



creating equitable neighborhood development strengthened by walkable access to public transit

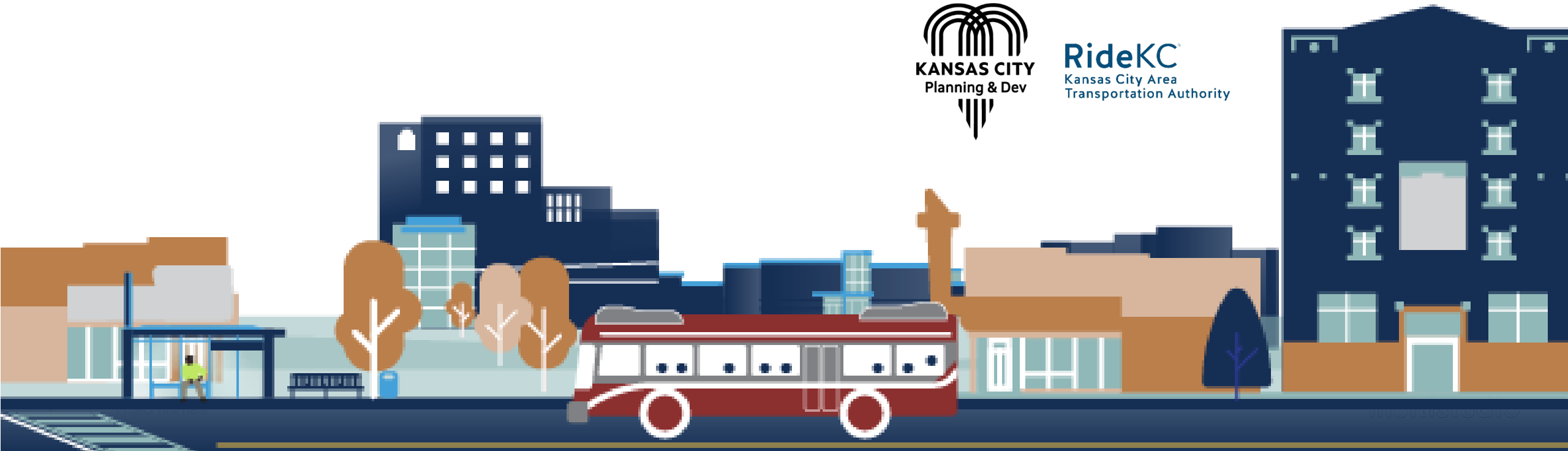
Public Space Improvements Work Session

Meeting #3

August 29, 2023



RideKC
Kansas City Area
Transportation Authority



AGENDA

Introduction

ProspectUS Overview

Public Space & Infrastructure Strategies

Refined Recommendations

Implementation & Financing

Next Steps



PROSPECTUS OVERVIEW



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

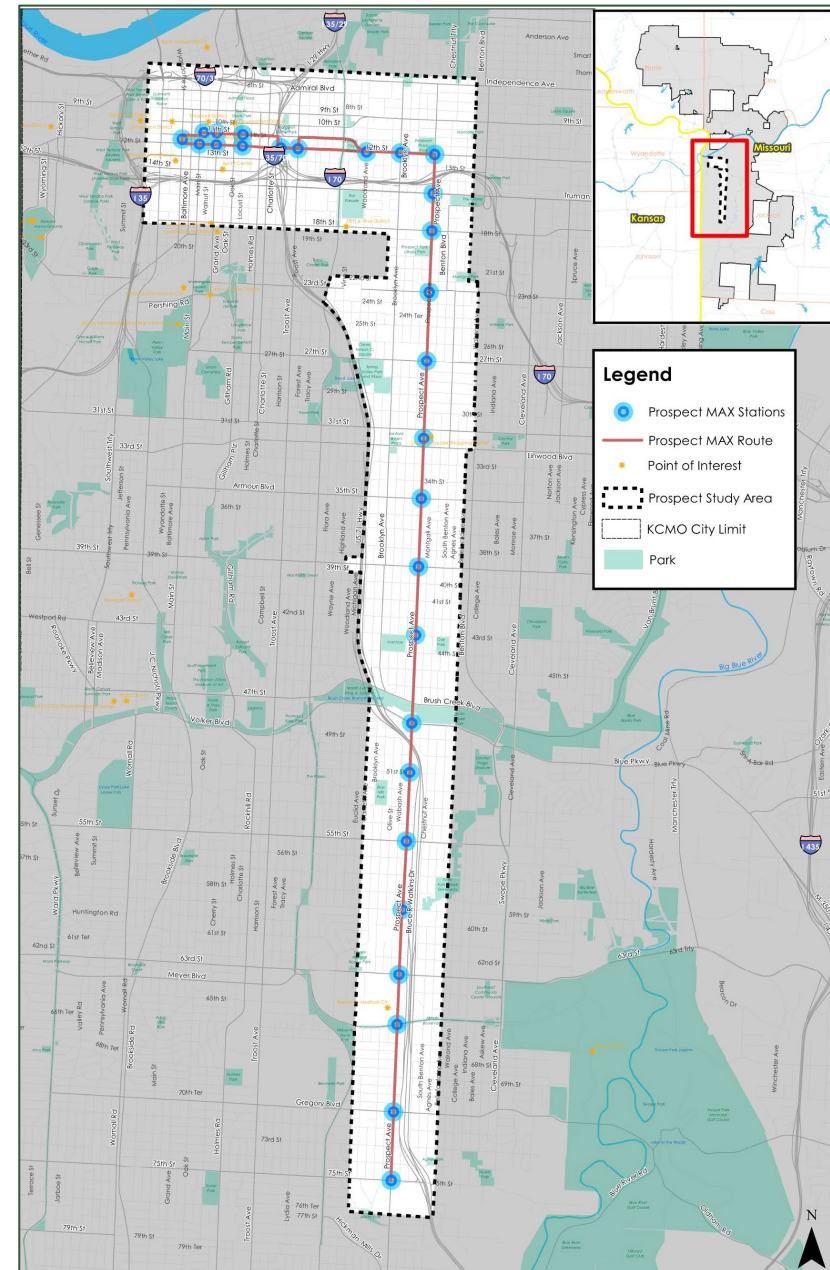
STUDY AREA

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



WHAT IS PROSPECTUS

Inclusive Unique
Authentic Incremental
Visionary Mobilizing
Mutual Numerical Community
Affordable Urban
Beneficial Participatory
Disruptive Innovative
Investment Measurable
Sustainable Risk-Aware
Multimodal Milestones

WHAT NEEDS TO BE DISRUPTED

Business As Usual

- Disinvestment – Public & Private
- Not For or To, But With
- Not Development - Incremental Change

Capacity

- Access to Resources
- Strategic Investment

Poverty

- Diversity of People & Economics
- Building Wealth

WHAT THE COMMUNITY WANTS

Quality Housing & Neighborhoods

Goods & Services – retail, banks, grocery stores, pharmacies, arts & entertainment

Access – jobs, education, healthcare, entertainment

Quality Transit – reliable & timely connectivity

Investment in the Community

Local Participation & Benefits

Protection from Displacement

HOW DO WE GET THERE AND WHEN?

Create Capacity & Advocacy

- Community – knowledge of resources and assistance
- Public – strategic, aggressive pursuit of public resources – state and federal

Leverage Resources - Don't Leave \$ on the Table

- Public, Philanthropy / Foundation, Non-profit, Private, Developers

Rebuild Incrementally & Locally

- Enable Residents & Businesses to Grow

Partnerships – Residents, Businesses, & Resources

Focus on the Long-term

- 20+ Year Implementation

HOW DOES IT ALL GET PAID FOR?

Federal Agencies – FTA, USDOT, EPA, HUD

State of Missouri – LIHTC, NMTC, Tax Abatement

City of Kansas City, MO – PIAC, CIP, CDBG, General Fund

Philanthropy / Foundation – local and national

Stakeholders – invest in the change they want to see

Developers – invest in projects in the Community

HOW DO WE PREVENT DISPLACEMENT?

Get Ahead of Displacement

- Track Changes in Indicators
- Counseling Services – lower costs, getting assistance

Reduce Costs

- Assistance Programs – reduce utility & mortgage payments
- Freeze Property Taxes – Eastside Urban Renewal Plan, State Abatement for the Elderly
- Land Trust Ownership – slow rising housing costs
- Energy Efficiency – grant funded

HOW & WHEN DO WE MEASURE OUTCOMES?

Track Progress Against Goals

Community Change

- New & Rehabilitated Housing Units
- New & Expanded Small, Local Businesses
- Public Investments – Infrastructure, Street & Streetscape, Transit

Value Created for Locals

- Track Development and the Value Created
- Capture New Value to Support Implementation

As Change Occurs

PROJECT TIMELINE



★ Workgroups

★ Community Meetings

↑
We are here

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 **LACK**ing in a topic

During presentation and discussion please feel free to identify those items on your sheet and provide feedback



multistudio



Scott Bernstein



GRAHAM



STEPHENIE



DENNIS



JOE



ABBY



Taliaferro & Browne, Inc.



LEONARD



SHARON



BRIAN



LEAH



NEIL



Neighborhood Workshop



DREW



CHERYL



SCOTT



PHILLIP



MIKE



PUBLIC SPACE STRATEGY RECAP

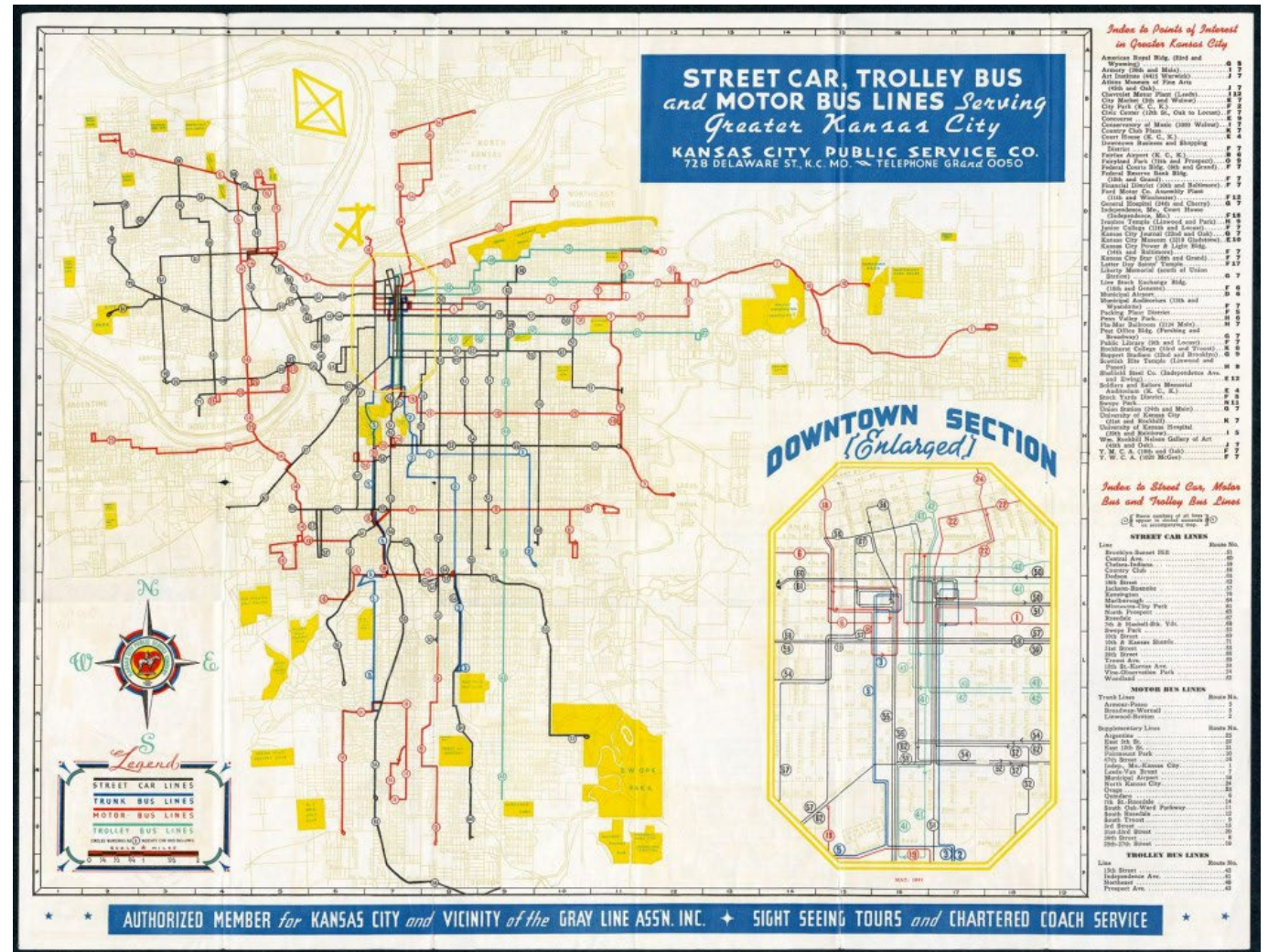


PUBLIC SPACE IMPROVEMENTS - KEY FINDINGS

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

Transportation and Planning History

- Prospect had premier transit access before automobile era
- Streetcar lines were taken out all over City
- Redlining led to major changes and upheaval of communities
- Construction of US-71 in 1990s changed area again and displaced residents and businesses



Transportation Map and Guide of Greater Kansas City (1941). Source: Kansas City Public Library

Need a toolkit to ensure Quality TOD.



WHAT WE HEARD IN PSI WORK SESSION #2

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

- **Urban Infrastructure & Connectivity**
 - Supply chain challenges in updating streetlights.
 - Integration of fiber optic technology with transit stations.
 - Discussion of signal connectivity and impact on transportation due to the downtown baseball stadium.
 - Transit-priority signal implementation to improve transit efficiency.
- **Neighborhood Identity and Safety**
 - Safety's role in neighborhood *progress*.
 - Importance of corners in influencing safety and establishing a sense of place.
 - Impact of public art, community gateways, and wayfinding elements on enhancing safety, interest, and enjoyment.
 - Value of signage for identifying neighborhoods along Prospect Avenue

WHAT WE HEARD IN PSI WORK SESSION #2

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

- **Transportation and Mobility Enhancement**
 - Considering different transit options for the ProspectMAX, such as the possibility of a streetcar or a looping system.
 - Focus on frequent and convenient bus service, fare-free transit, and technological improvements at transit stations.
 - Importance of addressing issues related to outdated technology, service frequency, and after-hours availability.
 - Integration of electric bikes and scooters as mobility options, especially for hilly areas.
- **Streetscape Activation**
 - Need for sidewalk area activation, community improvements, and green spaces through a CID for sustained stewardship.
- **Housing Impact**
 - Linking housing improvements to overall infrastructure updates and transit enhancements.

PUBLIC SPACE STRATEGIES

FIVE KEY STRATEGIES to guide mobility and infrastructure projects along the corridor focusing on quality TOD:

- 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
 - *Parking Management Strategies*

PROTOTYPES – TRANSIT VILLAGES AND CORRIDORS



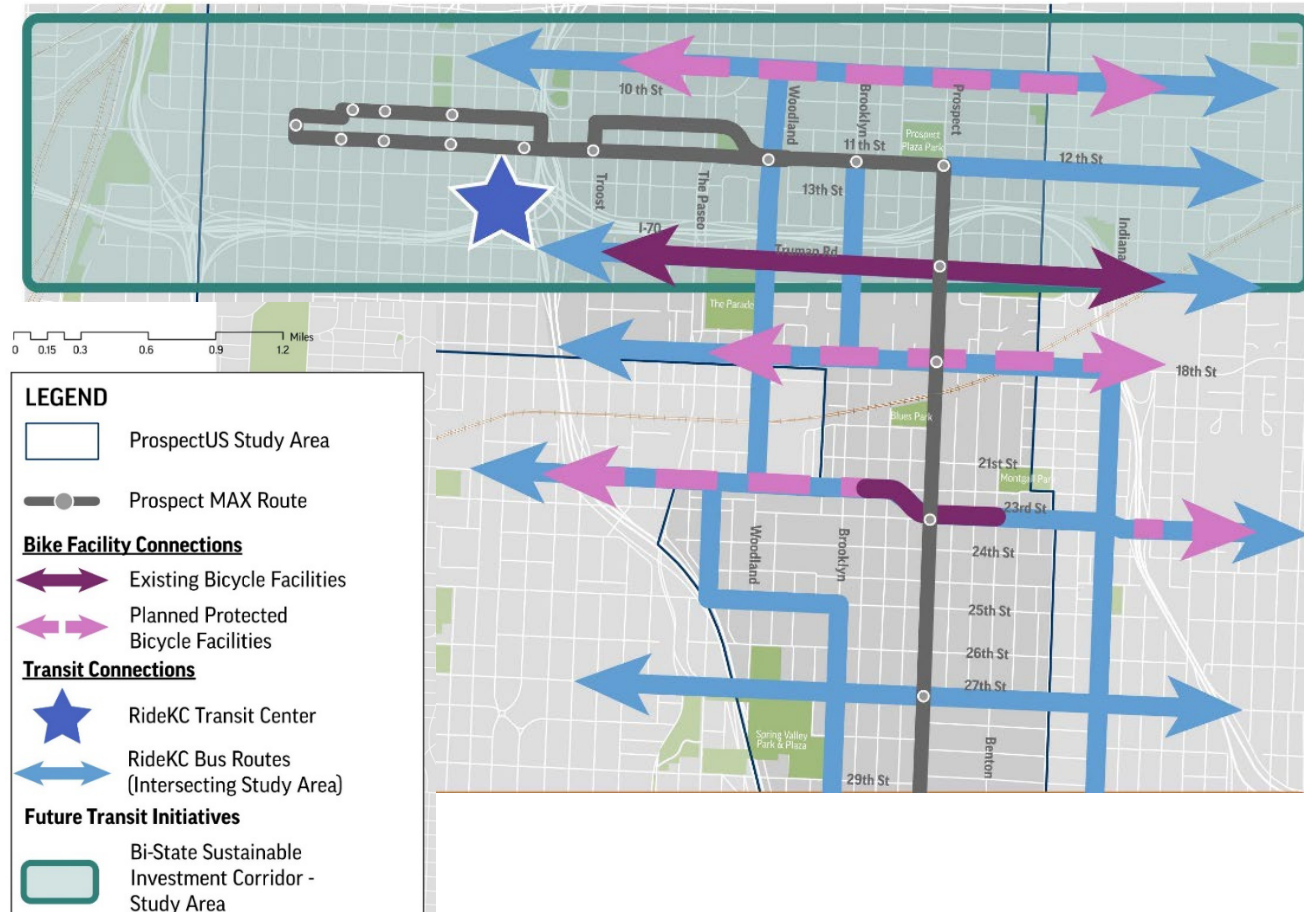
Bus & Bike Connections

KCMO Planned Protected Bicycle Facilities:

- A protected bike lane (PBL) is a dedicated space for bicyclists that is physically separated from vehicles and the sidewalk.
- PBLs planned to be built within the next 5 years include bike lanes on 9th, 18th, and 23rd Streets

Bi-State Sustainable Investment Corridor:

- \$5.6 Million of funding through the USDOT RAISE grant program.
- Seeks to create a fast and frequent transit/mobility connection between Wyandotte County, Kansas and Jackson County, Missouri.



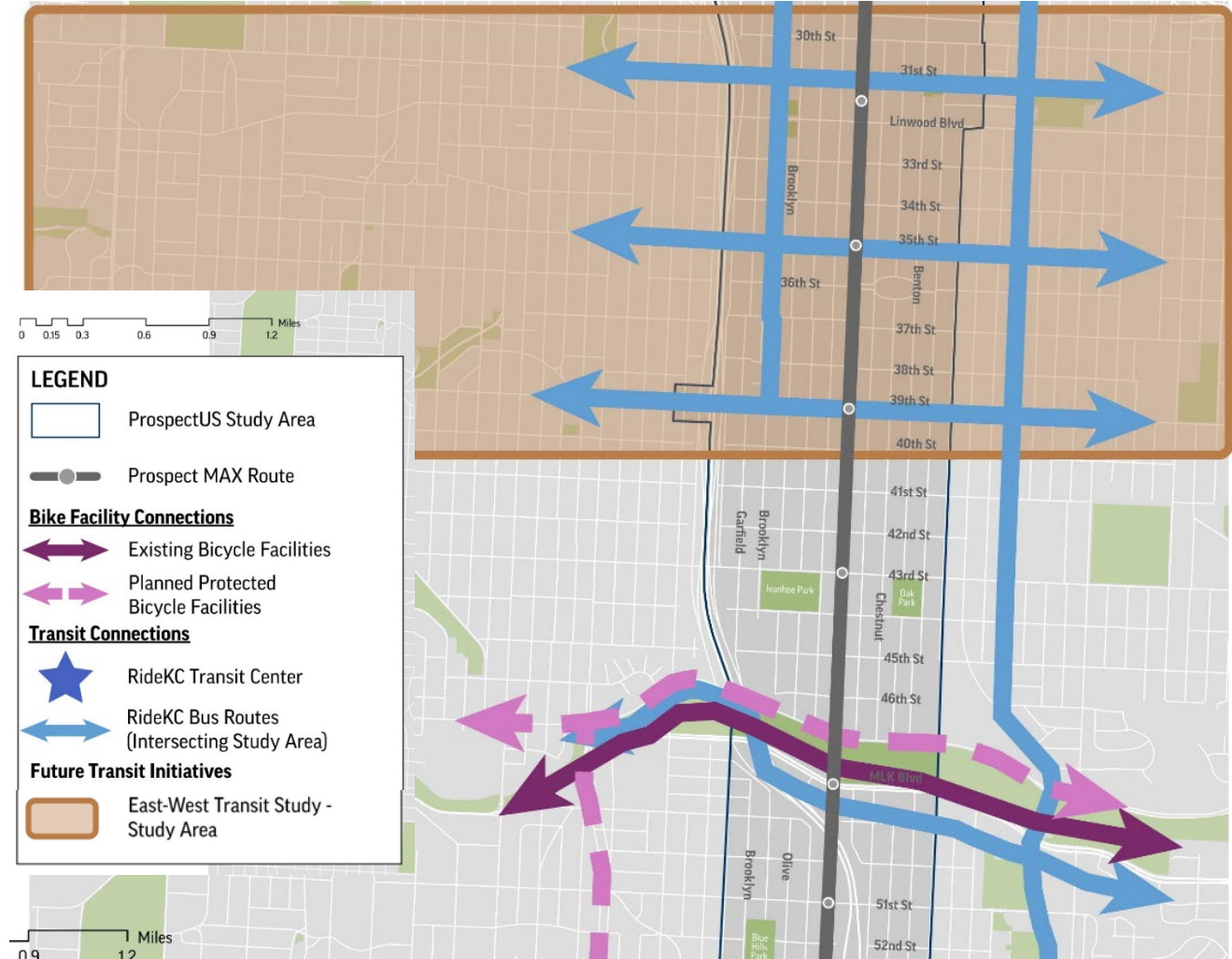
Bus & Bike Connections

KCMO Planned Protected Bicycle Facilities:

- PBLs planned to be built within the next 5 years include a bike lane on Emmanuel Cleaver II Blvd

East-West Transit Study

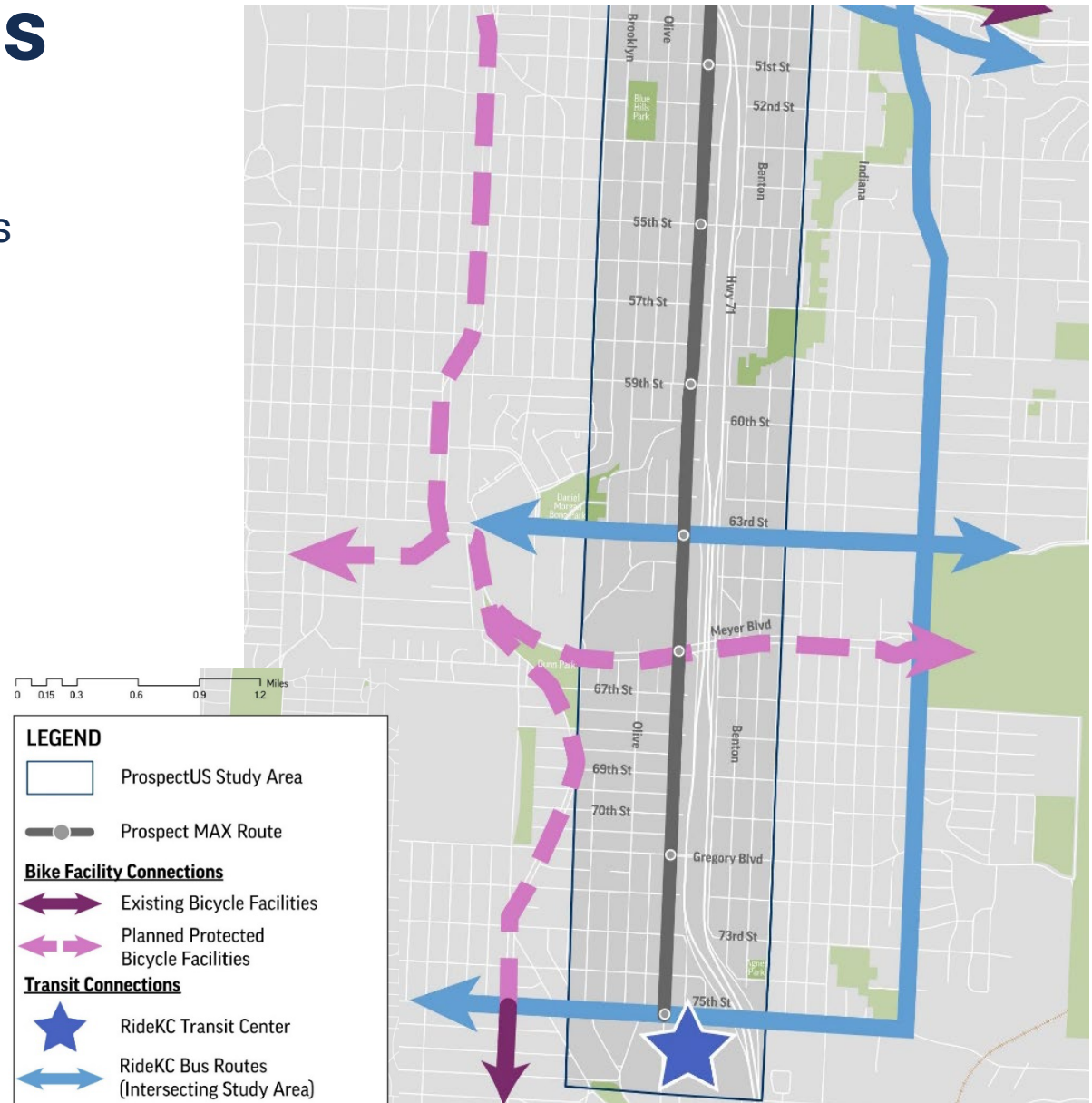
- A transit initiative from the KCATA to evaluate an east-west, fast and frequent transit connection between KU Med and the Rock Island Corridor.



Bus & Bike Connections

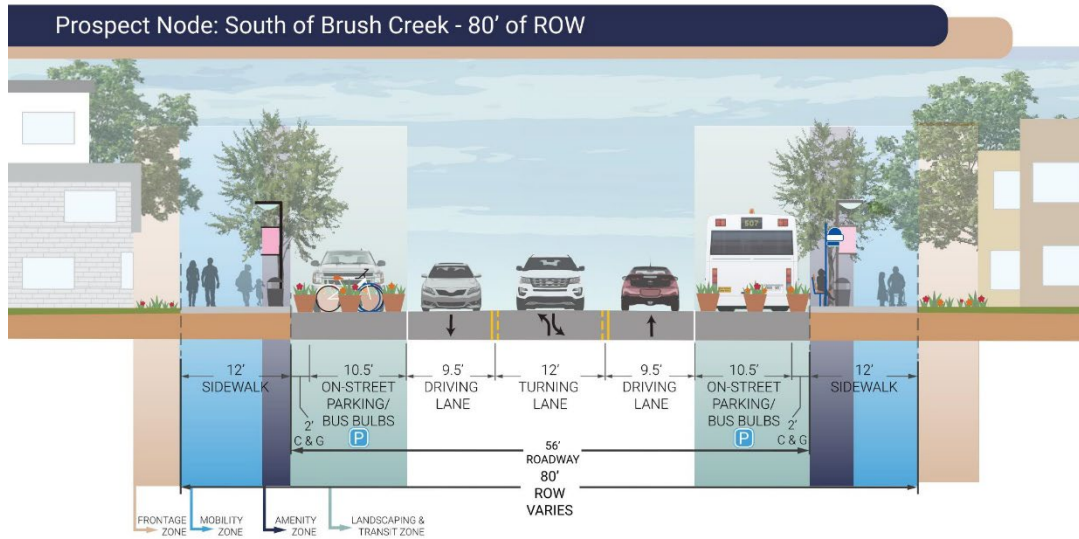
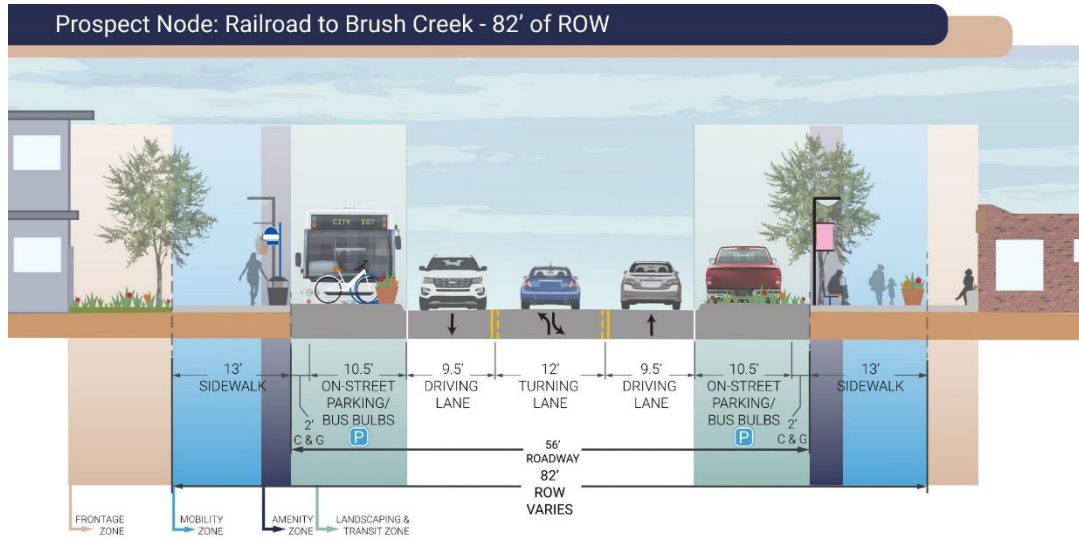
KCMO Planned Protected Bicycle Facilities:

- PBLs planned to be built within the next 5 years include a bike lanes on Paseo Blvd and Meyer Blvd.



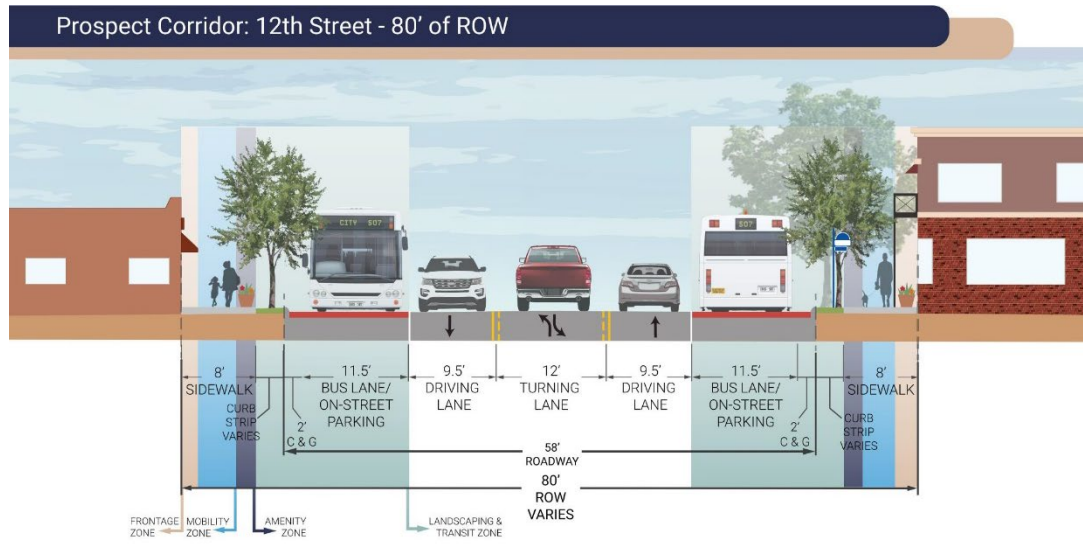
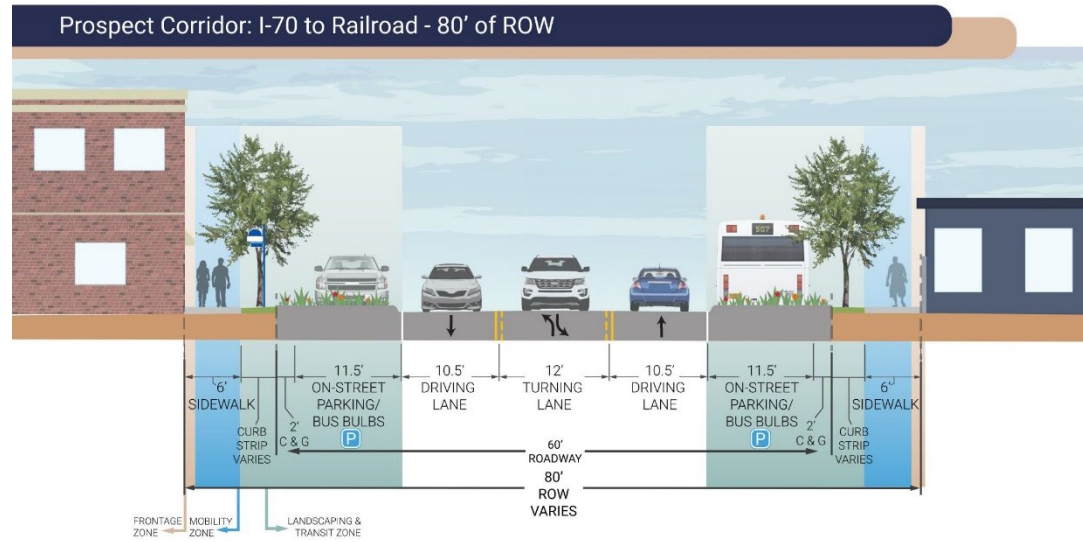
PROTOTYPE CROSS SECTIONS

Urban Village



PROTOTYPE CROSS SECTIONS

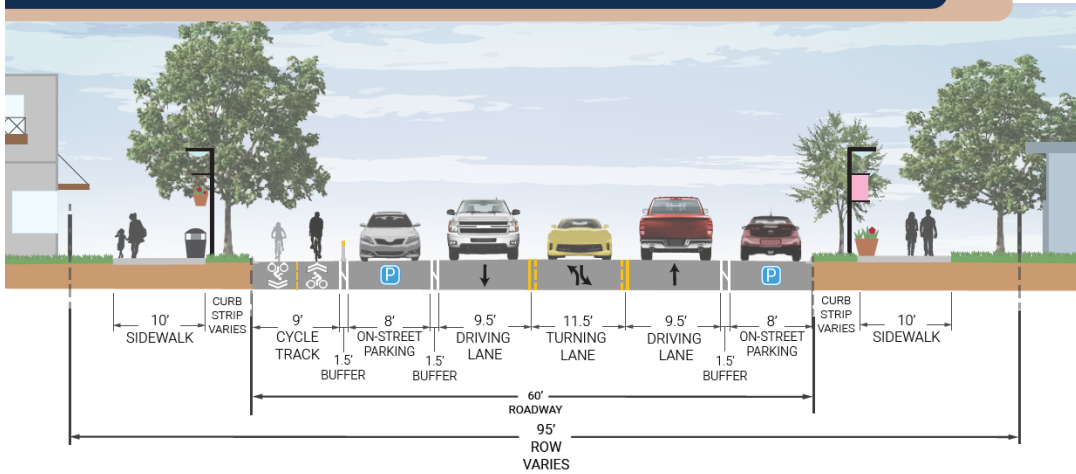
Corridor



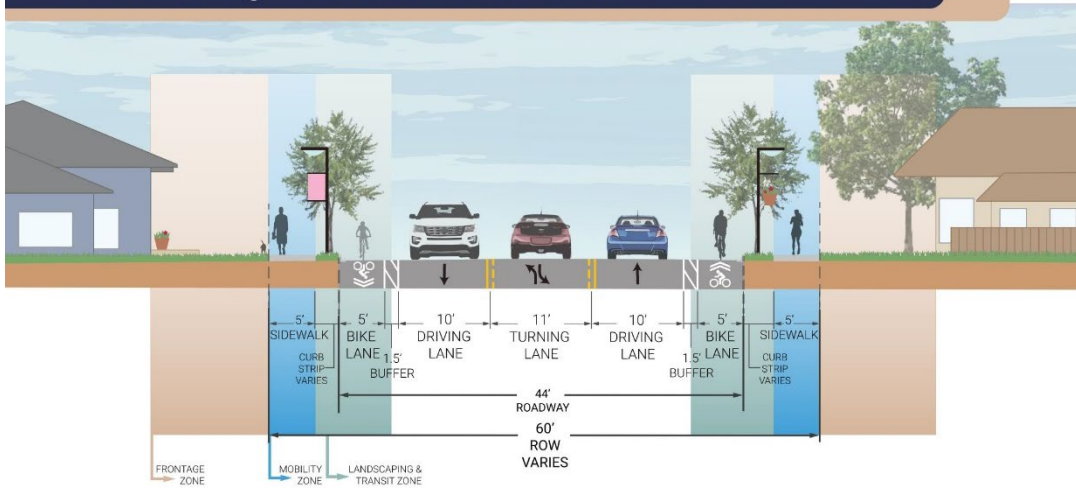
PROTOTYPE CROSS SECTIONS

Cross Corridor

Alternative Cross Street Section A - 95' of ROW



Cross Corridor Neighborhood Section B - 60' of ROW



REFINED PUBLIC SPACE STRATEGY RECOMMENDATIONS

Recommendations for each strategy that will help implement TOD, these will lead to implementation actions



1) ACCESSIBILITY

Invest in walkable & accessible communities

- A1: Develop a “Tiered” approach to prioritizing capital investments
- A2: Support neighborhoods “last mile” connectivity
- A3: Revisit application of PIAC program



RideKC Micromobility Program



Sacramento Micromobility Integration

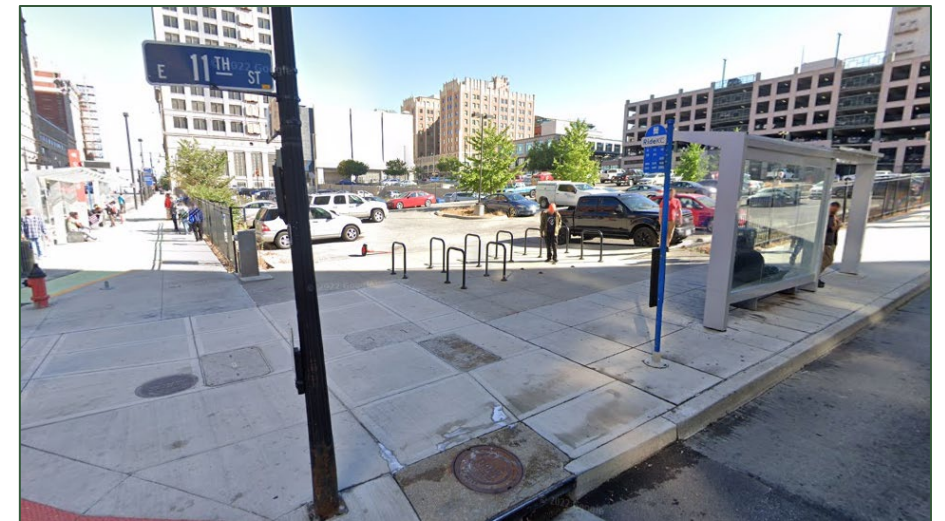
1) ACCESSIBILITY



Bike signal for crossing a major street. Photo: Dave Roth



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



Curb Zone Amenities at 11th & Grand. Source: Google Streetview

2) WAYFINDING

Enhance corridor wayfinding & identify community identity

- W1: Focus larger infrastructure investments at transit villages
- W2: Promote neighborhood identity through art initiatives
- W3: Establish “District” definitions and branding strategies

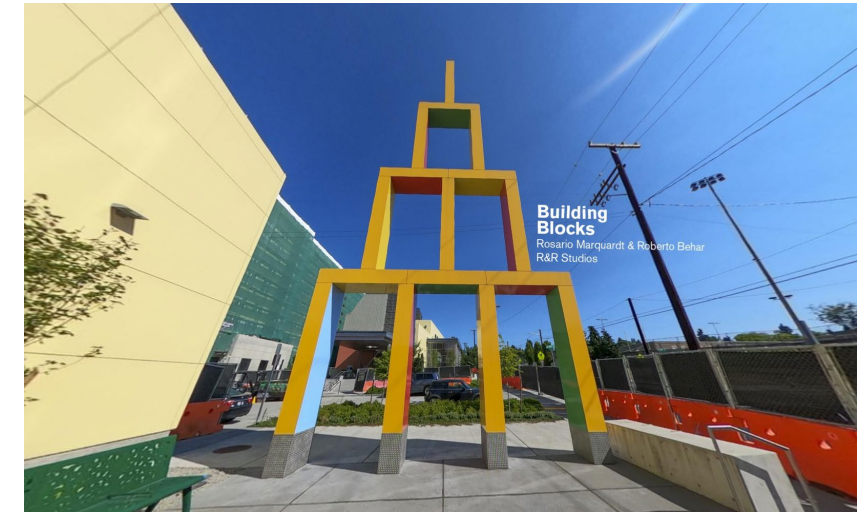


31st & Troost. Source: Google Streetview



18th & Vine. Source: Kansas City Business Journal

2) WAYFINDING



Artwork near Roosevelt Station in Seattle. Source: Sound Transit



Artwork on Chicago-Lake Transit Station in Minneapolis. Source: Metro Transit

3) INFRASTRUCTURE/PUBLIC REALM

Establish a contextual approach to public realm improvements and infrastructure

- I1: Develop a “Pedestrian First” approach for infrastructure
- I2: Scale improvements according to TOD tiers
- I3: Integrate public/private pedestrian improvements



East Liberty Busway Station, Pittsburgh, PA



Graphic showing “pedestrian first” infrastructure at 25th and Troost.

3) INFRASTRUCTURE/PUBLIC REALM



Murray Davis Park off Main Street. Source: KC Parks & Rec








A streetscape with desirable amenities. Source: City of Wilsonville Streetscape Plan



High-visibility crosswalk. Source: Chicago Metropolitan Agency for Planning

4) SAFETY

Improve safety through proactive design

-   SF1: Initiate traffic calming measures
-   SF2: Update development standards for CPTED
-  SF3: Establish a safety district (CID)



Graphic showing how CPTED principles work. Source: Strategic Security Corp.



A Broadway Area district worker. Source: Midtown KC Now

4) SAFETY



31st Street Road Diet Source: Google Streetview



Independence Ave CID improving an alley. Source: Northeast News



KCMO Vision Zero Traffic Calming Graphic. Source: Public Works Department

5) SERVICE

Reinforce initial investments in frequent transit & walkability

- ■ ■ ■ SR1: Improve transit frequency and reduce stops
- ■ ■ ■ SR2: Implement parking regulations for walkable development
- ○ ○ ■ SR3: Prioritize cross-connections at key nodes (transit village)

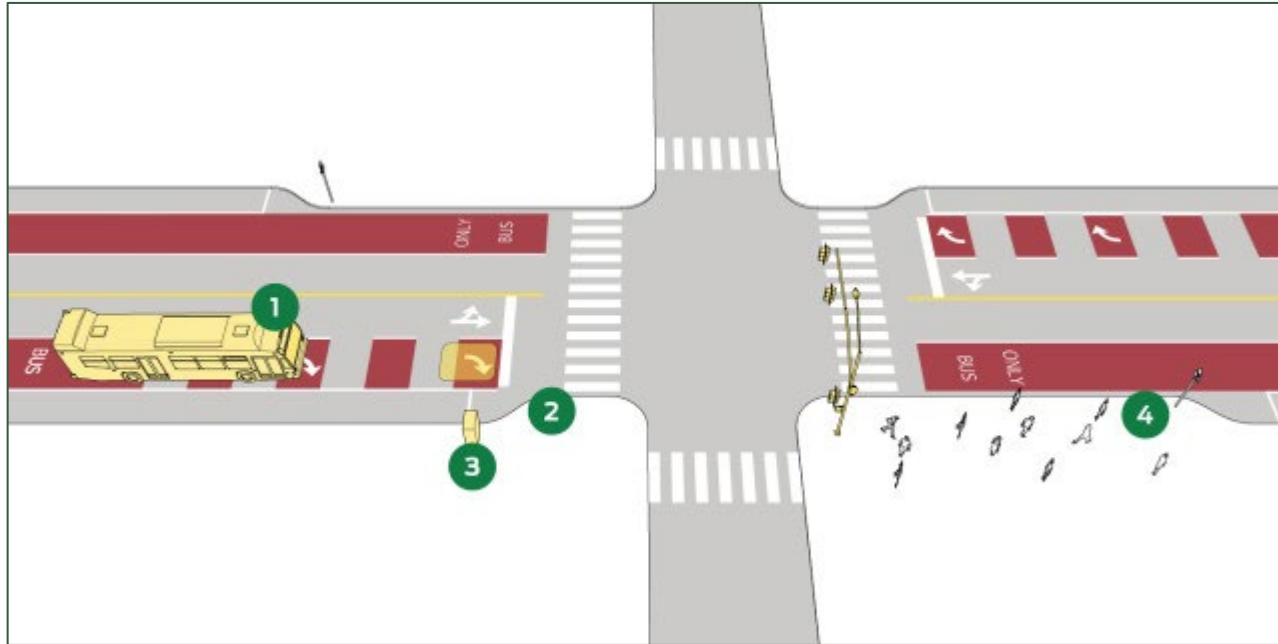


Silver Line in Grand Rapids, MI. Source: Mass Transit Magazine



31st & Prospect Bus Station. Source: Google Streetview

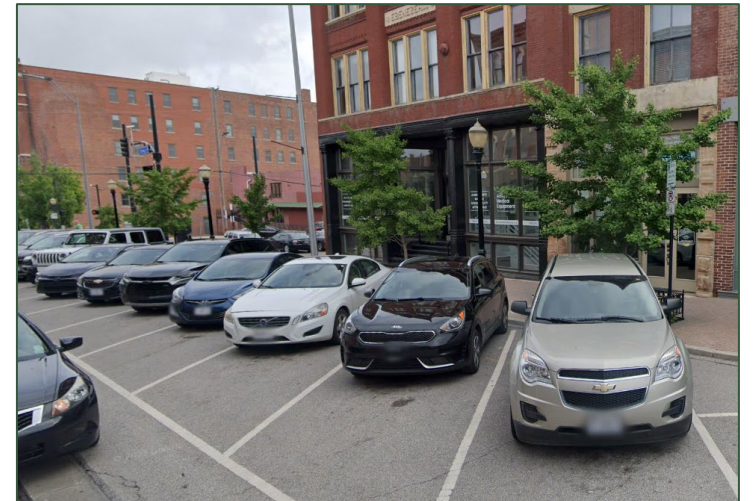
5) SERVICE



Graphic showing Transit Signal Priority. Source: NACTO



Sustainable parking lot design. Source: City of Fort Lauderdale.



Angled parking in Kansas City. Source: Google Streetview

TOD Parking Management Strategies

TOD Parking Management

1. Implement demand-based pricing.
2. Provide shared parking options.
3. Encourage sustainable parking facilities.
4. Manage on-street parking.
5. Explore removing parking minimums or implementing parking maximums on developments.



KC Water Services Parking Lot. Source: KC Water Services

STRATEGIES & RECOMMENDATIONS - DISCUSSION

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



IMPLEMENTATION & FINANCING

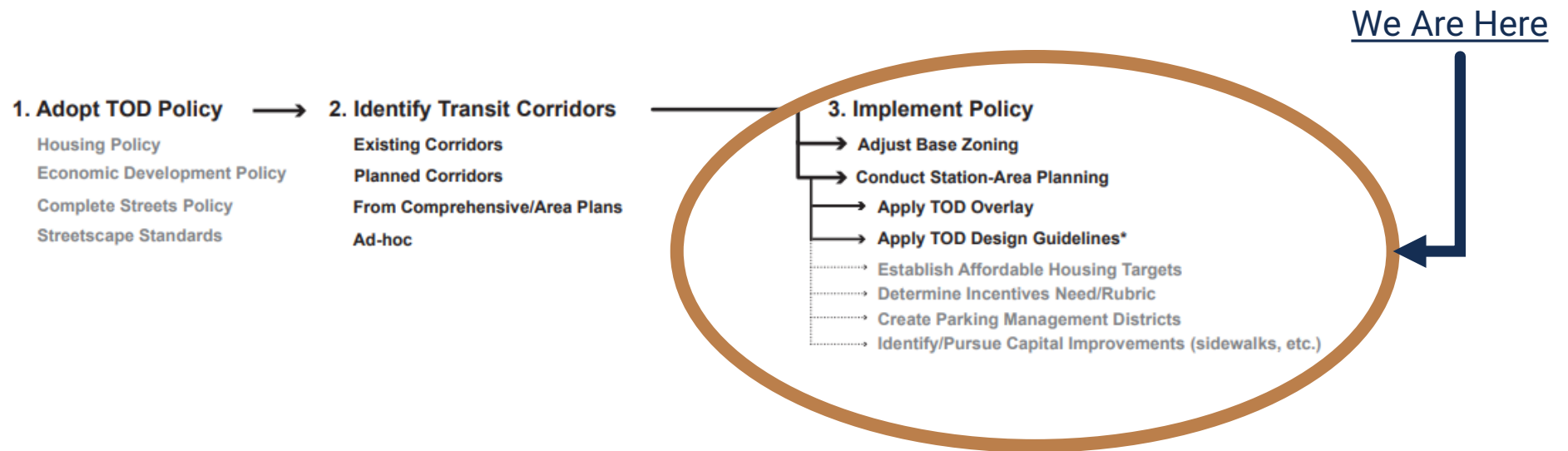


Implementation Framework

KCMO Transit Oriented Development Policy (2017):

TOD Implementation Overview

The following diagram and matrix provide a general overview of implementation activities and phasing. More detailed implementation actions are described for each of the TOD Policy Components in the sections that follow.



Implementation Framework

Implementation steps identify coordination opportunities and actions to help fulfill the strategies and recommendations. They include:

- a) **Time:** The likely timeframe when the action can or should be undertaken (short-term, mid-term, long-term).
- b) **Cost:** Represents likely order of magnitude costs for these projects (\$ = lower cost, \$\$ = medium cost, \$\$\$ = greater cost).
- c) **Responsible Parties:** The public agencies, organizations, or other parties that will be mainly responsible for implementing each strategy, recommendation, and action (Citywide Planning, Public Works, KCATA, etc.).
- d) **Potential Funding:** Represents a possible source of funding to aid in the implementation/action (PIAC, federal grants, etc.).

Implementation Framework - *Example*

STRATEGY: Infrastructure/Public Realm: Establish a Contextual Approach to Public Realm Improvements & Infrastructure

↳ **RECOMMENDATION:** I1 – Ensure each TOD area develops with a “Pedestrian First” approach for infrastructure improvements, vegetation provisions (shade) and level of connectedness.

↳ **ACTION STEP:** Work with KCATA to develop pedestrian infrastructure design standards and best practices around ProspectMAX station areas, including pedestrian presence sensors at signals, high-visibility crosswalks at intersections, planted medians, green infrastructure, and curb bump outs.

- **Time:** 0 to 5 years (short-term);
- **Cost:** \$\$
- **Responsibility:** Citywide Planning, Public Works, and KCATA
- **Potential Funding Source:** PIAC and Federal/Local Grants

Financing and Funding Opportunities



U.S. Department
of Transportation

**Federal Highway
Administration**

- A. Reconnecting Communities and Neighborhoods (USDOT)
 - a. National solicitation, competitively awarded.
- B. Flexible Funding Options (MARC, MoDOT)
 - a. Apportioned funds from the Highway Trust Fund to the Surface Transportation Block Grant Program (STBG).
- C. Categorical Exemption for Non-Motorized Improvements
 - a. Non-motorized improvements granted a categorical exemption from modeling.
- D. Safety Grants (FHWA, MARC)
 - a. SS4A Planning and Implementation Grants
 - b. Sub-allocation of highway formula funds for safety programs
- E. State Partnership with MoDOT for State ROW (Along US-71)
 - a. State support for improvements along state-maintained roads
 - b. Coordination on US-71 RAISE Grant planning and implementation



Financing and Funding Opportunities

F. Capital Improvements Grant Program (FTA)

- a. Potential source for transit network enhancements.

G. Miscellaneous State DOT Funds

- a. Exploration of state allocation under Congestion Mitigation and Air Quality (CMAQ) improvement.

H. Bus Shelters and Security Systems Funding (Federal)

- a. Federal funds can be used for bus shelters and security systems.
- b. Opportunity for ADA-compliant designs and advanced traveler notifications.

I. Program or Local Funding

- a. Exploration of funding from TIFs, central city taxes, etc.

J. Insurance Company Safety Initiatives

- a. Large insurance companies identify dangerous intersections.
- b. Offer cash prizes for incident-reducing investments.



IMPLEMENTATION & FINANCING - DISCUSSION

- Anything in the proposed financing and funding opportunities that you liked, learned or thought is lacking?



NEXT STEPS



WEBSITE

www.prospectUSKC.com

NEXT STEPS

Community Meeting (FINAL)

- Tuesday, September 19th – Mohart Center - Auditorium

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