



smartmoves

REGIONAL TRANSIT VISION

**Mid-America Regional Council
Transportation Department**

PLAN UPDATE - JUNE 2008

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INTRODUCTION

Smart Moves is metropolitan Kansas City's vision for expanded and enhanced regional transit services.

The Smart Moves Regional Transit Vision has been developed jointly between area residents, local cities, the Mid-America Regional Council (MARC), the Kansas City Area Transportation Authority (KCATA), Unified Government Transit (UGT) and Johnson County Transit (JCT) in an effort to coordinate the planning and development around a dynamic regional transit system.

Originally developed in 2002, the Smart Moves initiative articulated a vision for how transit should serve the Kansas City metropolitan area in the years and decades ahead. The initiative proposed a primarily bus-based system that would increase transit service in the region to a level comparable with transit service available in peer cities. The initiative was adopted in 2005, and local progress and energy have grown steadily as transportation costs have continued to rise. This energy is highlighted by the completion of the MAX bus rapid transit service and the passage of a light-rail proposal in Kansas City, Missouri, in 2006, along with many other local and regional milestones.

In addition to newly deployed transit service and ongoing transit corridor studies, communities and counties have also begun to incorporate transit as a part of local plans and community visions. Transit is considered an option for getting workers to new employment centers; a catalyst for community revitalization and increased density, and a tool for improving air quality and reducing energy consumption.

In response to this increasing momentum around regional transit services, the Smart Moves team initiated an update to Smart Moves in mid-2007. The objectives of the Smart Moves update were to:

- Develop a regional vision and service framework to help coordinate local and regional transit planning efforts currently underway.
- Provide an opportunity to reflect and build on newly developed local plans, strategies and studies. (Blue Springs Master Plan, Overland Park Vision Metcalf, Wyandotte County Master Plan, etc.).
- Evaluate the possibilities of light rail extensions and other transit technologies.

PROCESS OVERVIEW & PUBLIC PARTICIPATION

With these objectives in mind, MARC crafted a process to update Smart Moves that would involve a technical assessment of the existing plan, and extensive engagement of residents, planning and policy stakeholders, and MARC's transportation committees. This section details the processes followed to gather information from technical experts, elected officials and the public.

Initial Technical Review

Initial technical work began with a review of the underlying assumptions and data used in the original Smart Moves effort, including demographic, employment and land-use information. To assist staff in this effort, the transit technical team — which helped develop the original Smart Moves concept — was reassembled. The technical team consists of representatives from MARC, UGT, JCT and KCATA.

The first step in the review process was to determine the need or demand for transit services. Data about customers who have cars but choose to use transit is very difficult to gather; therefore, the most common method for determining need is to identify transit-dependent populations. Transit-dependent users generally do not have the means, desire or ability to operate a vehicle so they must use public transportation, hire transportation or rely on friends or family for rides.

Census categories commonly associated with transit-dependent populations are adults age 60 and over, zero-car households, low-income households, minority status, and disabled persons. Some of these populations are fairly dispersed throughout the region, while others are concentrated in the urban core. These variables are compiled as a part of the larger Transit Suitability Study, which will be available as a mapping resource for community-based planning efforts.

In addition to identifying where individuals who need transit are located, the technical team revisited assumptions about destinations. The team reviewed current employment and activity centers. The region has a large central employment area, but other employment centers continue expanding outside the central business district. These emerging employment centers tend to be much less dense than the downtown area with sites spread along corridors.

New activity centers, such as Village West, continue developing outside the central core of the city, providing many new job opportunities, although large concentrations of low-income households and households without vehicles are still located within the central core of the region. The disconnect between residential concentrations and jobs creates difficulties for job seekers and employers trying to fill staff positions when public transportation is not available. Likewise, the region's excellent highway system has made it possible for employees to live far from their jobs, creating dispersed travel patterns that are difficult to serve efficiently with transit.

While the technical analysis was underway, MARC began a series of plan integration meetings with communities all over the region under a separate initiative. These integration meetings included city planners, city council members, and managers. The focus of each meeting was to gain a mutual understanding of planning activities, both local and regional, and identify opportunities for more integrated planning. During the course of the plan integration meetings,

it became clear that transit and sustainability are topics discussed and included in local planning activities all around the region, and that the integrating the information on planning activities around the region into Smart Moves would improve and inform the update

These meetings with local communities provided MARC with an updated inventory of recent planning activities completed at the local level. This information on community planning initiatives that incorporate transit service or more dense, transit-friendly development was included into the matrix for determining regional corridors. Communities planning for transit and transit-supportive development include Blue Springs, Gladstone, Raytown, Overland Park and the Unified Government of Wyandotte County/Kansas City, Kan..

From the work of the technical team and the meetings with local planners, the initial technical review identified opportunities for new technology, new service areas and improvements to the original Smart Moves vision.

Public Engagement

Citizens consistently report that improved public transit is a top concern for the Kansas City region. As the metro area grows in size and population, it becomes increasingly important that transit services connect employees to jobs, provide access to goods and services to all people, and link our centers of activity. With a grant from the Federal Transit Administration, MARC contracted with its One KC Voice citizen engagement program to develop a multiphase process for involving the region’s residents and local governments in the Smart Moves update.

PHASE 1: 25 Community Discussions

Updating the region’s long-range transit vision starts with values and needs. The first phase was a series of 25 community discussions with citizens across seven counties, using the One KC Voice citizen engagement network of host organizations, and trained facilitators and recorders. Participants watched a video with background information on transit and were guided by a facilitator through a conversation centered on three main questions:

1. Do we need enhanced transit service?
2. What are your ideas?
3. What are your priorities?

One KC Voice also used www.onekcvoice.org to solicit citizen input through online discussion forums and surveys on its Web site. For all activities, participants understood that their input would be connected directly to local leaders.



PHASE 2: Technical Workshops

Following these community discussions to identify transit needs, MARC facilitated two technical workshops to evaluate alternatives and solutions. Participants were guided through hands-on activities where they highlighted important regional activity centers, drew transit corridors on a map, and developed criteria to help prioritize service in major corridors. The content captured from each group was consolidated into a map showing corridors that participants felt were the highest service priorities in our region.

Phase 3: Policy Meetings

From the beginning of this comprehensive public engagement process for the update of the Smart Moves transit vision, it was important to develop a process for relaying the information and outcomes of this process to those who affect change in regional public transportation policy. MARC set up a series of meetings specifically for policy decision makers in the Kansas City region.

The objectives of the policy meetings were: to convey the content of the public engagement process, and to get feedback on preliminary transit concepts developed by the technical assessment and public input. It is anticipated that at the end of this phase that six policy workshops will have been completed. These workshops include:

- Jackson County and Northern Cass County
- Johnson County Transportation Council
- Platte and Clay County
- Platte County Mayors
- Unified Government of Wyandotte County/Kansas City, Kan.
- Northeast Johnson County Mayors

TECHNICAL WORKSHOPS: WHO WE TALKED TO

COUNTY	PARTICIPANTS
Cass	2%
Clay	6%
Jackson	57%
Johnson	21%
Leavenworth	0%
Platte	6%
Wyandotte	6%
Other	2%
TOTAL	100%

53 percent use transit occasionally or daily

47 percent do not use transit

PUBLIC INPUT: WHAT WE HEARD

Community Discussions

Major recurring themes from the 25 community discussions around the region:

- The current transit system is not serving the public as well it could. Travel time, reliability, and lack of access in certain areas are major concerns. All participants wanted additional or improved public transit.
- Many would use public transit if service were available and convenient.
- Suggestions for funding new or improved transit included taxes (regional, gas, alcohol/tobacco), grant funding, rider fees, parking lot fees, employer subsidies, sponsors/advertising, casino fees, etc.
- All were interested in seeing new developments implemented as soon as possible.
- Participants didn't have any misconceptions about the high cost of light rail. The majority had a strong desire for a multimodal system.
- All were aware of the challenges of developing a system that will appropriately serve our "spread out" metro, but wanted to see the system connect our region as best as possible.
- Participants wanted an expanded public transit schedule; many recommended that it run 24 hours a day, seven days a week.
- Most believe that improved transit would only benefit our region through increased property values, economic development, and better environmental quality.

Technical Workshops

Criteria Used for Selecting Priority Transit Corridors

After identifying important corridors throughout the region, participants created a list of criteria to be used in narrowing corridors down to priorities.

Priority major corridors should:

- Connect people to employment
- Connect people to activity centers
- Serve areas that have economic development potential
- Serve economically depressed populations
- Serve tourists
- Serve high-density areas

Corridors Selected as Priority Regional Corridors by Participants

Each participant was able to choose two corridors in the region they believed to be top priorities. The corridors listed below received six or more votes from the workshop participants. These corridors served as a starting point from which to build out a more comprehensive regional network. Other corridors selected by the participants were incorporated in the final regional network.

- Downtown to KCI Airport
- I-70 Corridor – east of downtown

- I-35 in Johnson County
- State Avenue in Kansas City, Kan.
- Rock Island corridor
- I-435 from I-35 in Johnson County to M-350
- Central light-rail spine (Main St. to Troost Ave.) with North Oak extension

Engagement Summary

The public's highest-priority corridors confirmed that many corridors from the original Smart Moves vision should be retained. However, many corridors that were in the original Smart Moves plan were not chosen as high-priority routes in the public workshops, and the priority corridors did not connect several areas of the region. A detailed final analysis was conducted to identify other corridors necessary to address these gaps and overlay the public input with the technical analysis.

After the end of the first two phases of public engagement, the technical team worked to integrate the public input and priorities for service with demographic data, opportunities for redevelopment, and information on transit-supportive development occurring around the region. This phase of analysis generated an update to the service concept from the original Smart Moves. Feedback from the policy workshops was used to modify the revised Smart Moves Service Concept.

SMART MOVES CONCEPT

The original Smart Moves vision was built upon the belief that local services are best planned by local communities, based upon local needs and priorities with regional connections. Based upon input from MARC's Transit Committee and Special Transportation–Job Access Partnership, MARC staff sought to reinforce the concept of community-based transportation systems in the Smart Moves update. However, development patterns in our region have spread housing, employment, recreation and other activity centers across the nine MARC member counties. Locally-supported transit planning efforts often have a difficult time addressing the needs for regional connections when funding decisions are made on a community by community basis. Since regional connections are critical for bridging the disconnects between where folks live and where they work and play, this update of the Smart Moves concept focuses on a vision for regional connections.

Vision and Goals Development

Because the original Smart Moves concept was financially constrained and focused on achieving service parity with peer cities, the original goals required revisions to support a more visionary concept. The members of the modal committees began crafting a new vision and goals statement that are the core of the updated concept. Working from a draft, the Transit Committee, the Special Transportation–Job Access Partnership, the Total Transportation Policy Committee, and MARC's Board of Directors worked collaboratively to create a final vision statement and set of goals for the update to guide future corridor selection and service implementation.

Vision Statement

The Smart Moves Plan envisions a Kansas City region where public transit is a viable and cost-effective transportation choice for all citizens, and where public transit investments help shape the form of a regional community that is more accessible, walkable, healthy, efficient and attractive.

Goal Statements

Goal 1: STRENGTHEN COMMUNITIES and improve the quality of life of residents and visitors throughout the region by making transit an equal or better option to automobile travel

- Provide services that are timely, reliable, convenient and safe.
- Enhance connectivity within and between communities.
- Create local community-based transit services to support economic and social needs.
- Provide lifelong mobility options for non-drivers, choice riders, the elderly, low-income persons and the disabled.
- Support livable communities, walkable neighborhoods and access to transit services.

Goal 2: EXPAND AND ENHANCE MULTIMODAL TRANSIT SERVICE throughout the metropolitan region

- Secure long-term, sustainable funding sources to support existing and expanded levels of transit service.
- Expand transit service coverage, days of service and hours of service.
- Promote increased integration between service providers to support easy trip-making across the metropolitan area.

- Seek to make public transit as attractive a form of mobility as driving a personal automobile.

Goal 3: SUPPORT THE ECONOMY through accessible transportation options

- Increase access to major destinations, employment centers and activity centers.
- Provide equitable access to goods and services throughout the region.
- Encourage community revitalization and economic development.

Goal 4: SAFEGUARD THE ENVIRONMENT and improve public health through increased transit ridership

- Improve air quality through reduced energy consumption.
- Better coordinate transit, bicycle, pedestrian and roadway planning and infrastructure improvements.
- Promote active lifestyles through transit mobility, walking and bicycling.
- Foster sustainable communities and development.

Service Concepts and Characteristics

The corridors included in the regional concept were drawn from the public engagement process (*selection criteria found in Appendix A*), Smart Moves vision statement and goals, the location of activity and employment centers, concentrations of transit-dependent populations, and areas with planning initiatives in place to support transit operations. From this analysis, the following corridors were added to the highest-priority corridors identified under Phase II of the public engagement:

- I-35 from downtown to Liberty and Kearney
- MO-152 from Liberty to I-435 in Platte County
- U.S. 169 from MO-152 north to Smithville
- Independence Avenue from downtown to Independence
- Truman Road from downtown to Independence
- I-70/U.S. 40 from downtown to Eastern Jackson County
- Linwood from the central spine to the Rock Island Corridor/I-70
- Prospect Avenue south of the river
- Troost Avenue south of the river
- U.S. 71 from 63rd Street south to Cass County
- Central spine from the Country Club Plaza south to I-435
- Shawnee Mission Parkway from the Country Club Plaza to I-435
- Metcalf from Shawnee Mission Parkway to I-435
- I-635 from Shawnee Mission to Kansas City International Airport
- K-10 from Johnson County to Lawrence
- I-70 from downtown to K-7 with future connections to Lawrence

From the public engagement sessions, attendees made it clear that they wanted a more visionary system that would affect location choices for home buyers and be a force against continued low-density urbanization. In the course of attempting to accommodate an expanded vision into the service concept, it became clear to the Technical Team that the service definitions from the original Smart Moves service concept also needed to be expanded.

This Smart Moves update focuses on the corridors where service will operate and does not assign a particular type of transit service to that corridor. For instance, a corridor may begin operation with service that corresponds to Freeway Flier and transition to a rail technology as the corridor changes. The exact technology used in each corridor is decided by the community as the design process begins. Operation decisions will be made based upon current conditions and future land-use plans in the corridor. As a corridor develops more intense land uses, this plan assumes that transit service in the corridor will also evolve to more intensive operation modes, such as bus rapid transit (BRT) and rail.

Regional Network Elements

Each corridor included in the regional system presents unique opportunities and challenges for operating transit services. Based upon these differences in development potential, current built forms and access to the corridor, regional corridors were categorized into three tiers: Urban Service, Commuter Service and Major Fixed-Route Service.

Urban Corridors

Urban Corridors represent street running transit. These street-running corridors provide opportunities for urban revitalization and increased density through the use of transit-oriented development and other locally planned initiatives.

Local Access:	Urban services are designed to move people across long corridors while also providing access to local destinations and activity centers along the length of the corridor. Stops may be limited to increase speed.
Service Standards:	Urban service corridors should have minimum wait times between vehicles, longer service hours and more days of service.
Maximum Time Between Vehicles:	10 minutes rush hour 20 minutes midday 30 minutes late night/early morning
Minimum Days of Service:	Monday – Saturday
Minimum Hours of Service:	22 hours a day
Operation:	When possible, these services should operate in a dedicated lane.
Other Enhancements:	Signal priority, real-time signs, Wi-Fi/Internet connections, etc.
Operation Mode:	Light Rail, Bus Rapid Transit
Purpose:	Improve and expand service in existing transit markets. Encourage increased density and revitalization in the corridor.

Commuter Corridors

High-speed commuter corridors, may parallel major commuter routes along an arterial road, run in a separate right of way, or operate within interstate or expressway right of way. These services are designed to reduce congestion along the region’s roadways and connect residential and employment centers. Some of the operational characteristics, such as days of service and hours of service in these corridors, will be determined by usage patterns and the local circulations systems in place at the ends of the corridor. Whenever possible, dedicated rights of ways via high-occupancy vehicle (HOV) lanes or grade separation should also be pursued to increase speed and travel competitiveness.

Local Access:	Unlike urban services, commuter services provide less local access along the corridor, and stops are usually restricted to increase speed. Commuter services provide opportunities to connect residents in the central core of the region with jobs in emerging employment centers, in addition to traditional commutes from the suburbs into the center of the region.
Service Standards:	Commuter service corridors should have minimum wait times between vehicles, longer service hours and more days of service. Public comments indicated that providing midday service made transit a more attractive option for choice riders, and those employees working non-traditional schedules. The goal for commuter service is to offer service seven (7) days per week.
Maximum Time between vehicles:	15 minutes rush hour 30 minutes midday 30 minutes late night/early morning
Minimum Days of Service:	Monday – Saturday
Minimum Hours of Service:	20 hours a day
Operation:	When possible, these services should operate in a dedicated lane.
Other Enhancements:	Rail services must have their own facility; however, commuter corridors served by buses should also have special facilities to help the service bypass congested sections of roadways. Accommodations for buses could be in the form of an HOV/HOT lane or signing the shoulder of the roadway to let motorists know that buses will be passing them on the shoulder of the road. On arterial streets, vehicles should have a dedicated lane and signal priority.
Operation Mode:	Express Bus, Commuter Rail, Light Rail
Purpose:	Connects community-based transit systems and activity centers together. Help to reduce congestion along heavily used commuter corridors by providing service that is comparable to an automobile trip and attractive to more transit users.

Major Fixed Route

The Major Fixed-Route connections represent services which help to connect communities and counties together. Major fixed-route corridors are a mix of arterial and highway facilities and, in general, these corridors are routes that, due to access issues and activity center locations, would not support rail transit investment. In some cases the corridors may be ripe for redevelopment at densities that could support rail; but short distances between the corridors make them less attractive because two lines would split a common rider pool.

Local Access:	These services are designed to reduce congestion and provide important connections between residential developments, activity centers and employment centers. On arterial streets these corridors would provide more access, although stops should be limited to improve trip speed. On highways, major fixed-route connections would most likely operate like the commuter service corridors, providing opportunities to connect employment sites and activity centers and communities where transit users live with limited local access along the corridor.						
Service Standards:	Major fixed-route corridors should have minimum wait times between vehicles, longer service hours and more days of service. The goal for major fixed- route corridors is to offer service seven days per week.						
	<table border="0"> <tr> <td style="vertical-align: top;">Maximum Time between vehicles:</td> <td>20 minutes rush hour 30 minutes midday 30 minutes late night/early morning</td> </tr> <tr> <td style="vertical-align: top;">Minimum Days of Service:</td> <td>Monday – Saturday</td> </tr> <tr> <td style="vertical-align: top;">Minimum Hours of Service:</td> <td>20 hours a day</td> </tr> </table>	Maximum Time between vehicles:	20 minutes rush hour 30 minutes midday 30 minutes late night/early morning	Minimum Days of Service:	Monday – Saturday	Minimum Hours of Service:	20 hours a day
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Operation Mode:	Bus Rapid Transit, Express Bus, Standard Fixed-Route Service						
Purpose:	Provide connections to and extensions of urban and commuter corridors.						

Community-Based Network Elements

Community-Based Networks are the foundation of the regional public transportation concept. This is the network of services that allow and support access to local goods, services and employment locations. Local systems collect passengers for distribution to local destinations, intra-county routes or regional services. Community-based transportation systems are designed by local communities to meet specific local needs.

A community network encompasses all the services that are not a part of the regional system, such as subregional connectors and community-based mobility services.

Subregional Connectors

Subregional Connectors represent services between or within counties that provide important connections between communities, but do not rise to the level of being regionally significant. These corridors should generally be located on arterial streets because arterial corridors provide important local connections between communities within a subarea of the region. Subregional corridors will need to be identified by local communities during community transit planning activities. Corridors that could be subregional connectors are identified in the subarea detail section.

Local Access:	These services would generally provide a high level of local access along the corridor. Longer-distance routes between communities may limit stops to decrease the travel time of longer trips.
Service Standards:	Subregional connectors should minimize wait times for service. Ideally, community systems would operate seven days a week.
Maximum Time between vehicles:	30 minutes rush hour 30 minutes midday 30 minutes late night/early morning
Minimum Days of Service:	Monday – Saturday
Minimum Hours of Service:	18 hours a day
Operation:	These services could operate as a traditional transit service, with reduced stops or as express-type services. Some of the operational characteristics of subregional connectors would be defined by the circulation systems operating at each end of the connector.
Other Enhancements:	Real-time signs, benches and shelters should be available along a corridor and at transit connection points. Maps information and other tips should be made available at shelters along the corridor.
Operation Mode:	Express Bus, Standard Fixed-Route Service
Purpose:	Provide connections between local communities and provide circulation to destinations within a community.

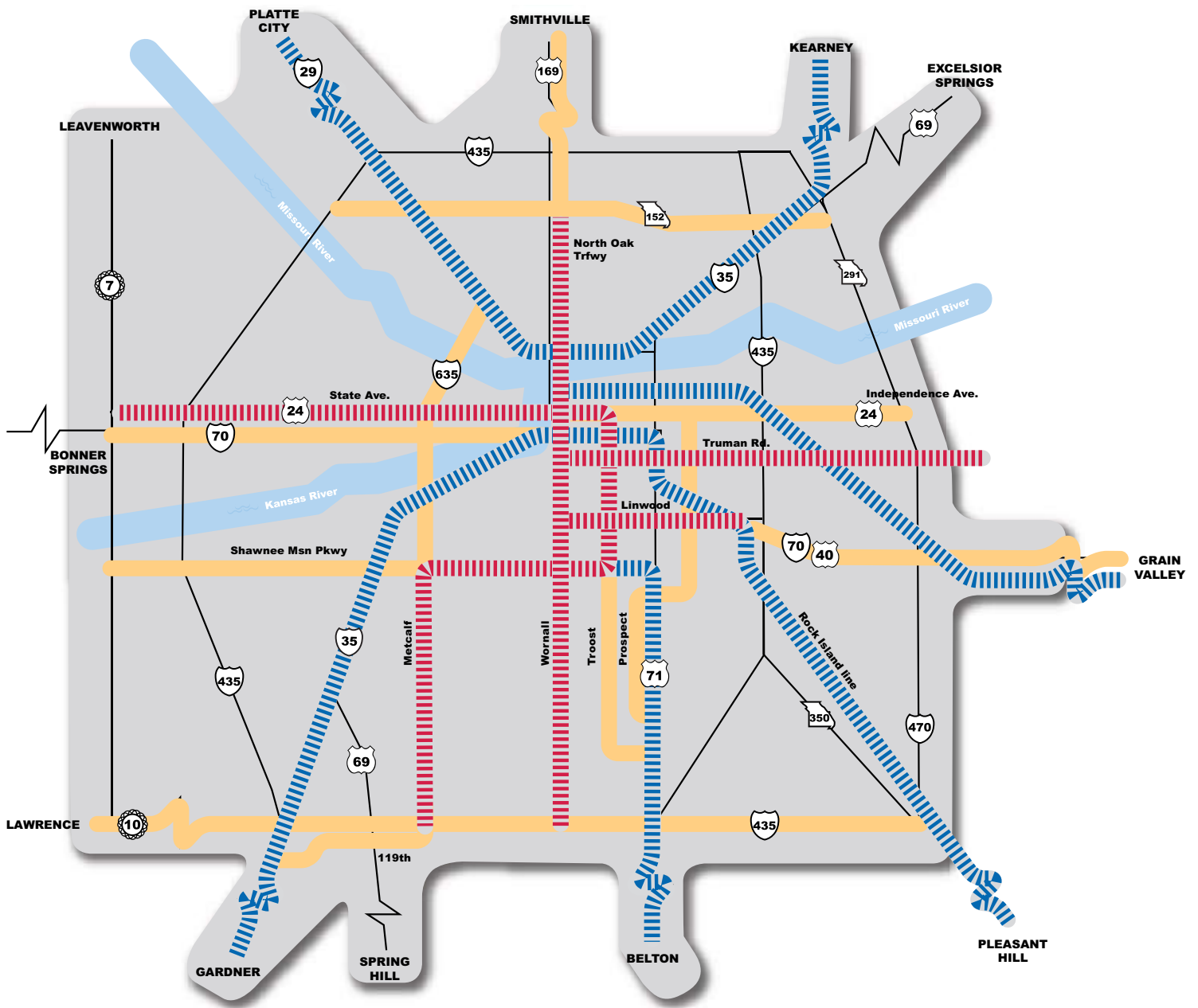
Community-Based Mobility Services

Community Transportation Systems represent a variety of transit services developed within individual communities, and customized to meet their diverse local needs. These systems may consist of taxi service, public mass transit, residential shuttles, program specific transportation and other transportation providers. Ideally, these systems would be built around transit centers that can be used to collect and distribute passengers among services or between routes. These transit centers would also provide locations for local services, sub-regional connectors and regional services to meet.





Public transportation services become less attractive to customers when service is infrequent with shorter service hours and restricted days of operation. Customers should have waiting spaces that are comfortable at high-use locations.


Local Access:	These services provide a high level of local access along a corridor. Longer distance routes may limit stops where development is sparse to make trips faster.
Service Standards:	Community-based services should minimize wait times for transit customers. The goal for local systems is to offer service seven days per week.
Maximum Time between vehicles:	30 minutes rush hour 30 minutes midday 30 minutes late night/early morning
Minimum Days of Service:	Monday – Saturday
Minimum Hours of Service:	18 hours a day
Operation:	Community-based services may operate as traditional fixed-route service or as a paratransit service. Paratransit services generally are more personalized, without published timetables and designated stops. Each day a vehicle's trips and stops are determined by customer requests. In addition, vehicles may come to the passenger's home and take the passenger closer to his or her destination than a traditional transit trip might.
Other Enhancements:	Real-time signs, benches and shelters should be available along a corridor and at transit connection points. Maps information and other tips should be made available at shelters along the corridor.
Operation Mode:	Standard Fixed-Route Service or Paratransit Service
Purpose:	Provide personal mobility based on local needs. Circulate customers within a community and provide connections to subregional connectors and the regional system.

FIGURE 1: Smart Moves System Conceptual Map



LEGEND

-  Commuter service
-  Urban service
-  Major fixed-route service
-  Local service

N


Regional Nodes

The regional nodes represent activity centers that typically attract trips from across the metropolitan region. Nodes shown in the following map were, in part, derived from technical analysis and public meetings, and provide additional geographical context to the identified transit service corridors. Often a number of activity centers and employment destinations are located in close proximity to one another. Potential for redevelopment around some of the nodes is significant and will require transportation services that are tailored for the variety of trips generated and attracted to these areas. As plans for implementation move forward, each node will need to be analyzed for its development or redevelopment potential, and additional detail will be developed on service stops and station locations.

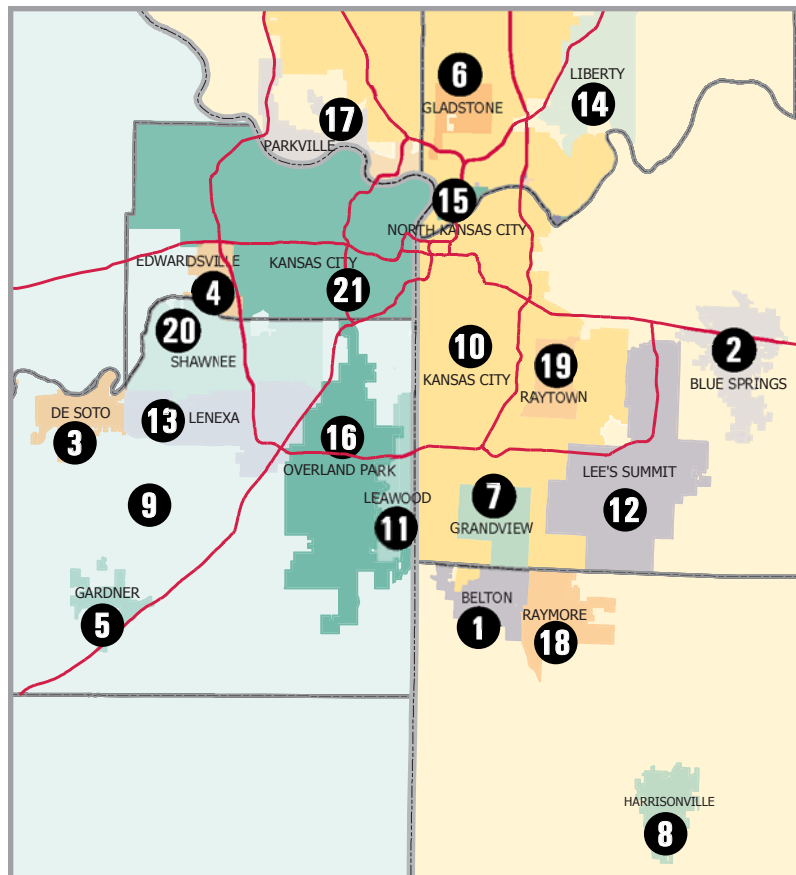
Park-and-Ride Locations

Park-and-ride lots will continue to be an integral part of the Smart Moves Vision. These sites create a connection point for commuters not served by a community-based local transit system or living outside the metropolitan area. Currently, the region has over 40 official park-and-ride lots. The Smart Moves Vision will expand these lots to over 55.

Transit Studies and Local Planning Initiatives

Since the completion of the original Smart Moves initiative, a number of local transit and community planning activities have occurred that are expanding available transit services. These initiatives include transit corridors studies, corridor redevelopment studies, comprehensive plans and site plans. Information on local initiatives was gathered from plan integration meetings conducted by MARC. Because transit and land use are so closely related, these community initiatives are important for identifying areas that could support transit, and that transit could serve effectively and efficiently. A summary of local planning activities summarized by city is in Appendix B.

FIGURE 4: Transit Studies & Local Planning Initiatives



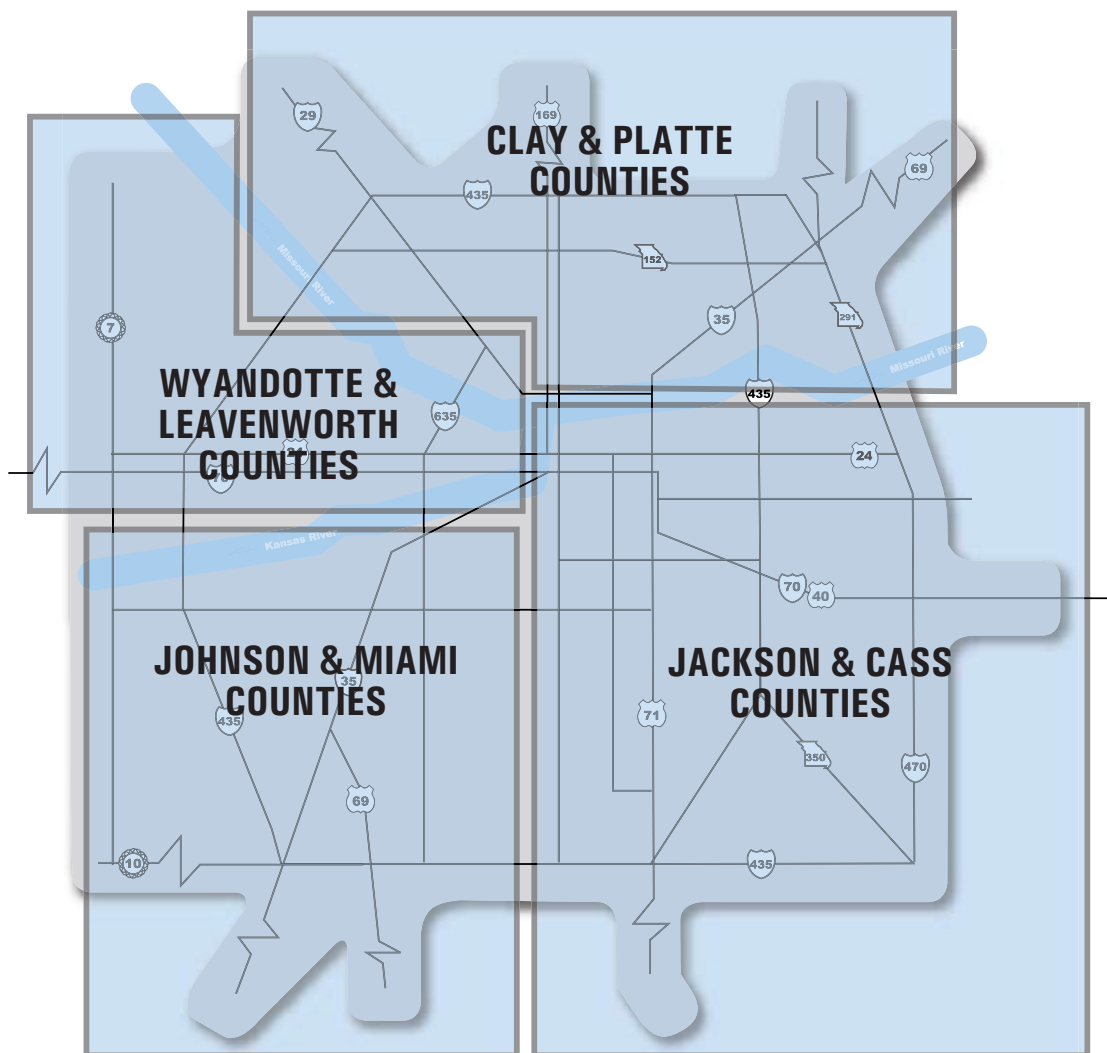
- 1** **BELTON** - 155th improvements, Southview Golf Course
- 2** **BLUE SPRINGS** - Downtown Master Plan
- 3** **DE SOTO** - 95th St. future land-use map
- 4** **EDWARDSVILLE** - I-435 & Riverview overlay districts, Raintree residential development, potential transit corridor
- 5** **GARDNER** - BNSF intermodal facility
- 6** **GLADSTONE** - Gladstone Village Center, multiple redevelopments
- 7** **GRANDVIEW** - corridor improvements
- 8** **HARRISONVILLE** - commercial development
- 9** **JOHNSON COUNTY** - Sunflower Army Ammunition Plant redevelopment, southwest Johnson County corridor
- 10** **KANSAS CITY, MO.** - Light Rail Alternatives Analysis, Greater Downtown Master Plan, Line Creek development plan, Kansas City International Airport Master Plan, future Antioch Center development
- 11** **LEAWOOD** - Hallbrook development
- 12** **LEE'S SUMMIT** - Summit Technology Campus development, downtown redevelopment
- 13** **LENEXA** - Lenexa Town Center
- 14** **LIBERTY** - New Town Center, South Liberty Corridor Study
- 15** **NORTH KANSAS CITY** - Burlington Corridor Plan
- 16** **OVERLAND PARK** - Vision Metcalf
- 17** **PARKVILLE** - new focus on mixed-use centers, Route 45 Location Study
- 18** **RAYMORE** - interest in multifamily projects
- 19** **RAYTOWN** - interest in transit-oriented development, potential trail and transit corridor, central business district plan with mixed-use nodes, interest in density
- 20** **SHAWNEE** - development potential, downtown development activity
- 21** **UNIFIED GOVERNMENT OF WYANDOTTE COUNTY / KANSAS CITY, KAN.** - Master Plan, State Ave. corridor study

SUBREGIONAL SYSTEM DESCRIPTIONS

Nine counties are included in the Smart Moves regional vision. This section divides the region into four planning areas or subareas: Jackson and Cass Counties, Platte and Clay counties, Wyandotte and Leavenworth counties, and Johnson and Miami counties. Within each subarea, regional corridors are listed and defined. Potential subregional connectors are also identified and shown in maps.

In addition to a discussion of each corridor, a selection of activity centers along the corridor is highlighted. Outside the noted activity centers, each corridor has numerous retail and commercial sites. To keep the maps legible at a standard page size, this document generally limits activity centers to large public investments, public institutions, schools, large commercial or retail developments, medical and government sites.

FIGURE 5: Subregions Map



Jackson & Cass Counties (Missouri)

Jackson and Cass Counties have a number of regional transit corridors. This includes three Commuter Service corridors, four Urban Services corridors and two Major Fixed-Route Service corridors.

Public Priorities: During the public involvement process, the I-70/U.S. 40 corridor and the Rock Island Railroad alignment were identified as the two top-priority corridors. Secondary priorities identified in the Jackson and Cass Counties included the extension of the I-70 corridor to Oak Grove, the I-435/I-470 corridor from Lee's Summit, and the extension of the Rock Island alignment south/east of Raytown to Pleasant Hill.

Local Services: The original Smart Moves service plan included local service on a number of arterials and local streets in Jackson and northern Cass counties. These services are necessary to support the high-level corridors shown in the regional service vision and connect residents and visitors with local employment, commercial and retail sites.

Since most of the local service in the original Smart Moves vision was based on studies done before 2000, MARC is working with local communities to support updated local service visions that can be integrated into the regional service vision. Together, the local and regional service will provide mobility options to support current needs and future development opportunities throughout Jackson and Cass counties. Local transit and mobility planning will be incorporated into the regional vision as maps and supporting information are submitted to MARC.

Important corridors between Jackson and Cass counties could include arterials such as 23rd Street, 39th Street, 63rd Street, 95th/Colbern Rd., 7 Hwy, Woods Chapel Road, Lee's Summit Road, Blue Ridge Boulevard, MO-58, Y Hwy, Route D, Mullen Road, South Madison and Harmon Rd.

I-70 - Commuter Service

Route Description: The Kansas City Regional Commuter Rail Feasibility Study evaluated many corridors, and the I-70 corridor was identified as one of three corridors with the highest potential to attract ridership in the region. An alternatives analysis was conducted on a corridor between Kansas City and Odessa. Based upon current development patterns and densities, rail was not recommended in the short term, but commuter rail could be a viable option in the future as the area develops.

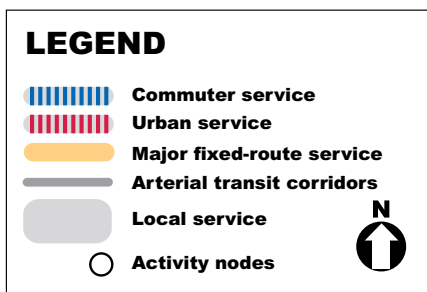
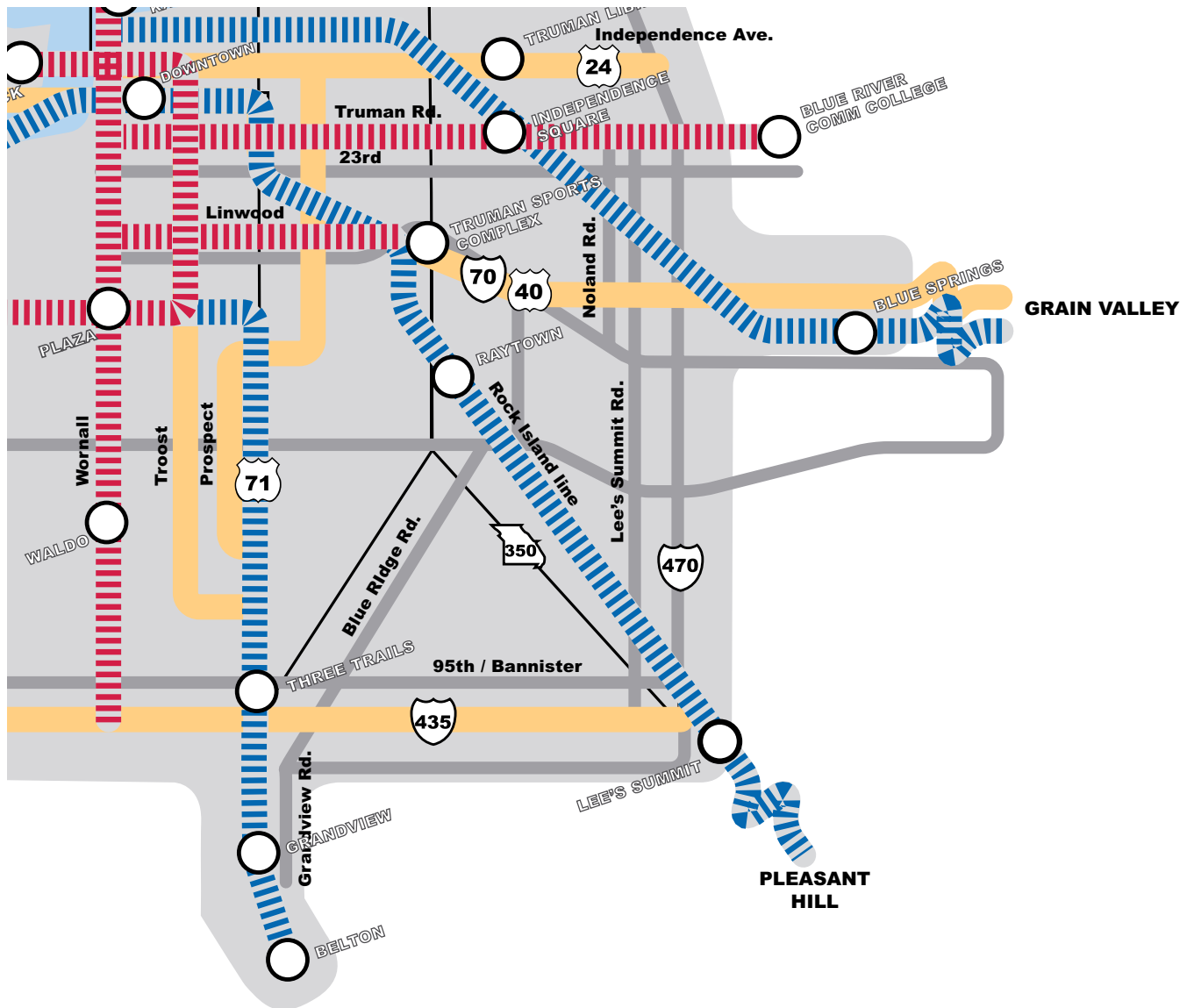
Activity Centers: The route would begin in the River Market and connect regional destinations, such as, Independence, CenterPoint Medical Center, downtown Blue Springs, Grain Valley, Oak Grove and Odessa.

Modal Preference: This corridor has long been a proposed transit corridor in the Smart Moves vision. The alternatives analysis recommends express bus services in the short term and continuing pursuit of a commuter rail alternative in the future.

Rock Island Railroad - Commuter Service

Route Description: The Kansas City Regional Commuter Rail Feasibility Study evaluated many corridors, and the Rock Island Rail Road corridor was identified as one of three corridors with the highest ridership potential. The alignment stretches from downtown Kansas City, Mo., to Pleasant Hill. The Commuter Rail Feasibility Study initially identified the rail line Amtrak currently operates as the preferred alignment. During the most recent Smart Moves public involvement, participants identified the Rock Island alignment as the preferred alternative for commuter service.

FIGURE 6: Jackson and Cass Counties with Major Local Transit Corridors



Activity Centers: This corridor extends southeast from downtown providing service to the Truman Sports Complex, Raytown downtown and city hall, Lee's Summit, Greenwood and Pleasant Hill. Medical, retirement and education complexes — such as Truman Medical Center East-Lakewood Campus, John Knox Village and Longview Community College — are located near this corridor.

Modal Preference: This corridor has long been a proposed transit corridor in the region. In the near-term, this corridor could be developed with bus rapid transit service, and the corridor could also be developed in conjunction with Rails to Trails national advocacy efforts aimed at bringing the Katy Trail into the metropolitan area. Long term, light-rail has the potential to serve this growing corridor with more intensive service.

U.S. 71 - Commuter Service

Route Description: This corridor stretches from midtown Kansas City, Mo., to Cass County on the south side of the region. In general, there may be opportunities to provide commuter services along the corridor within the right of way of the existing expressway. In addition to Kansas City, the communities of Grandview, Belton and Raymore would be served. This corridor provides connections to many residential, commercial/retail and recreational locations.

Activity Centers: University of Missouri-Kansas City, the Country Club Plaza, Rockhurst University, Three Trails redevelopment, Truman Corners, Richards-Gebaur intermodal facility and MO-58 commercial corridor.

Modal Preference: This has long been a proposed transit corridor in the Smart Moves vision; however, during the update, the importance of this corridor indicated that service could be elevated from high-level bus to a corridor that could support rail in the future.

Truman Road - Urban Service

Route Description: This corridor has long been included in the existing Smart Moves service plan as a Rapid Rider corridor. The corridor extends from downtown Kansas City, Mo., to downtown Independence, Mo.

Activity Centers: Bartle Hall, Municipal Auditorium, 18th and Vine Jazz District, Van Horn High School, St. Paul Theological Seminary, Jackson County Courthouse, Sprint Center, Manual Career Tech Center, Truman Home, Independence city hall.

Modal Preference: This corridor has long been a proposed transit corridor in the Smart Moves service plan. During the update, the importance of this corridor was reinforced and was identified as an urban service corridor that could support bus rapid transit in the near term, or rail in the future.

Linwood - Urban Service

Route Description: Linwood Boulevard has a long history in Kansas City as a part of the Parks and Recreation Department boulevard system, and it has long been a part of the Smart Moves plan. This corridor stretches from Broadway to Van Brunt. This corridor connects to 31st St at Van Brunt and could provide a connection to services along the I-70, U.S. 40 or Rock Island corridors.

Activity Centers: Penn Valley Community College, Costco, Home Depot, Robert J. Mohart Multipurpose Focus Center, Central High School, Central Middle School, Veteran's Medical Center, links to future U.S. 40 or I-70 service and future service along Rock Island Railroad.

Additional activity centers further east include the Truman Sports Complex, 39th Street and Centerpoint Medical Center.

Modal Preference: Current service in this corridor is provided by buses, but this corridor is being included in the current Main Street Corridor Alternatives Analysis and is a viable candidate for light rail investment.

Brookside/Wornall - Urban Service

Route Description: The Main/Wornall corridor has long been a transit corridor in Kansas City. For many years this corridor has connected the Country Club Country Club Plaza to south Kansas City. In the past, the trolley alignment extended to 85th Street. Today, bus service operates south from Waldo to St. Joseph Medical Center.

Activity Centers: Country Club Country Club Plaza, University of Missouri-Kansas City, Brookside, Border Star Elementary School, Waldo, Boone Elementary School, St. Joseph Medical Center.

Modal Preference: Current service in this corridor is provided by buses, but this corridor could be an extension of the Main Street Corridor Alternatives Analysis. This corridor is identified as a corridor for potential future rail services.

Troost - Major Fixed Route

Route Description: The Troost corridor has long been an important transit corridor in Kansas City south of the Missouri River. The corridor, based in part upon an old trolley line alignment, connects downtown to the General Services Administration/Honeywell complex and the Three Trails redevelopment area. The importance of this corridor was reinforced in the original Smart Moves transit vision. Current service in this corridor will be upgraded with bus rapid transit service in 2009.

Activity Centers: Along the current Troost alignment, activity centers include Bartle Hall, Municipal Auditorium, Sprint Center, Kansas City, Mo., city hall, Jackson County Courthouse, Federal Building, downtown police station, Troost Marketplace, Operation Breakthrough, Metro Early Learning Center, University of Missouri-Kansas City, Rockhurst University, Research Brookside Campus Medical Center, Kindred Hospital, General Services Administration complex and the Three Trails redevelopment area.

Modal Preference: The corridor has high-level bus service, at present, and in 2009 the service will be upgraded further with the beginning of MAX bus rapid transit service in the corridor.

Independence Avenue - Major Fixed Route

Route Description: The Independence Avenue/Winner Road corridor has long been an important transit corridor. The route is based, in part, upon two old trolley alignments that connect downtown Kansas City and Independence. The importance of this corridor was reinforced in the Smart Moves transit vision update public input process.

Activity Centers: River Market, Columbus Park, Northeast Neighborhood, College of Osteopathic Medicine, Don Bosco Center, Northeast Middle School, William Chrysan High School, Harry S. Truman Library and Museum.

Modal Preference: This corridor is identified for future higher-intensity bus service along the length of the corridor.

Prospect Avenue - Major Fixed Route

Route Description: The Prospect corridor has long been an important transit corridor. The corridor connects dense residential neighborhoods on the eastern side of Kansas City, Mo. The importance of this corridor was reinforced in the Smart Moves transit vision update public input process.

Activity Centers: Northeast Neighborhood, Jazz District, Attucks Elementary School, Ivanhoe Neighborhood, Research Medical Center and College of Nursing, Alphapointe Association for the Blind, Dodson Area.

Modal Preference: This corridor is identified for future higher-intensity bus service along the length of the corridor.

I-70/U.S. 40 - Major Fixed Route

Route Description: The I-70/U.S. 40 corridor was included in the original Smart Moves plan as an important transit corridor. Thousands of commuters travel this corridor daily to access employment centers in downtown Kansas City, the Northland and Johnson County. This corridor stretches from downtown Kansas City east to Oak Grove.

Activity Centers: Downtown Kansas City, Sprint Center, City Hall, Federal Building, Jackson County Courthouse, Truman Sports Complex, Bass Pro Shop, 39th Street retail shopping area, Blue Springs, Grain Valley and Oak Grove.

Modal Preference: This corridor is identified for future higher-intensity bus service along the length of the corridor.

Johnson & Miami Counties (Kansas)

Johnson and Miami counties have six regional transit corridors. This includes one Commuter Service corridor, one Urban Service corridor and four Major Fixed-Route Service corridor.

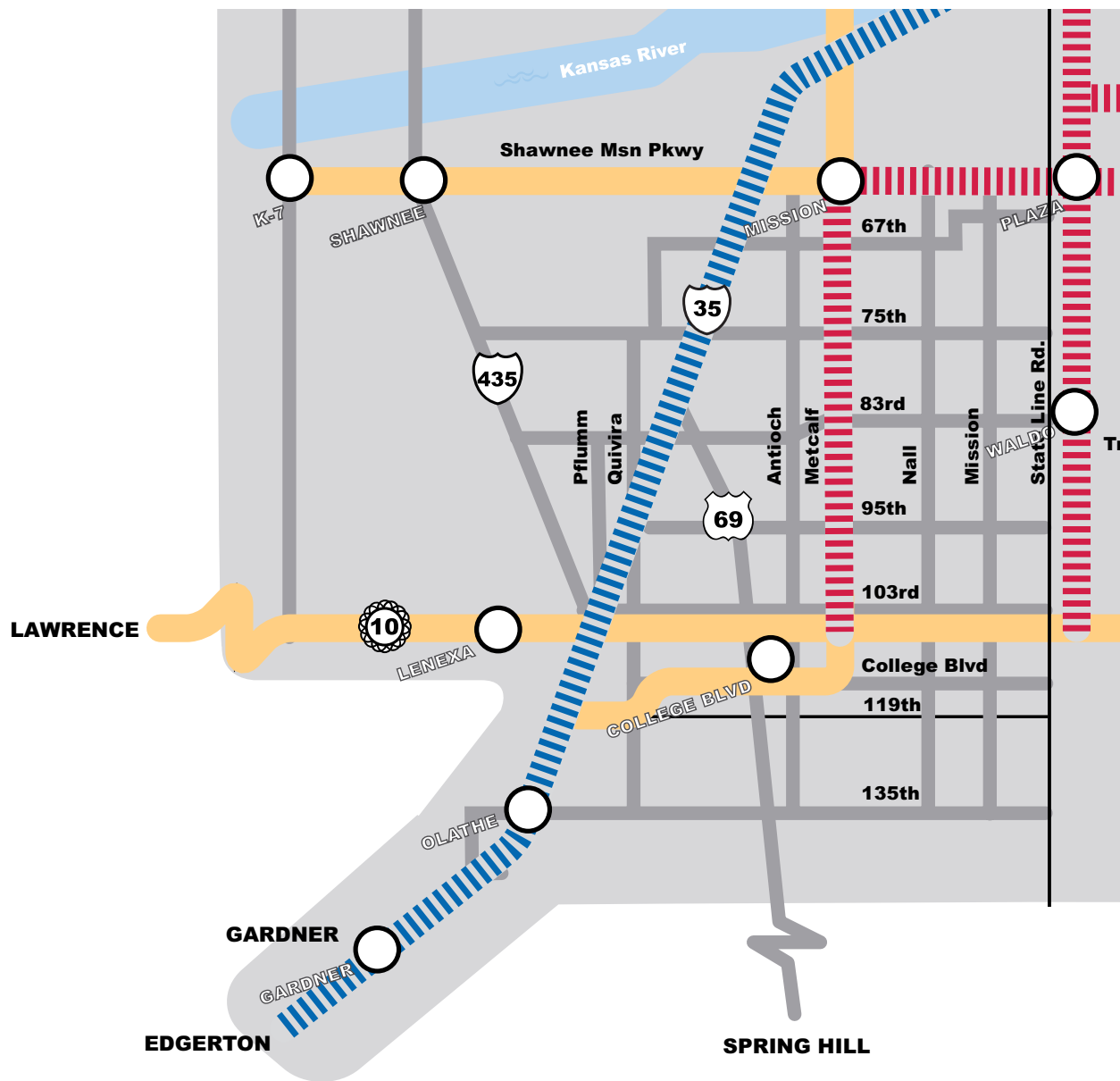
Public Priorities: During the public involvement process, the I-35 corridor was identified as the top priority corridor for Johnson County. Other priority corridors included I-435 west of Metcalf, Metcalf Avenue and Shawnee Mission Parkway.

Local Services: The original Smart Moves service vision included local service on a number of arterials and local streets in Johnson County. These services are necessary to support the high-level corridors shown in the regional service vision, and to connect residents and visitors with local employment, commercial and retail sites.







MARC is working with local communities to support updating local service visions that can be plugged into the regional service vision. Together the local and regional services will provide mobility options to support current needs and future development opportunities throughout the counties. Local service visions will be incorporated into the regional service framework as plans are submitted to MARC.


Important corridors within Johnson County could include arterials such as Roe, Lamar, Quivira, Antioch, 63rd Street, 95th Street, 135th Street, 119th Street and U.S. 169.

FIGURE 7: Johnson and Miami Counties with Major Local Transit Corridors



LEGEND

-  Commuter service
-  Urban service
-  Major fixed-route service
-  Arterial transit corridors
-  Local service
-  Activity nodes



I-35 Alternatives Analysis Preferred Alternative - Commuter Service

Route Description: This corridor connects communities and employment between downtown Kansas City and Gardner. Traffic volumes along the I-35 corridor in Johnson County are among the highest in the region, and in several parts of the corridor existing development constrains the expansion of the interstate to accommodate traffic volumes.

Activity Centers: Kansas City, Olathe Medical Center, Great Mall of the Great Plains, Olathe, Overland Park, Merriam, Lenexa, Mission and Shawnee Mission Medical Center. Several local routes will circulate through the county and feed the main bus rapid transit service on I-35. These routes would serve transit centers at several sites, including 95th and Quivira and 6000 Lamar Transit Center.

Modal Preference: This corridor has long been studied as a transit corridor, beginning with the Commuter Rail Feasibility Study. The preferred alternative for this corridor is bus rapid transit service that may operate on the shoulder of the interstate to bypass congestion points. However in the long-term, this corridor is identified as one that could support passenger rail service.

Metcalf Avenue - Urban Service

Route Description: This route has long been a corridor in the Smart Moves service . The Metcalf corridor could connect from downtown Kansas City or the Country Club Country Club Plaza operating on Shawnee Mission Parkway or Johnson Drive to Metcalf Avenue and then south to I-435.

Activity Centers: Kansas City downtown, Country Club Country Club Plaza, Mission Downtown, Rock Creek Redevelopment, 6000 Lamar Transit Center, downtown Overland Park, Metcalf South, 103rd Street .

Modal Preference: In 2007 Overland Park studied the corridor and created a vision for redevelopment along the corridor. The Metcalf Avenue study proposes bus rapid transit service in the short term, but the corridor is identified as one that could support rail services in the future.

I-635 – Major Service Corridor

Route Description: This route has long been a corridor in the Smart Moves service vision. This corridor connects Johnson and Wyandotte Counties in Kansas and Platte County in Missouri.

Activity Centers: Activity centers along the corridor include Mission, 6000 Lamar Transit Center, Indian Springs Transit Center, Argosy Casino and Kansas City International Airport. Destinations in Zona Rosa, Boardwalk Square and Tiffany Springs could be accessed from service in this corridor.

Modal Preference: This corridor is identified for future higher-intensity bus.

I-435 – Major Service Corridor

Route Description: This corridor has long been identified in the Smart Moves service vision. Large numbers of commuters use this corridor to move between Johnson and Douglas counties in Kansas and Jackson County, Mo.. At the western end of the corridor, the K-10 portion of the route originates in Lawrence. Outside Lawrence, very few activity centers are directly accessible from this corridor, though a variety of employment, educational and residential developments surround the interstate. The purpose of this corridor would be to move commuters quickly across the region.

Activity Centers: Activity centers along the corridor include Lee's Summit, Three Trails redevelopment area, St. Joseph Medical Center, Overland Park Convention Center, Corporate Woods and Overland Park Regional Medical Center. Nearby destinations include Longview Community College, Longview Lake. Existing extensions of this corridor into Douglas County connect Johnson County to De Soto, Eudora, Lawrence and the University of Kansas campus.

Modal Preference: This corridor is identified for future higher-intensity bus service along the length of the corridor.

Shawnee Mission Parkway – Major Service Corridor

Route Description: This route has long been a corridor in the Smart Moves service vision. This corridor connects Johnson County, Kan., and Jackson County, Mo.

Activity Centers: Activity centers along this corridor include the 6000 Lamar Transit Center, Shawnee Mission North High School, Merriam and Shawnee.

Modal Preference: This corridor is identified for future higher-intensity bus service, and in the future a portion of the corridor may also support rail transit.

College/119th St – Regionally Significant Corridor

Route Description: This route has long been a corridor in the Smart Moves service vision. This corridor would connect southern end of Metcalf to 119th and I-35 in Johnson County, Kan.

Activity Centers: I-435 and Metcalf, Corporate Woods, 119th and Strang Line transit center.

Modal Preference: This corridor is identified for future higher-intensity bus service along the length of the corridor.

K-10 - Commuter Service

Route Description: This route has recently begun operations connecting the University of Kansas in Lawrence to the school's Edwards Campus and Johnson County Community College, both in Overland Park.

Activity Centers: University of Kansas, Haskell Indian Nations University; Johnson County Community College, University of Kansas Edwards Campus.

Modal Preference: This service currently uses express bus service.

Wyandotte & Leavenworth Counties (Kansas)

The Wyandotte/Leavenworth subarea includes three corridors considered significant to the region. These corridors include one urban service corridor and two major service corridors.

Public Priorities: Participants in the Smart Moves Update technical workshops indicated that the State Avenue corridor was the highest priority in the Wyandotte/Leavenworth subarea, followed by the I-635 and I-70 corridors.

Local Services: The original Smart Moves service vision included local service on a number of arterials and local streets in Wyandotte County and some arterials in Leavenworth County. These services are necessary to support the high-level corridors shown in the regional service vision, and to connect residents and visitors with local employment, commercial and retail sites.

Since most of the local service in the original Smart Moves vision was based upon studies done before 2000, MARC is working with local communities to support updating local service visions that support planning activity in the county. Together the local and regional service will provide mobility options to support current needs and future development opportunities. Local service visions will be incorporated into the regional service framework as plans are submitted to MARC.

Important corridors in Wyandotte County could include freeways and arterials such as I-435, Leavenworth Road, K-7, Parallel Parkway and Central Avenue. In Leavenworth County, important arterials could include K-7 and MO-92/Metropolitan Street.

State Avenue – Urban Service

Route Description: This route has long been a corridor in the Smart Moves service vision. The corridor connects downtown Kansas City, Kan., and Village West to downtown Kansas City, Mo.

Activity Centers: downtown Kansas City, Kan., Fairfax Learning Center, Education Center, Kansas City Kansas Community College, Indian Springs Transit Center, Unified Government Public Works/Transit Garage, Kansas State School for the Blind and downtown Kansas City, Mo. Future development near Village West includes a water park called the Schlitterbahn and other recreation destinations.

Modal Preference: This corridor is identified for future higher-intensity bus service along the length of the corridor. In the long-term, it could potentially support light rail.

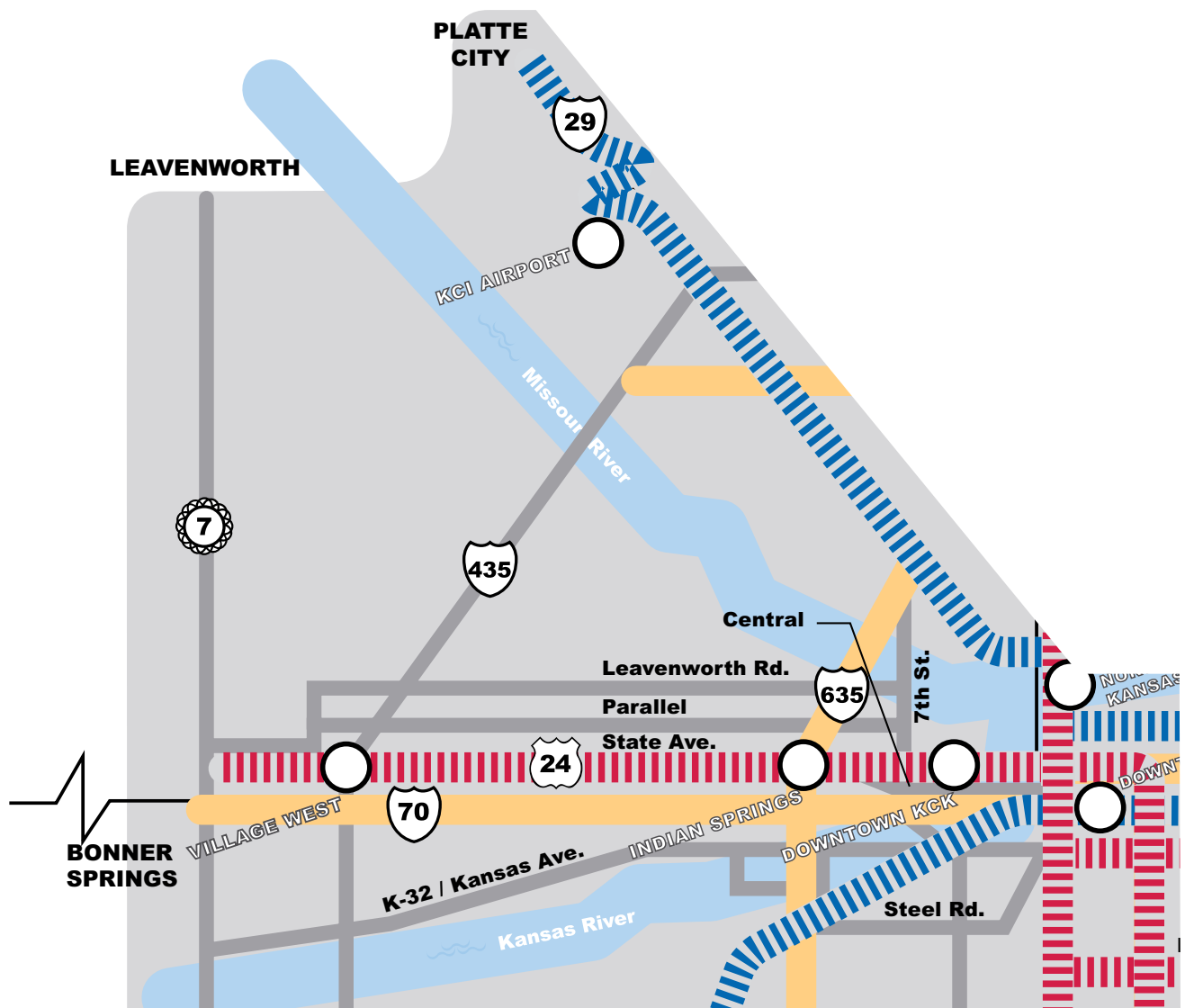
I-635 – Major Service Corridor

Route Description: The I-635 corridor serves as an important north-south connection, and it has long been included in Smart Moves. I-635 connects Johnson and Wyandotte counties in Kansas and Platte County in Missouri. This connection provides access to Kansas City International Airport and various employment centers both north and south of the river.








Activity Centers: 6000 Lamar Transit Center, Sylvester Powell, Jr. Community Center, downtown Mission, Shawnee Mission North High School, Children's Mercy West, Indian Springs Marketplace/Plaza Azteca, Riverside, Argosy Casino, Houston Lake, Platte Woods, Lake Waukomis, St. Luke's Northland Hospital, Zona Rosa, Barry Woods Crossing, Boardwalk Square, Tiffany Springs, Kansas City International Airport.

Modal Preferences: This corridor is identified for future higher-intensity bus.

FIGURE 8: Wyandotte and Leavenworth Counties with Major Local Transit Corridors



LEGEND

-  Commuter service
-  Urban service
-  Major fixed-route service
-  Arterial transit corridors
-  Local service
-  Activity nodes
-  N ↑

I-70 - Major Service Corridor

Route Description: The I-70 corridor serves commuter travel from as far west as Shawnee and Douglas Counties. This corridor has long been included in Smart Moves as an important commuter corridor, connecting downtown Kansas City, Kan., and downtown Kansas City, Mo. In the future, the corridor could connect to Lawrence to the west.

Activity Centers (within the MARC region): Bonner Springs, Edwardsville, Sandstone Amphitheater, Wyandotte County Historical Society and Museum, Village West, downtown Kansas City, Kan., and Kansas City, Mo.

Modal Preferences: This corridor is identified for future higher-intensity bus.

Clay & Platte Counties (Missouri)

Clay and Platte counties have a number of regional transit corridors. This includes two Commuter Service corridors, one Urban Services corridor and two Major Fixed-Route Service corridors. Clay County will also contain a section of the service identified as the locally preferred alternative in the North-South Corridor Alternatives Analysis/Draft Environmental Impact Statement.

Public Priorities: During the public involvement process, the I-29 corridor was identified as the highest-priority corridor in the MARC region. The North Oak corridor was identified as another priority for the Northland.

Local Services: The original Smart Moves service vision included local service on a number of arterials and local streets in Clay and Platte counties. These services are necessary to support the high-level corridors shown in the regional service vision, and to connect residents and visitors with local employment, commercial and retail sites.

Since most of the local service in the original Smart Moves vision was based upon studies done before 2000, MARC is working with local communities to support updating local service visions that can be plugged into the regional service framework. Together the local and regional service frameworks for service will provide mobility options to support current needs and future development opportunities throughout Clay and Platte counties. Local service visions will be incorporated into the regional service framework as plans are submitted to MARC.

Important corridors in Clay and Platte counties could include arterials such as Vivion Road, 64th Street, 72nd Street, Armour Road, MO-291, I-435, Antioch Road, Waukomis Road and MO-9.

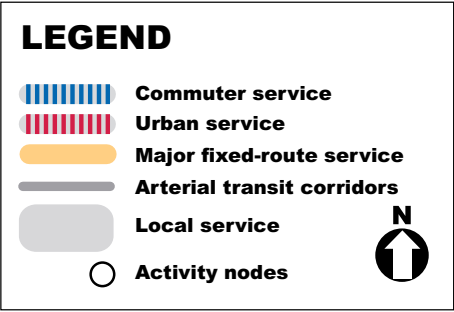
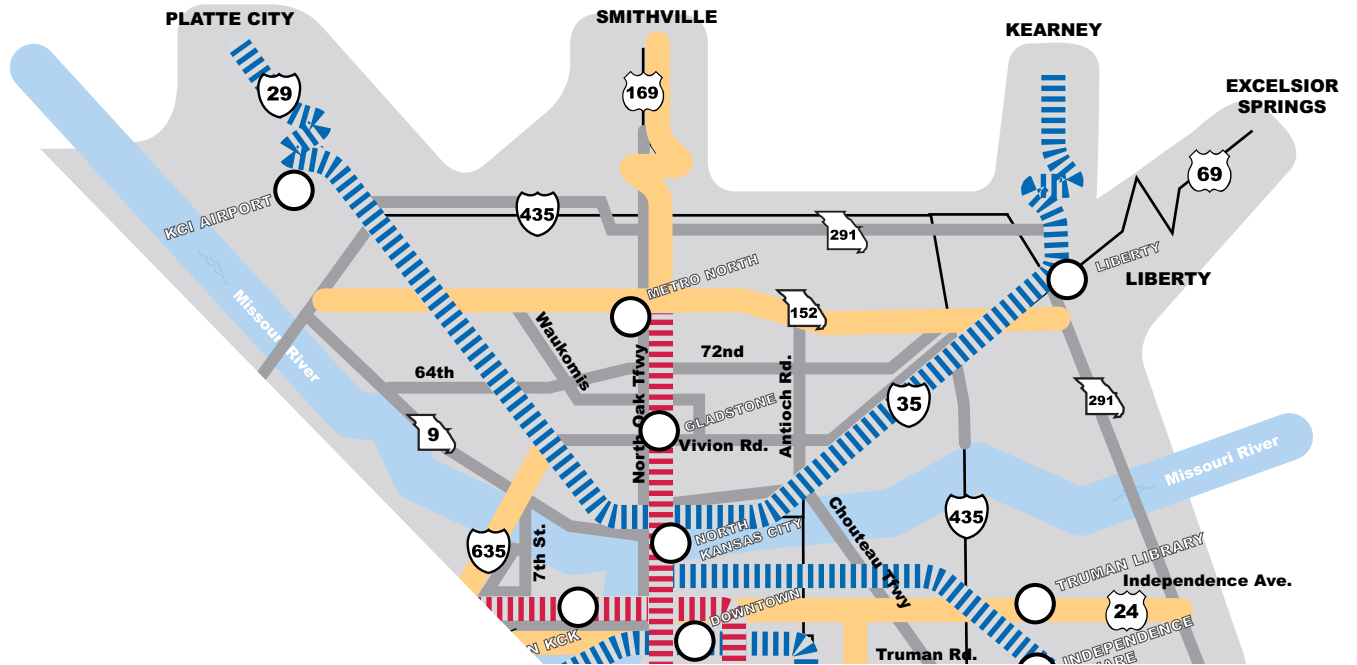
KCI Airport/ I-29 - Commuter Service

Route Description: The I-29 corridor stretches from downtown Kansas City, Mo., north to Kansas City International Airport. The corridor could also extend to Platte City in the future.

Activity Centers: downtown Kansas City, Mo., North Kansas City, Cerner, North Kansas City Hospital, Houston Lake, Platte Woods, Lake Waukomis, Zona Rosa, Barry Woods Crossing, Boardwalk Square, St. Luke's Northland, Tiffany Springs, Kansas City International airport.

Modal Preferences: This corridor has long been a proposed transit corridor in the Smart Moves vision that carries commuter travel to the region's main airport. Service along I-29 would serve this commuter travel by high-level bus and could be upgraded to rail in the future.

FIGURE 9: Clay and Platte Counties with Major Local Transit Corridors



I-35 North - Commuter Service

Route Description: The I-35 corridor in the region stretches from Johnson County north through Clay County. Not only does this interstate provide important access to metropolitan areas in other states, I-35 experiences some of the highest commuter traffic volumes in the area. This corridor would connect downtown Kansas City, Mo., with Liberty. Further extensions to Kearney or Excelsior Springs are also possible.

Activity Centers: downtown Kansas City, Mo., North Kansas City, Cerner, North Kansas City Hospital, Claycomo, Pleasant Valley, Liberty Hospital, New Town Liberty Development and Shoal Creek Development.

Modal Preferences: This corridor has long been a proposed transit corridor in the Smart Moves vision. During the update, the corridor was identified as one that could support rail service in the future.

North Oak Trafficway - Urban Service/Major Service Corridor

Route Description: The North Oak corridor is an extension of Oak Street south of the river in Kansas City, Mo. The corridor uses the Heart of America Bridge and is identified as Burlington/MO-9 through North Kansas City, and connects to MO-291 in northern Kansas City, Mo. Future extensions to Smithville are also possible.

Activity Centers: downtown Kansas City, Mo., River Market, downtown North Kansas City, Cerner, Waterworks Park, Gladstone proposed downtown development, Metro North Mall.

Modal Preferences: This has long been a proposed transit corridor in the Smart Moves vision. During the update, the importance of this corridor was reinforced, and it was identified as an urban corridor that could have rail potential in the future.

MO-152 - Major Service Corridor

Route Description: MO-152 provides essential east-west access across the northland. Stretching from either side of the I-435 loop, this corridor connects to several commercial destinations, such as Zona Rosa.

Activity Centers: Liberty Transit Center, New Town Liberty, Maplewoods Community College, Northland Human Services, Metro North Mall, Saint Luke's Northland, Boardwalk Square, Barry Crossing, Zona Rosa and Park Hill High School.

Modal Preferences: This east-west corridor affords easy access to commuters and local travelers and could be served by local and high-level bus.

IMPLEMENTATION

The Smart Moves Regional Transit Vision was created to facilitate coordinated and expanded regional transit service. The vision provides an overview of regionally significant transit corridors and describes how they might be expanded and coordinated to build on local community-based systems.

The Smart Moves Regional Transit Vision is a starting point for more detailed planning at the local level. The Smart Moves Team will continue working with local governments to define and integrate their local service visions into the Smart Moves concept and will support ongoing conversations regarding short and long term service implementation and expansion. Additional action steps are detailed below.

Action Steps

GOAL 1: STRENGTHEN COMMUNITIES AND IMPROVE THE QUALITY OF LIFE

- A. Work with counties and local jurisdictions to develop new or expanded service plans and funding strategies that build on the Smart Moves Vision.
Entities Responsible: MARC, transit providers, and local governments
- B. Leverage expanded multimodal transit service as means to strengthen communities and to help the greater Kansas City Region become “America’s Green Region.”
Entities Responsible: Local governments, MARC, transit providers, residents
- C. Promote incorporating transit accommodations in new developments, and identify opportunities for new and enhanced accommodations in existing areas.
Entities Responsible: Local governments and transit providers
- D. Develop and adopt model polices and ordinances (transit-oriented development, overlay zoning, etc.) that can be used by local governments to maximize transit effectiveness.
Entities Responsible: MARC, transit providers, local governments
- E. Develop and adopt model polices and ordinances that integrate Complete Streets concepts into planning, programming, and project development processes to improve access and safety for all roadway users.
Entities Responsible: Local governments, transit providers, and MARC

GOAL 2: EXPAND AND ENHANCE MULTIMODAL TRANSIT SERVICE throughout the metro region

- A. Ensure that all regional studies that encompass Smart Moves corridors include recommendations for High-Occupancy Vehicle (HOV), High-Occupancy Toll (HOT), park-and-ride locations, and other transit considerations as appropriate, to enhance access to commuter transit services and provide an operational advantage to make transit more effective and attractive.
Entities Responsible: MARC, transit providers, local governments, and departments of transportation
 - 1. Develop regional HOV standards and policies
Entities Responsible: MARC, transit providers, and departments of transportation

2. Study regional HOT lane utilization
Entities Responsible: Departments of transportation and MARC
 3. Develop formalized regional park-and-ride plan
Entities Responsible: MARC, transit providers, and departments of transportation
- B. Develop standardized community visioning and needs assessment process that can be used by public and private transit providers to develop coordinated and expanded services plans.
Entities Responsible: MARC and transit providers
 - C. Maintain, enhance and encourage ongoing regional service coordination.
Entities Responsible: MARC and transit providers
 - D. Develop a 511 information system for the metropolitan region that provides information for all transportation modes, including paratransit services.
Entities Responsible: MARC, transit providers, departments of transportation
 - E. Provide user-friendly information to help citizens better understand and more readily use all transportation options.
Entities Responsible: MARC, transit providers, departments of transportation
 - F. Inventory all existing funding sources for transit investment and study alternative funding mechanisms.
Entities Responsible: MARC, transit providers, departments of transportation
 - G. Encourage investment in mobility management and supporting technology as appropriate to support individual mobility.
Entities Responsible: MARC, transit providers, private sector

GOAL 3: SUPPORT THE ECONOMY through accessible transportation options

- A. Provide connections between major residential and employment centers
Entities Responsible: Local governments, private sector, transit operators
- B. Encourage new local developments to consider the benefits and opportunities of transit accessibility.
Entities Responsible: Local governments and transit providers
- C. Use transit capital investment and services in appropriate urban corridors to encourage revitalization and economic development.
Entities Responsible: MARC, transit provides, local governments
 1. Develop model transit-oriented development policies
Entities Responsible: MARC, transit provides, local governments
 2. Develop model overlay zoning ordinances
Entities Responsible: MARC, transit provides, local governments

GOAL 4: SAFEGUARD THE ENVIRONMENT and improve public health through increased transit ridership

- A. Reduce vehicle emissions by providing well-connected, multimodal transit service options.
Entities Responsible: Local governments, MARC, and transit provides

1. Develop connections points between transit and bicycle/pedestrian networks.
Entities Responsible: Local governments, MARC, transit providers
 2. Promote the design of physical activity into the development of our communities through enhanced walkability, well-connected streets, and model policies and ordinances for transit supportive development.
Entities Responsible: Local governments, transit providers, MARC
-
- B. Review and evaluate the region's distribution of federal transportation funds and recommend modifications as needed.
Entities Responsible: MARC, local governments, transit providers
 - C. Investigate the opportunity to develop transportation planning and service standards (similar to LEED for buildings) to help promote and leverage best practices.
Entity Responsible: MARC, local governments, transit providers
 - D. Promote the integration of environmentally beneficial vehicle technologies into transit fleets.
Entity Responsible: Transit providers, local governments, MARC

APPENDIX A: CORRIDOR SELECTION CRITERIA

Using the vision statement and goals, public input and technical analysis, the technical team worked to create a guide for selecting corridors that should be included in the regional service vision. The following selection criteria help determine whether a corridor should be considered a regional or local corridor. To be selected as regional, a corridor must meet three or more of the selection criteria below.

- Regional corridors should be located on principal arterials, expressways or interstate facilities. (Many of these corridors will need to be a part of an environmental analysis, so the final alignment may not be a part of the interstate/expressway right of way.)
 - One-way links on these facilities should have a daily volume greater than 7,300 vehicles per day.
- Regional corridors should connect large retail/commercial centers.
 - Large regional retail centers should have leasable space of 250,000 square feet or more.
 - Large commercial/office centers should have leasable space of 200,000 square feet or more.
- Where transit exists, routes should be operating at high levels
 - Average daily trips of 3,000 or more per day.
 - Average daily trips at or above seated capacity of the service offered on at least 50 percent of the daily trips on a continuous basis throughout the year.
- Regional corridors should connect at least two counties together.
- Regional corridors should connect regional recreational and cultural sites such as museums, theme parks and sports venues, etc.
- Regional corridors should connect major employment centers:
 - Number of employees should be greater than 4,030 per zip code for 50 percent of the corridor.
 - Number of employees should be greater than 665 per square mile.
- Regional corridors should make use of abandoned or underused transportation infrastructure.
 - Abandoned passenger rail corridors.
 - Underutilized commercial rail corridors

APPENDIX B: LOCAL PLANNING INITIATIVES

Belton

The city of Belton is seeing growth within and around the community. Planning for the future includes adding transportation infrastructure and a new interchange on U.S. 71. The city is also reviewing plans for the redevelopment of a golf course that could include higher-density residential in addition to retail sites.

Blue Springs

The city of Blue Springs recently completed a downtown master plan that included a transit station that could be intermodal if commuter rail begins operating in the I-70 corridor. A large mixed-use development is being constructed on the south side of the city.

De Soto

The community of De Soto is revising their future land-use map on the south side of the city in addition to a downtown redevelopment plan to strengthen the central core of the community. This plan could include mixed-use residential development. De Soto is also moving forward with a development vision for waterfront along the Kansas River.

Edwardsville

A great deal of development is occurring in western Wyandotte County. Edwardsville is a part of this growth area, and could be chosen as the county location for a state-run gaming operation (casino). The community is seeing increased development and pursuing planning tools such as overlay districts and design standards to guide development and increase residential densities where appropriate.

Gardner

The New Century Air Center is located in Gardner, with development potential remaining around the facility. The city is working with the Burlington Northern Santa Fe railroad to develop a large intermodal facility within the boundary of the city.

Gladstone

The city of Gladstone is pursuing many opportunities for growth and development. Chief among these efforts is the creation of a village center downtown area. The vision promotes a dense, mixed-use area between the new downtown area and U.S. 169. An important piece of the downtown vision is a transit center to be located at 70th Street and Oak.

Grandview

The city of Grandview is working to attract new development to the community and to redevelop older areas. Planning efforts include planning for the site of a very large church property, and new employment opportunities in the Richards-Gebaur area. To support growth, Grandview is concentrating on upgrading the city's transportation infrastructure.

Harrisonville

Harrisonville is the county seat for Cass County. It is an older community with an historic downtown square. In the late 1900s, commercial areas developed outside the downtown along U.S. 71 and MO-7 Highways. Today Harrisonville is guiding development and sites for institutions such as the Cass Medical Center.

Independence

The city of Independence has a rich history as the original starting point for settlers heading west, and is the county seat for Jackson County. At the heart of the city is the courthouse square and government center. The city has a redevelopment plan for the square that includes mixed-use development and added residential density. Many of the older neighborhoods that surround the Independence Square developed as walkable neighborhoods with higher-density housing concentrations. The Great Northwest Independence Neighborhood Strategic Plan provided residents with an opportunity to create a strategic plan that strengthens and revitalizes these areas of the city.

Johnson County, Kansas

As a more urban county, Johnson County is focusing more on transit and transportation planning than in past decades. The county has long taken a proactive approach to planning transportation infrastructure by making sure that the road network is expanded and extended to support growth and mobility. A priority for the county is planned bus rapid transit and commuter services in the I-35 corridor to help alleviate congestion on the interstate. In addition, other short-range plans for transit include the expansion of the K-10 service and cooperative service between Johnson County Transit and Kansas City Area Transportation Authority along the 95th Street corridor.

Kansas City, Missouri

Kansas City, Mo., is the largest city in our region and contains the central downtown area of the region. Due to its size, the city has large areas for greenfield development in addition to older urban areas seeking redevelopment and revitalization. The Kansas City International Airport in the city's northwest quadrant is updating its master plan, including transit connections for travelers. The greater downtown area plan will study the downtown stretching south to Crown Center and look for opportunities to integrate investments in downtown and surrounding neighborhoods. To the north of the city, new master planned communities are incorporating conservation concepts and urban design elements to create walkable communities and preserve important ecological features. Most important for transit, the city is working to complete an alternatives analysis for a fixed-guideway transit service running through the heart of the city and connecting the Country Club Plaza to the Northland.

Leawood

Leawood is a developing community in eastern Johnson County. For many years, the community was a small "bedroom community," but as development and employment have moved south into Johnson County, the city has grown accordingly. The city still has undeveloped areas, and is planning for a variety of neighborhoods. New developments include eight mixed-use projects and a new community center for the city.

Lee's Summit

Like many suburban communities in Jackson County, Lee's Summit has grown substantially and has become an attractive location for residents who work on the south side of the region. The community is redeveloping the historic downtown area, which includes an Amtrak station and an older industrial site that now called the Summit Technology center.

Lenexa

Lenexa is a rapidly growing city on the west side of Johnson County. It is developing a city center project that is mixed use and pedestrian friendly. The City Center project includes residential areas with higher densities than surrounding developments.

Liberty

Liberty is the county seat of Clay County, with an historic downtown square and county courthouse on a small green in the center of the square. Liberty is currently analyzing the transportation system to include a new southern crossing over I-35. Two very large developments are planned for the Liberty area, one inside the city limits and the other in nearby Kansas City, Mo. Within Liberty, the New Town developer is planning a 1,000 acre mixed-use development. To connect the new development to the heart of Liberty, the developer has purchased trolley buses that will operate like a shuttle between the downtown area and the new development.

North Kansas City

North Kansas City is located directly north of downtown Kansas City, Mo. In recent years, the city has engaged in several proactive planning efforts to redevelop older, single-story garden apartments into a mixed residential development that incorporates walkability and higher-density single family homes. In the near future, the city will begin a Burlington Corridor Plan to guide the placement of fixed guideway through the community. Other projects include redevelopment of industrial areas and repurposing those sites to other uses.

Overland Park

Overland Park is the largest city in Johnson County. The city is annexing land to guide development along the city's southern border. However, older sections of the city are more urban in nature. The city recently completed a planning study for the Metcalf corridor from the city boundary south to I-435. Participants in the study wanted to redevelop the corridor into an area that is more pedestrian- and transit-friendly. The study recommendations call for bus rapid transit service in the corridor. The city is also planning for more intense development in corridors that cross at major nodes along Metcalf.

Parkville

Parkville is located northwest of downtown Kansas City, Mo. Two state highways form the major through streets in the city. The city is evaluating this infrastructure and analyzing needs to accommodate future growth. The city is moving toward mixed-use centers to concentrate retail and commercial sites and provide for higher-density residential areas.

Raymore

Raymore is a quickly growing southern community immediately east of Belton. The city is evaluating the inclusion of more multifamily and high-end, single-family homes in their community. Raymore is analyzing the existing transportation infrastructure and working to ensure that the future system supports growth and development.

Raytown

Raytown is an older, first-ring suburban community that is planning for redevelopment and reinvestment. Recently adopted plans in the downtown area include mixed-use nodes and transit-friendly residential housing. The city is bisected by an unused rail line. Many groups are cooperating to make the corridor the Kansas City extension to the Katy Trail. This corridor also provides a potential transit corridor, and Raytown plans account for that possibility. The city has worked diligently to align comprehensive and current planning efforts to increase residential density and development of commercial and retail space.

Shawnee

The city of Shawnee is immediately north of Lenexa, and the city is also experiencing rapid growth. The community has abundant areas that are open for development, but it is also interested in redeveloping the downtown area to maintain its vibrancy.

Unified Government of Wyandotte County/Kansas City, Kansas

Kansas City, Kan., has recently initiated or completed a number of planning. Chief among these is the city-wide master plan. This plan promotes higher-density development in the downtown area and along potential rapid transit corridors, such as State Avenue. In addition to State Avenue, the plan explicitly calls out potential future rapid transit corridors along I-635 and 7th Street. Mixed-use developments are proposed to increase activity along the corridor and at station stops. In coordination with the city-wide master plan, the Unified Government is conducting a transit study of service in the State Avenue corridor to determine if higher levels of transit investment — such as bus rapid transit — are warranted.

MARC

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