to be more frequent in order for more people to ride
- Fare free transit is very important to many riders
- The improved technology at transit stops is really appreciated
- Focusing on improving housing will make a difference for infrastructure updates
- There is not a bus available after hours which is VERY inconvenient for users... pre-covid operations needs to be reinstated
- We are prohibited from subsidizing operations using federal funds, which is contributing to issues
- PMax has been on a 15 minute schedule for 2 years, we've had better service than Troost and Main, where the MAX just recently came of 30 minute schedule. (Main was 12 min/Troost 15, pre-pandemic)
- Ebikes and scooters is a welcomed idea that needs to be an option EAST of Prospect and all along the corridor
- Ebikes are important because of all the hills / Bobby confirmed there is a lot of momentum to expand the current program
- Scooters and ebikes NEED to be partnered with new facilities to support them
- Bike lane poles are too close together
- Bike lanes slow traffic down noticeably and people are actually using them, especially with ebikes
- Micro-bus service would be more helpful to senior citizens than bikes would
- East/west streetcar line needs to be a consideration as well