



creating equitable neighborhood development strengthened by walkable access to public transit

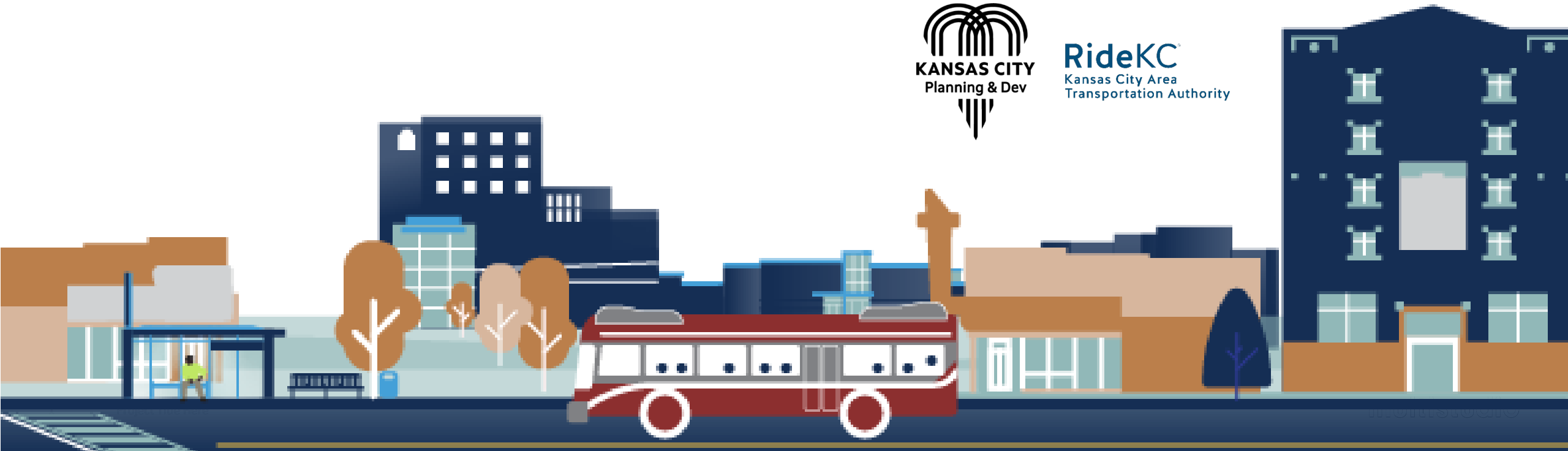
Public Space Improvements Work Session

Meeting #2

January 31, 2023



RideKC
Kansas City Area
Transportation Authority



AGENDA

Introduction

ProspectUS Overview

Community Engagement

Technical Analysis

Public Space - Key Findings

Proposed Strategies

Next Steps



PROSPECTUS OVERVIEW



*creating equitable neighborhood development
strengthened by walkable access to public transit*

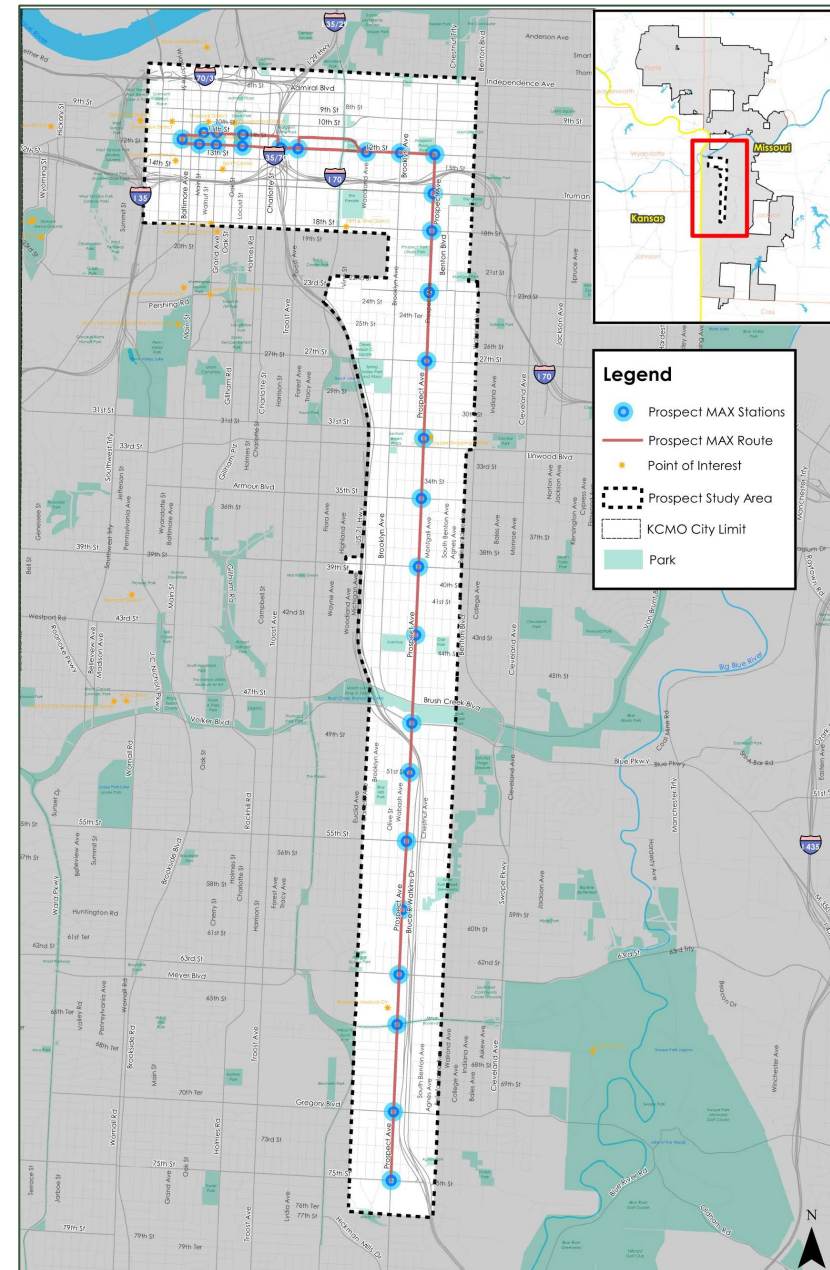
STUDY AREA

Prospect Avenue:

- 12th Street to 75th Street

12th Street:

- Prospect Avenue to Charlotte Street
(*KCATA Hub*)



BENEFITS OF TRANSIT-ORIENTED DEVELOPMENT

Development that Supports Transit

- leverages system and service investments

Neighborhoods with Housing Mix

- creates local access to work, goods, & services
- leverages infrastructure investments

Mix of Good & Services

- improves public health
- placemaking for variety of age groups & workers

Builds Generational Wealth

- reduces cost of living
- stabilizes then grows property values



SCHEDULE



WE ARE HERE.

★ Work Sessions

★ Community Meetings

multistudio



Scott Bernstein



GRAHAM



STEPHENIE



DENNIS



JOE



ABBY



Taliaferro & Browne, Inc.



LEONARD



SHARON



BRIAN



LEAH



NEIL



Neighborhood Workshop



DREW



CHERYL



SCOTT



PHILLIP



MIKE



MEETING LOGISTICS

Like, Learn, and Lack Discussion

- What did you **LIKE** about a topic
- What did you **LEARN** about a topic
- What did you think was **LACKing** in a topic

During presentation and discussion please feel free to identify those items on the boards



TECHNICAL ANALYSIS



PUBLIC SPACE FINDINGS

Investments on Prospect Avenue

Recent infrastructure investments at transit stations include:

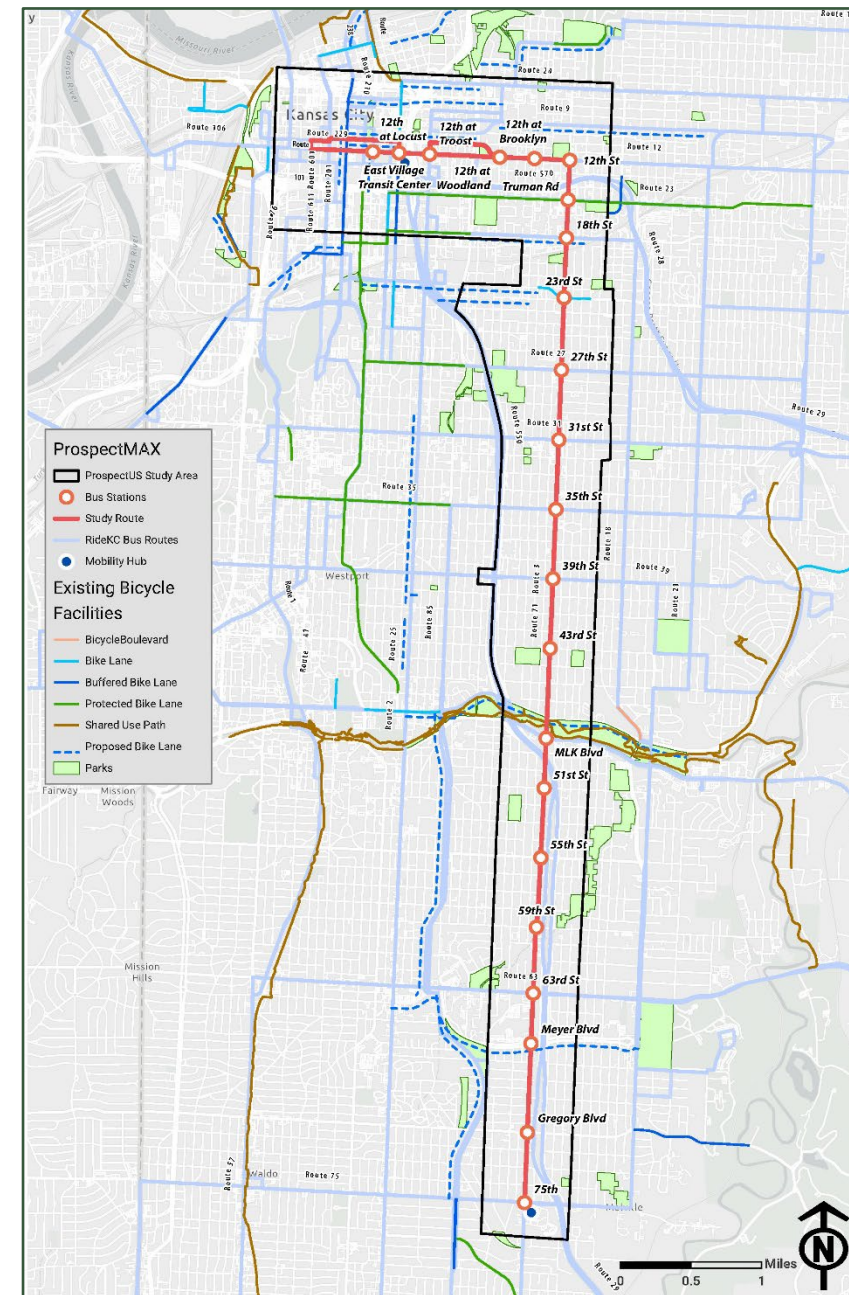
- **Level-boarding** platforms
- **Accessible** paths
- Improved **stop placement** near intersection
- Various **station amenities** in the curb zone



PUBLIC SPACE FINDINGS

Mobility and multimodal issues persist

- **Missing “last-mile” connections**, including bicycle connections
- Prospect corridor & connecting **streets** are **unsafe** for all road users (pedestrians, cyclists, and drivers)



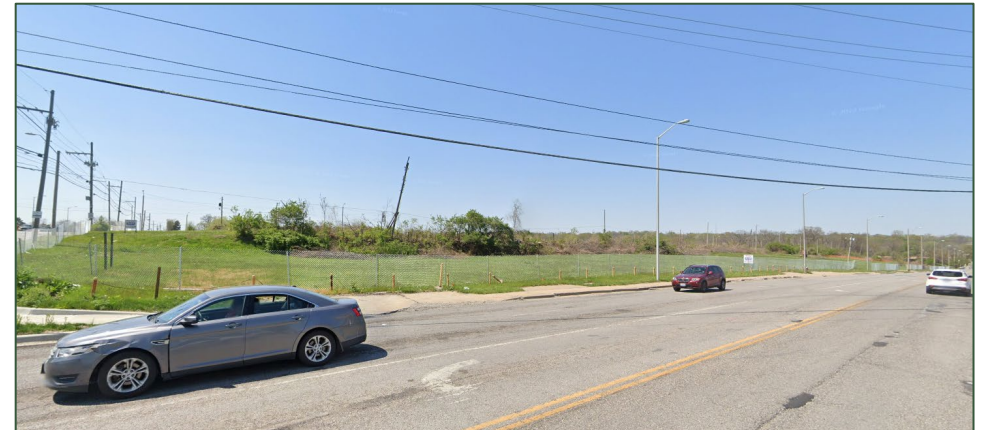
PUBLIC SPACE FINDINGS

The East Side and the Prospect Corridor have suffered from prolonged **disinvestment**, **demolition**, and **deferred maintenance**.

Public investments are needed to upgrade infrastructure to support all modes of transportation, **enhance quality over quantity**, and enable services that will help people and businesses thrive.



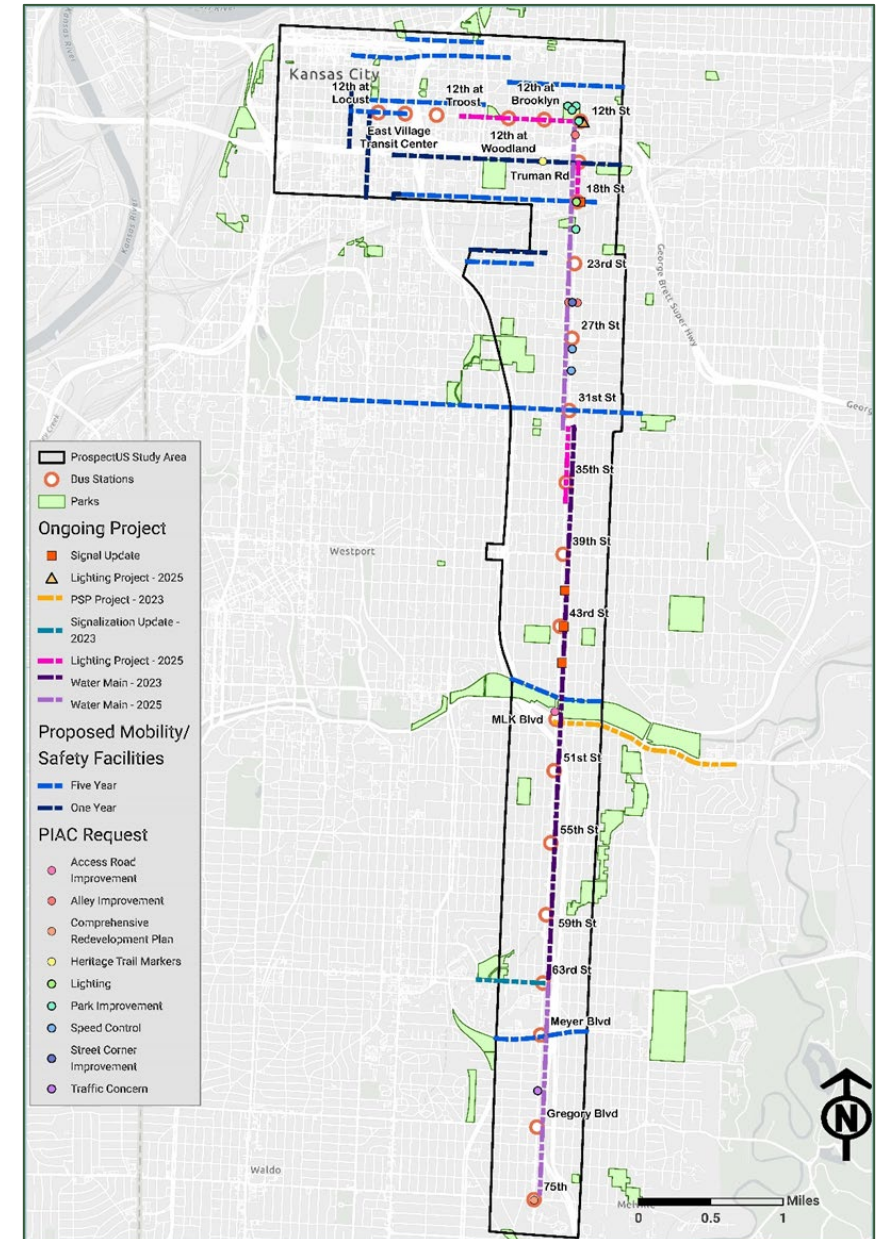
63rd & Brookside. Source: Google Streetview



63rd & Prospect. Source: Google Streetview

ONGOING & UPCOMING PROJECTS

- Street Preservation
- Sidewalk
- Signalization & Fiber
- Roadway Lighting
- Water Projects
- Multimodal & Mobility Safety
- PIAC Requests



ONGOING & UPCOMING PROJECTS

Street Preservation

- **Street resurfacing** prioritized based on factors such as **pavement conditions** and **traffic volumes**
- In 2021, Prospect Avenue underwent crack sealing between Meyer Blvd & Gregory Blvd and a full road overlay between 7th & 27th Street



Street Resurfacing. Source: City of Kansas City, MO

ONGOING & UPCOMING PROJECTS

Sidewalk

- Sidewalk **spot improvements** are now funded through **GO Bonds**
- There are some shorter portions of sidewalk repair that have recently and will soon be conducted on Prospect



GO KC Sidewalk Improvement. Source: City of Kansas City, MO

ONGOING & UPCOMING PROJECTS

Signalization & Fiber

- Recent **signalization updates** include mast arm, control cabinet, pedestrian push-button updates, LED signs, and cameras.
- Citywide **fiber optic** connection was made with Prospect MAX stations from 18th to 75th Street.
- Signalization updates are also soon to be constructed along 63rd street.



Signal at 27th & Prospect. Source: Google Streetview

ONGOING & UPCOMING PROJECTS

Roadway Lighting

- Parts of the project area slated for LED conversion are along 12th Street and portions of Prospect Avenue.
- These *lighting projects would not necessarily improve lighting conditions between the building frontage and the curb.*



LED Streetlights. Source: City of Kansas City, MO

ONGOING & UPCOMING PROJECTS

Water Projects

- Water main replacements along **Prospect Avenue between Linwood Blvd and 63rd Street** are scheduled to start construction in Spring 2023
- The remaining portions of water main replacement along Prospect Avenue north of Linwood and south of 63rd Street are anticipated to be completed within the next five years



100 miles of water main replacement. Source: Kansas City Star

ONGOING & UPCOMING PROJECTS

Multimodal & Mobility Safety

Complete Street/Traffic Calming plans along east/west connections across Prospect Avenue include:

- 9th St Bike Lanes
- 11th & 12th Bike/Bus Lanes
- 18th St Protected Mobility Areas
- 31st St Vision Zero Project
- Emanuel Cleaver II Blvd Protected Mobility Areas
- Meyer Blvd Complete Street
- Reduce cut-through East to West through traffic between neighborhoods – MLK Blvd to 75th St



12th Street Bike/Bus Lane. Source: City of Kansas City, MO

ONGOING & UPCOMING PROJECTS

PIAC Requests

PIAC project requests along the Prospect Avenue corridor include:

- Access Road Improvement (MLK Blvd & Brush Creek)
- Comprehensive Redevelopment Plan (75th & Prospect)
- Heritage Trail Markers (Truman Road)
- Lighting (18th Street)
- Prospect Plaza Park Improvements
- Speed Control/Traffic Concern (Prospect Corridor)
- Street Corner Improvements (25th & Prospect)

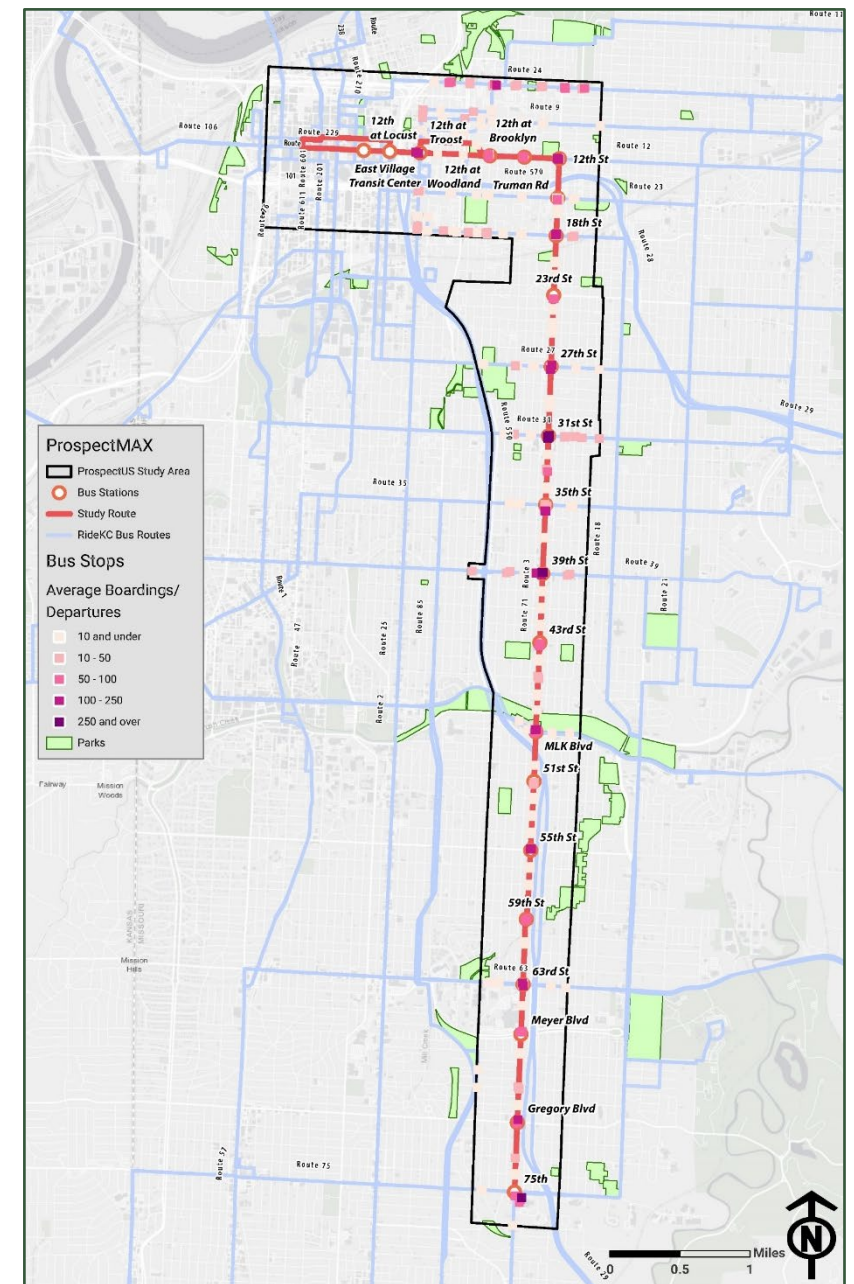


PIAC Improvements. Source: City of Kansas City, MO

TECHNICAL ANALYSIS

The Prospect MAX bus route has one of the highest ridership levels in the region. Major transfer hubs along the route are at:

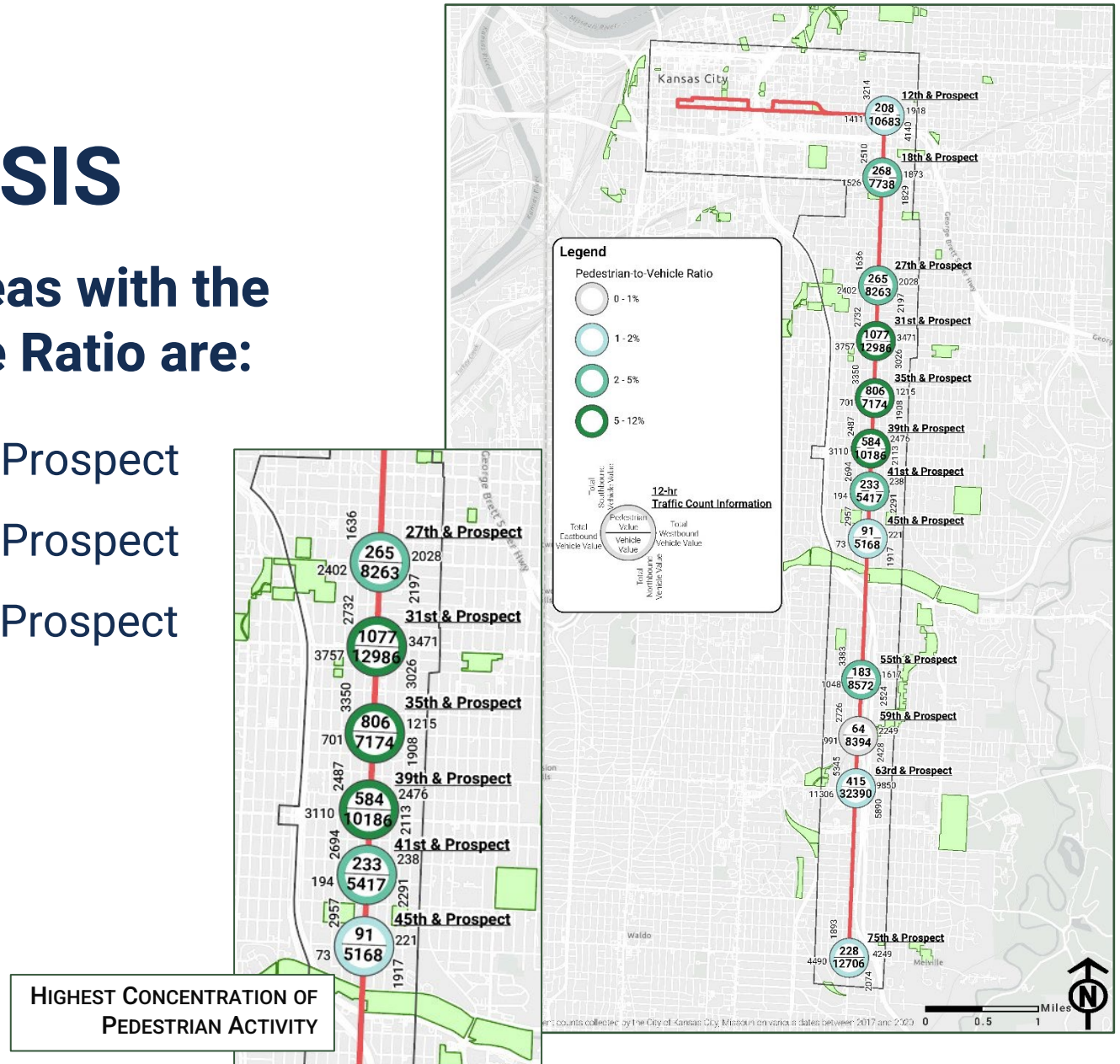
- 12th Street
- 18th Street
- 27th Street
- 31st Street
- 39th Street
- MLK Blvd
- 63rd Street
- 75th Street



TECHNICAL ANALYSIS

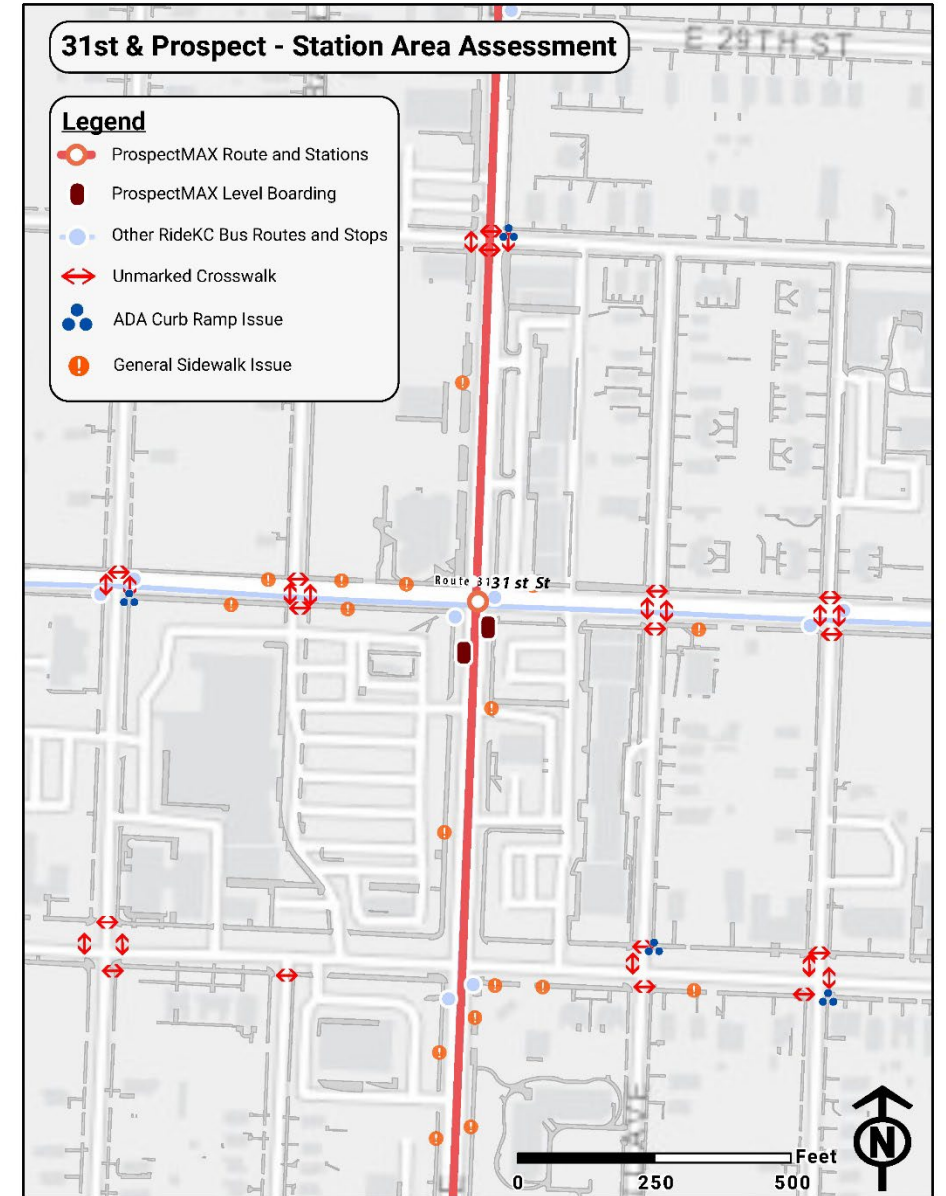
The Prospect MAX station areas with the highest Pedestrian-to-Vehicle Ratio are:

- 18th & Prospect
- 27th & Prospect
- 31st & Prospect
- 35th & Prospect
- 39th & Prospect
- 41st & Prospect



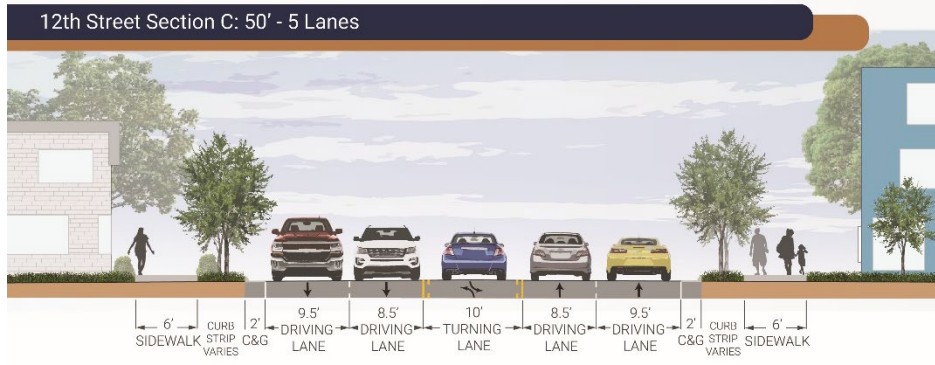
MOBILITY INFRASTRUCTURE ASSESSMENT

- General Sidewalk Issues
 - Deteriorated Sidewalk
 - Obstructions & Width Constraints
 - Overgrowth
 - Missing Sidewalk
 - Surface Discontinuity
- Unmarked Crosswalks Near Transit Station
- ADA Ramp Issues

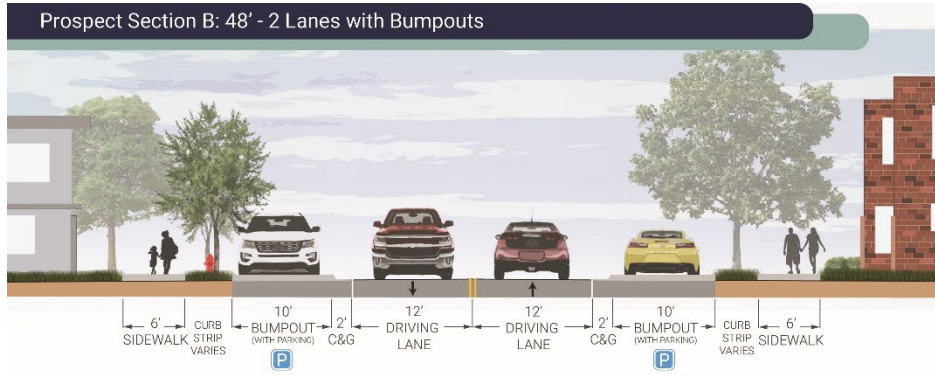


EXISTING CROSS SECTIONS

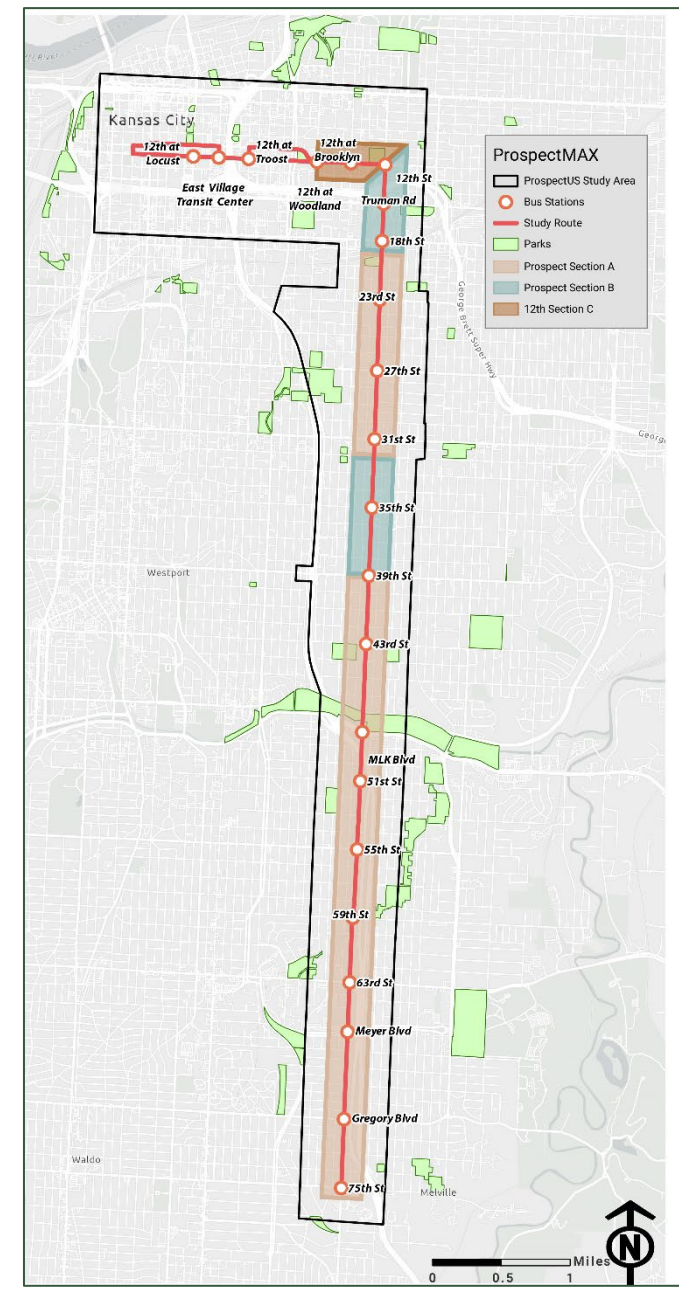
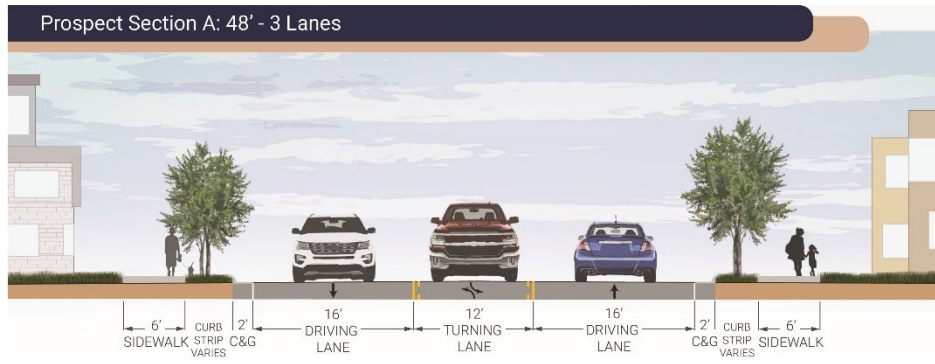
C



B



A



MISSING MULTIMODAL ELEMENTS

Intersection crossing treatments

- Safe and frequent marked crosswalks on intersecting streets
- Midblock crosswalks on Prospect Avenue
- Pedestrian safety islands
- Curb extensions



Benton Blvd & E 12th St. Source: kshb.com



55th & Prospect. Source: Google Streetview

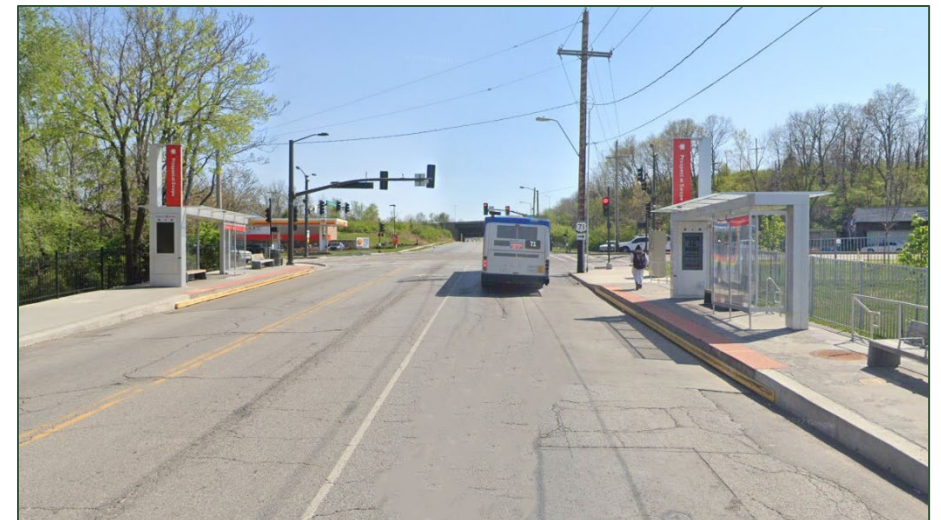
MISSING MULTIMODAL ELEMENTS

Curb zone amenities

- Bike racks
- Micro-mobility hubs
- Ride share services



11th & Grand. Source: Google Streetview

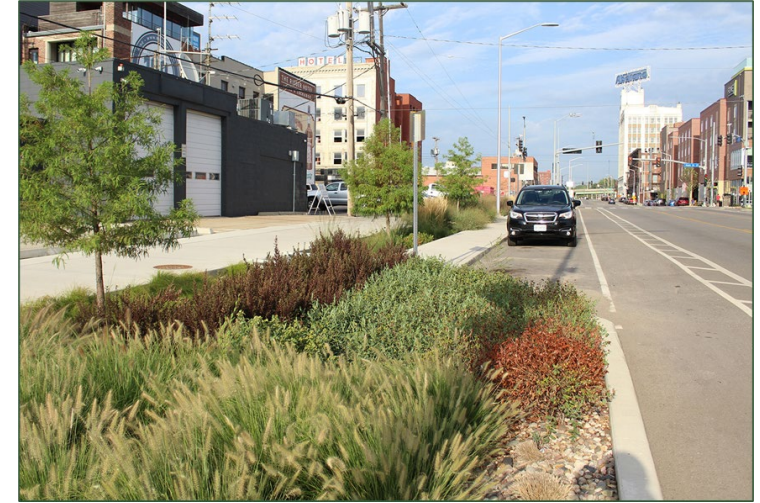


Bus Station at Dr. MLK Jr Blvd & Prospect Ave. Source: Google Streetview

MISSING MULTIMODAL ELEMENTS

Streetscape furniture & landscaping amenities

- Benches
- Street trees
- Planters
- Trash receptacles
- Lighting



20th & Baltimore Source: Vireo

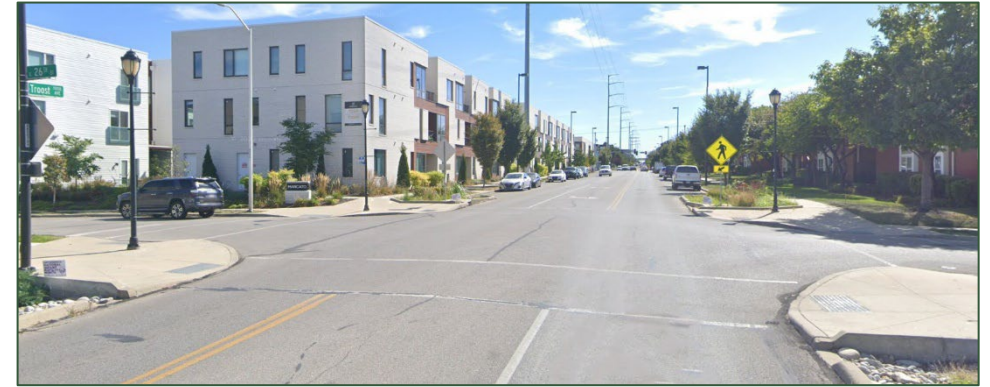


59th & Prospect Source: Google Streetview

MISSING MULTIMODAL ELEMENTS

Safe paths and crossings – especially lacking on east to west intersecting streets and within surrounding neighborhoods

- Fix gaps and patch deteriorating sidewalks
- Ensure ADA accessible sidewalks and curb ramps
- Increase visibility of pedestrians



26th & Troost. Source: Google Streetview



Dr. MLK Jr. Blvd & Prospect. Source: Google Streetview

Need a toolkit to ensure Quality TOD.



TECHNICAL ANALYSIS - DISCUSSION

- Anything in the analysis that you liked, learned, or is lacking?



OVERVIEW OF KEY FINDINGS

Finance & Funding

- A Continued Public Commitment to the Prospect Corridor is Needed
- Affordable New Housing Needs Subsidy to be Built
- Historic Disinvestment will Require Historic Reinvestment
- Greater Understanding of the Implementation Economics of Small-Scale Infill and Rehabilitation Will Be Needed

Neighborhoods & Housing

- The Success of the Prospect Corridor is Dependent on Retaining and Attracting New Residents
- KCMO's TOD Policy Necessitates Additional Community Discussion about Future Land Use Policy & Zoning
- Healthy Neighborhoods Require a Variety of Housing Choices
- Equitable Reinvestment Requires Rebuilding the Small Business Ecosystem of Small-Scale Development

Public Space Improvements

- Walking Needs to be Easier To and From Neighborhoods
- A More Robust Frequent Transit Network is Needed to Support Riders and TOD

PS&I FINDING #1:

WALKING NEEDS TO BE EASIER TO AND FROM NEIGHBORHOODS.



WHAT WE HEARD

Key feedback from Round #1 Engagement:

- 1) For TOD to flourish, additional infrastructure investments are needed
- 2) Making sure infrastructure supports TOD
- 3) Transit service alone will not generate TOD



Source: RideKC

WHAT WE HEARD

For TOD to flourish, additional infrastructure investments are needed to support the following goals:

- a) Increase **mobility** for all users to get to their destination, especially for pedestrians to reach transit stops
- b) Create a functional **curb zone** to support businesses and alternative modes of transportation such as micro-mobility and ride share
- c) Improve the quality of the **streetscape** and public space to support walking, resting, reducing stress, and increasing functionality of space



Source: RideKC

WHAT WE HEARD

Making sure infrastructure supports TOD

- a) KCATA should work together to make each station reflect **unique neighborhood identity** at each stop
- b) Prospect TOD will succeed more as it connects to other developing areas. This can be done through infrastructure investments such as **complete street** enhancements and **bridging gaps**
- c) Due to the length of the corridor, initial investments should **focus on key nodes** to build momentum – and focus on **mobility connections to adjacent neighborhoods**



Source: KC Streetcar

PS&I FINDING #2:

A MORE ROBUST FREQUENT TRANSIT NETWORK IS NEEDED TO SUPPORT RIDERS AND TOD.



WHAT WE HEARD

Transit service alone will not generate TOD

- a) The market will require **more public investments** to enable development
- b) **Headways have been reduced** from 15 to 30 minutes and the **reliability has been reduced**
 - i. Likely headways and reliability will improve with future developments
 - ii. Other challenges to address include safety at stops and on bus



Source: KCUR

DRAFT TOD FRAMEWORK – PRIMARY TOPICS

Need to establish a TOD framework to guide mobility and infrastructure projects along the corridor focusing on:

- 1) **Accessibility** – invest in walkable & accessible communities
- 2) **Wayfinding** – enhance corridor wayfinding & identify community identity
- 3) **Infrastructure/Public Realm** – establish a contextual approach to public realm improvements & infrastructure
- 4) **Safety** – improve safety through proactive design
- 5) **Service** – reinforce initial investments in frequent transit & walkability

KEY FINDINGS- DISCUSSION

- Anything in the key findings that you liked, learned or is lacking?



PROPOSED STRATEGIES

Strategies that will help implement TOD, these will lead to recommendations



1) ACCESSIBILITY

Invest in walkable & accessible communities

- 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
- C. Revisit the PIAC submittal to ensure the strength of the request by the stakeholders



RideKC Micromobility Program



Sacramento Micromobility Integration

2) WAYFINDING

Enhance corridor wayfinding & identify community identity

- A. Ensure TOD quality over quantity
- B. Promote neighborhood identity
- C. Establish “District” definitions



31st & Troost. Source: Google Streetview



18th & Vine. Source: Kansas City Business Journal

3) INFRASTRUCTURE/PUBLIC REALM

Establish a contextual approach to public realm improvements and infrastructure

- A. Ensure a “Pedestrian First” approach at each station
- B. Scale improvements to the level of TOD
- C. Integrate public/private pedestrian improvements
- D. Adopt development standards prioritizing ped/bike connectivity
- E. Ensure a design-based approach to development



East Liberty Busway Station, Pittsburgh, PA



4) SAFETY

Improve safety through proactive design

- A. Utilize traffic calming along Prospect Avenue
- B. Promote Crime Prevention Through Environmental Design (CPTED) methods
- C. Establish a “District” focused maintaining a clean and safe Prospect Avenue



31st Street Road Diet Source: Google Streetview



Main Street CID. Source: Midtown KC Now

5) SERVICE

Reinforce initial investments in frequent transit & walkability

- A. Improve the frequency and reduce the number of stops on Prospect MAX corridor
- B. Improve parking regulation and prioritize pedestrian infrastructure over parking minimums for developments



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



31st & Prospect Bus Station. Source: Google Streetview

FUNDING STRATEGIES

Nature and Scale of Funding Needed.

Recognize public funding and resources, support development and funding, and financing discussions

DISCUSSION



PROPOSED STRATEGIES - DISCUSSION

- Anything in the proposed strategies that you liked, learned or is lacking?
- What does improved walkability look like to you?
- Where best can East/West connectivity be improved?



NEXT STEPS



WEBSITE

www.prospectUSKC.com

NEXT STEPS

Neighborhood Advisory Council

- February 2nd – Gregg-Klice Community Center

F & F Committee Meeting

- February 7th – Southeast Community Center

Public Meeting

- February 23rd – Bruce R. Watkins Cultural Heritage Center

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ProspectUS

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Kansas City Area
Transportation Authority

