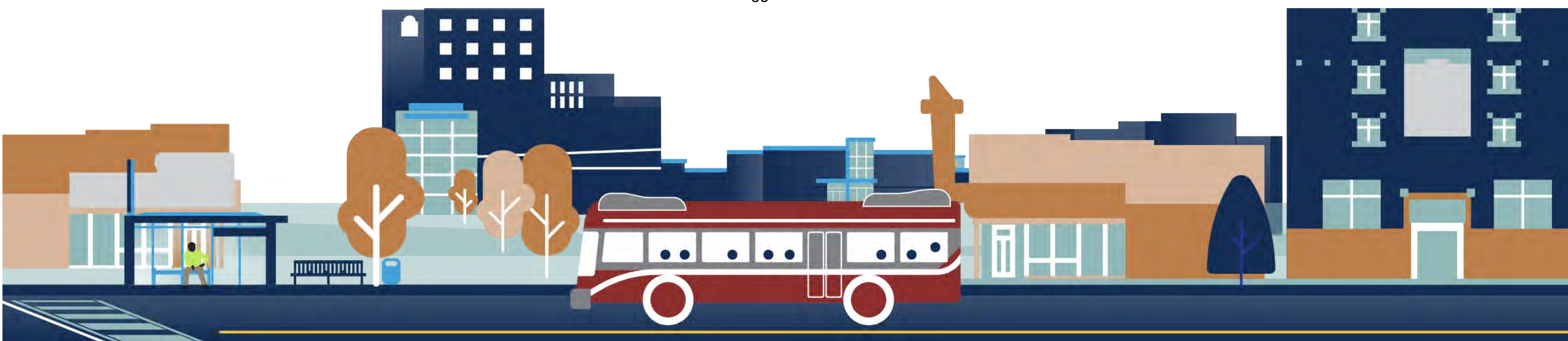
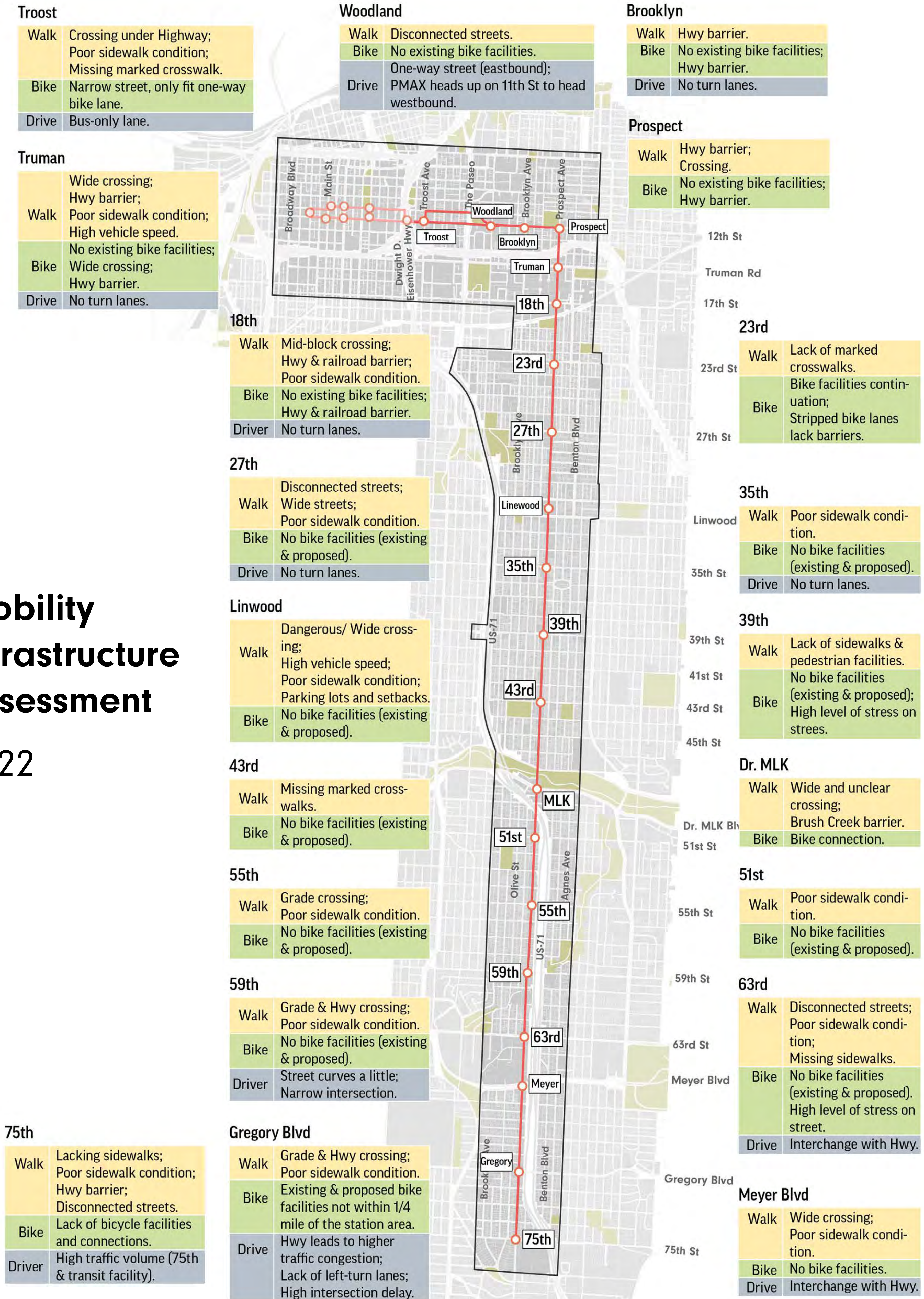


ProspectUS State of the Corridor

**Mobility
Infrastructure
Assessment
2022**





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The four variables that contributed to this station score relative to the project area were:

1. **Transit Boardings**
2. Proportion of **Pedestrian Traffic** (from 2017 to 2020, [All Pedestrian/All Vehicle movements])
3. **Gateway Needs** (Based on plan reviews, indicates area planning and mobility network)
4. **Mobility Infrastructure Needs** (Note: higher needs, led to a lowered index score)

Table 1 - Prospect TOD Readiness Index

Prospect Station TOD Readiness Index					
Stop Location	Transit Boardings	Proportion of Pedestrian Traffic (est.)	Gateway Needs	Mobility Infrastructure Needs	TOD Readiness Score
12th & Charlotte	Lower	1%	Higher	Lower	75%
12th & Troost	Lower	1%	Lower	Higher	50%
12th & Woodland	Lower	1%	Lower	Lower	63%
12th & Brooklyn	Lower	1%	Lower	Lower	63%
12th & Prospect	Higher	2%	Higher	Lower	88%
Truman & Prospect	Lower	1%	Lower	Lower	63%
18th & Prospect	Higher	4%	Higher	Lower	100%
23rd & Prospect	Lower	1%	Lower	Higher	50%
27th & Prospect	Lower	3%	Higher	Lower	88%
31st & Prospect	Higher	8%	Higher	Higher	88%
Linwood & Prospect	Higher	10%	Higher	Higher	88%
35th & Prospect	Lower	11%	Higher	Lower	88%
39th & Prospect	Higher	6%	Higher	Higher	88%
43rd & Prospect	Lower	1%	Lower	Higher	50%
MLK & Prospect	Higher	2%	Higher	Lower	88%
51st & Prospect	Lower	1%	Lower	Higher	50%
55th & Prospect	Lower	2%	Higher	Lower	75%
59th & Prospect	Lower	1%	Lower	Lower	63%
63rd & Prospect	Higher	1%	Higher	Higher	75%
Meyer & Prospect	Lower	2%	Lower	Higher	50%
Gregory & Prospect	Lower	2%	Lower	Lower	63%
75th & Prospect	Higher	2%	Higher	Higher	75%

Based on the indexing, 18th & Prospect station ranked highest for TOD readiness, with stations between 27th and 39th ranking very high. Stations between 50% - 63% require additional investment.



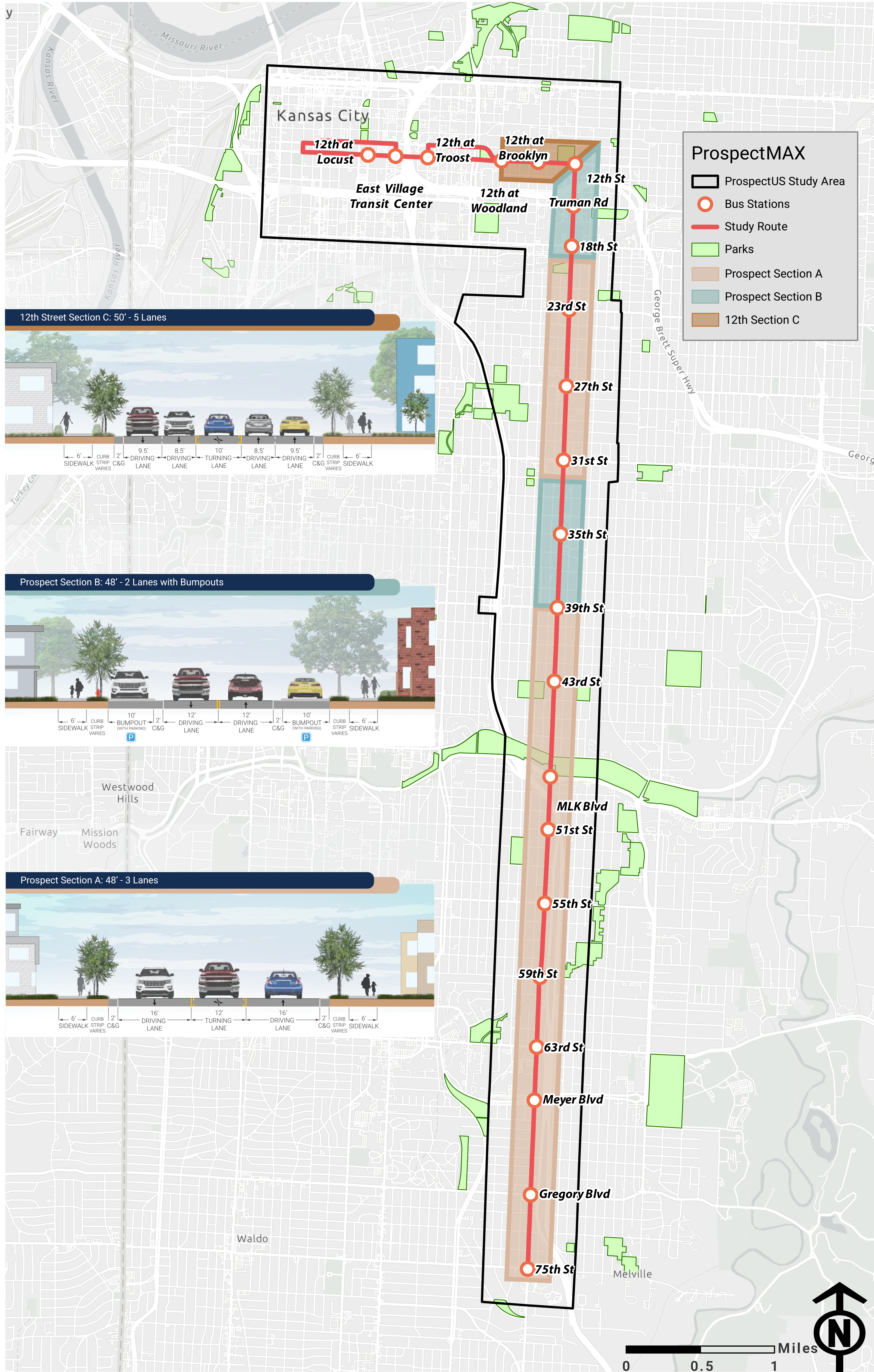


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Existing
Roadway
Cross
Sections
On Prospect
Corridor





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Existing
Roadway
Cross Sections
On Intersecting
Roads





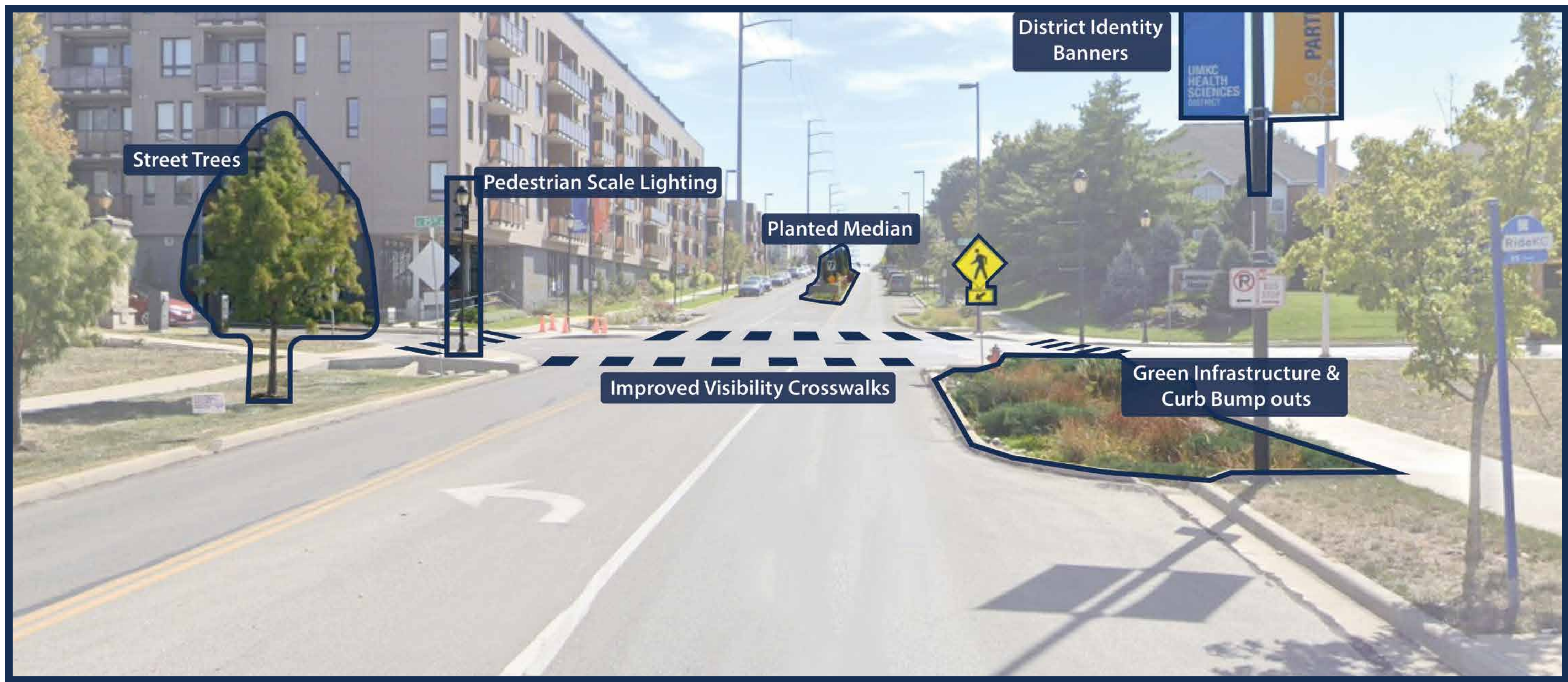
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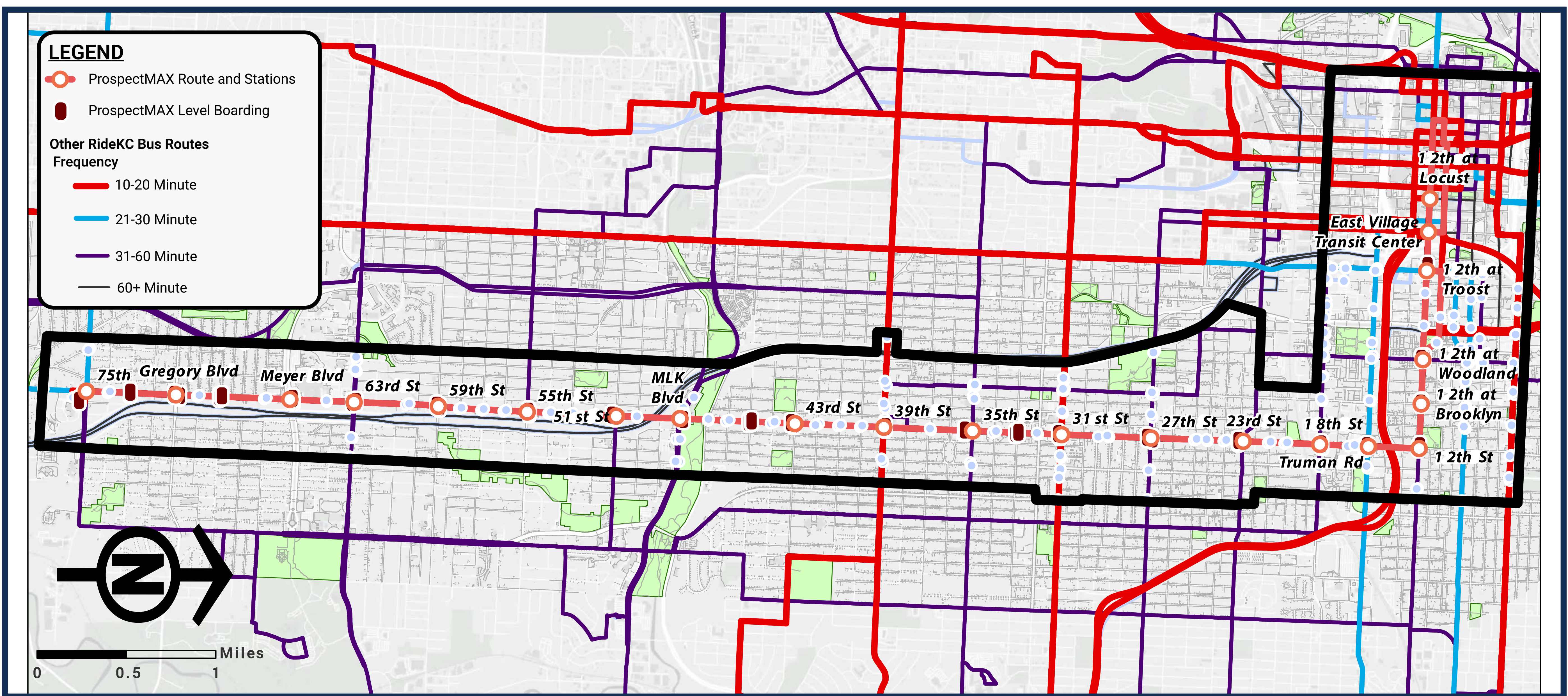
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KEY FINDING #1 - Walking needs to be easier to and from neighborhoods.



KEY FINDING #2 - A more robust, frequent transit network is needed to support riders and TOD





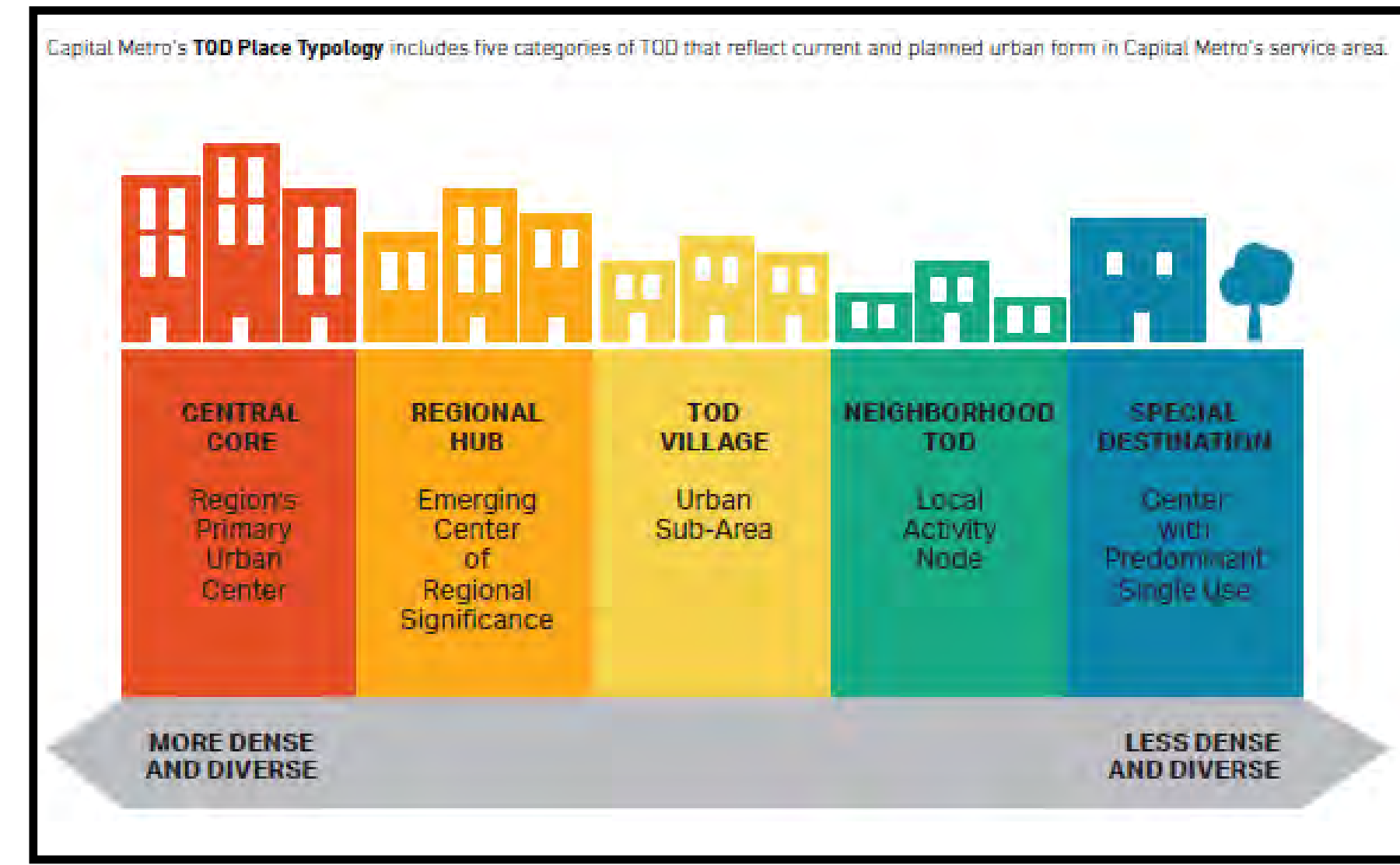
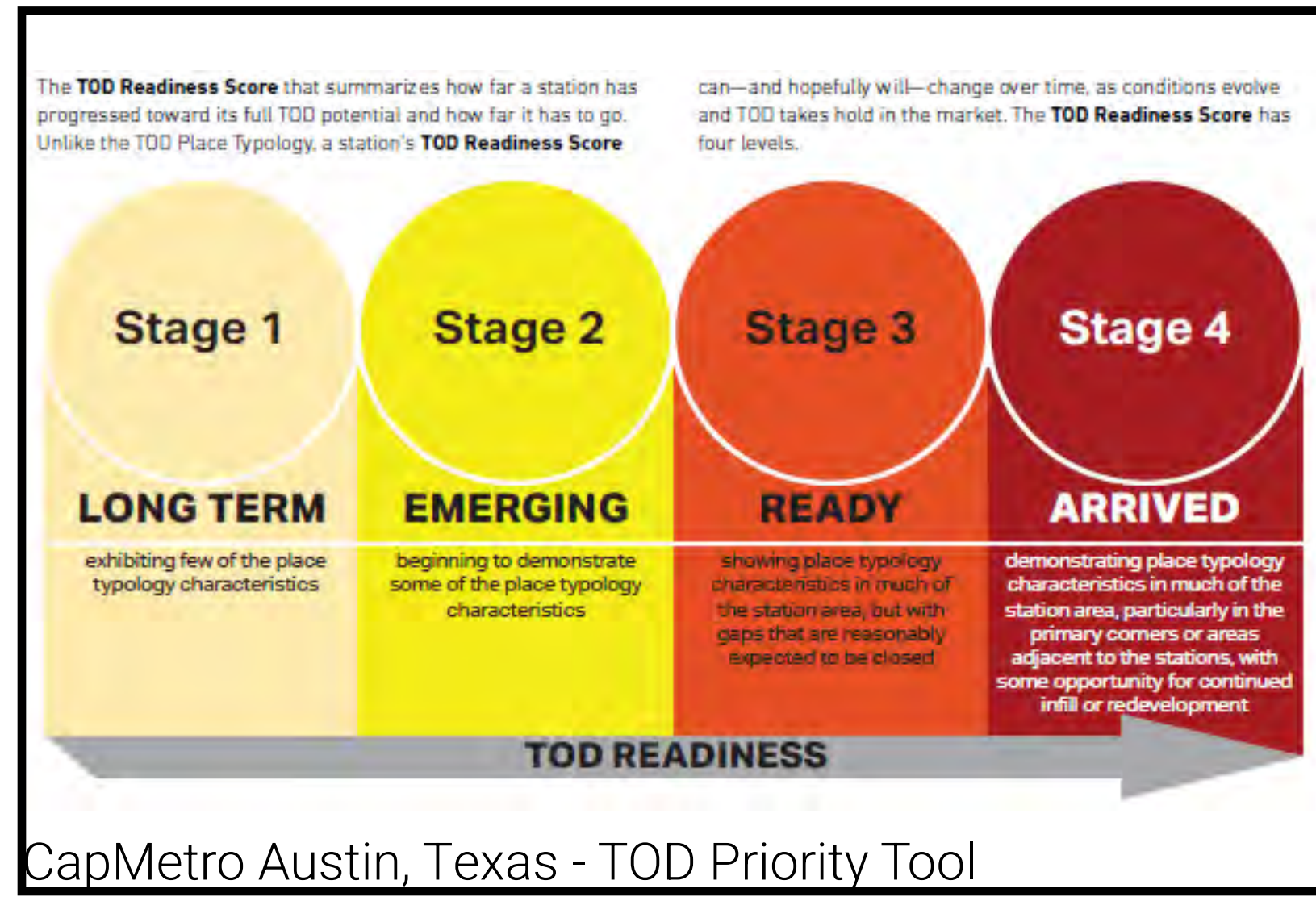
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ACCESSIBILITY

A) Prioritize capital investment to support accessible and contiguous pedestrian infrastructure.



B) Support neighborhoods “last mile” by connecting residences/employees to Prospect MAX transit stops



RideKC Micromobility Program

C) Revisit the PIAC submittal to ensure the strength of the request by the stakeholders and include 311 compliant documentations to support the need fo infrastructure improvements along the corridor.





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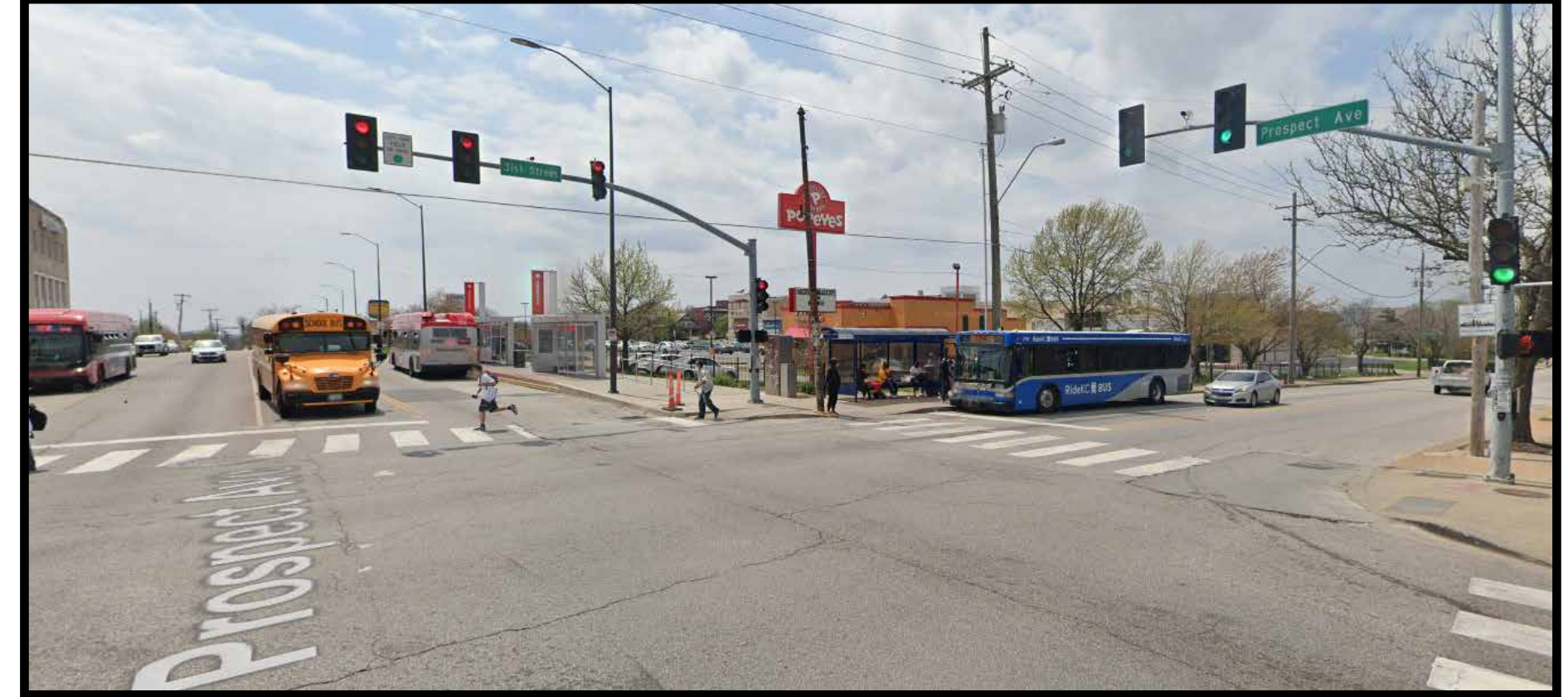
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WAYFINDING

A) Ensure TOD quality over quantity.



31st & Troost. Source: Google Streetview



31st & Prospect. Source: Google Streetview

B) Promote neighborhood identity.



Home Safe Mural in West Philadelphia. Source: Mural Arts Philadelphia



18th & Prospect. Source: Google Streetview

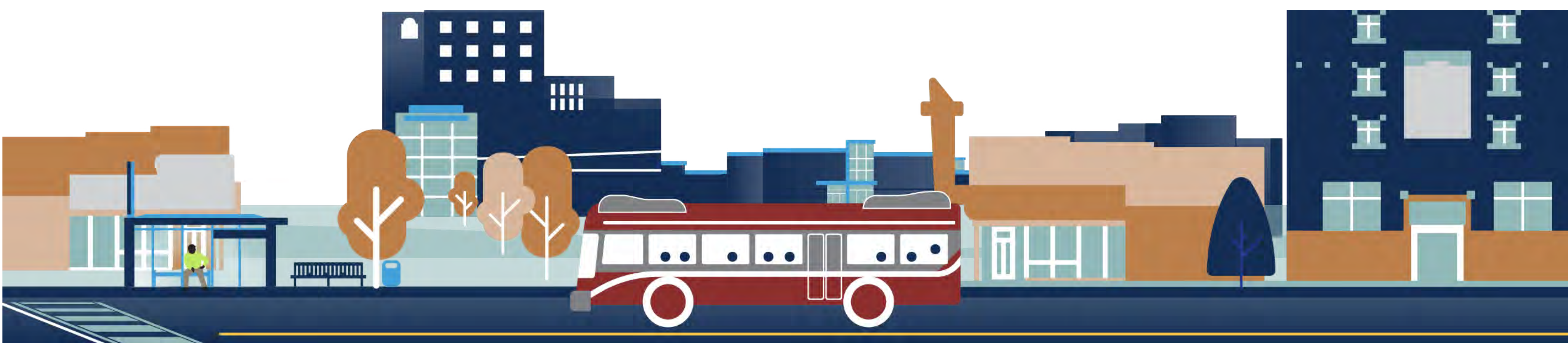
C) Establish "District" definitions.



18th & Vine. Source: Kansas City Business Journal



Prospect Avenue between 31st and Linwood. Source: Google Streetview





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INFRASTRUCTURE/PUBLIC REALM

A) Develop pedestrian first approach with infrastructure, vegetation, and connectivity.

B) Scale improvements to relate to the level or tier of TOD (place types).



An "Urban Center" transit station in Denver. Source: Google Streetview

C) Integrate public/private pedestrian improvements within Prospect MAX corridor.

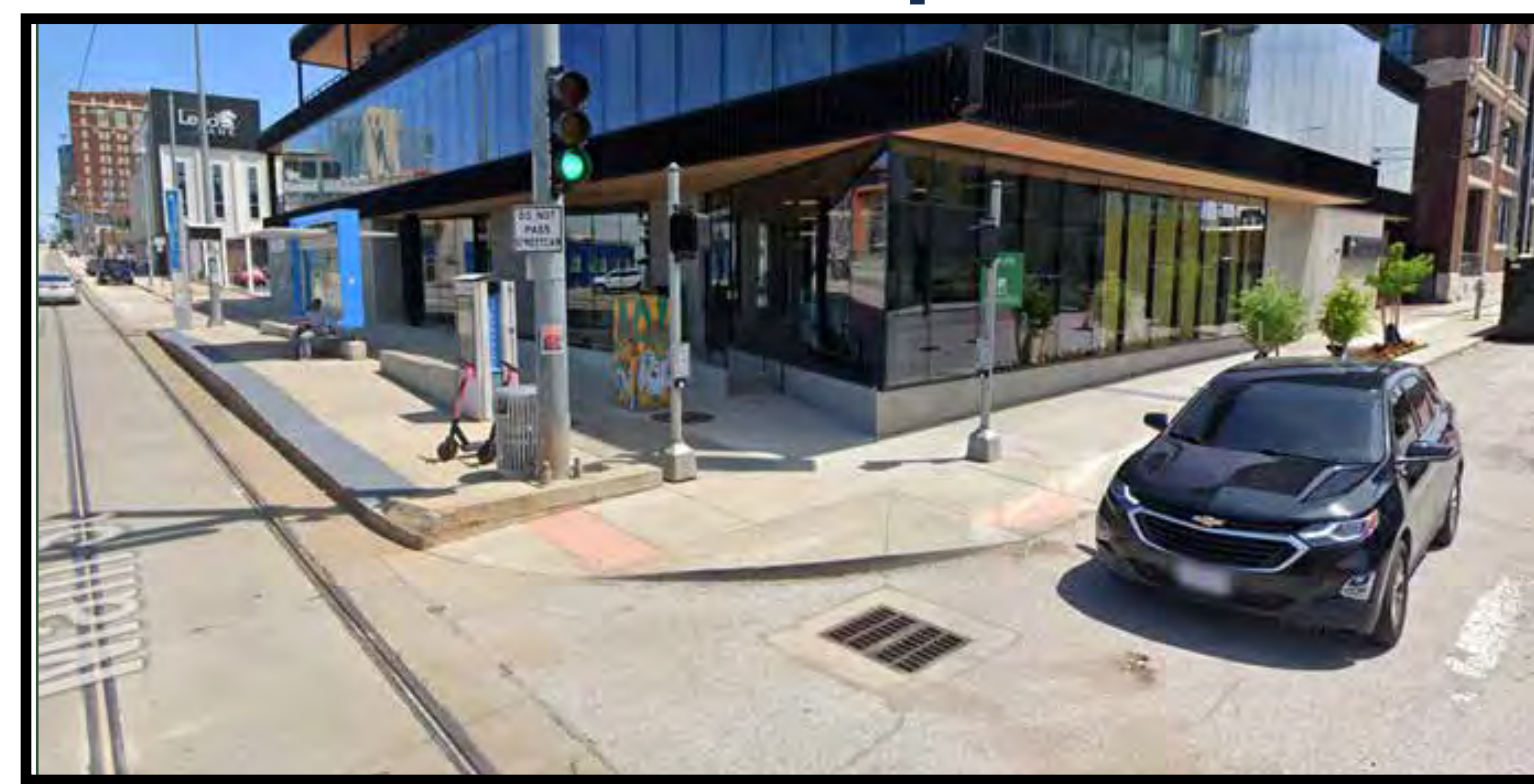


East Liberty Busway Station, Pittsburgh, PA



31st & Prospect Bus Station. Source: Google Streetview

D) Adopt development standards prioritizing ped/bike connectivity.



Main Street Streetcar stops. Source: Google Streetview

E) Ensure a design-based approach to nearby development.





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SAFETY

A) Initiate traffic calming measures along Prospect Avenue that reduces conflict points, traffic speeds, and pedestrian risks.

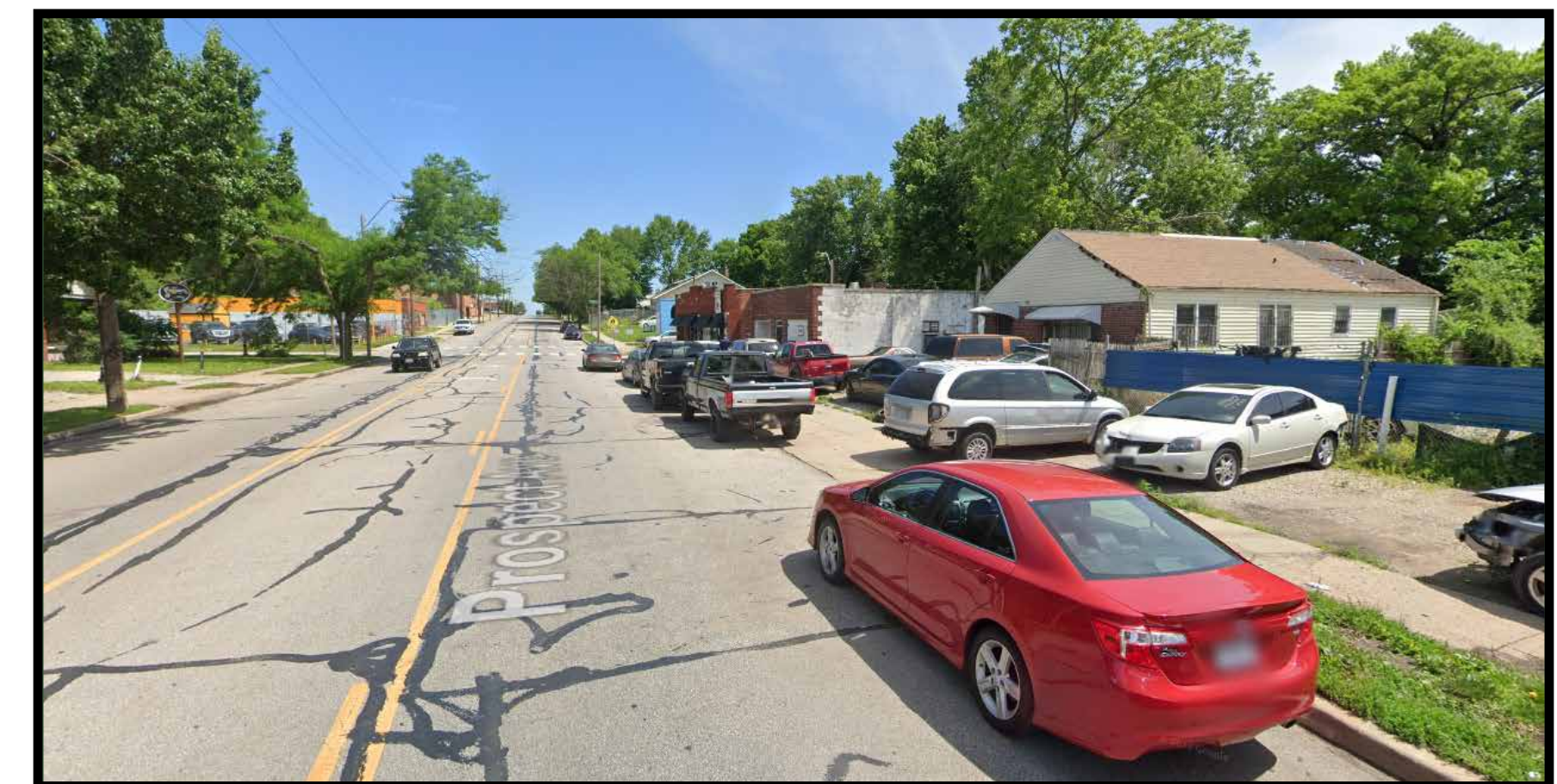


31st Street Road Diet. Source: Google Streetview

B) Promote Crime Prevention Through Environmental Design (CPTED) methods



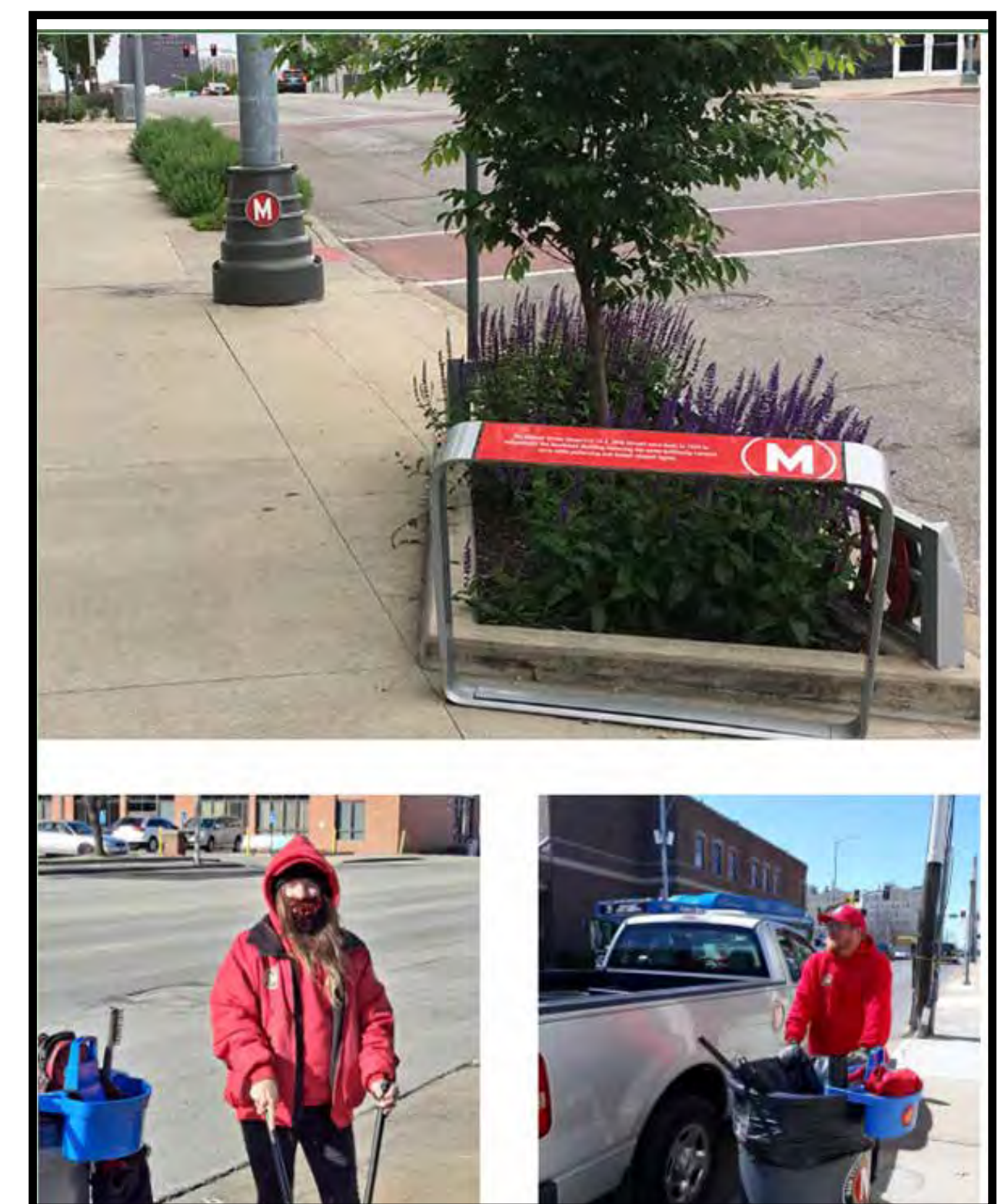
Streets designed with CPTED principles. Source: City of Minneapolis



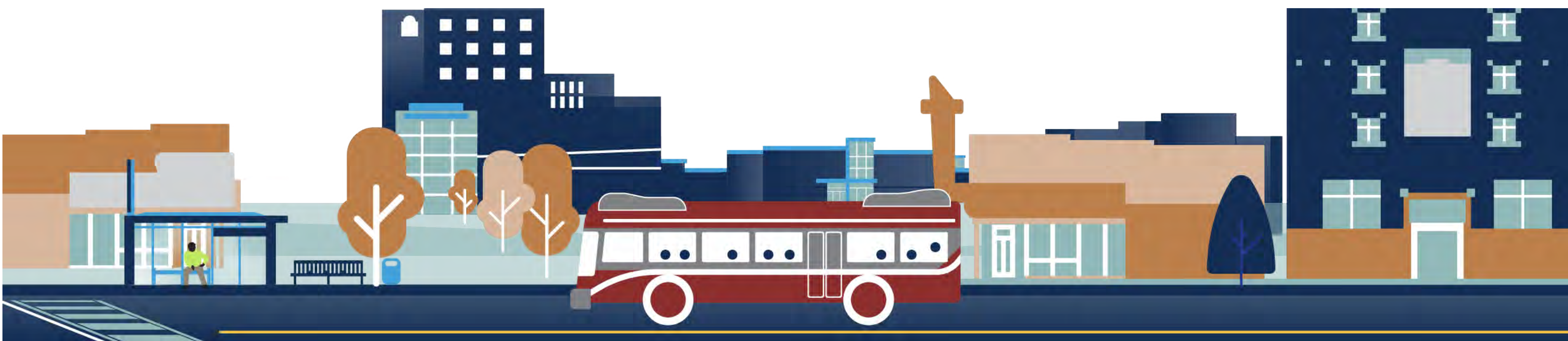
Prospect Avenue near 68th Street. Source: Google Streetview

C) Establish a "District," such as a CID (Community Improvement District), that is responsible for:

- Coordinated Lighting
- Signing
- Wayfinding
- Seating
- Trash Receptacles
- Bicycle Parking Provisions
- RideKC Bike Share Stalls
- Scooter Parking
- Planters
- ADA Compliance



Main Street CID. Source: MidtownKC Now





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SERVICE

A) Improve the frequency of and reduce the number of stops on the Prospect MAX corridor.



Silver Line in Grand Rapids, MI. Source Mass Transit Magazine

B) Improve parking regulation and prioritize pedestrian infrastructure over parking minimums for development.

