



KANSAS CITY INTERNATIONAL (KCI) AIRPORT Public Transit Services Action Plan

JANUARY 2024

KCATA

MARC
MID-AMERICA REGIONAL COUNCIL

Kimley»Horn



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Executive Summary

The Kansas City Area Transportation Authority (KCATA) and the Mid-America Regional Council (MARC) collaborated on this Kansas City International (KCI) Airport Public Transit Services Action Plan to evaluate public transit options to serve growing transportation demands to and from the airport in light of the opening of the new KCI single terminal in 2023. This Plan evaluates demand for transit access to KCI across the entire Kansas City region, including both KCI employees and travelers. This Plan is specifically focused on transit service that could be implemented in a short timeframe, although it is envisioned that service options could ultimately be replaced by more premium service such as rail.

DEMAND FOR PUBLIC TRANSIT TO KCI

Currently, the only fixed-route public transit service to KCI is a RideKC bus route that operates once per hour and takes an hour to travel between the airport and downtown Kansas City, Missouri (KCMO). This service is supplemented by a recently launched app-based, on-demand microtransit service, IRIS, that operates the entire limits of KCMO as well as within the Cities of North Kansas City, Gladstone, Riverside, and Liberty in the Northland.

A robust Needs Assessment was conducted including a data-driven analysis of travel demand, extensive conversations with targeted stakeholder focus groups, outreach to the general public, and a review of airport transit service for peer cities. The table to the right summarizes these needs across (1) KCI employees and (2) KCI travelers.

User Group	Identified Transit Service Needs	Potential Targeted Geographic Locations
KCI Employees	<ul style="list-style-type: none"> Improved service frequency (i.e., 30- or 15-minute headways). Better alignment with employee shift times Free or affordable fares (i.e., \$10 one-way IRIS fare does not accommodate a daily commuter) and parking. Wider geographic coverage to access existing employees, especially across the Northland beyond the I-29 corridor. Better access to potential employee pools in other jurisdictions. Improved safety or perception of safety. Competitive travel times with driving + parking. 	<ul style="list-style-type: none"> Existing employee home locations in Northland east of I-29, especially along the Barry Road and Oak Trafficway corridors. Potential employee pools, such as Kansas City, Kansas (KCK), eastern Jackson County, Platte City, Leavenworth, or St. Joseph.
KCI Travelers (Residents, Business Travelers, Visitors)	<ul style="list-style-type: none"> Express (i.e., point-to-point) service. Frequent service (30-minute headways or better). Consistent/reliable service. Cost-effective (not necessarily free, but more affordable than private for-hire transportation or TNCs) Baggage-accessible buses. Convenient drop-off/pick-up at both ends of trip. Connections to regional high-capacity transit (e.g., streetcar). Clean / safe buses. Well-advertised / branded service. 	<ul style="list-style-type: none"> Downtown KCMO - most notably the Convention Center area and Union Station / Crown Center area. Johnson County – most notably, the Overland Park Convention Center area or the Lenexa City Center area Other potential locations such as Village West in KCK, Independence Center in Independence, Missouri, etc..



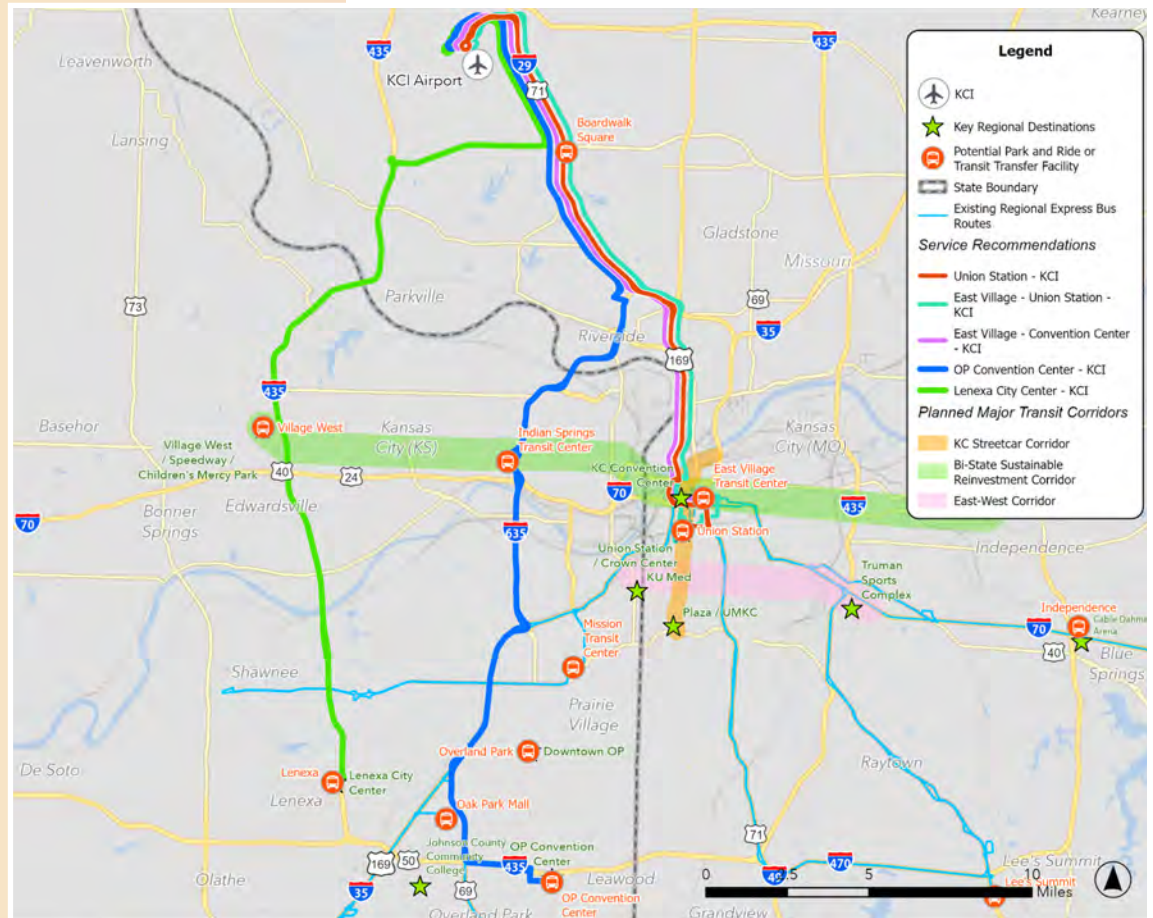
SERVICE ALTERNATIVES AND CONSIDERATIONS

Based on the identified service needs and stakeholder input, the project team developed and evaluated a series of alternative service options for (1) employee-focused service and (2) traveler-focused service (i.e., residents and visitors), with the consideration given to scaling for special events. The project team considered a variety of transit modes, including local bus service, express bus service, and microtransit. Special consideration was given to providing connections with existing and planned major regional transit investments, including the KC Streetcar and its planned extensions; express bus routes to downtown KCMO from Johnson County and eastern Jackson County; and two planned high-capacity transit corridors focused on east-west travel in the region (the Bi-State Sustainable Reinvestment Corridor between KCK, KCMO, and Independence, and the East-West Corridor between the University of Kansas Health System and Truman Sports Complex).

The project team conducted an evaluation of all local and express bus service alternatives based on the following factors:

- ✔ **Travel time competitiveness** versus driving, using assumptions for travel speeds provided by KCATA staff and assumed dwell times at any interim stops; this would account for terminal times (time to park / pick up a rental car / hail a TNC/cab).
- ✔ **Planning-level costs** for capital (fleet) and operations using KCATA-provided planning worksheets.
- ✔ **Assessment of potential ridership demand**, considering adjacency to metro area population, jobs, hotel rooms, and KCI employee home locations.

Following the evaluation of service alternatives and discussions with the Project Advisory Team (PAT), the project team identified **express bus service to downtown KCMO and Johnson County (with potential interim stops in KCK)** as recommended initial service options for implementation. These alternatives were among the highest-scoring in the evaluation and were supported by the Project Advisory Team.



Identified Express Bus Routes from Downtown KCMO and Johnson County



¹ <https://www.marc.org/news/transportation/federal-56m-grant-drives-bi-state-sustainable-reinvestment-corridor-planning>

² <https://ridekc.org/planning/eastwesttransit>



IMPLEMENTATION CONSIDERATIONS

Routes and Stops

- In order to be competitive with other modes, most notably driving, express bus service to KCI should be point-to-point service between a major regional pickup/drop-off point and KCI and follow the regional freeway network. At most, one interim stop should be provided in order for service to remain competitive. Note that any stop, including endpoints, will require several minutes of layover time to accommodate loading and unloading of baggage.
- At the KCI terminal, the preferred location for pick-up and drop-off is within the commercial lanes where RideKC and charter buses currently pick up (Signposts 2A through 2C). Note that if multiple transit routes are providing service to KCI resulting in multiple buses laying over at the same time in the commercial curb space, capacity for passenger pick-up/drop-off may become a constraint.
- Express bus service between downtown KCMO and KCI should pick up and drop off at either Union Station (preferred) or the Convention Center area. An additional connection to the East Village Transit Center, which connects or is planned to connect to major regional transit investments, should also be considered.
- Express bus service from Johnson County to KCI should pick up and drop off at either Overland Park Convention Center, which has nearby hotels, businesses and convention center space, or the Lenexa City Center area with denser mixed-use development. Each route could include an additional connection in KCK directly along the route, which would connect to the existing State Avenue bus service and the planned Bi-State Sustainable Reinvestment corridor.

- Direct connections from other regional destinations to KCI could be opportunities for future service implementation after evaluating the success of starter route service from downtown KCMO or Johnson County. Several regional destinations, such as Independence and Lee's Summit, are currently served by express bus routes that tie into the East Village Transit Center that could allow for transfers to a downtown KCMO-based service to KCI.

Ridership

- Based on an analysis of KCI employee home locations, jobs and population in close proximity to proposed stops, and hotel rooms in the vicinity of proposed stops, the downtown KCMO alternatives would have the highest ridership potential.

Service Span and Frequency

- Service to KCI should operate at a 30-minute frequency (essentially peak service all day) and operate 18 hours per day, from 5 a.m. to 11 p.m., seven days of the week. These service hours are focused on KCI travelers and should align better with some employee shift times; service hours could be expanded further to accommodate all employee shift times but would likely need to encompass near 24-hour service.
- Based on these assumptions, most proposed service options would require a 120-minute cycle (round trip including layovers) and 4 vehicles operating at a time; however, a route only between Union Station and KCI could likely operate with a 90-minute cycle and 3 vehicles.



Fleet

- Currently, nearly all buses operated by KCATA and Johnson County Transit are either diesel or compressed natural gas (CNG), although both have obtained or are in the process of obtaining a limited number of battery electric buses (BEBs). Given the route length and proposed service hours for service to KCI, BEBs would not be able to operate continuously through an entire day and would need to be replaced multiple times throughout the day.
- Stakeholders and the general public emphasized that express bus service to KCI should be a “premium” service that is comfortable, includes luggage storage, and minimizes delay with efficient boarding at pick-up and drop-off (i.e., large center-door boarding; app-based or off-vehicle fare payment).

Additional Capital Investments

- Additional amenities will be needed at pick-up and drop-off sites, including at the KCI terminal. This should include branded wayfinding signage, covered shelters, benches, lighting, on-site security, digital message signs, crosswalks within any parking areas, bicycle racks, and pedestrian connectivity around the facility including a wide pedestrian space adjacent to the pick-up and drop-off point.
- As new express bus service to KCI will likely require additional vehicles to be acquired; these vehicles will also generate a need for additional space at maintenance facilities to store, fuel/charge, and maintain these vehicles.

Advertising / Branding

- Stakeholders emphasized that ridership for a new premium transit service to KCI will be driven in part by marketing and awareness of service. Service will need to be well-advertised in order to raise awareness of its existence.
- Recommended branding elements include operating under the RideKC brand (e.g., “RideKC Airport MAX” or “RideKC Airport Express”); advertising within the airport terminal; and targeted outreach to potential riders (including KCI employees) through a variety of media (e.g., online ads, TV, social media).



Cost Estimate

- The proposed express bus service options are estimated to have an initial capital cost (fleet, signage and amenities at pick-up and drop-off points, and advertising campaign) of approximately \$6 million to \$8 million, with an additional \$3 million to \$6 million in annual operating costs. This assumes the use of diesel or CNG buses.
- For 10 years of service, a total investment estimate ranges from just over \$50 million (for service between Union Station and KCI that requires fewer buses) to more than \$80 million (service originating in Johnson County and including interim stops in KCK). If a more premium service option is desired such as BRT or rail, the capital and operations costs would be significantly more expensive than express bus service. For example, based on a high-level review of comparable systems, the 10-year investment for BRT would be more than \$400 million and for LRT would be more than \$5 billion; further more detailed assessments would be needed to refine these cost estimates

Route	Fleet Costs (\$millions)		Total Capital Cost (\$millions)	Annual O&M Cost (\$millions)	10-Year Program Cost (\$millions)
	Buses Needed (incl/ Spares)	Fleet Cost (Diesel/ CNG)			
Union Station - KCI	4	\$2.6	\$6.6	\$3.7	\$51.0
East Village - Convention Center - KCI	5	\$3.3	\$7.3	\$4.6	\$62.5
East Village - Union Station - KCI	5	\$3.3	\$7.3	\$4.5	\$61.3
OP Convention Center - KCI	5	\$3.3	\$7.3	\$5.9	\$78.1
OP Convention Center - Indian Springs - KCI	5	\$3.3	\$7.3	\$6.0	\$79.3
Lenexa City Center - KCI	5	\$3.3	\$7.3	\$5.6	\$74.5
Lenexa City Center - Village West - KCI	5	\$3.3	\$7.3	\$5.8	\$76.9

*Total capital cost includes additional capital costs (pick-up/drop-off amenities, promotion of service)
 10-year cost estimates assume a 4% annual inflation/escalation.



Funding

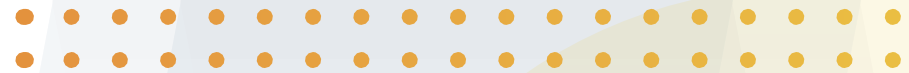
- The operator could consider applying for various discretionary federal grant programs; however, these programs are highly competitive, and some programs such as the Capital Investment Grant (CIG) program would likely not be applicable. Alternatively, pursuing MARC sub-allocated federal funding programs is a common mechanism for local transit capital expansions, although these are not typically applicable for operation of services.
- At a local level, KCATA currently lacks a designated regional funding source and relies heavily on two sales taxes through KCMO. Outside of KCMO, no dedicated revenue sources exist.
- Fare revenue should be considered a source of operations funding, as stakeholders emphasized that express bus service to KCI should be considered premium service that warrants collecting fares.
- Additional potential revenue sources include potentially utilizing the Downtown Transit Development District, public-private partnerships, naming rights, parking fees, fees charged to KCI concessionaires or airlines, or fees charged to adjacent hotels at pick-up and drop-off locations.

Scalability for Special Events

- Considerations for scalability of service for special events need to account for additional fleet needs, additional operators, storage and maintenance of vehicles, and contractual issues (i.e., collective bargaining considerations for operators and mechanics). Both KCATA and Johnson County Transit staff have expressed current constraints in terms of both fleet and operator availability. Stakeholders expressed anecdotal concerns about more stringent commercial driver’s license (CDL) requirements and low operator pay as barriers to being able to hire more operators quickly.
- Stakeholder feedback strongly indicated that the only special events that would require scaling of service would be major events such as the World Cup or another event drawing tens of thousands of out-of-town guests via air travel (e.g., a major political party convention).

Title VI Considerations

- Any service operated by a provider receiving federal funds will be required to meeting Title VI (of the Civil Rights Act of 1964) requirements to ensure that any changes to service to not discriminate or disproportionately impact based on race, color, or national origin. However, if no changes are made to existing service and the new service is open to the general public, this should not result in any Title VI impacts.
- Scaling of service to meet high periods of demand (e.g., special events) could have Title VI implications if this results in reductions to service elsewhere, particularly to identified disadvantaged populations.

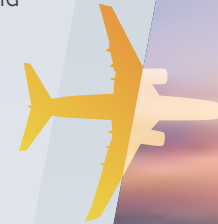




NEXT STEPS

Implementation of improved transit service to KCI will be dependent on several next steps, most notably funding.

- ✔ **Identify lead agency(s):** a regional partner or partner(s) must step forward to fund and lead the service. This could be an individual jurisdiction (e.g., KCMO, Johnson County) or combination of jurisdictions.
- ✔ **Identify funding source(s):** this will significantly impact the implementation timeline, as without a funding reserve that can immediately be accessed, any subsequent procurement timelines may be delayed. Several MARC and federal funding sources have once-per-year or less frequent rounds of funding (as opposed to a rolling basis) and require documentation for applying for funding in advance.
- ✔ **Identify service operator(s):** for any new service being operated, an operator must be identified and contracted with.
 - It is recommended that express bus service between downtown KCMO and KCI be operated by KCATA under the RideKC brand (e.g., “RideKC Airport MAX” or “RideKC Airport Express”) given the acceptance of the RideKC brand across the regional service providers.
 - It is recommended that express bus service between Johnson County and KCI be operated by Johnson County Transit, but also under the RideKC brand (e.g., “RideKC Airport Express – Overland Park”).
 - Any enhancements to existing service, such as increasing headways or hours of service for RideKC Route 229, should continue to be operated by the existing provider.
 - This effort should include confirming that the operator has the ability to store, fuel, and maintain buses at its existing facility.
- ✔ **Procure vehicles:** if new vehicles need to be procured (i.e., if the operating agency does not have available spare buses meeting the specified needs for airport traveler service such as center-door loading), it is recommended to assume a minimum of two years for procurement of buses. Diesel buses may be able to be procured more quickly. Modifications to vehicles for enhanced service, such as retrofitting to provide luggage storage or wrapping of vehicles, will also need to be procured.
- ✔ **Secure commitments for terminus locations:** the lead agency should coordinate with jurisdictions where pick-up and drop-off points will be located to identify preferred locations; this may also include coordination with private entities such as Union Station.
- ✔ **Procure necessary capital improvements at KCI and at terminus locations:** procure and provide any amenities not present at pick-up and drop-off points, such as branded wayfinding signage, covered shelters, benches, lighting, on-site security, digital message signs, crosswalks within any parking areas, bicycle racks, and pedestrian connectivity around the facility.
- ✔ **Advertise and promote service:** in advance of service initiation, conduct a targeted advertising campaign using a variety of media platforms.
- ✔ **Begin operations.**





1

Introduction and Background

On February 28, 2023, the Kansas City International (KCI) Airport opened its 40-gate New Terminal, the largest single infrastructure project in the history of the City of Kansas City, Missouri (KCMO). This world-class, state-of-the-art facility has created new possibilities to broaden service connections to the Kansas City region from across the globe. In addition, recent investments in a convention hotel and other visitor amenities coincide with rebounding growth in the region's hospitality industries. The success of efforts to attract major events, such as the 2023 NFL Draft and the 2026 World Cup, have only further fueled increasing ambition for promoting Kansas City as a premier host city and destination.

With all of this excitement and progress throughout the region, this is also the time to consider the role public transit has in providing access from KCI to the region for residents, employees, business guests, and visitors alike, with considerations that range from baseline daily services to scalable options for major events. The Kansas City Area Transportation Authority (KCATA) and the Mid-America Regional Council (MARC) collaborated on this KCI Airport Public Transit Services Action Plan to evaluate public transit options to serve transportation demands to and from the airport.

This transit services plan examines improvements to existing transit services or potential new service options to better allow KCI travelers and employees to access key activity centers throughout the Kansas City region. To support regional growth, the plan focuses on creating fast and reliable transit with scalable services that meet regional transportation demands while managing additional crowds for large events and national conventions, such as the 2026 World Cup.





1.1 RELATIONSHIP TO KCMO RAPID TRANSIT TO KCI EFFORTS

This KCI Airport Public Transit Services Action Plan evaluates the role of public transit in providing access to KCI across the entire Kansas City region. It evaluates regional demand for travel to and from KCI and considers major regional activity centers. Separately, KCMO is evaluating the potential for rapid fixed-guideway transit between downtown KCMO and KCI. Such a service would take several years to implement, given timelines for design, environmental review, acquisition of right-of-way, procurement of vehicles, and construction. This plan, on the other hand, is specifically focused on transit service that could be implemented in a short timeframe, although it is envisioned that service options could ultimately be replaced by more premium service in the same way that rapid bus routes such as the Main Street MAX were eventually replaced by streetcar. It is envisioned that the findings and recommendations from this plan could potentially be incorporated into or used to inform KCMO’s planning efforts.

1.2 PLAN ORGANIZATION

This plan is organized by the following chapters:

- ✔ **Public and Stakeholder Outreach:** summarizes outreach strategies and feedback from both the general public and targeted stakeholders to inform project needs and refine potential service options.
- ✔ **Needs Assessment:** summarizes transit service needs to and from KCI by various user groups, based on a review of existing transit service to KCI, regional travel demand, stakeholder input, and a comparison against transit service to airports in peer cities.
- ✔ **Alternatives Assessment and Evaluation:** summarizes various service alternatives that were developed, refined, and analyzed following input from Public and Stakeholder Outreach and the Needs Assessment.
- ✔ **Service Implementation Considerations:** provides specific considerations related to implementing potential service options that have been identified through this planning effort.
- ✔ **Implementation Schedule and Next Steps:** provides recommendations to key stakeholders for actions to advance service to and from KCI.





2

Public and Stakeholder Outreach

The project team sought to engage the public and stakeholders (including residents, KCI employees, and visitors) in the planning process and address their needs and concerns. The following sections provide an overview of outreach strategies and feedback collected through the public and stakeholder engagement process.

2.1 PROJECT ADVISORY TEAM

Over the course of the study, a Project Advisory Team (PAT) met monthly to provide direction and feedback on the project. The PAT consisted of representatives from public agencies across the region and included representation from the following entities:

- ✓ *Mid-America Regional Council (MARC)*
- ✓ *Kansas City Area Transportation Authority (KCATA)*
- ✓ *Unified Government of Wyandotte County and Kansas City, Kansas*
- ✓ *Johnson County, Kansas*
- ✓ *Clay County, Missouri*
- ✓ *Platte County, Missouri*
- ✓ *Leavenworth County, Kansas*
- ✓ *City of Kansas City, Missouri*
- ✓ *City of Independence, Missouri*
- ✓ *City of Overland Park, Kansas*
- ✓ *City of Independence, Missouri*
- ✓ *City of Lee's Summit, Missouri*
- ✓ *Kansas City Streetcar Authority*
- ✓ *KCMO Aviation*
- ✓ *Northland Regional Chamber*
- ✓ *Greater Kansas City Chamber of Commerce*
- ✓ *Civic Council of Greater Kansas City*
- ✓ *KC Sports Commission*
- ✓ *KC 2026 FIFA World Cup*

Source: Engineering News-Record





2.2 STAKEHOLDER AND FOCUS GROUP WORKSHOPS

The project team identified and spoke with a collection of regional stakeholders across various focus groups in June 2023. These stakeholders were generally assigned to focus groups for in-person interviews, with a few key stakeholders targeted for 1-on-1 interviews. These interviews provided significant input on transit service needs and detail on service implementation considerations. **Table 1** provides a listing of participant organizations in the stakeholder interviews, and major takeaways from these interviews are captured in the following section in the Needs Assessment. Detailed summaries of the stakeholder interviews can be found in **Appendix A**.

2.3 POP-UP EVENTS

The project team attended six pop-up events to engage individuals and conduct surveys between April and August 2023, engaging nearly 1,400 people in total. Of this total, more than 1,100 of these were surveyed on April 27 at the 2023 NFL Draft. These events are shown in **Table 2**.

Table 2. Summary of Pop-Up Event Engagement

Event	Date	# of People Engaged
NFL Draft 2023	April 27, 2023	1,125 (478 local residents)
City Market (KCMO)	July 22, 2023	37
First Fridays in 18th & Vine District	August 4, 2023	7
Overland Park Farmers' Market - handouts only	August 12, 2023	11
KCI Airport (during major convention) - baggage claim area	August 15, 2023	154
KC Airport Employee Parking Lot	August 29, 2023	25

Table 1. Participants in Stakeholder Focus Groups and 1-on-1 Interviews

Focus Group	Organization
Civic / Chamber	Independence Chamber of Commerce
	KC Chamber of Commerce
	Overland Park Chamber of Commerce
	Civic Council of KC
Event Planning / Ridesharing	Agenda USA
	Z-Trip WHC Worldwide
Hotel / Lodging	Downtown Marriott
	Loews Kansas City Hotel
	Greater Kansas City Restaurant Association
	Hotel & Lodging Association of KC
	Visit KCKS
	Visit Overland Park KS
Kansas City Police Department	KCPD
Public Safety	Johnson County EOC
	KCMO EOC
	Wyandotte County EOC
Sports / Entertainment	KC Conventions
	Nelson Atkins Museum
	Union Station
	Sporting KC
Transportation	MoDOT
	KC Aviation Department
	Unified Government of Kansas City, KS, Planning and Urban Design
	Unified Government of Kansas City, KS, Transit
	KC Streetcar
	City of KCMO, City Planning and Development
	City of KCMO, Transportation
	KCMO City Manager's Fellow (World Cup 2026 Preparation)
	BikeWalkKC
	KCATA
MARC	
1-on-1 Conversations	Executive Director, KC 2026
	Johnson County Transit
	Kansas City Chiefs
	KC Aviation



The project team aimed to engage with airport travelers during major events, with the NFL Draft being the most significant. The project team gained permission from airport staff to survey travelers within the terminal baggage claim area in advance of the Fire-Rescue International Convention, which was anticipated to draw more than 10,000 visitors to the region.

In general, respondents engaged at the pop-up events were residents of the greater Kansas City area, other states, and countries. Local residents voiced support for expanded public transit to KCI, and some KCI employees stated that they would consider using transit if it were faster and more efficient. Respondents echoed that KCI is predominantly being accessed via car (driving and parking, having a friend/family drop-off or pick up, taxi/transportation network companies [TNCs] such as Uber, Lyft, and other for-hire vehicles, or rental cars).



2023 NFL Draft

The 2023 NFL Draft was one of the largest major events in the Kansas City region’s history, with draft organizers estimating that more than 312,000 guests attended over the course of three days. At this event, the project team surveyed 1,125 attendees in 387 groups, with a focus on capturing out-of-town guests. These conversations revealed a heavy regional draw, with attendees driving several hours to attend.

- ✔ Overall, 42 percent of those surveyed at the NFL draft traveled to Kansas City by plane, with another 56 traveling by car.
- ✔ Those traveling through KCI accessed their lodging mainly via taxi/TNC (42 percent), car rental (30 percent), or having a friend/family pick up (24 percent). Only 4 percent of travelers surveyed used a bus to get from KCI to their lodging, and only 1 percent stated that they planned on taking a bus to get back to KCI.
- ✔ More than half of those traveling through KCI stated that they did not think about ground transportation prior to arriving (57 percent).
- ✔ Of those surveyed who used public transit for the event, approximately 60 percent were pleased with the available transit services. Those who were unsatisfied suggested better bus transit, more ride-share options, smaller walk distances, etc.



2.4 PUBLIC OPEN HOUSE AND ONLINE FEEDBACK

An online interactive map and online survey were launched following an in-person public open house on August 22, 2023. The in-person open house and online interactive map took place during the alternatives screening process to allow the public and stakeholders could weigh in on proposed service options (described in Chapter 4). The online survey and interactive map were available to the public for 30 days following the in-person open house. During this period, MARC staff provided presentations to the Wyandotte Economic Development Council (EDC), Leavenworth County Port Authority, Northland Regional Chamber of Commerce, and others to promote the survey and interactive map. The following sections summarize the online feedback received from the map and survey. A detailed summary of map and survey responses is provided in **Appendix B**.



Online Interactive Map

The online interactive map displaying proposed preliminary service options to and from KCI (see example in **Figure 1**) received nearly 150 feedback comments. Feedback was focused on two service types:

- ✔ **For transit service focused on KCI employees**, feedback strongly reiterated that transit service hours need to match KCI workers' hours. Mixed support was expressed for new local service in the Northland, with stronger support for new express routes to KCI.
- ✔ **For transit service focused on airport travelers**, Union Station was the most strongly supported regional destination. Feedback emphasized connectivity to the streetcar network, convenient and on-time service, and clean and safe infrastructure. More scattered support was expressed for connections to other options across the metro area, most notably to Johnson County.
- ✔ Several respondents stated a **preference for rail as opposed to bus**, viewing rail as more attractive and emphasizing rail as a long-term solution.

Online Survey

The online survey received more than 400 responses from a diverse range of age groups, income levels, and metro area home/work locations. The results revealed that few respondents use local transit, but many do so when visiting other cities. In addition, respondents would prefer to use rapid transit to access KCI if it was reasonably priced, convenient, and reliable. A more detailed summary of survey responses is provided in **Appendix B**.

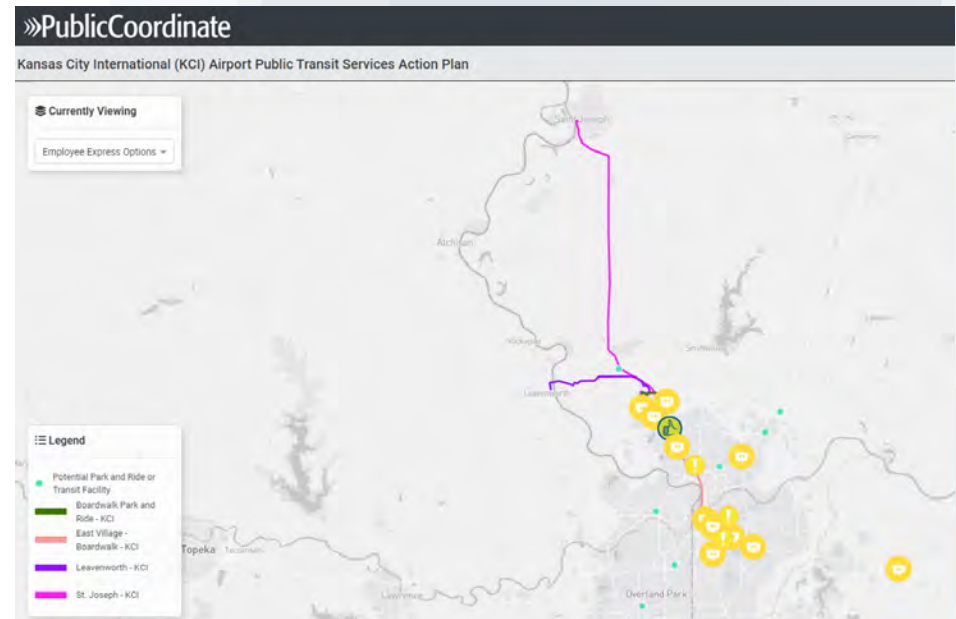


Figure 1. Online Interactive Comment Map





3 Needs Assessment

The project team conducted a Needs Assessment for transit service to KCI, focusing on four distinct user groups. These user groups were considered separately because they have unique travel patterns and needs for accessing KCI:

- ✓ *Airport employees and employees at airport-adjacent properties (e.g., I-29 hotel clusters)*
- ✓ *Visitors and business travelers to the Kansas City metro area*
- ✓ *Residents traveling from the Kansas City metro area*
- ✓ *Special events that draw out-of-town visitors*

The project team evaluated existing transit services to KCI and in the Northland region, regional travel demand associated with KCI, previous KCI-related transit planning and engagement, and an assessment of peer cities and public transit accommodations at their airports. Feedback from stakeholders gathered in the Public and Stakeholder Outreach process was also a key input for this assessment.

The following sections summarize the major findings related to regional transit service needs for the airport. The full Needs Assessment memorandum is provided in **Appendix A**.

Source: Sean Marshall





3.1 EXISTING TRANSIT SERVICE TO KCI

Multiple transit service options provided by KCATA currently serve KCI and the area surrounding the airport, as shown in **Figure 2**. KCI is served by Route 229, a fixed-route local bus service, and a new microtransit service called IRIS.

Existing fixed-route bus service to KCI (Route 229) is inadequate for most employees, including off-airport property workers, as well as residents and business travelers. This is due to its low frequency (60-minute headways), travel time (60 minutes from downtown KCMO to KCI), lack of alignment with employee shift times, and geographic area served (the I-29 corridor). This route is also KCATA's least cost-efficient route in terms of operating cost per rider.

KCATA's recently launched app-based, on-demand microtransit service, IRIS, also provides service to KCI³. IRIS utilizes a dynamic routing model that picks up and drops off riders within one quarter mile of their request. As of November 2023, IRIS is available for the entire limits of KCMO as well as within the Cities of North Kansas City, Gladstone, Riverside, and Liberty in the Northland. IRIS has seen a rapid increase in ridership since beginning service, although ridership to KCI remains quite low. The high cost of a trip (\$10 introductory fare, which can include multiple passengers traveling together) to KCI may be a barrier to potential riders, especially to KCI employees.

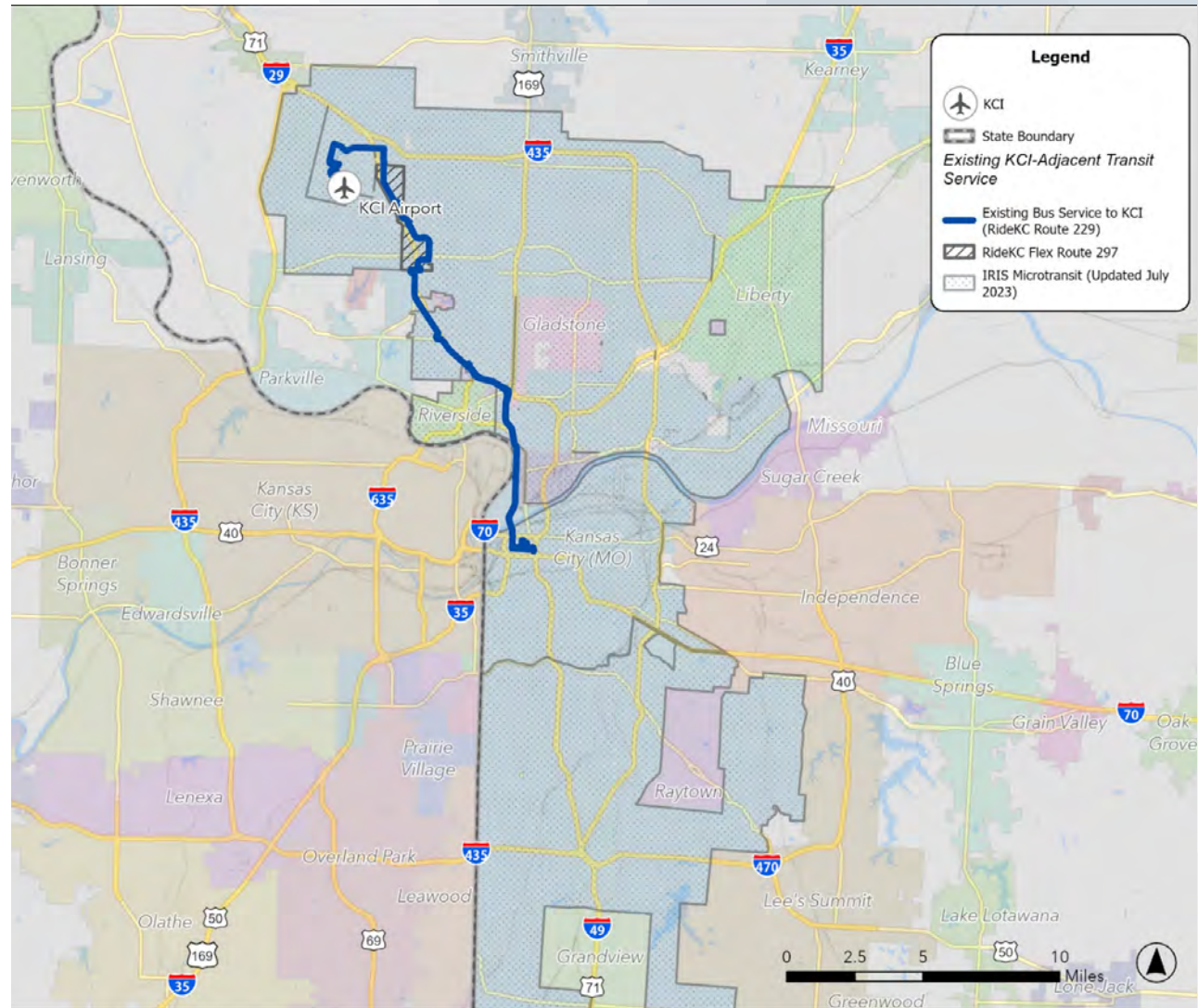


Figure 2. Existing Transit Options Serving KCI and Surrounding Area (as of June 2023)

³ IRIS is funded and led by the City of Kansas City and contracts with KCATA to manage the service.



3.2 REGIONAL TRAVEL DEMAND

There is limited concentrated demand for transit access to the airport outside of downtown KCMO for business travelers, visitors, and residents. Abundant parking at the airport and a lack of regional congestion on major roadways, even during peak periods, further incentivizes driving. The maps on the following pages highlight demand profiles for KCI travel, overlaying existing KCI-adjacent transit service and highlighting potential service areas for improved KCI transit service. KCI employee home locations are concentrated in the Northland, with the highest concentrations to the south and east of KCI (see **Figure 3**). In terms of overall travel demand for KCI, there are high concentrations of daily trips to KCI (estimated using Replica⁴) in the Northland, around downtown Kansas City, Missouri, and in the southern metro area between I-35 and I-49 (see **Figure 4**).

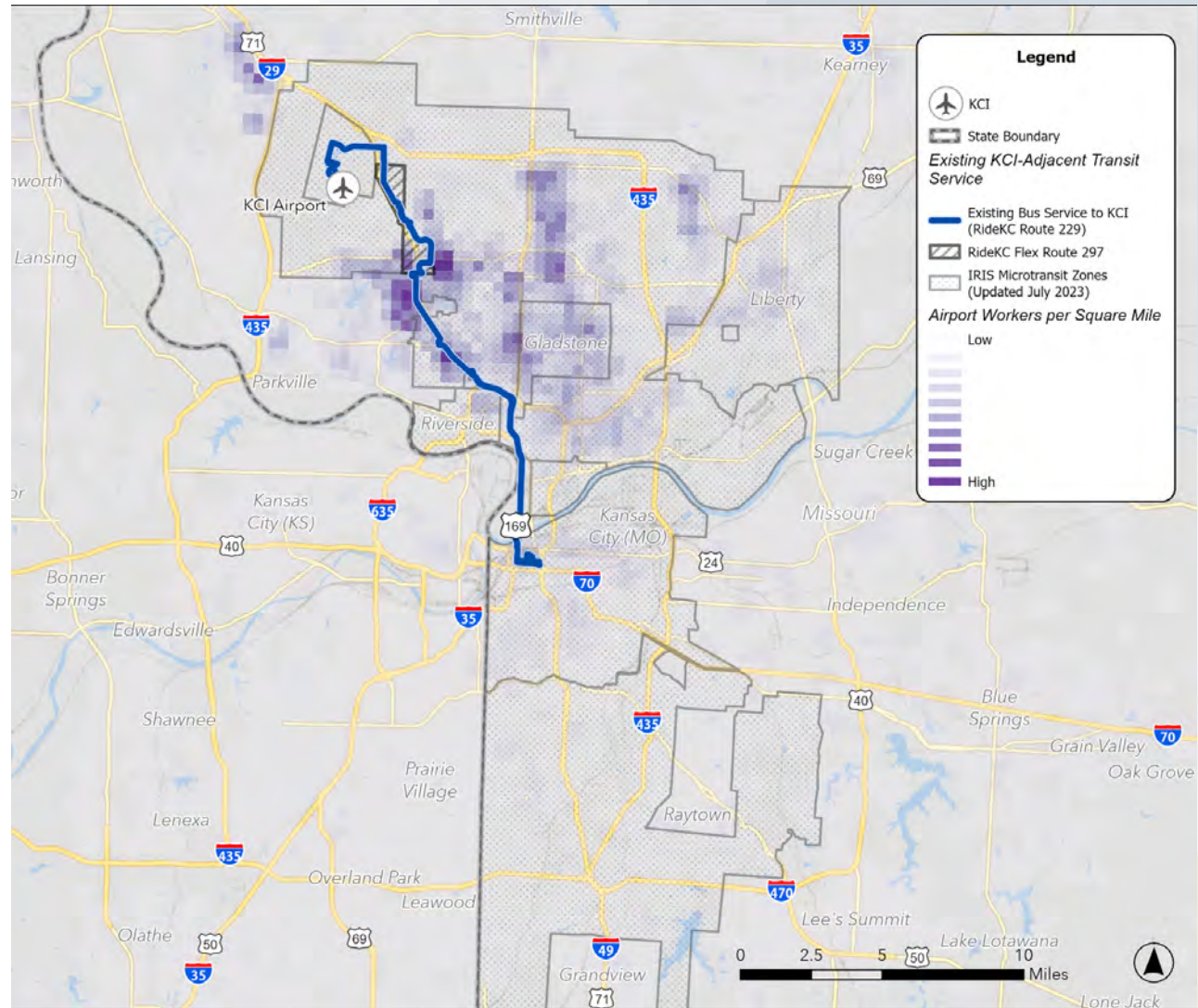


Figure 3. Home Locations of KCI Workers (Source: Census Bureau OnTheMap Tool)

⁴ Replica is an online platform with a detailed “synthetic population” model of existing travel patterns and land uses that is used nationwide for transportation planning application. Its model is derived from a variety of sources, including sampled anonymized mobile device (e.g., cell phone) data.

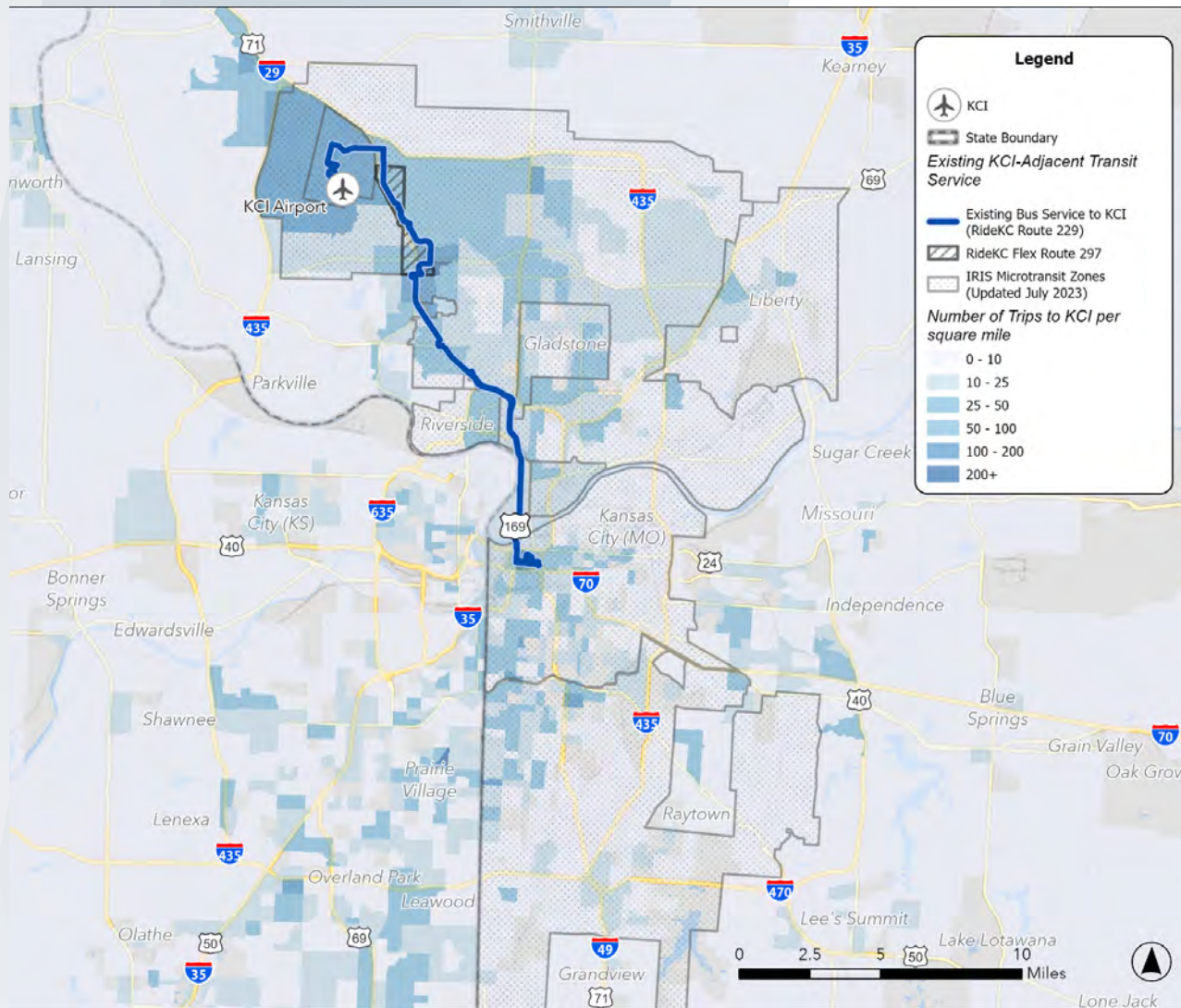


Figure 4. Estimated Daily Trips (per Square Mile) to KCI, Average Weekday in Fall 2022 (Source: Replica)



3.3 STAKEHOLDER INPUT

The stakeholder focus groups and 1-on-1 conversations strongly reinforced that travelers to KCI, particularly business travelers and visitors, desire for transportation services that are express (i.e., point-to-point), frequent, reliable, baggage-accessible, cost-effective, clean, and safe. The most expressed point-to-point destinations are downtown KCMO (convention center area) and the Union Station/Crown Center area. Stakeholders noted that the 2026 World Cup offers an opportunity for implementing legacy projects and for testing new transit service options in advance.

Stakeholders also expressed anecdotal concerns regarding:

- The availability of transportation network companies (TNCs, such as Uber/Lyft) at certain times at the airport and in the suburbs, especially during periods of bunched flight arrivals, early in the morning, and late in the evening.
- Rental car shortages at KCI.
- Infrequency of shuttle service between off-terminal parking (e.g., KCI economy parking or private off-airport parking), notably in the early morning or for late arrivals.



3.4 PEER CITY AIRPORT TRANSIT SERVICE

In peer cities across the Midwest, many airports are connected to downtowns via rail or a bus route that runs more frequently than every 60 minutes (see **Table 3**). Notably, compared to many of these peer cities, KCI is a much further distance away from downtown. The two peer cities whose airports are farther from their downtowns (Denver and Dallas/Fort Worth), as well as St Louis and Minneapolis-St Paul, have rail and bus service to the airport, and many of those routes operate at 15- or 20-minute headways (or better) during peak service. These metro areas are generally characterized by significant regional and downtown congestion on the roadway network, which makes transit competitive with driving during peak periods. Based on this benchmarking, KCI's transit service is less robust than most peer cities.

Other peer metro areas, such as Indianapolis, Columbus, and Nashville, only offer bus service between their airports and downtowns, generally on routes serving local stops (i.e., not express point-to-point service between the airport and downtown) and with less frequent headways. The service offerings in these cities can be considered more comparable with Kansas City, and the airports in those metro areas are located much closer to their downtowns compared to KCI.



Source: Just Drive (YouTube)

Table 3. Comparison of Airport Fixed-Route Transit Service for Peer Cities

Metro Area/ Airport	Metro Area Population (\$millions)	Airport Public Transit Options	Transit Frequency	Airport Distance to Downtown (miles)	Transit Travel Time to Downtown (minutes)	Drive Travel Time to Downtown (minutes)
Denver (DEN)	5.0 (Front Range)	Rail Bus	Rail: every 15 min Bus: varies	26	37	30 to 40
Minneapolis / St Paul (MSP)	2.9	Rail (to Minneapolis) Bus (to St Paul)	Every 12 to 15 min (Minneapolis) Every 15 min (St Paul)	13 (Minneapolis) 11 (St Paul)	Rail: 30 (Minneapolis) Bus: 20 (St Paul)	15 to 20 to either downtown
Dallas – Fort Worth (DFW)	7.6	Rail Bus (from remote parking)	Every 15 to 30 min (Dallas) Every 30 min (Ft Worth)	23 (Dallas) 22 (Ft Worth)	Rail: 50 (either downtown) Bus: 90+	25 to 40 to either downtown
Dallas (Love Field)	7.6	Bus transfer to Rail	Every 15 to 30 min	7	7 min bus + transfer to rail + 13 min rail (Dallas only)	15 to 30 to downtown Dallas
St Louis (STL)	2.8	Rail	Every 20 min	14	37	20 to 35
Indianapolis (IND)	2.1	Bus	Every 30 min	14	42	18 to 25
Columbus (CMH)	2.1	Bus	Every 60 min	8	45 to 57	10
Nashville (BNA)	2.0	Bus	Every 45-50 min	10	33	15 to 30
Kansas City (KCI)	2.4	Bus	Every 60 min	19	60	25 to 30



3.5 IDENTIFIED TRANSIT SERVICE NEEDS BY USER GROUP

The project team translated these key takeaways from the Needs Assessment into a list of service needs and potential geographic locations to target service improvements, organized by potential user group. **Table 4** provides a summary of identified needs for transit service to and from KCI. Note that in general, these service needs can be distilled to two main user groups: (1) KCI employees and (2) KCI travelers (residents flying out and visitors/business travelers flying in). Notably, stakeholder feedback strongly indicated that the only special events that would requiring scaling of service would be major events such as the World Cup or another event drawing tens of thousands of out-of-town guests via air travel (e.g., a major political party convention).



Source: KCUR

Table 4. Summary of Identified Transit Service Needs to/from KCI

User Group	Identified Transit Service Needs	Potential Targeted Geographic Locations
KCI Employees	<ul style="list-style-type: none"> Improved service frequency (i.e., 30- or 15-minute headways). Better alignment with employee shift times Free or affordable fares (i.e., \$10 one-way IRIS fare does not accommodate a daily commuter) and parking. Wider geographic coverage to access existing employees, especially across the Northland beyond the I-29 corridor. Better access to potential employee pools in other jurisdictions. Improved safety or perception of safety. Competitive travel times with driving + parking. 	<ul style="list-style-type: none"> Existing employee home locations in Northland east of I-29, especially along the Barry Road and Oak Trafficway corridors. Potential employee pools, such as Kansas City, Kansas (KCK), eastern Jackson County, Platte City, Leavenworth, or St. Joseph.
KC Residents (Flying Out)	<ul style="list-style-type: none"> Express (i.e., point-to-point) service. Frequent service (30-minute headways or better). Consistent/reliable service. 	<ul style="list-style-type: none"> Downtown KCMO - most notably the Convention Center area and Union Station / Crown Center area.
KC Visitors / Business Travelers	<ul style="list-style-type: none"> Cost-effective (not necessarily free, but more affordable than private for-hire transportation or TNCs) Baggage-accessible buses. Convenient drop-off/pick-up at both ends of trip. Connections to regional high-capacity transit (e.g., streetcar). 	<ul style="list-style-type: none"> Johnson County – most notably, the Overland Park Convention Center area or the Lenexa City Center area.
Special Events	<ul style="list-style-type: none"> Clean / safe buses. Well-advertised / branded service. 	<ul style="list-style-type: none"> Other potential locations such as Village West in KCK, Independence Center, etc.



4 Alternatives Development and Evaluation

Based on these identified service needs, the project team developed an initial set of unconstrained alternatives for (1) employee-focused service and (2) traveler-focused service (i.e., residents and visitors), with the consideration given to scaling for special events. Note that stakeholder feedback strongly indicated that the only special events that would require scaling of service would be major events such as the World Cup or another event drawing tens of thousands of out-of-town guests via air travel (e.g., a major political party convention).

Alternatives considered include changes in operations of existing service (e.g., increased frequency or spans of service), route modifications, new service routes, expansion of existing microtransit service (IRIS), capital investments (e.g., additional park-and-ride facilities, additional vehicles), and/or partnerships (employer-based, event sponsors, etc.). A memorandum summarizing alternatives development is included in **Appendix C**, and the detailed evaluation methodology is summarized in **Appendix D**.

4.1 MODES CONSIDERED

The project team considered a variety of transit modes, including local bus service, express bus service, and microtransit, as well as higher-capacity service options such as bus rapid transit (BRT) and rail. Ultimately, the project team focused on modes with short-term implementation timelines: local bus, express bus, and/or microtransit. Higher-capacity service options requiring dedicated right-of-way, such as BRT or rail, would take several years to implement given timelines for design, environmental review, acquisition of right-of-way, procurement of vehicles, and construction. While this plan focuses on transit service that could be implemented in a short timeframe, it is envisioned that service options could ultimately be replaced by more premium service in the same way that the Main Street Max rapid bus routes was eventually replaced by the streetcar.





Local Bus Service

Local bus service would operate in a consistent manner with most existing RideKC routes, with buses operating in mixed traffic on local streets and frequent, closely-spaced stops and ultimately providing access to KCI. Considerations for local bus service to KCI included:

- ✔ **Enhancements to headways and operating hours for the existing Route 229 service** connecting KCI to downtown Kansas City, Missouri.
- ✔ **New local routes** in the Northland based on a review of KCI employee home locations.

Express Bus Service

Express bus service would operate as either direct, point-to-point service between pickup/drop-off point and KCI or as “limited-stop” service, mainly traveling along major highways. Such a service would be much more time-competitive with driving to KCI as compared to local bus service, but would obviously be limited to capturing riders at its pickup/drop-off points. Parking facilities would likely be needed at most pick-up/drop-off points to accommodate park-and-ride trips, including potential overnight parking.

A series of express bus routes serving existing park and rides or regional transit transfer facilities were identified around the metropolitan area. These routes were informed by the regional travel demand analysis and findings from stakeholder interviews. Employee-focused express routes were identified within the Northland and from downtown KCMO. Traveler-focused express routes were identified in downtown KCMO, Johnson County, and other suburban jurisdictions.

Bus Rapid Transit and Rail

The project team considered the potential for BRT and rail service (light rail [LRT] or commuter rail) to KCI based on a sketch-level evaluation of a representative route from downtown Kansas City, Missouri⁵. Capital and operations and maintenance costs for BRT or rail would be many times more expensive than express bus service between downtown KCMO and KCI (see **Table 5**).

Table 5. BRT and Rail Sketch-Level Cost Estimates – KCI to Downtown KCMO

Mode	Capital Cost (\$millions)		Annual O&M (\$millions)	10-Year Cost (\$millions)	Compare to Express Bus
	Low	High			
Express Bus	\$3	\$5	\$4	\$41	-
BRT	\$130	\$480	\$13	\$435	11x
LRT	\$3,400	\$6,000	\$35	\$5,050	124x
Commuter Rail	\$1,000	\$1,400	\$30	\$1,500	37x

⁵ This high-level analysis assessed costs, schedule, and challenges associated with rail service. Ballpark estimates were based on FTA Capital Investment Grant (CIG) profiles for BRT and rail projects around the country. While the specifics around infrastructure elements for these projects may vary slightly, as an example, BRT projects tended to include elements such as dedicated right-of-way, platform-level boarding, etc.

Microtransit

The project team considered enhancements to IRIS microtransit service to KCI. Microtransit is a form of demand-response transit service that is well-suited for areas like the Northland where there is less concentrated demand for transit service. Enhancements to IRIS could include reduced fares for KCI employees or travelers or increases to the amount of service operated.



Source: MARC





4.2 CONNECTIONS TO EXISTING AND PLANNED MAJOR REGIONAL TRANSIT INVESTMENTS

Recommended transit service to KCI should emphasize connections with existing and planned major regional transit investments (see Figure 5). Existing corridors include the Kansas City streetcar in downtown KCMO and express bus routes from Johnson County and eastern Jackson (Independence/Blue Springs and Lee’s Summit) to East Village Transit Center. Planned regional transit investments include:

- ✓ **Extensions of the streetcar** to the Plaza, Riverfront, and North Kansas City
- ✓ **The East-West corridor** between the KU Medical Center area and the Truman Sports Complex (the identified preferred mode is streetcar)
- ✓ **The Bi-State Sustainable Reinvestment Corridor** between KCK, KCMO, and Independence (mode to be determined)

Stakeholders strongly expressed that any KCI transit service to downtown KCMO should tie into the streetcar corridor. Union Station is an ideal location for transfers between the streetcar and transit service to because it is located at the midpoint of the streetcar corridor (once the southern extension is complete in 2025); it includes a connection to Amtrak; and it is adjacent to the regional attractions and hotel cluster at Crown Center. Union Station also has a parking garage that allows for overnight parking due to Amtrak services, although Union Station staff monitor the capacity and do have time periods when parking is restricted or at capacity (e.g., NFL Draft, 4th of July).

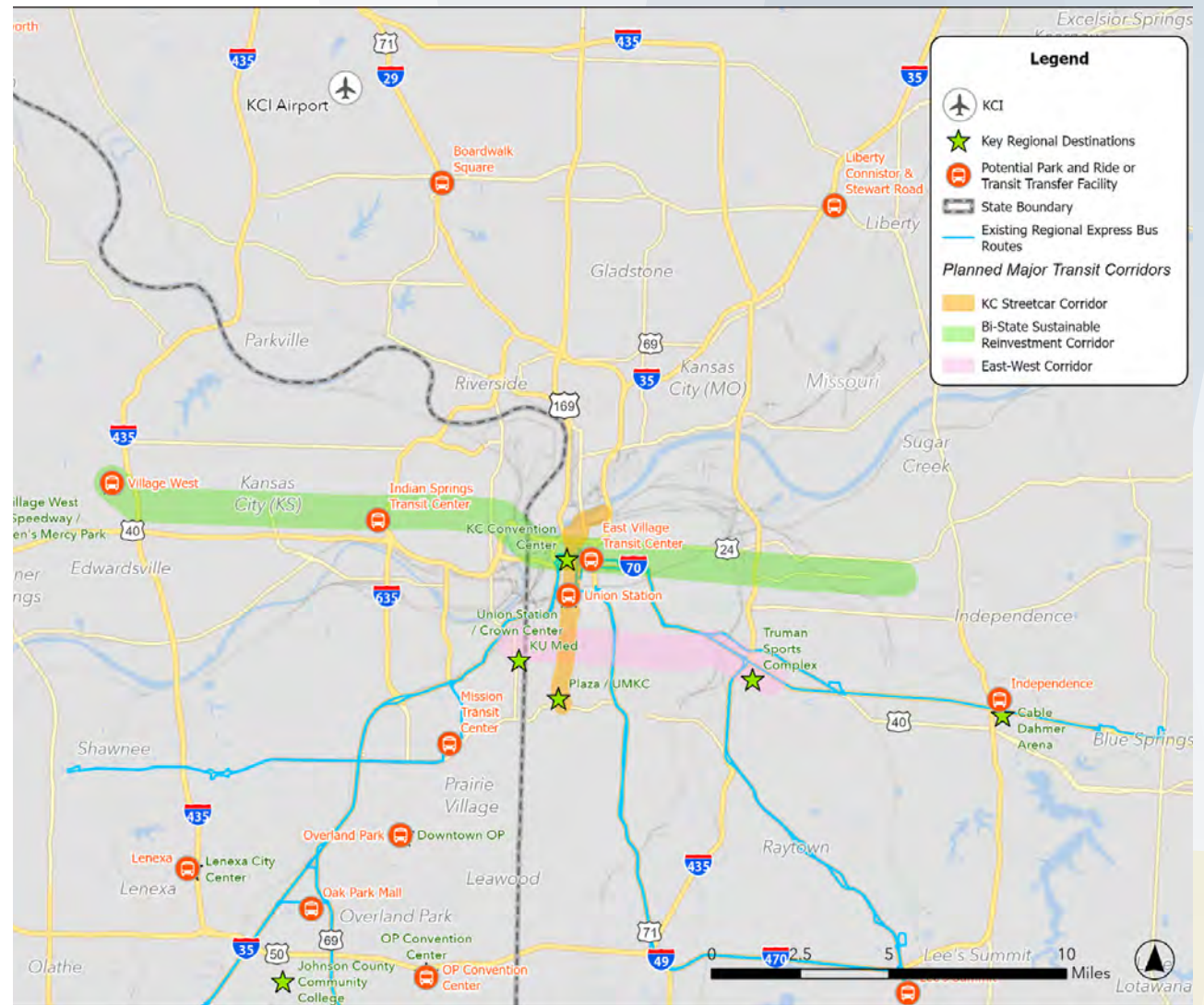


Figure 5. Existing and Planned Major Regional Transit Investments





Having a stop at East Village allows for transfers from various regional express routes and the planned Bi-State (high-capacity) corridor. Connections to the East-West corridor and Bi-State corridor would also allow for better connections to local routes serving eastern KCMO and Jackson County, a desire expressed by several stakeholders and the public.

While any express routes from Johnson County could be direct to KCI, each has the opportunity for a stop in KCK, which would also tie into the Bi-State corridor. The Bi-State corridor is an opportunity for tying into Johnson County transit service in the Legends/Village West area, which is a key regional destination, or at Indian Springs, which is a major regional transit center and Greyhound station.

4.3 SERVICE ALTERNATIVES EVALUATED

Local Bus and Microtransit Alternatives

Enhanced Route 229 local bus service and IRIS microtransit service were evaluated, along with two new local bus routes in the Northland.

Figure 6 provides a map of local bus alternatives considered, which include a new route from Liberty Connistor Park-and-Ride to the Boardwalk Park-and-Ride (requiring a transfer to service at Boardwalk) as well as a route through from Liberty Connistor to KCI stopping at Boardwalk.

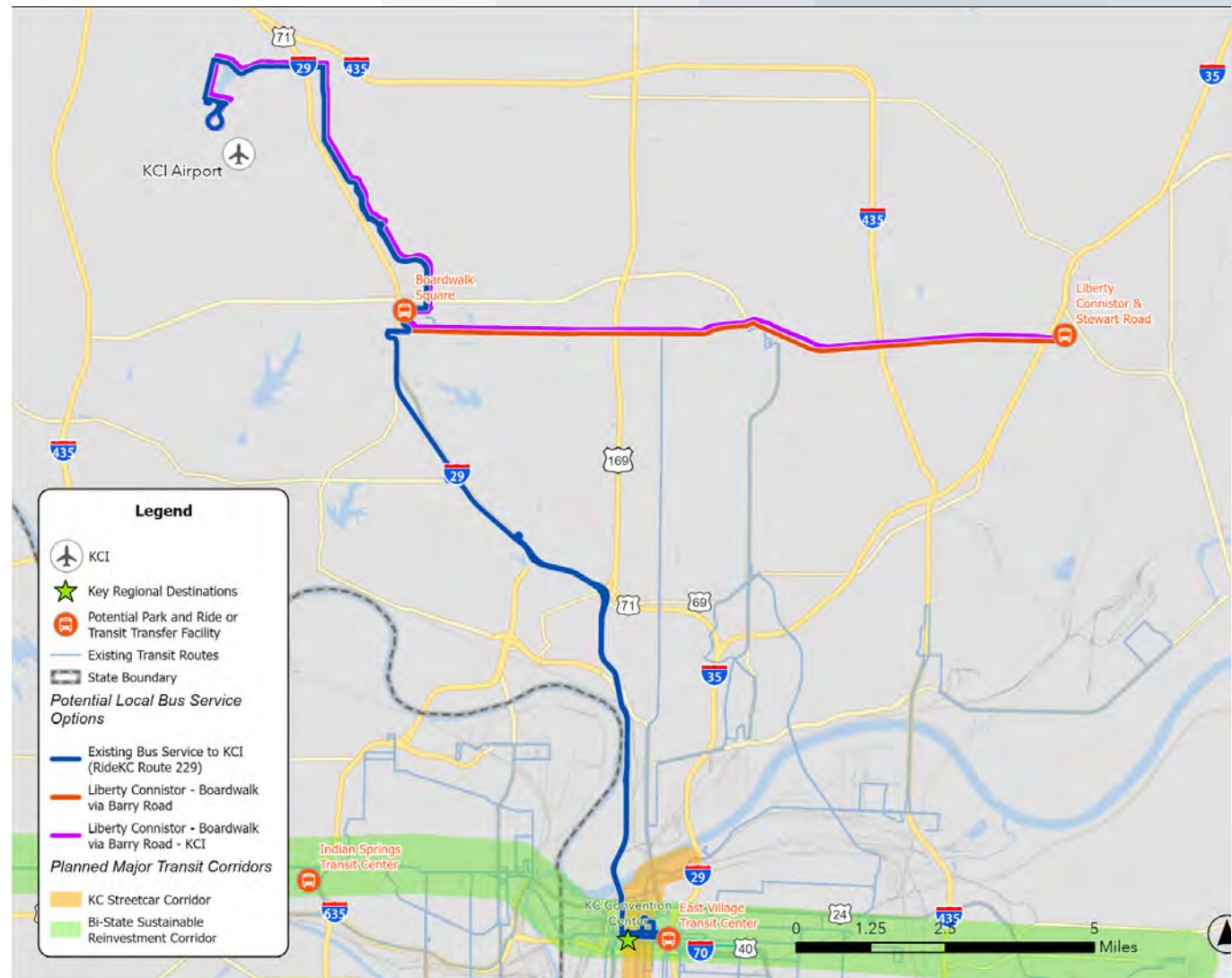


Figure 6. Local Bus Service Alternatives





Express Bus Alternatives

Express bus alternatives were developed for employee-focused service and resident/visitor-focused service, based on the findings from the Needs Assessment. **Figure 7** provides a map of employee-focused express bus alternatives considered, while **Figure 8** provides a map of resident/visitor-focused express bus alternatives.

The development of these routes is described in further detail in **Appendix C**, and the evaluation of these routes is described in the following section.

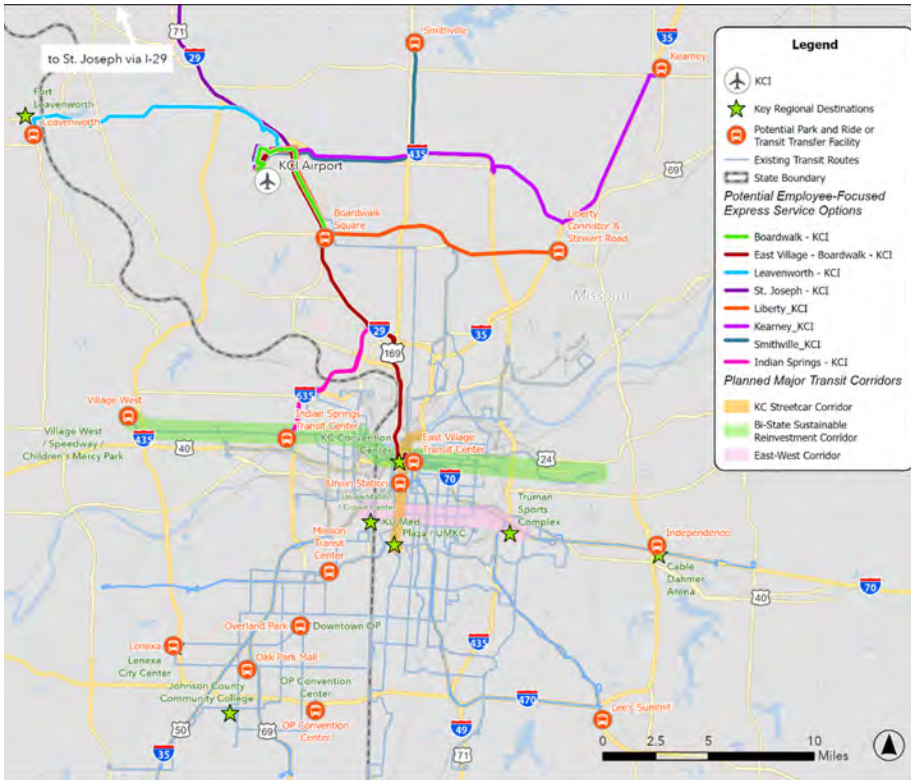


Figure 7. Express Bus Service Alternatives - Employee-focused Service

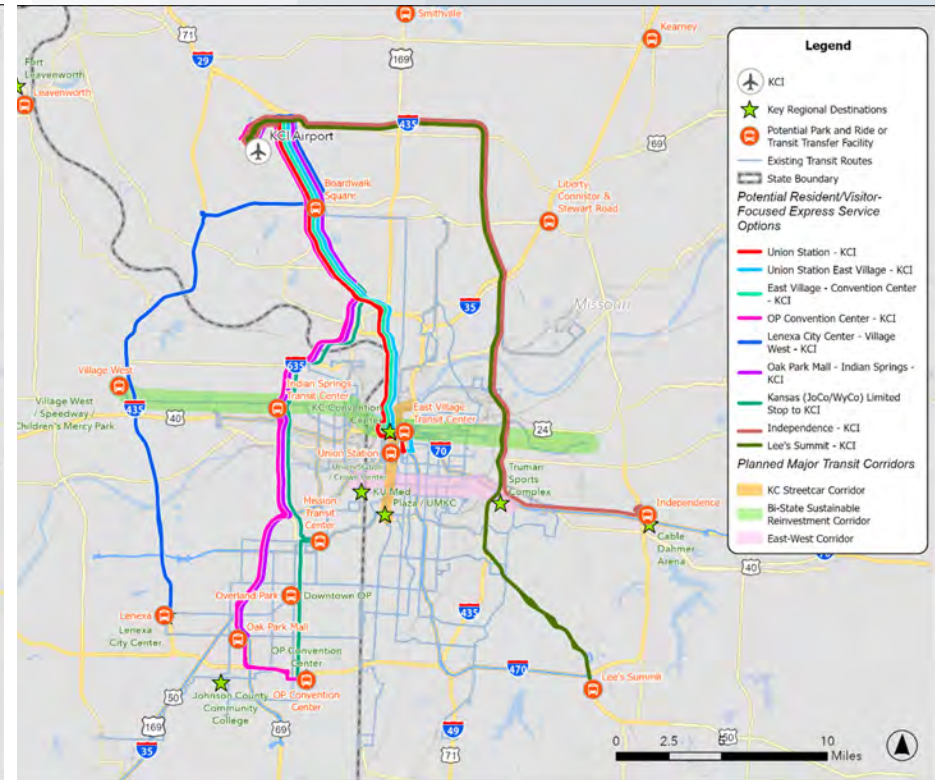


Figure 8. Express Bus Alternatives - Resident/Visitor-Focused Service





4.4 ALTERNATIVES EVALUATION

The project team conducted an evaluation of all local and express bus service alternatives based on the following factors:

- ✔ **Travel time competitiveness** versus driving, using assumptions for travel speeds provided by KCATA staff and assumed dwell times at any interim stops; this would account for terminal times (time to park / pick up a rental car / hail a TNC/cab).
- ✔ **Planning-level costs** for capital (fleet) and operations using KCATA-provided planning worksheets.
- ✔ **Assessment of potential ridership demand**, considering adjacency to metro area population, jobs, hotel rooms, and KCI employee home locations.

Table 6 summarizes the evaluation results for local bus and employee-focused express bus alternatives. **Table 7** summarizes the results for resident/visitor-focused express bus alternatives. The alternatives were compared against other alternatives within in the same group of alternatives and scored on a 0 to 10 scale for four measures: travel time competitiveness, total rider shed (nearby population and employment), KCI employee shed (nearby KCI employe home locations, and hotel room shed (nearby hotel rooms). These four category scores were then aggregated to a total score using agreed-upon weights for each category.

Separate from the scoring process, planning-level 10-year costs (fleet plus 10 years of operations and maintenance) are provided, and a cost-effectiveness metric of the 10-year cost divided by total rider shed is also provided.

Some alternatives were evaluated at 30 and 60-minute service frequencies based on input from the PAT. Detailed information about assumptions, data sources, and results are included in **Appendix D**.

Table 6. Alternative Screening Results – Local Bus and Employee-Focused Express Bus Alternatives

Group	Alternative	Service Assumptions			Travel Time Score	Total Rider Shed Score	KCI Employee Shed Score	Hotel Room Shed Score	Total Score (Travel Time + Rider Shed)	10-Year Cost (\$millions)	10-Year Cost (\$millions/Rider Shed)
		Service Frequency (minutes)	Service Start Time	Service End Time							
New or Expanded Local Bus	Route 229 (expanded / more frequent service)	30	3 AM	1 AM	0	10	10	-	5.0	\$61	\$1,900
	Liberty Connistor - Boardwalk - KCI Local	30	3 AM	1 AM	10	2	1	-	5.8	\$60	\$4,400
	Liberty Connistor - Boardwalk Local (via Barry Rd); transfer at Boardwalk	30	3 AM	1 AM	4	0	0	-	2.0	\$27	\$2,500
Employee-Focused Express Bus	Boardwalk - KCI	30	3 AM	1 AM	10	2	8	1	7.2	\$16	\$900
	East Village - Boardwalk - KCI	30	3 AM	1 AM	4	10	10	6	7.0	\$53	\$600
	KCK (Indian Springs) - KCI	30	3 AM	1 AM	9	1	1	2	5.0	\$42	\$6,300
	Liberty Connistor - KCI	30	3 AM	1 AM	9	3	4	10	6.2	\$37	\$1,800
	Smithville - KCI	30	3 AM	1 AM	8	0	2	0	4.4	\$32	\$8,900
	Kearney - KCI	30	3 AM	1 AM	5	1	1	2	3.0	\$58	\$8,600
	Leavenworth - KCI	30	3 AM	1 AM	0	2	1	5	0.8	\$48	\$3,000
	St. Joseph - KCI	60	3 AM	1 AM	4	1	0	1	2.3	\$42	\$3,900

Notes: Scores are based on a comparison within-group only; categories are weighted at 50% for travel time competitiveness, 30% for total rider shed, and 20% for KCI employee shed. 10-year costs for screening results do not include inflation or any capital improvements at pick-up and drop-off points.



Table 7. Alternatives Screening Results – Resident/Visitor-Focused Express Routes

Group	Alternative	Service Assumptions			Travel Time Score	Total Rider Shed Score	KCI Employee Shed Score	Hotel Room Shed Score	Total Score (Travel Time + Rider Shed)	10-Year Cost (\$millions)	10-Year Cost (\$millions/Rider Shed)
		Service Frequency (minutes)	Service Start Time	Service End Time							
Traveler-Focused Express Bus	Union Station - KCI	30	5 AM	11 PM	10	5	5	5	7.5	\$37	\$700
	East Village - Union Station - KCI	30	5 AM	11 PM	8	10	7	6	8.1	\$49	\$400
	Union Station - East Village - KCI	30	5 AM	11 PM	7	10	7	6	7.6	\$43	\$400
	East Village - Convention Ctr - KCI	30	5 AM	11 PM	8	6	5	10	7.8	\$43	\$600
	OP Convention Ctr - KCI	60	5 AM	11 PM	10	4	0	3	6.6	\$32	\$800
	OP Convention Ctr - KCI	30	5 AM	11 PM	10	4	0	3	6.6	\$64	\$1,500
	OP Convention Ctr - Indian Springs - KCI	60	5 AM	11 PM	7	4	3	4	5.5	\$32	\$700
	OP Convention Ctr - Indian Springs - KCI	30	5 AM	11 PM	7	4	3	4	5.5	\$64	\$1,300
	OP Convention Ctr - Village West - KCI	60	5 AM	11 PM	4	5	1	5	4.3	\$43	\$800
	OP Convention Ctr - Village West - KCI	30	5 AM	11 PM	4	5	1	5	4.3	\$80	\$1,400
	Lenexa City Center - KCI	60	5 AM	11 PM	9	1	1	1	5.0	\$32	\$2,300
	Lenexa City Center - KCI	30	5 AM	11 PM	9	1	1	1	5.0	\$53	\$3,700
	Lenexa City Center - Village West - KCI	60	5 AM	11 PM	5	2	1	3	3.7	\$32	\$1,200
	Lenexa City Center - Village West - KCI	30	5 AM	11 PM	5	2	1	3	3.7	\$64	\$2,300
	Oak Park Mall - Indian Springs - KCI	60	5 AM	11 PM	6	2	4	1	3.9	\$32	\$1,100
	KS (US 69/I-635) Limited Stop Service: OP Convention Center - Downtown OP - Mission Transit Center - Indian Springs - KCI	60	5 AM	11 PM	2	8	3	4	4.0	\$38	\$500
	KS (I-435) Limited Stop Service: OP Convention Center - Lenexa City Center - Village West - KCI	60	5 AM	11 PM	0	2	10	2	1.4	\$43	\$1,600
	Independence Center - KCI	60	5 AM	11 PM	10	1	2	1	5.6	\$32	\$2,000
Lee's Summit - KCI	60	5 AM	11 PM	10	0	1	0	5.1	\$37	\$2,800	

Notes: Scores are based on a comparison within-group only; categories are weighted at 50% for travel time competitiveness, 25% for total rider shed, 5% for KCI employee shed, and 20% for hotel room shed. 10-year costs for screening results do not include inflation or any capital improvements at pick-up and drop-off points.



5 Service Implementation Considerations

Following the evaluation of service alternatives and discussions with the PAT, the project team identified express bus service to downtown KCMO and Johnson County as recommended initial service options for implementation. These alternatives were among the highest-scoring in the evaluation and were supported by the PAT. The following sections summarize specific considerations for advancing such a service, focusing on service from downtown KCMO and Johnson County. Opportunities to advance other alternatives were also acknowledged by the team and determined to be candidates for subsequent phasing of future implementation.

5.1 ROUTE AND STOPS

In order to be competitive with other modes, most notably driving, express bus service to KCI should be point-to-point service between a major regional pickup/drop-off point and KCI and follow the regional freeway network. At most, one interim stop should be provided in order for service to remain competitive. Note that any stop, including endpoints, will require several minutes of layover time to accommodate loading and unloading of baggage. **Figure 9** shows a map of potential express bus routes from downtown KCMO and from Johnson County/via Wyandotte County. Details around these routes are described in the following sub-sections.

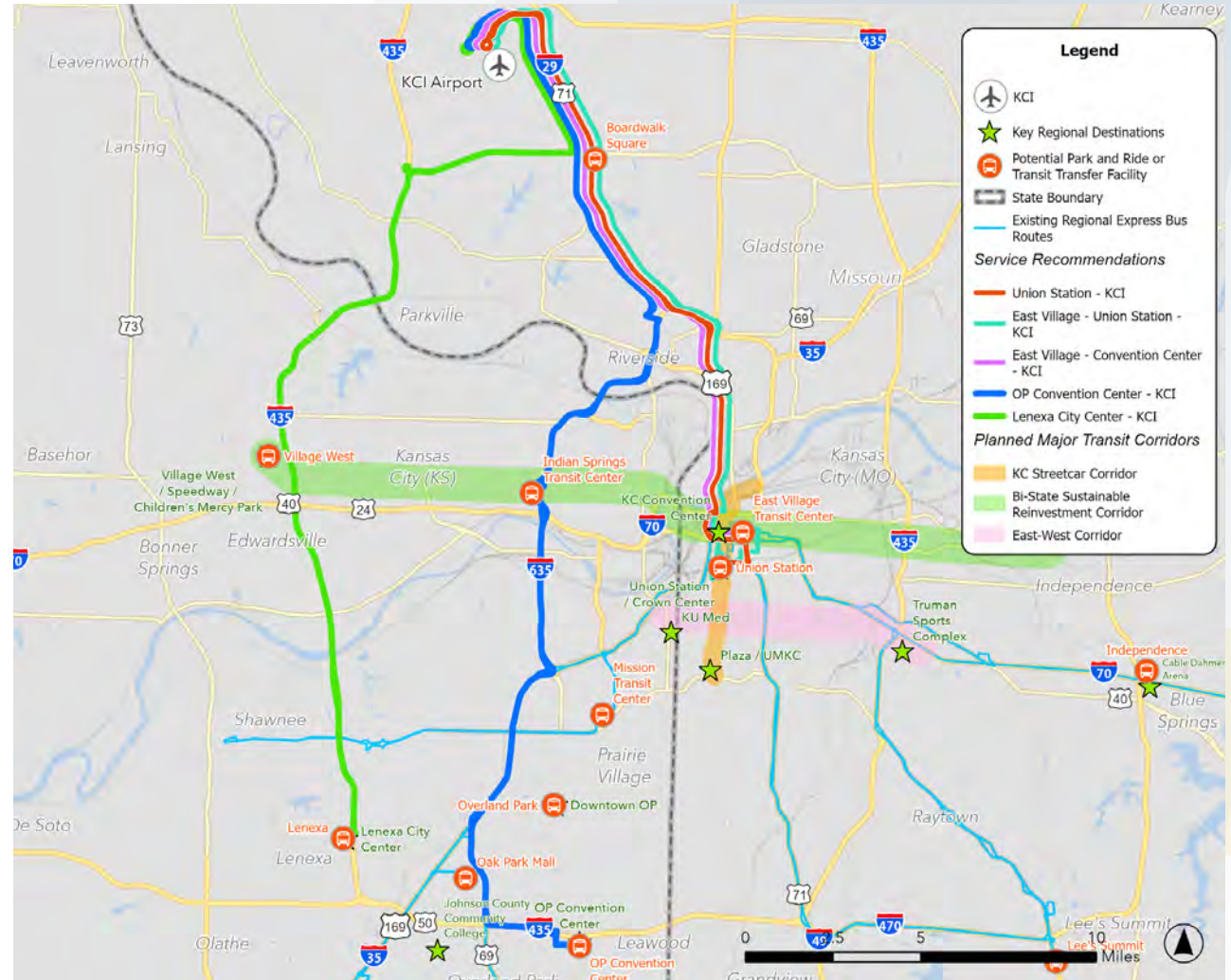


Figure 9. Identified Express Bus Routes from Downtown KCMO and Johnson County



Pick-Up and Drop-Off at KCI

At the new KCI terminal there are currently two lanes for commercial pick-ups and drop-offs on the lower (arrivals) level (see Figure 10). There is an approximately 300-foot-long space for Signpost 2A (RideKC bus service) and Signpost 2B-C (charter bus service) which the project team has identified as the preferred location for any new KCI transit service, regardless of whether or not it falls under the RideKC brand. This location would have the highest visibility for riders, and additional wayfinding needs would be simplified if operating service under the RideKC brand. Currently, this space is utilized by the one-per-hour RideKC Route 229 and charter buses, which KCI staff have reported to be fairly infrequent.

Commercial Space 2A-C (Existing RideKC / Charter Bus Pickup Area)

Commercial Curb Map

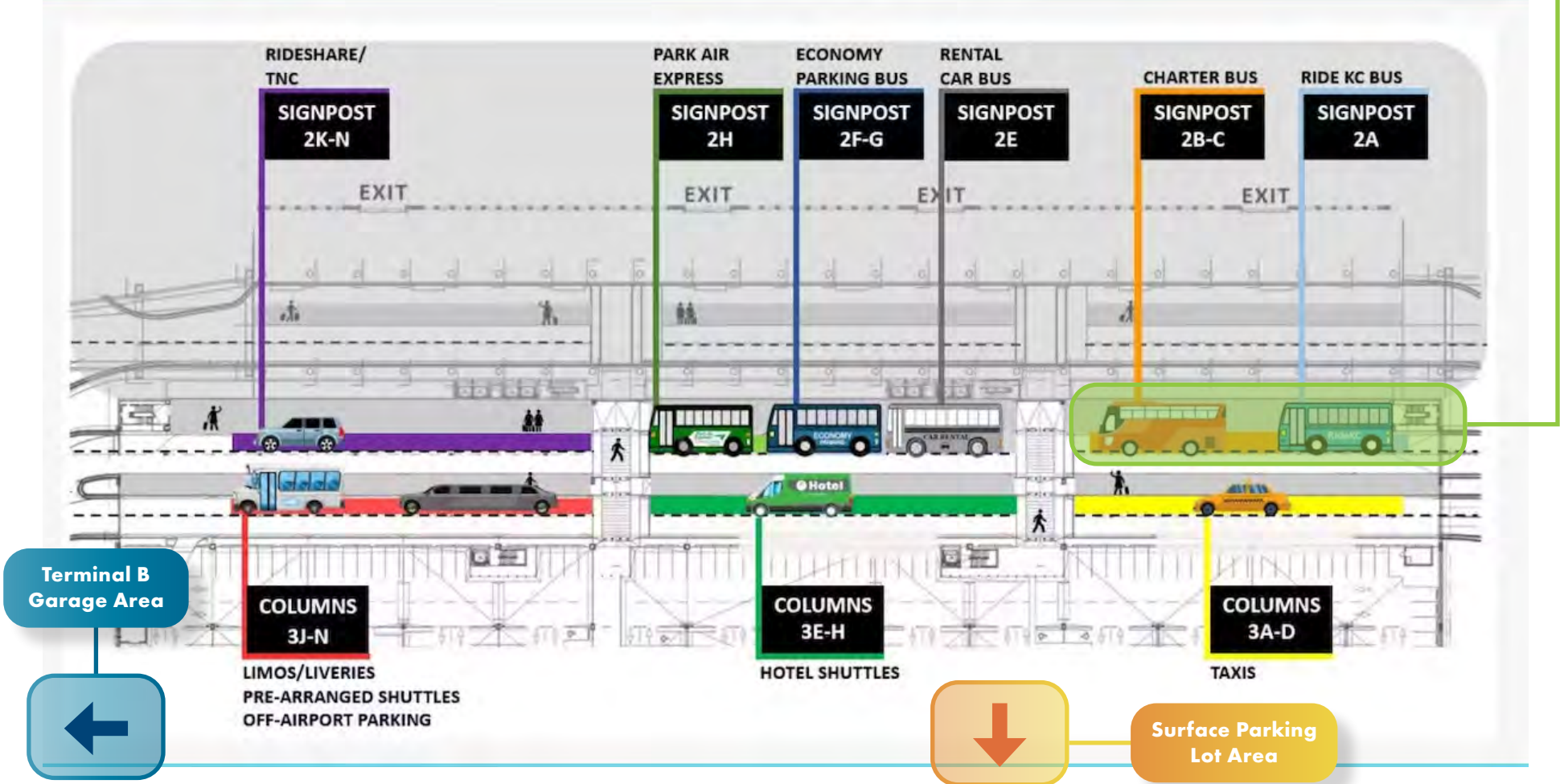


Figure 10. Potential Pick-up and Drop-off Locations at KCI Terminal (Zoom to Commercial Curb Space)



If multiple transit routes are providing service to KCI resulting in multiple buses laying over at the same time in the commercial curb space, capacity for passenger pick-up/drop-off may become a constraint, especially if existing RideKC service and charter buses are using this space. Additional options for potential pick-up and drop-off points include the Terminal B garage, which will have a covered walkway to the terminal constructed once demolition of the old terminal takes place, and the surface parking lot behind the new KCI terminal garage (see **Figure 11**). Given their infrequent service it may be more appropriate to relocate the charter buses rather than transit budgets. **Table 8** summarizes the pros and cons of the potential pick-up and drop-off locations within the new KCI terminal. Note that buses cannot pick-up or drop-off on the upper (departures) level, which applies to all transit service operating at the airport.

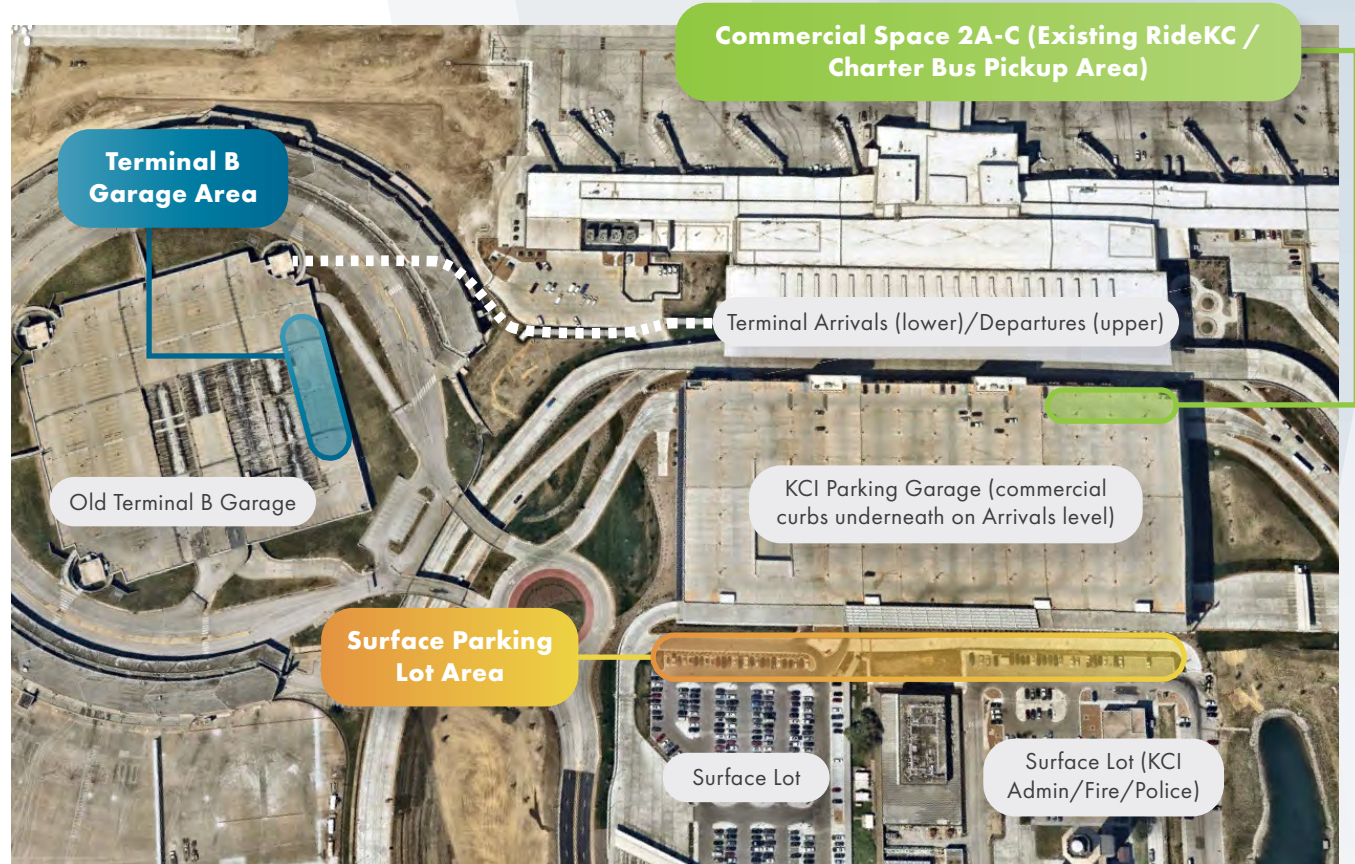


Figure 11. Potential Pick-up and Drop-off Locations at KCI Terminal (Zoom Out)

Table 8. Pros and Cons of Potential Pick-up and Drop-off Locations at KCI Terminal

Potential Stop Location	Pros	Cons
Commercial Curb Space 2A-C	<ul style="list-style-type: none"> Most ideal location for riders High visibility of service Existing RideKC pickup point potentially simplifies wayfinding logistics 	<ul style="list-style-type: none"> Capacity challenges with multiple overlapping layovers May require some layovers to occur at different location on KCI property
Surface Parking Lot Area	<ul style="list-style-type: none"> Covered walkway through terminal garage Multiple options for locations for reconfiguring surface lot or KCI fire / police / admin lot 	<ul style="list-style-type: none"> Requires longer walk for riders Poor visibility for service May require reconfiguration of gates for vehicles to access
Terminal B Garage Area	<ul style="list-style-type: none"> Planned covered walkway from reconstructed Terminal B garage area to new KCI terminal 	<ul style="list-style-type: none"> Requires longer walk for riders Poor visibility for service



Downtown KCMO – KCI Express Route

Based on the alternatives evaluation and discussions with stakeholders and the project management team, express bus service from downtown KCMO to KCI should pick up and drop off at either Union Station (preferred) or the Convention Center area. An additional connection to the East Village Transit Center, which connects or is planned to connect to major regional transit investments, should also be considered. Proposed route alignments include the following:



- **Union Station > KCI**
- **East Village > Union Station > KCI**
- **East Village > Convention Center > KCI**

Pick-Up and Drop-Off Locations

East Village Transit Center

The East Village Transit Center serves as the downtown hub for a large number of RideKC routes, including the Prospect MAX line. It has a significant number of bus bays to accommodate layovers and was designed to accommodate coach buses if needed. East Village also has an indoor waiting area (open during weekday working hours), accommodations for people with disabilities, bike racks and RideKC bike rentals, real-time information signage, and free public WiFi. Its current location, however, is several blocks from major regional destinations in downtown KCMO and likely a deterrent to serving as a sole pick-up and drop-off point for express service to KCI. While East Village could function as a layover point for express service between downtown KCMO and KCI, any express service route to/from KCI should have its last stop (en route to KCI) / first stop (from KCI) be at Union Station or the Convention Center in order to maximize capturing of “choice” riders.



Union Station

At Union Station, proposed pick-up and drop-off locations are shown in **Figure 12**. Pros and cons of each location are shown in **Table 9**. Based on discussions with Union Station and KCATA staff, the recommended location for a pick-up/drop-off point would be westbound along Pershing Road immediately in front of Union Station. As this express service is envisioned as “premium” service, this stop should be enhanced with additional accommodations for riders such as a covered bus shelter, benches, lighting, a wider pedestrian area, and real-time information signage. No new parking facilities are recommended, although partnerships with either the Crown Center parking garages or the Union Station garage should be considered to allow for overnight storage of vehicles.

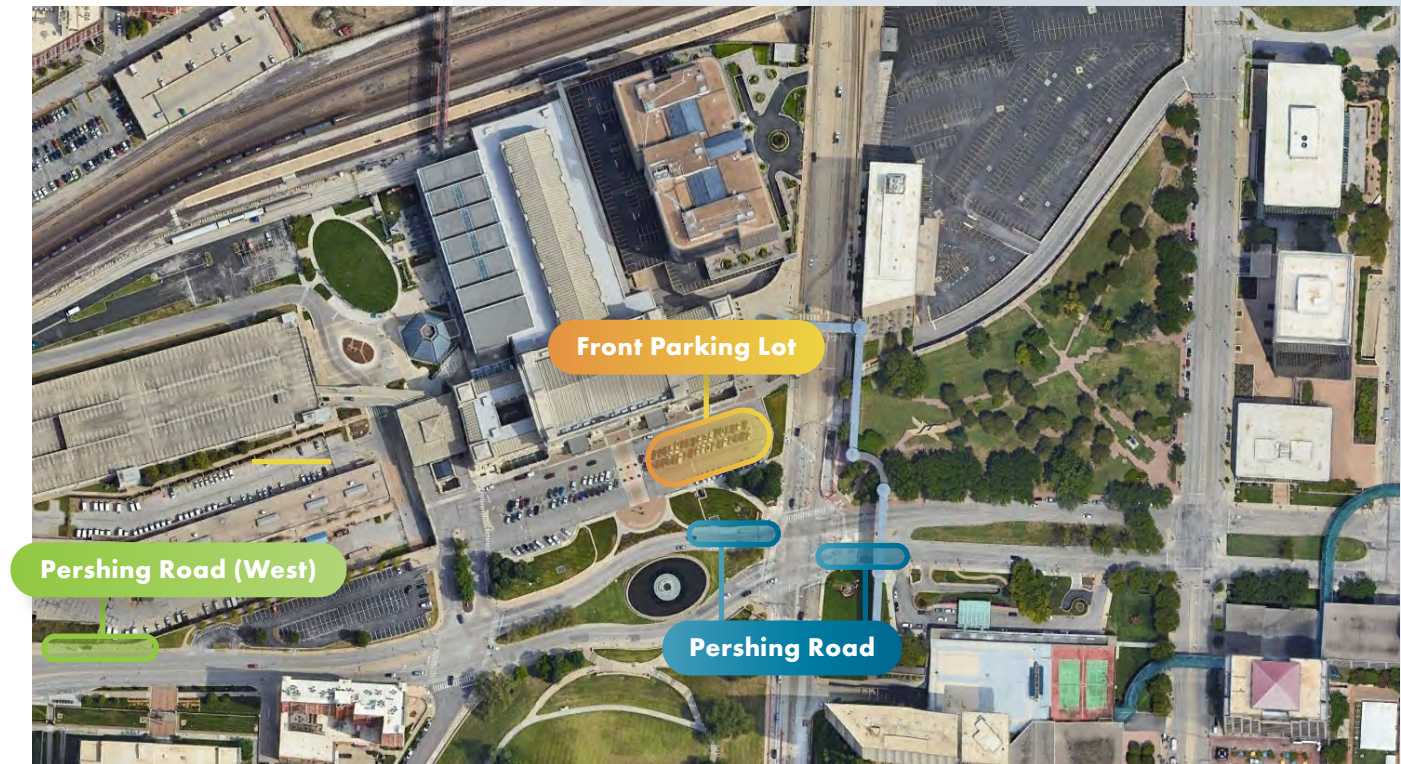


Figure 12. Potential Pick-up and Drop-off Locations at Union Station

Table 9. Pros and Cons of Potential Stop Locations at Union Station

Potential Stop Location	Pros	Cons
Front Parking Lot	<ul style="list-style-type: none"> • Most ideal location for riders • Immediately adjacent to station and streetcar • Does not require rider interactions with vehicles in street 	<ul style="list-style-type: none"> • Challenges with transit service providers entering private lots (i.e., agreements re: damages to lot) • Turnarounds may be challenging for buses and may require removal of some parking • Buses would interact with heavy pedestrian traffic
Pershing Road (Front of Site)	<ul style="list-style-type: none"> • Existing RideKC stop location • Adjacent to streetcar • Likely preference for transit service providers 	<ul style="list-style-type: none"> • Requires longer walk for riders • Loading/unloading of baggage next to street • Longer bus layovers may interfere with local bus service
Pershing Road (West of Site)	<ul style="list-style-type: none"> • Existing RideKC stop locations • Shelters for riders already provided • Less busy locations for vehicle / pedestrian interactions 	<ul style="list-style-type: none"> • Requires significant walk for riders • Poor visibility of service • Loading/unloading of baggage next to street



KCMO Convention Center

At the Convention Center, proposed pick-up and drop-off locations are shown in **Figure 13**. Pros and cons of each location are shown in **Table 10**. Based on discussions with KCATA staff, an initial recommended location for a pick-up/drop-off point would be eastbound along 12th Street immediately across from the downtown Marriott. This location is a location currently used for several RideKC stops. Similar to Union Station, as this express service is envisioned as “premium” service, this stop should be enhanced with additional accommodations for riders such as a covered bus shelter, benches, lighting, and real-time information signage. Note that the Barney Allis Plaza site is planned for redevelopment as a multimodal hub, including renderings showing 12th Street as an “active transportation plaza.” While no new parking facilities are recommended, a partnerships with the Barney Allis Plaza parking garage or the surrounding hotels could be considered to allow for overnight storage of vehicles.

An additional consideration for pick-up and drop-off at the Convention Center, if also including a layover at East Village as a terminus point, would be to have the drop-off occur along eastbound 12th Street (heading toward East Village), lay over at East Village, and then have pickup occur along westbound 13th Street (heading toward Broadway and connections to the regional freeway network).



Figure 13. Potential Pick-up and Drop-off Locations at KCMO Convention Center

Table 10. Pros and Cons of Potential Stop Locations at KCMO Convention Center

Potential Stop Location	Pros	Cons
12th Street Across from Marriott Downtown	<ul style="list-style-type: none"> • High visibility immediately across from largest hotel in region and adjacent to several other hotels • Large pedestrian area set up accommodating existing transit stops 	<ul style="list-style-type: none"> • Hotels in area have requested that buses not lay over here (safety/security concerns)
Central Street Northbound / Barney Allis Plaza	<ul style="list-style-type: none"> • Potential alignment with redeveloped plaza/café area including layover facilities for bus operators • Current bus layover area 	<ul style="list-style-type: none"> • Requires longer walk for riders from most hotels • Longer walk from KC Streetcar stops • Lower visibility for service
13th Street Westbound	<ul style="list-style-type: none"> • Adjacency to convention center and several event venues 	<ul style="list-style-type: none"> • Requires longer walk from most hotels • Lower visibility for service



Johnson County – KCI Express Route

Based on the alternatives evaluation and discussions with stakeholders and the PMT, express bus service from Johnson County to KCI should pick up and drop off at either Overland Park Convention Center, which has nearby hotels, businesses and convention center space, or the Lenexa City Center area with denser mixed-use development. Each route could include an additional connection in KCK directly along the route, which would connect to the existing State Avenue bus service and the planned Bi-State Sustainable Reinvestment corridor. Proposed route alignments include the following:

- **Overland Park Convention Center ➤ KCI (potential interim stop at Indian Springs Transit Center)**
- **Lenexa City Center ➤ KCI (potential interim stop at Legends/Village West)**

Pick-Up and Drop-Off Locations

Overland Park Convention Center

If service were to originate at Overland Park Convention Center, a few potential pick-up and drop-off locations identified by the project team are suggested in **Figure 14**. These pick-up and drop-off locations would need to be further vetted with City of Overland Park staff. Initially identified pros and cons of each location are shown below in **Table 11**.



Figure 14. Potential Pick-up and Drop-off Locations at Overland Park Convention Center

Table 11. Pros and Cons of Potential Stop Locations at Overland Park Convention Center

Potential Stop Location	Pros	Cons
Convention Center Overflow Parking Lot	<ul style="list-style-type: none"> • Large surface lot with high visibility for riders 	<ul style="list-style-type: none"> • Surface lot anecdotally fills up during large events; may require construction of structured parking to accommodate demand
Convention Center Driveway	<ul style="list-style-type: none"> • Immediate adjacency to convention center and Sheraton hotel 	<ul style="list-style-type: none"> • Likely competition with other uses of space
College Boulevard On-Street Parking Area	<ul style="list-style-type: none"> • Recently restriped to on-street parking as part of a road diet project; wide right-of-way • High visibility to visitors to Sheraton and for travelers along College Boulevard 	<ul style="list-style-type: none"> • Busy arterial roadway adjacent to passenger loading area



Lenexa City Center

If service were to originate at Lenexa City Center, initial potential pick-up and drop-off locations identified by the project team are in the vicinity of the Lenexa Conference Center (see **Figure 15**). Any pick-up and drop-off locations would need to be further vetted with City of Lenexa staff. With Lenexa City Center in particular, this area is undergoing rapid development, with many large parcels slated for planned developments that are either in design or under construction. Note that within the RideKC Smart Moves 3.0 — the region’s 20-year transit plan — Lenexa City Center is identified as a gateway mobility hub. This location could coincide with local bus service and a microtransit hub.



Figure 15. Potential Pick-up and Drop-off Location at Lenexa City Center

Interim Stops in KCK

A potential interim stop along an Overland Park Convention Center – KCI route has been identified in Wyandotte County at the Indian Springs Transit Center, immediately adjacent to I-635 where service would be running (see **Figure 16**). This location is a transfer facility to many UG and KCATA-operated local bus routes and is a likely future station along the Bi-State Sustainable Reinvestment Corridor. This area also has a Greyhound station and a police station, and the UG is currently going through a procurement process to develop the land around the transit center. UG staff have indicated that this transit center should have bus bay capacity to utilize for pick-up and drop-off.



Figure 16. Potential Interim Pick-up / Drop-off Point at Indian Springs Transit Center in KCK



A potential interim stop along a Lenexa City Center – KCI route has been identified in Wyandotte County in the Legends/Village West area, immediately adjacent to I-435 where service would be running (see **Figure 17**). This area is one of the most rapidly-growing mixed-use areas in Wyandotte County and features several regional sports, entertainment, and recreation destinations, as well as shopping and hotels. UG staff have identified several potential stop locations in this area:

- Bus stops along Village West Parkway near Cabela’s and near Legends Field, both of which have covered bus shelters
- Wal-Mart on Parallel Parkway (109th at Parallel), which is the terminus for the UG’s 101 route and also has a covered bus shelter.
- Additionally, UG staff envision having a transit center in the Legends area, but no land has been identified or acquired yet for such a facility.

With the Legends area in particular, Children’s Mercy Park and the nearby Compass Minerals US National Training Center just east of I-435 will both be key destinations during the 2026 World Cup as base camps and training facilities for competing countries. During the World Cup, service could be scaled or altered to stop at multiple locations within the Legends area.



Figure 17. Potential Interim Pick-up / Drop-off Points in Legends/Village West Area in KCK





5.2 POTENTIAL RIDER BASE

The ridership potential for these express bus alternatives considers four factors, reflecting considerations for all user groups:

- ✔ **KCI employees** living within two miles of the proposed stops (data from Census Bureau OnTheMap Tool)
- ✔ **Number of jobs** within one mile of the proposed stops (data from Census Bureau OnTheMap Tool)
- ✔ **Population** within one mile of proposed stops (block level data from 2020 Census, calculated as a proportion of block within one mile of the proposed stops)
- ✔ **Hotel rooms** within ½ mile of proposed stops (data from CoStar)

Different service area buffers were assumed for these factors based on the assumption that current KCI employees may be more inclined to travel farther to access transit service to KCI than metro area residents. A half-mile area for hotel rooms was used based on the assumption that visitors would travel the least far to access transit service to KCI.

Table 12 summarizes the potential rider sheds estimated for each alternative. Based on this analysis, the downtown KCMO alternatives would have the highest ridership potential. The two KCMO alternatives that serve East Village Transit Center would have higher relative ridership potential among the resident/visitor user group and the KCI employee user group.

Table 12. Potential rider sheds estimated for each alternative

Alternative	KCI Employees within 2 mi buffer of proposed stops	Jobs within 1 mile of proposed stops	Population within 1 mile of proposed stops	Hotel rooms within 1/2 mile of proposed stops
Union Station - KCI	254	43,546	11,928	1,770
East Village - Union Station - KCI	334	82,451	26,255	2,064
East Village - Convention Ctr - KCI	275	51,691	18,322	3,551
OP Convention Ctr - KCI	40	37,641	4,274	1,026
Lenexa City Center - KCI	48	3,967	10,207	251
Lenexa City Center - Village West - KCI	77	14,872	12,602	932
OPCC - Indian Springs - KCI	140	39,393	9,178	1,068

5.3 SERVICE SPAN/FREQUENCY

The service span and frequency for express bus service to KCI should be consistent with guidance from Smart Moves 3.0, which defines an Express Network that includes service to KCI. The plan establishes the following guidelines for Express Network service frequency and service hours:

- ✔ **Service Frequency** – The Express Network will focus on peak-hour service, with a long-term goal of 30-minute headways during peak hours, where demand exists. During off-peak hours, including lower-demand reverse commute services, the frequency will be reduced to meet demand—in most corridors, the frequency will be 60 minutes.
- ✔ **Service Hours** – To open the Express Network to those who work non-peak schedules, this service will have extended service hours, with 18 hours of service daily (5 a.m. to 11 p.m.) at full implementation, where demand exists.





Demand for service to KCI is unique compared to traditional express bus service because airport employees and travelers need to access the airport at all times of day and days of the week. **Figure 18** shows the number of average weekday trips to KCI by starting hour of the trip, showing that trips to the airport are steady between around 6 a.m. and 9 p.m., with a dip in frequency of trips to the airport in the late morning. Therefore, service to KCI should operate with consistent, frequent service throughout the week to accommodate travel needs of employees, residents, and visitors. **Based on this guidance, service to KCI should operate at a 30-minute frequency (essentially peak service all day) and operate 18 hours per day, from 5 a.m. to 11 p.m., seven days of the week.** These service hours are focused on KCI travelers and should align better with some employee shift times; service hours could be expanded further to accommodate all employee shift times but would likely need to encompass near 24-hour service.

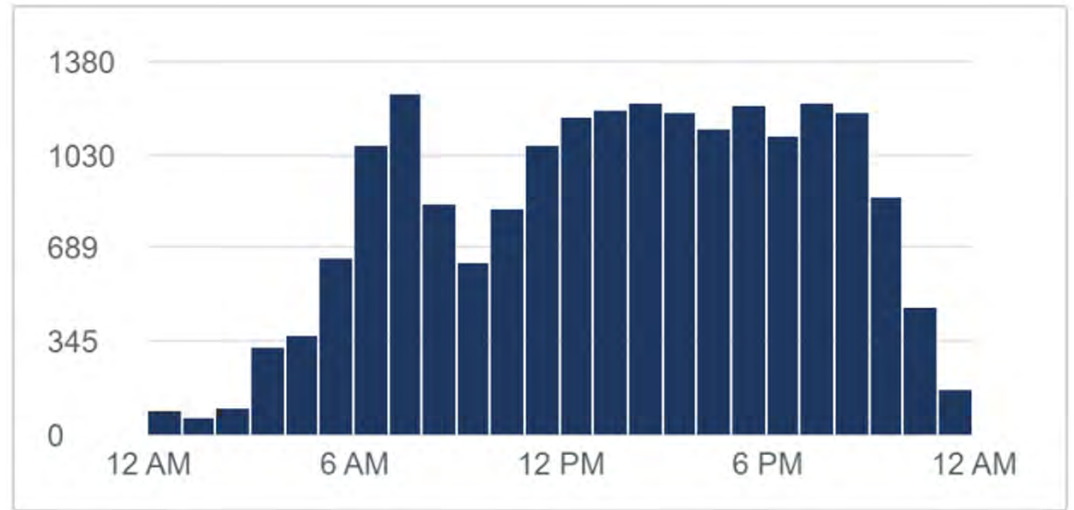


Figure 18. Starting Hour for Trips to KCI, Average Weekday in Fall 2022 (Source: Replica)

Cycle Time and Fleet Needed to Operate Service

Table 13 summarizes the calculated cycle time for each of the alternatives from downtown KCMO and Johnson County and corresponding number of vehicles needed to operate service, assuming 30-minute headways. These cycle times are based on round trip travel time plus assumed time for layovers and extra dwell time to account for loading and unloading luggage at stops. For this analysis, a minimum 10-minute layover time was assumed at each terminus stop (i.e., KCI and the first/last stop) to account for unloading and loading; interim stops were assumed to have a 5-minute layover time. Based on the round-trip travel time including layovers, the minimum cycle time is calculated by assuming a 10 percent buffer in travel time. The cycle time is then calculated as the next headway interval (i.e., multiples of 30 minutes in this case) greater than the minimum cycle time. Based on these assumptions, most routes would require a 120-minute cycle and 4 vehicles; however, the Union Station to KCI route could likely operate with a 90-minute cycle and 3 vehicles.

Table 13. Cycle Time and Fleet Needed to Operate Service

Route	Total Route Length (mi)	In-service one-way trip (min)	Number of mid-route stops served	In-Service Round Trip (min)	Minimum Cycle Time (min)	Assumed Cycle Time (min)	Vehicles / Cycle
Union Station - KCI	20.5	26.8	0	74	81	90	3
East Village - Convention Ctr - KCI	24.9	30.5	1	91	100	120	4
East Village - Union Station - KCI	23.7	37.1	1	104	115	120	4
OP Convention Ctr - KCI	35.5	34.5	0	89	98	120	4
OP Convention Ctr - Indian Springs - KCI	36.7	33.7	1	97	107	120	4
Lenexa City Center - KCI	33.3	32.8	0	86	94	120	4
Lenexa City Center - Village West - KCI	35	33.0	1	96	106	120	4



Figure 19 shows an example cycle schedule for each of the 3 buses operating a hypothetical KCI – Union Station express bus service. Buses depart Union Station every :00 and :30 and depart KCI every :15 and :45.

		30-minute Service/90-minute Cycle Time (3 Buses)		
		Bus 1	Bus 2	Bus 3
Depart US	0:00	Depart Union Station; travel to KCI (25-30 min drive)	Layover at KCI (drop off / pickup - 15 min)	(Bus is traveling from KCI to Union Station)
	0:05			
Depart KCI	0:10			
	0:15	Depart KCI; travel to Union Station (25-30 min drive)	Layover at Union Station (drop off / pickup - 15 min)	
0:20				
Depart US	0:25			
	0:30	Layover at KCI (drop off / pickup - 15 min)	Layover at Union Station (drop off / pickup - 15 min)	Depart Union Station; travel to KCI (25-30 min drive)
0:35				
Depart KCI	0:40			
	0:45	Depart KCI; travel to Union Station (25-30 min drive)	Layover at Union Station (drop off / pickup - 15 min)	Layover at KCI (drop off / pickup - 15 min)
0:50				
Depart US	0:55			
	1:00	Layover at Union Station (drop off / pickup - 15 min)	Depart Union Station; travel to KCI (25-30 min drive)	Layover at KCI (drop off / pickup - 15 min)
1:05				
Depart KCI	1:10			
	1:15	Layover at Union Station (drop off / pickup - 15 min)	Depart KCI; travel to Union Station (25-30 min drive)	Layover at KCI (drop off / pickup - 15 min)
1:20				
Depart US	1:25			
	1:30	Layover at KCI (drop off / pickup - 15 min)	Layover at Union Station (drop off / pickup - 15 min)	Depart KCI; travel to Union Station (25-30 min drive)
1:35				
Depart KCI	1:40			
	1:45	Layover at Union Station (drop off / pickup - 15 min)	Depart Union Station; travel to KCI (25-30 min drive)	Layover at KCI (drop off / pickup - 15 min)
1:50				
Depart US	1:55			
	2:00	Layover at KCI (drop off / pickup - 15 min)	Layover at Union Station (drop off / pickup - 15 min)	Depart Union Station; travel to KCI (25-30 min drive)
2:05				
Depart KCI	2:10			
	2:15	Layover at Union Station (drop off / pickup - 15 min)	Depart KCI; travel to Union Station (25-30 min drive)	Layover at KCI (drop off / pickup - 15 min)
2:20				
Depart US	2:25			
	2:30	Layover at Union Station (drop off / pickup - 15 min)	Layover at Union Station (drop off / pickup - 15 min)	Depart Union Station; travel to KCI (25-30 min drive)
2:35				
Depart KCI	2:40			
	2:45	Layover at KCI (drop off / pickup - 15 min)	Layover at Union Station (drop off / pickup - 15 min)	Layover at KCI (drop off / pickup - 15 min)
2:50				
Depart US	2:55			
	3:00	Layover at KCI (drop off / pickup - 15 min)	Layover at Union Station (drop off / pickup - 15 min)	Depart KCI; travel to Union Station (25-30 min drive)
			Depart Union Station; travel to KCI (25-30 min drive)	Layover at KCI (drop off / pickup - 15 min)

Figure 19. Example cycle schedule for Union Station – KCI service



5.4 FLEET

Fleet considerations include vehicle sizes, amenities, and fueling. When considering fleet options for express service to KCI, it is important to evaluate route length and time, luggage storage options, and entrance/exit options, as these are impactful to the efficiency and attractiveness of the service. The KCI transit service would travel a considerable distance between stops, unlike some airport transit services that only travel between terminals or to nearby off-terminal locations such as rental car facilities or economy parking. Because of the proposed route lengths, fuel type and passenger comfort should be considered.

Fuel Technology

Table 14 summarizes the pros and cons associated with various fueling technologies. The following summarizes the fueling technologies currently employed by various local transit service providers:

- KCATA’s current fleet consists of a mix of diesel, compressed natural gas (CNG), and battery-operated electric buses (BEBs). These vehicles are stored, fueled, and maintained at KCATA’s facility at 18th Street and Forest Avenue just east of downtown KCMO.
- Johnson County Transit’s current fleet consists of a mix of diesel and CNG, and they are in the process of procuring a small number of BEBs. These vehicles are stored, fueled, and maintained at Johnson County’s facility on Old 56 Highway in Olathe.

Table 14. Comparison of bus fuel technology options for KCI transit service

Fueling Technology	Pros	Cons	Vehicle Cost (2023)
Diesel	<ul style="list-style-type: none"> • Lowest capital cost • Limited constraints on fueling • Fewest constraints on maintenance 	<ul style="list-style-type: none"> • Least environmentally friendly 	\$650K
Compressed Natural Gas	<ul style="list-style-type: none"> • Comparable cost per bus to diesel • Cleaner fuel source than diesel • Significant cost savings for fuel as compared to diesel • Familiarity for KCATA / JCT • Eligible for federal Low- or No-Emission grant program 	<ul style="list-style-type: none"> • KCATA nearing fueling capacity • Constraints on parts and labor for maintenance • Still contribute notable greenhouse gas emissions and higher levels of methane than diesel 	\$700K
Battery Electric Bus	<ul style="list-style-type: none"> • Reduced greenhouse gas emissions compared to diesel / CNG • KCATA continues to build out charging infrastructure; JCT is procuring • Eligible for federal Low- or No-Emission grant program 	<ul style="list-style-type: none"> • Higher capital cost for both individual buses and fueling / maintenance infrastructure • Lack of range for battery limits the amount of service that can be provided at one time • Several hours to recharge 	\$1.2M
Fuel Cell Electric Bus	<ul style="list-style-type: none"> • Longer range than electric buses • Eligible for federal Low- or No-Emission grant program • Opportunity to lease fueling infrastructure and fueling supply to offset investment risk 	<ul style="list-style-type: none"> • Highest capital cost for both individual buses and fueling / maintenance infrastructure • Lack of familiarity for KCATA / JCT 	\$1.6M

Sources for costs: KCATA staff, AC Transit Zero Emission Transit Bus Technology Analysis





Diesel

Diesel buses comprise approximately 40 percent of the current KCATA fleet. KCATA staff are not aware of any fueling constraints for diesel buses. In terms of maintenance, KCATA is currently constrained by demand for parts and labor. Johnson County staff echoed similar sentiments regarding fueling capacity and challenges for maintenance.

Compressed Natural Gas

CNG buses comprise approximately 60 percent of the current KCATA fleet. KCATA has two fueling stations and staff believe that the fueling capabilities at the KCATA facility are nearing capacity. Similar to maintenance of diesel buses, KCATA is currently constrained by demand for parts and labor. This demand affects CNG vehicle maintenance more significantly due to more stringent requirements for CNG mechanics. Johnson County staff did not note any challenges with CNG fueling.



Source: RideKC

Electric

KCATA currently has 3 battery-operated electric buses (BEBs), as well as 2 in-depot chargers and ongoing construction to increase the capacity of electric charging as more BEBs are procured. All charging is done at the facility. Given the route length and proposed service hours for service to KCI, BEBs would not be able to operate continuously through an entire day and would need to be replaced multiple times throughout the day. With current BEB technology, bus service time ranges can be further degraded significantly if heating is also running off the battery (as opposed to a separate diesel-fired heater), especially in the winter. BEBs take several hours to charge at an in-depot charging facility and it would likely not be feasible to have a bus operate a “first shift”, return to the depot for charging, and then take a “second shift” in the same day with the proposed span of service. Thus, with multiple buses operating at a time and each bus needing to be replaced multiple times per day, this would result in a significant demand for BEB purchases (i.e., at least 10 buses needed) and corresponding charging infrastructure.

Fuel Cell Electric Buses (Hydrogen)

Hydrogen fuel cell electric buses (FCEBs) are an emerging low- or no-emission fleet option. Unlike BEBs, FCEBs can refuel in less than 10 minutes, which significantly reduces the strain of scheduling vehicles and requires fewer operators. FCEBs have also been demonstrated to have a longer range than BEBs. However, FCEBs generally require a significant up-front investment in both dedicated fueling infrastructure, maintenance infrastructure, and bus purchases. For smaller deployments, some suppliers will lease storage and fueling infrastructure, which could alleviate some of the up-front investment and risk. KCATA does not currently own or operate any FCEBs.



Source: RideKC



Fleet Amenities / Features

The following section describes amenities and features associated with “large” buses – i.e., standard 40-foot buses as opposed to shorter cutaway buses. This reflects feedback provided from both stakeholders and the general public that express bus service to KCI should be a “premium” service that is comfortable, includes luggage storage, and minimizes delay with efficient boarding at pick-up and drop-off.

Luggage Storage

Passengers traveling to and from airports carry large amounts of luggage. Therefore, it is important that buses have the capacity to hold many large suitcases. Stakeholder feedback emphasized that luggage storage must also allow passengers to easily leave and grab their luggage when entering and exiting the bus. City buses can be configured offer luggage storage racks at the center of the bus (see **Figure 20**), where passengers enter. Central luggage storage racks allow for passengers to easily and quickly enter and exit the bus, which is important in airport settings. As an alternative, over-the-road coach buses offer luggage storage underneath the bus and above passenger seats. These locations do not allow passengers to quickly and easily gather their luggage and belongings and can result in longer wait times. In Denver, RTD uses coach buses for its express bus service to the airport; they do have some space on board for smaller items and space below for larger items as needed. Essentially, coach buses require no interim stops or a system in place that sorts luggage items by pick-up/drop-off locations.



Figure 20. Center bus luggage storage



Figure 21. Large center doors on low-floor diesel bus (Source: Gillig)

Vehicle Entry/Exit

In an airport setting, many passengers carrying large amounts of luggage will embark and disembark the bus, making a larger door size necessary. All fleet options can be procured both a center and front door. However, the center doors on a city bus are larger than those of a coach bus. A larger central door size (see **Figure 21**) allows for more passengers to enter and exit at once and therefore decreases dwell time at stops.

Passenger Comfort

Although coach buses may be less efficient for loading and unloading luggage, these vehicles tend to be more comfortable than standard low-floor buses. Given the length and travel time anticipated for KCI express routes, any KCI transit service operator should consider the trade-offs of a more comfortable passenger experience (coach buses) and faster boarding (city buses).

Fare Payment

Stakeholders emphasized that a premium service such as express bus to the airport does not need to be fare-free and likely should have a fare for travelers, although KCI employees may need to be given a pass or exemption on fares. Paying a fare coincides with the expectation of a service that is secure, clean, comfortable and reliable.

To expedite boardings, the KCI transit service operator should consider encouraging app-based fare payment for KCI express bus service. Since many customers using this service will be visitors to the region and may not be familiar with local fare payment options. Transit information at the bus stops and marketing materials should provide information about fares and payment options. The KCI transit service operator should also evaluate the potential to install ticket vending machines at the airport terminal as another option for off-board fare payment. Off-board fare payment can significantly expedite the boarding process but requires on-board security to enforce payment.

Any off-board vending or app-based fare payment will need to link to the regional fare payment system. Fare considerations are discussed further in Section 5.8.



5.5 ADDITIONAL CAPITAL INVESTMENTS

KCI Terminal

At the KCI terminal, additional capital investments may be needed to provide wayfinding signage for the new service. If the passenger pick-up / drop-off point is shared with the existing RideKC area in Commercial Lane 2, that would limit the additional investment needed. However, if the pick-up / drop-off point is outside of this area (e.g., Terminal B garage, surface parking lot), signage would be needed within the terminal and throughout the route to the pick-up / drop-off point. A pick-up / drop-off point outside of the commercial curb space may also require further amenities be provided, such as a covered shelter, benches, lighting, security, and crosswalks within the parking lot pickup area.

Pick-Up and Drop-Off Sites

At the off-terminal pick-up and drop-off locations (i.e., Union Station, Johnson County), there should be branded wayfinding signage, covered shelters, benches, lighting, on-site security, digital message signs, crosswalks within any parking areas, bicycle racks, and pedestrian connectivity around the facility including a wide pedestrian space adjacent to the pick-up and drop-off point.

Fueling, Maintenance, and Vehicle Parking

As noted, the new transit service routes will likely require additional vehicles to be acquired; these vehicles will also generate a need for additional space at maintenance facilities to store, fuel/charge, and maintain these vehicles.

The existing regional transit providers have separate vehicle maintenance facilities:

- ✓ KCATA has a facility at 18th Street and Forest Avenue just east of downtown KCMO. KCI staff have noted that there is capacity for vehicle storage. KCATA's most significant constraints currently are availability of operators and availability of mechanics and parts for maintenance.
- ✓ Johnson County Transit has a facility on S Robinson Street in Olathe just south of Old 56 Highway. JCT staff have noted that there may be capacity for vehicle storage but are unsure of the extent of this capacity. Similar to KCATA, JCT's most significant constraints currently are availability of operators and available of mechanics for parts and maintenance.
- ✓ The UG has a facility at 50th Street and State Avenue in KCK used for fleet for various county services. This site is only used for fueling unleaded gasoline or diesel vehicles, and the UG does not fuel or store any 40-foot buses at this facility.

Alternatively, new transit service could have their fleet stored and maintained at a completely separate facility from one of the regional transit providers. This could include partnering with a private for-hire vehicle provider (e.g., Z-Trip, Agenda USA) or constructing a new facility, perhaps on KCI property.





5.6 ADVERTISING / BRANDING

Stakeholders emphasized that ridership for a new premium transit service to KCI will be driven in part by marketing and awareness of service. In addition to the previously-mentioned service attributes that have been identified as a priority for potential riders – frequency, reliability, cost-effectiveness, travel time competitiveness, cleanliness/ security, and ease of use at each end – the service will need to be well-advertised in order to raise awareness of its existence. KCATA staff have noted the ongoing learning experience with marketing the IRIS service and increasing awareness of the service throughout the region since its inception in March 2023.

Potential considerations to advertising and branding a new service include, but are not limited to:

- ✔ **Use of the RideKC branding** should be considered regardless of operator, even if service takes on its own unique brand to distinguish itself from local bus service (e.g. “RideKC Airport MAX”). Service/route naming that is unique and familiar to the region can resonate with the community and make it both more memorable and distinct from other services.
- ✔ **Graphics, logos, and color schemes** are a unifying element that will carry the brand identity across buses, stations, printed material and signage. The branding should be consistent but distinctive from other buses.
- ✔ Service should be **advertised within the airport terminal** in addition to signage and wayfinding guidance. Service should also be advertised at existing transit hubs, major regional visitor destinations (e.g., stadiums / arenas, KCMO convention center, downtown hotels), and along highway billboards.
- ✔ **KCI employees** should be specifically targeted via email and other targeted advertising. In addition, the operator of transit service to KCI should coordinate with KCI on any market research done by the airport to understand its local traveler base (age, household incomes, locations within metro area, etc.).
 - As an example, the marketing campaign for IRIS has identified **adults aged 25-54 who make less than \$75,000 annually** to target for advertising. In turn, this has led to targeted advertising via media such as internet banner ads, ads on social media, ads that play before video, ads during streaming TV services, sponsored search results, and TV ads.
- ✔ Depending on the chosen pick-up/drop-off points, **proximity targeting** (i.e., via social media) should be used to reach potential riders near these locations.
- ✔ Targeted advertising should also be considered for **travel websites and any World Cup traveler information websites/apps**, assuming service is implemented by then. **Social media influencers** (e.g., micro-influencers within the region or travel-focused influencers providing content on the Kansas City metro area) should also be targeted for promoting service.



Source: RideKC





5.7 PRELIMINARY COST ESTIMATES

Table 15 provides preliminary cost estimates for the various express transit service options to KCI described in this chapter (Downtown KCMO to KCI and Johnson County to KCI). All cost estimates shown specifically reflect the assumption of a “premium” service with 30-minute headways, operating 18 hours / day (5 AM – 11 PM) and 7 days / week. Capital costs include fleet purchase costs as well as improvements at the KCI terminal and pick-up/drop-off points, as well as a year of marketing and branding. Operations and maintenance costs reflect bus fueling, maintenance, and operators.

For other service options, including local bus routes and other express routes evaluated in Chapter 4, preliminary cost estimates are included as part of the detailed alternatives evaluation in Appendix D.

Table 15. Preliminary Cost Estimates for Express Bus Service Options

	Route	Fleet Costs (\$millions)		Additional Capital Costs (\$millions)			Total Capital Cost (\$millions)	Annual O&M Cost (\$millions)	10-Year Program Cost (\$millions)
		Buses Needed (incl/ Spares)	Fleet Cost	Airport Terminal Signage/ Passenger Amenities	Pick-up/Drop-off Ped/Bike Enhancements	Year 1 Branding/ Advertising			
KCMO	Union Station - KCI	4	\$2.6	\$1.0	\$2.5	\$0.5	\$6.6	\$3.7	\$51.0
	East Village - Convention Center - KCI	5	\$3.3	\$1.0	\$2.5	\$0.5	\$7.3	\$4.6	\$62.5
	East Village - Union Station - KCI	5	\$3.3	\$1.0	\$2.5	\$0.5	\$7.3	\$4.5	\$61.3
Johnson County	OP Convention Center - KCI	5	\$3.3	\$1.0	\$2.5	\$0.5	\$7.3	\$5.9	\$78.1
	OP Convention Center - Indian Springs - KCI	5	\$3.3	\$1.0	\$2.5	\$0.5	\$7.3	\$6.0	\$79.3
	Lenexa City Center - KCI	5	\$3.3	\$1.0	\$2.5	\$0.5	\$7.3	\$5.6	\$74.5
	Lenexa City Center - Village West - KCI	5	\$3.3	\$1.0	\$2.5	\$0.5	\$7.3	\$5.8	\$76.9

Notes:

- All cost estimates for 30-minute service, provided 7 days/week for 18 hours (5 AM – 11 PM)
- All cost estimates in 2023 US dollars
- Fleet costs and O&M costs provided by KCATA staff cost estimating spreadsheets and assume diesel or CNG buses
- Airport terminal signage/passenger amenities and pick-up / drop-off ped enhancements from analogous airport / express bus plans around the US (Atlanta, Northern Virginia)
- Advertising/branding costs based off of IRIS current marketing campaign investments
- 10-year program cost assumes 4% inflation applied to annual O&M cost

The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor’s methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant’s judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Note: due to the length of these express bus routes and desired service hours, electric buses are not recommended at this time. The use of BEBs, while providing environmental benefits, would require procurement of approximately 3x as many buses due to current battery capacity and charging times. In addition, BEBs currently cost nearly twice as much as diesel or CNG buses per bus (in 2023).



5.8 FUNDING OPTIONS

The operator(s) of new KCI express transit service should pursue various strategies for funding capital and operating and maintenance costs. RideKC’s Smart Moves 3.0 documents a wide range of options to fund new transit service.⁶ **Table 16** summarizes the funding opportunities for fixed route capital and operating costs specifically identified in Smart Moves 3.0. This section provides additional considerations for some of the funding opportunity categories.

Table 16. Smart Moves 3.0 Funding Opportunities for Fixed Route Service

Funding Opportunities	Fixed Route (Capital)	Fixed Route (Operating)
Local – General Revenues	✓	✓
Local – Sales Tax	✓	✓
Local – Property Tax	✓	✓
State – General Revenues	✓	✓
Federal – Discretionary Grants	✓	
Federal – MARC Sub-Allocated	✓	✓
Federal – FTA 5307 Formula Funds	✓	
Transit-Generated Revenues		✓
Public-Private Partnerships	✓	✓
Special Taxing District	✓	✓
Development Impact Fees	✓	
Vehicle Registration and Rental Fees	✓	✓
Parking Fees	✓	✓
Tax Increment Financing	✓	



⁶ http://www.kcsmartmoves.org/pdf/PlanDocuments_2017/Implementation.pdf



Federal Funding

The operator could consider applying for the discretionary grant programs such as the Bus and Bus Facilities Program, Low- or No-Emission Program, or Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program. However, these federal grant programs are highly competitive and often require support from local congressional delegations. Another major discretionary federal grant program, the Capital Investment Grant (CIG) program, would likely not be applicable to any of the service models described in this plan.

Alternatively, pursuing MARC sub-allocated federal funding, including the Surface Transportation Program (STP, also commonly known as STBG), Congestion Mitigation/Air Quality (CMAQ), Transportation Alternatives, and Carbon Reduction Programs, may be a more reliable source of federal funding for the project. While each of these MARC-administered programs also requires a competitive application process, the application would be competing locally. Example current applications currently under review within MARC-administered programs for 2023 include:

- ✓ Purchase of 12 new zero emissions buses and vans (battery electric) by KCATA (CMAQ)
- ✓ Pedestrian improvements at 43rd and Blue Ridge Boulevard around a major KCATA stop (STP/STBG)
- ✓ A multimodal “mobility hub” at the Berkeley Riverfront (STP/STBG)

Local Funding

KCATA’s current primary funding sources are federal grant funding, as described previously, and sales tax revenue from KCMO. Two separate sales taxes fund KCATA:

- ½-cent Public Mass Transportation Fund tax: permanently established through the Missouri legislature and used to fund capital expenditures
- 3/8-cent sales tax used to fund service; this tax was recently re-approved via ballot measure in November 2023 and will take effect in March 2024.

While operating with a bi-state authority (Missouri and Kansas), KCATA does lack a designated regional funding source. Discussed over the years, if enabled, a county-based tax that encompasses the Kansas City region could have a significant impact on local transit funding, including financing capabilities for capital expenditures.

Transit-Generated Revenues

Currently, RideKC fixed-route bus service is fare-free within the KCMO city limits. Express bus service to KCI should be considered premium service that warrants collecting fares. As an example, fares for KCATA’s express bus service prior to the COVID-19 pandemic were \$3; however, an even higher fare for this premium service is likely warranted. Based on KCATA’s pre-COVID farebox recovery ratios, a 12 percent farebox recover ratio could be used as an estimate for KCI express route service. A 2019 study conducted for the Georgia State Road and Tollway Authority (SRTA) for express bus service to Hartsfield-Jackson Atlanta International Airport recommended fares in the \$5 to \$7 range based on a review of other large airport transit providers. At the high end of the spectrum, in Denver, any express bus service or rail service to Denver International Airport operated by RTD has a \$10.50 fare.



Source: mopublictransit.org





Additional Special Tax Revenues (e.g., Transportation Development Districts)

Within Missouri, Transportation Development Districts (TDDs) are political subdivisions created for purpose of issuing bonds, levying taxes, and applying special assessments or tolls to finance transportation-related improvement projects. TDDs can be formed by registered voters, transportation authorities or property owners and must be approved by the circuit court of the county in which they are formed⁷. Notably, the Kansas City Streetcar Authority has its operating budget funded primarily through revenues collected within the Downtown TDD, which includes an additional sales tax within the TDD boundary, a special assessment on real estate within the TDD boundary, and a supplementary special assessment on surface pay parking lots within the TDD boundary.

It is unclear if TDD boundaries could overlap, and there may be questions if TDD funds can be utilized for vehicle purchase, maintenance, and/or operations that extend beyond the TDD borders.

Public-Private Partnerships and Parking Fees

Various additional options exist for generating capital and operating revenues for express bus service. Some suggested opportunities include:

- ✔ **Naming rights:** transit providers have sold naming rights for stations and routes as a source of revenue. As an example, Denver’s light rail line to the airport had a 5-year, \$5 million contract with the University of Colorado for naming rights to the line from 2017 to 2022⁸. While new sponsor for the line has not yet been identified, RTD staff have valued the naming rights at \$1 million per year as of 2022. San Diego’s trolley route is branded as the “UC San Diego Blue Line” for a similarly-valued deal, albeit with a much longer contract duration (30 years, \$30 million)⁹. In Philadelphia, multiple SEPTA rail stations have been renamed in partnership with private companies. These agreements often include partner vendors adding branded amenities to stations¹⁰. In these applications, the transit agency partners with an advertising firm to help facilitate the partnership.
- ✔ **Parking fees:** the operator could charge a fee for parking at the pick-up / drop-off location to provide supplemental operating revenue. Any park-and-ride facility charging a fee for parking will need to remain cost-competitive with off-airport parking accommodations (e.g., The Parking Spot) and should provide amenities such as fenced/gated security, manned security, and lighting. Note that many off-airport parking accommodations also provide covered parking for vehicles.
- ✔ **Fees charged to KCI concessionaires or airlines:** the operator could partner with KCI to impose an additional fee on airport concessionaires or airlines. This would likely require demonstration of a material benefit back to the airport (e.g., increased access to workforce). As KCI generates significant revenues from site such as on-site parking and the rental car facility, any new transit service could be seen as competition to these revenue sources.
- ✔ **Fees/taxes charged to adjacent hotels at pick-up / drop-off locations:** the operator could partner with major land uses adjacent to pick-up and drop-off locations, most notably the hotel blocks adjacent to sites such as the Kansas City Convention Center, Union Station / Crown Center, and the Overland Park Convention Center. A fee added to hotel room costs to support transit could provide supplemental operating revenue, but similar to the above, there would need to be a demonstration of a material benefit back to the entity charging the fee (e.g., increased attractiveness and visibility of hotels for out-of-town visitors).



⁷ https://www.fhwa.dot.gov/ipd/pdfs/value_capture/strategies_in_practice/mo_transportation_development_districts.pdf

⁸ <https://denverite.com/2023/09/27/rtds-a-line-will-still-be-called-the-a-line-because-no-one-wanted-pay-to-rename-it/#:~:text=the%20Denver%20site!-,RTD's%20A%20Line%20will%20still%20be%20called%20the%20'A%20Line,at%20%241%20million%20per%20year.>

⁹ <https://www.sandiegouniontribune.com/communities/north-county/oceanside/story/2022-11-20/transit-district-to-sell-naming-rights-for-stations-trains-buses>

¹⁰ <https://why.org/articles/septa-drops-at-t-renames-ex-pattison-station-for-nrg-energy/>



Source: Suzanne Hogan / KCUR 89.3

5.9 SCALABILITY FOR SPECIAL EVENTS

Considerations for scalability of service for special events need to account for additional fleet needs, additional operators, storage and maintenance of vehicles, and contractual issues (i.e., collective bargaining considerations for operators and mechanics). Note that stakeholder feedback strongly indicated that the only special events that would require scaling of service would be major events such as the World Cup or another event drawing tens of thousands of out-of-town guests via air travel (e.g., a major political party convention).

Both KCATA and Johnson County Transit staff have expressed current constraints in terms of both fleet and operator availability. Stakeholders expressed anecdotal concerns about more stringent commercial driver's license (CDL) requirements and low operator pay as barriers to being able to hire more operators quickly. As an example, during the NFL Draft, KCATA significantly increased service along the Main MAX bus route due to strong demand. Headways reached as frequent as 8 minutes. This did not require cuts to other service, but essentially all extra available operators were assigned to assist with the Main MAX route.

With regard to increasing fleet to provide additional service (e.g., 15- or 10-minute headways), this study is recommending vehicles tailored to airport service (e.g., center-door loading, luggage racks). Unless a significant number of spare vehicles is purchased, the additional vehicles would need to come from a separate fleet of buses (e.g., standard city 40-foot buses) that would not have the same amenities. Further, any branding applied to the specific airport vehicles (e.g., vinyl bus wraps) may not be included for spare vehicles if service needs to scale up quickly.

Finally, if additional fleet need to be procured to support operations during major events (i.e., spare buses are not currently available for the operator), a significant lead time should be anticipated. For an event such as the World Cup, 16 different cities across the US, Canada, and Mexico will be serving as host cities. Each city is contractually required by FIFA to provide complimentary transit service between the airport, fan festival, and stadium areas; in addition, each city will likely be attempting to ramp up transit service to better serve hotel clusters and other amenities. Thus, the Kansas City metro area may be competing against 15 other cities to procure vehicles. In addition, the increase in funding from the Bipartisan Infrastructure Law and subsequent regulatory requirements (e.g., Buy America), industry consolidation, and supply chain shifts from the COVID-19 pandemic have each resulted in longer lead times for vehicle procurement. Thus, for scheduling purposes, it is recommended to assume a minimum of two years for procurement of buses.

5.10 TITLE VI CONSIDERATIONS

Any service operated by a provider receiving federal funds will be required to meet Title VI (of the Civil Rights Act of 1964) requirements to ensure that any changes to service to not discriminate or disproportionately impact based on race, color, or national origin.

A Title VI analysis of impacted populations would be required for any service that replaces existing transit service or results in a reduction in existing transit service (i.e., if RideKC Route 229 were to be eliminated or see a reduction in service hours). However, if no changes are made to existing service and the new service is open to the general public, this should not result in any Title VI impacts. If a new service offering to KCI has higher fares than the rest of the system (or has fares while the rest of the system is fare-free), this may warrant further Title VI analysis.

Scaling of service to meet high periods of demand (e.g., special events) could have Title VI implications if this results in reductions to service elsewhere, particularly to identified disadvantaged populations.





6 Implementation Schedule and Next Steps

Implementation of improved transit service to KCI will be dependent on several next steps, most notably funding.

- ✔ **Identify lead agency(s):** a regional partner or partner(s) must step forward to fund and lead the service. This could be an individual jurisdiction (e.g., KCMO, Johnson County) or combination of jurisdictions.
- ✔ **Identify funding source(s):** this will significantly impact the implementation timeline, as without a funding reserve that can immediately be accessed, any subsequent procurement timelines may be delayed. Several MARC and federal funding sources have once-per-year or less frequent rounds of funding (as opposed to a rolling basis) and require documentation for applying for funding in advance.
- ✔ **Identify service operator(s):** for any new service being operated, an operator must be identified and contracted with.
 - It is recommended that express bus service between downtown KCMO and KCI be operated by KCATA under the RideKC brand (e.g., “RideKC Airport MAX” or “RideKC Airport Express”).
 - It is recommended that express bus service between Johnson County and KCI be operated by Johnson County Transit, but also under the RideKC brand (e.g., “RideKC Airport Express – Overland Park”).
 - Any enhancements to existing service, such as increasing headways or hours of service for RideKC Route 229, should continue to be operated by the existing provider.
 - This effort should include confirming that the operator has the ability to store, fuel, and maintain buses at its existing facility.
- ✔ **Procure vehicles:** if new vehicles need to be procured (i.e., if the operating agency does not have available spare buses meeting the specified needs for airport traveler service such as center-door loading), it is recommended to assume a minimum of two years for procurement of buses. Diesel buses may be able to be procured more quickly. Modifications to vehicles for enhanced service, such as retrofitting to provide luggage storage or wrapping of vehicles, will also need to be procured.
- ✔ **Secure commitments for terminus locations:** the lead agency should coordinate with jurisdictions where pick-up and drop-off points will be located to identify preferred locations; this may also include coordination with private entities such as Union Station.
- ✔ **Procure necessary capital improvements at KCI and at terminus locations:** procure and provide any amenities not present at pick-up and drop-off points, such as branded wayfinding signage, covered shelters, benches, lighting, on-site security, digital message signs, crosswalks within any parking areas, bicycle racks, and pedestrian connectivity around the facility.
- ✔ **Advertise and promote service:** in advance of service initiation, conduct a targeted advertising campaign using a variety of media platforms.
- ✔ **Begin operations.**





APPENDIX A

**Needs Assessment
Memorandum**





MEMORANDUM

To: Martin Rivarola, MARC
Tyler Means, KCATA
Project Management Team

From: Jeff McKerrow, P.E., PTOE
Anthony Gallo, P.E.
Kimley-Horn and Associates, Inc.

Date: July 14, 2023
November 17, 2023 – FINAL REVISED

Subject: KCI Airport Public Transit Services Action Plan
Needs Assessment Memorandum

Introduction

The Kansas City Area Transportation Authority (KCATA) and the Mid-America Regional Council (MARC) are working in collaboration on the Kansas City International (KCI) Airport Public Transit Services Action Plan to evaluate public transit options to serve transportation demands to and from the airport. The goal of this plan is to re-assess and identify the role of transit at KCI to provide flexible, scalable services for a variety of potential users and better address the needs of greater Kansas City area residents and travelers for business, recreation, and large public events. This transit services plan will examine improvements to existing transit services or potential new service options to better allow KCI travelers and employees to access key activity centers throughout the Kansas City region. To support regional growth, the plan will focus on creating fast and reliable transit with scalable services that meet regional transportation demands while managing additional crowds for large events and national conventions.

This memorandum represents the first interim deliverable in this planning effort. It provides an assessment of transit service needs at KCI focusing on four distinct user groups:

- 1) Airport employees and employees at airport-adjacent properties (e.g., I-29 hotel clusters)
- 2) Visitors and business travelers to the Kansas City metro area
- 3) Residents traveling from the Kansas City metro area
- 4) Special events that draw in out of town visitors

These transit service needs have been determined based on a review of the following:

- Existing transit services to KCI and in the Northland region, including a review of ridership and performance
- Regional travel demand associated with KCI

- Previous KCI-related transit planning and engagement
- Interviews with regional stakeholder focus groups and 1-on-1s with targeted stakeholders
- An assessment of peer cities and public transit accommodations at their airports

The following section provides a summary of the major findings from this needs assessment. An Attachment is provided with details relating to each of the reviews and assessments noted above.

Summary of KCI Transit Service Needs

General Findings

- Existing fixed-route service to KCI (KCATA Route 229) is inadequate for most employees, including off-airport property workers, as well as residents and business travelers. This is due to its low frequency (60-minute headways), travel time (60 minutes from downtown KCMO to KCI), alignment with employee shift times, and geographic area served (the I-29 corridor). This route is also KCATA's least cost-efficient route in terms of operating cost per rider.
- KCATA's recently launched on-demand microtransit service, IRIS, has seen a rapid increase in ridership since beginning service, although ridership to KCI remains quite low.
- Travelers to KCI, particularly business travelers and visitors, desire for transportation services that are express (i.e., point-to-point), frequent, reliable, baggage-accessible, cost-effective, clean, and safe. The most expressed point-to-point destinations are downtown KCMO (convention center area) and the Union Station/Crown Center area.
- There is limited *concentrated* demand for transit access to the airport outside of downtown KCMO for business travelers, visitors, and residents. Abundant parking at the airport and a lack of regional congestion on major roadways, even during peak periods, further incentivizes driving.
- While there is abundant parking at the airport, capacity at the main garage is limited and the satellite lots have reliability issues.
- Stakeholders expressed anecdotal concerns regarding:
 - The availability of TNCs (Uber/Lyft) at certain times at the airport and in the suburbs, especially during periods of bunched flight arrivals, early in the morning, and late in the evening
 - Rental car shortages at KCI
 - Infrequency of shuttle service between off-terminal parking (e.g., KCI economy parking or off-airport parking such as The Parking Spot)
- In comparison to peer cities in the Midwest, many airports are connected to downtowns via rail or a bus route that runs more frequently than every 60 minutes; however, KCI is unique given its longer distance from downtown KCMO (19 miles) as compared to other major city airports.
- The 2026 World Cup offers an opportunity for implementing legacy projects and for testing new transit service options in advance.
- Several general transit needs or concerns were expressed by stakeholders during focus groups and 1-on-1 interviews:

- Anecdotal concerns regarding passenger safety on bus and streetcar service, particularly since KCATA service went fare-free.
- A shortage of CDL drivers and more stringent and expensive requirements to obtaining a CDL is creating staffing challenges for both public and private transit services.
- The location of the airport is contributing to the hospitality industry (including off-airport property hotel clusters) and airport concessions struggling to compete for employees.
- Several stakeholders emphasized the lack of east-west connectivity via transit in the region and ongoing efforts to improve this connectivity. Ideally, any new service to KCI could tie into enhanced east-west transit service.

Maps are provided at the end of this section overlaying existing KCI-adjacent transit service with heat maps of KCI employee home locations (**Figure 1**) and overall metro area worker locations (**Figure 2**).

Employee Transit Needs

- Existing fixed-route service to KCI (KCATA Route 229) is inadequate for most employees, including off-airport property workers.
 - Service frequency (every 60 minutes) and times of service (first arrival at KCI at 4:50 AM and last departure from KCI at 11:00 PM) are challenging for staff with early or late shifts at the airport. KCI staff identified several key shift change and start times throughout the day, and KCATA is attempting to better align service with these shift-change times. A significant number of employees start work around 3:00 AM, well before KCATA service begins.
 - Travel time via transit is not competitive with auto, as it is a 60-minute trip between KCI and downtown KCMO (East Village Transit Center).
 - While KCI workers are heavily concentrated in the Northland, the route largely straddles the I-29 corridor, which makes it challenging to capture demand beyond the immediate corridor extents.
 - Visibility and awareness of KCATA service has improved with the opening of the new KCI terminal, although the curb space location can make staging of KCATA buses, which share curb space with charter buses at times, limited.
 - KCATA's recently-introduced IRIS microtransit service is a potential solution for first-mile/last-mile needs, but unlike KCATA fixed routes, service is not fare-free and the service is not well-known by regional stakeholders in part due to its newness.
- Accommodations for employee parking are changing and may make driving and parking even more attractive in the future.
 - Currently, employees park in a lot off of Mexico City Avenue on airport property and take a shuttle that takes 5 to 10 minutes to reach the terminal. This shuttle runs every 10 minutes during peak shift change times.
 - Plans for KCI call for the old Terminal B garage to be converted to employee parking, with a covered walkway providing a short and covered path between employee parking and the new terminal.
 - The cost for employee parking is billed through various tenants (e.g., airlines, concessions) but not necessarily passed along to employees.

- The location of KCI is a challenge for recruiting and retaining employees.
 - In particular, for lower-wage jobs, most of the metro area is accessible to many similar paying jobs within a closer distance than KCI. This is supported by data showing that KCI employees heavily reside in the Northland, with concentrations in Platte City, Leavenworth, and along US-169.
 - Platte City, St Joseph, and Leavenworth were suggested as potential areas for recruiting a concentration of employees.

Visitor/Business Traveler Transit Needs

- Travelers to KCI, particularly business travelers and visitors, desire for transportation services that are express (i.e., point-to-point), frequent, reliable, baggage-accessible, cost-effective, clean, and safe.
 - Drop-off and pick-up should be convenient at both ends of the trip, including wayfinding, amenities at the drop-off/pick-up point, and walking distance.
- The most expressed point-to-point destinations from KCI are downtown KCMO (convention center area) and the Union Station/Crown Center area.
 - Multiple stakeholders representing chambers of commerce or civic organizations expressed that out-of-town travelers generally expect for a public transit connection between an airport and downtown, but not to suburban points. There is limited *concentrated* demand for transit access to the airport outside of downtown KCMO for business travelers and visitors.
 - Several stakeholders noted that while there are major activity centers outside of downtown KCMO (Overland Park Convention Center, Village West/Legends in KCK, Truman Sports Complex, Cable Dahmer Arena in Independence), these events are primarily a draw for local and regional trips that access the metro area by car.
 - Union Station/Crown Center would provide a connection to KC Streetcar at approximately the midpoint of the line, facilitating connections north to downtown or south to the Plaza/UMKC.
- KCI is working with KCATA and private transportation providers to alleviate several ongoing issues with curb space operations following the opening of the new terminal.
 - Lane 2 (bus and shuttle pick-up) is challenging for bus operators even with the curb space provided, as buses require a long distance to pull over and cannot back up in this area.
 - For cars-for-hire (e.g., limos and black cars), there is more demand for curb space (Lane 3) and overflow parking spaces than there is space in the KCI garage. Demand for this service exceeds capacity. This is a daily issue and not just associated with major events.
 - Cars-for-hire staff expressed strong support for the Aviation Department and the willingness of staff to assist in their needs.
- Stakeholders expressed anecdotal concerns regarding:

- The availability of TNCs (Uber/Lyft) at certain times at the airport and in the suburbs, especially during periods of bunched flight arrivals, early in the morning, and late at night.
- Rental car shortages at KCI

Metro Area Resident Transit Needs

- There is limited *concentrated* demand for transit access to the airport outside of downtown KCMO for residents. Outside of downtown, land uses in the metro area are generally spread out, low-density, and car-dependent. Abundant parking at the airport and a lack of regional congestion on major roadways, even during peak periods, further incentivizes driving.
- Stakeholders expressed anecdotal concerns regarding:
 - The availability of TNCs (Uber/Lyft) at certain times at the airport and in the suburbs, especially during periods of bunched flight arrivals, early in the morning, and late at night
 - Infrequency of shuttle service between off-terminal parking (e.g., KCI economy parking or off-airport parking such as The Parking Spot)

Special Event Transit Needs

- The Kansas City metro area continues to draw larger conferences and special events, such as the NFL Draft in April 2023 and the US Conference of Mayors in 2024.
- KCATA staff noted challenges to the cost of providing scalable service (“special service”), which is a product of the agency’s collective bargaining agreement.
- Various events coming up in the next few years offer the opportunity to test potential transit implementations:
 - Big 12 Men’s and Women’s Basketball Tournaments (2024, Convention Center/T-Mobile Arena)
 - NCAA Division 1 Wrestling Championships (2024, Convention Center/T-Mobile Arena)
 - NCAA Women’s Volleyball Championships (2025)
- The NFL Draft did not draw much visitor travel to the suburbs of the metro area, although the World Cup is expected to be much different.
- Stakeholders expressed the need to leverage relationships with bikeshare and scooter providers and aim to increase these services during major events. During the NFL Draft, scooter ridership reached an all-time high for the region.
- Rideshare infrastructure is lacking at Truman Sports Complex.
- Many details are still being worked out in the coming months regarding the need for transit at the World Cup.
 - There will be a contractual requirement with FIFA to provide, at a minimum, complimentary (free) transit between (1) KCI, (2) the official Fan Fest, and (3) Arrowhead Stadium. In addition, there will likely be a need to provide transit connections to and from volunteer staging/parking and hotel clusters.
 - There are three potential locations for the Fan Fest; although an official location has not been determined at this time.

- The metro area will also likely host (1) one or more team “base camps” and (2) temporary training facilities for teams that are playing games here; however, there is no responsibility on the part of the region to provide transportation for these teams.
- Procurement of vehicles/buses has not started; it is likely that regional resources (i.e., the greater six-state region or beyond) will be sought. In addition to procuring a fleet, logistics will need to be worked out regarding vehicle staging, fueling, cleaning, and maintenance.
- The schedule of games is still being determined, which will impact when various teams and fan bases are in town.
- Demand for hotels will likely extend into the suburbs of the metro area and beyond.

Peer City Airport Transit Service Comparison

Table 1 provides a comparison of fixed-route transit service to major airports for various peer metropolitan areas, generally in the Midwest. The table notes transit service options, frequency, and destinations served, as well as a comparison of the distance between the airport and downtown and the competitiveness between driving and transit travel times.

Metro areas such as Denver, Minneapolis-St Paul, Dallas-Fort Worth, and St Louis offer rail service between their airports and downtowns running 15- or 20-minute headways (or better) during peak service. These metro areas are generally characterized by significant regional and downtown congestion on the roadway network, which makes transit competitive with driving during peak periods. In the Denver metro area, additional bus routes serve various suburban destinations and park-and-ride lots on the eastern side of the metro area, providing additional options for airport employees or residents traveling out of town.

Other peer metro areas, such as Indianapolis, Columbus, and Nashville, only offer bus service between their airports and downtowns, generally on routes serving local stops (i.e., not express point-to-point service between the airport and downtown) and with less frequent headways. The service offerings in these cities can be considered more comparable with Kansas City, and the airports in those metro areas are located much closer to their downtowns than KCI is.

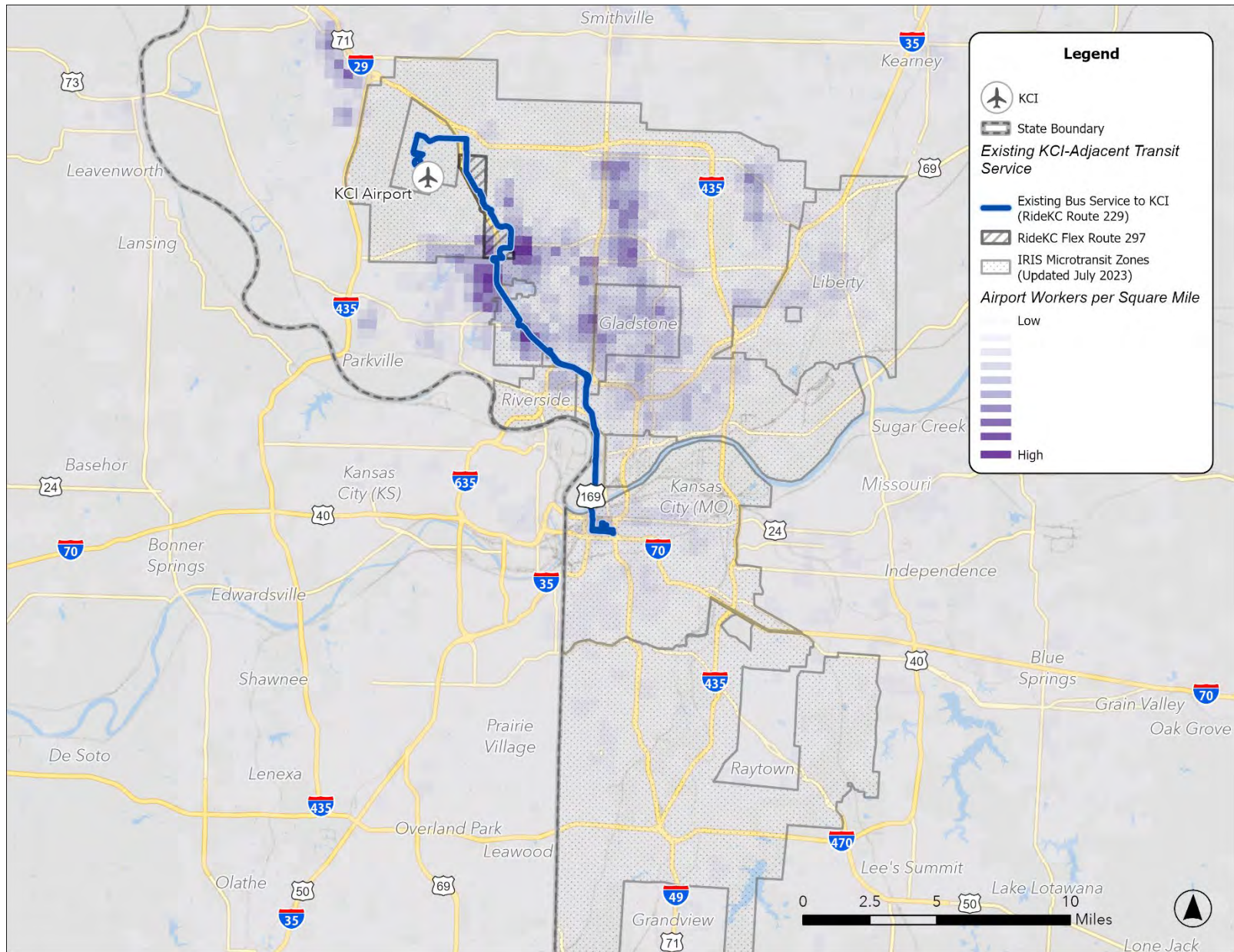


Figure 1. Home Locations of KCI Workers (Source: Census Bureau OnTheMap Tool)

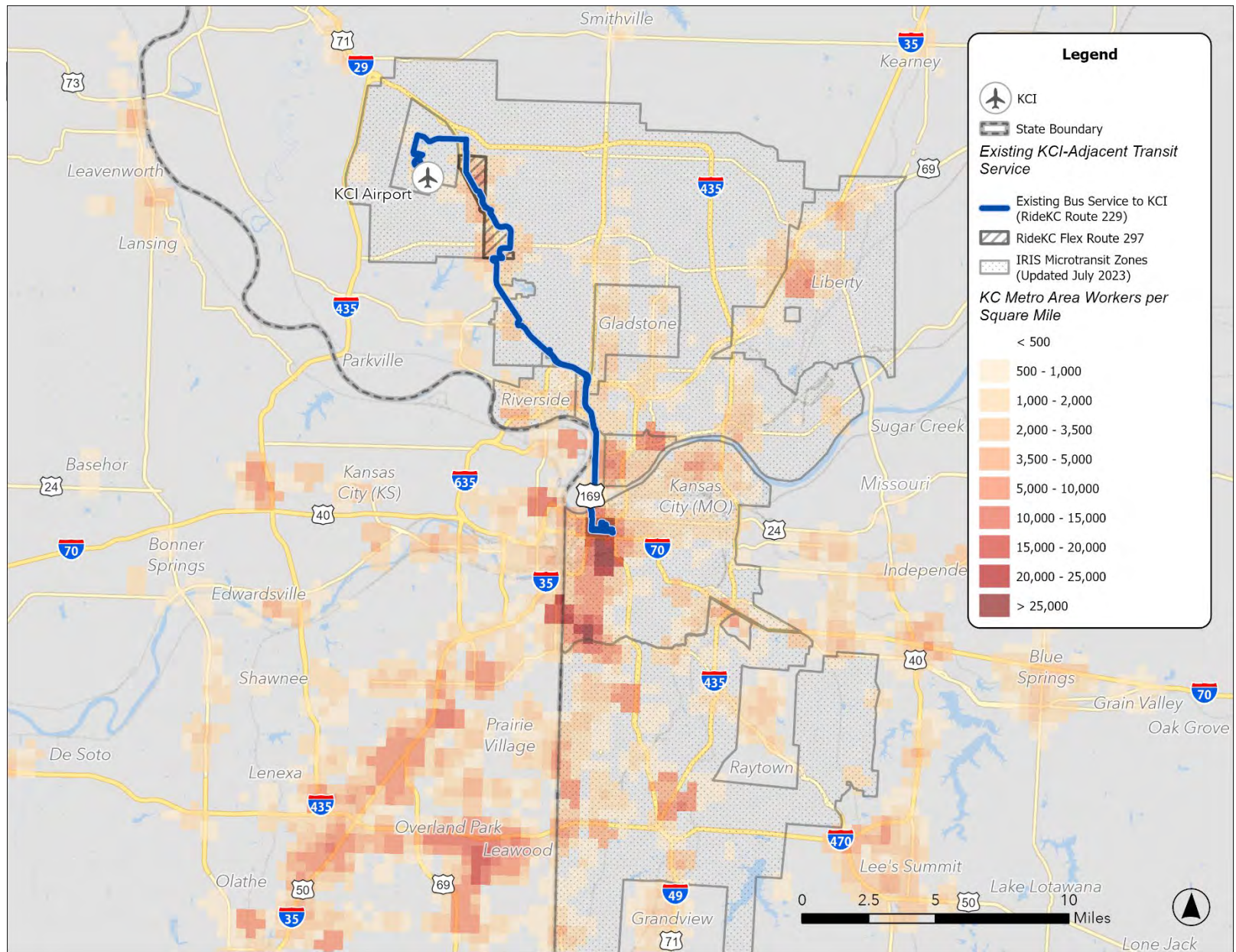


Figure 2. Work Locations of KC Metro Area Workers (Source: Census Bureau OnTheMap Tool)

Table 1. Comparison of Airport Fixed-Route Transit Service for Peer Cities.

Metro Area / Airport	Metro Area Population	Airport Public Transit Options	Transit Frequency	Transit Destinations	Airport Distance to Downtown (mi)	Transit Travel Time to Downtown (min)	Drive Travel Time to Downtown (min)
Denver (DEN)	5.0M (Front Range)	Rail Bus	Rail: every 15 min Bus: varies	Rail: downtown Bus: suburbs	26	37	30 to 40
Minneapolis / St Paul (MSP)	2.9M	Rail (to Minneapolis) Bus (to St Paul)	Every 12 to 15 min (Minneapolis) Every 15 min (St Paul)	Both downtowns	13 (Minneapolis) 11 (St Paul)	Rail: 30 (Minneapolis) Bus: 20 (St Paul)	15 to 20 to either downtown
Dallas – Fort Worth (DFW)	7.6M	Rail Bus (from remote parking)	Every 15 to 30 min (Dallas) Every 30 min (Ft Worth)	Both downtowns	23 (Dallas) 22 (Ft Worth)	Rail: 50 (either downtown) Bus: 90+	25 to 40 to either downtown
Dallas (Love Field)	7.6M	Bus transfer to Rail	Every 15 to 30 min	Downtown Dallas	7	7 min bus + transfer to rail + 13 min rail (Dallas only)	15 to 30 to downtown Dallas
St Louis (STL)	2.8M	Rail	Every 20 min	Downtown	14	37	20 to 35
Indianapolis (IND)	2.1M	Bus	Every 30 min	Downtown	14	42	18 to 25
Columbus (CMH)	2.1M	Bus	Every 60 min	Downtown	8	45 to 57	10
Nashville (BNA)	2.0M	Bus	Every 45-50 min	Downtown	10	33	15 to 30
Kansas City (KCI)	2.4M	Bus	Every 60 min	Downtown	19	60	25 to 30

Attachment: Needs Assessment Detailed Review

EXISTING KCI TRANSIT SERVICE OPTIONS

Multiple transit service options provided by KCATA currently serve KCI and the area surrounding the airport, as shown in **Figure 3**. KCI is served by Route 229, a fixed-route local bus service, and a new microtransit service called IRIS. Route 297-Tiffany Springs, an on-demand Flex route, serves the area surrounding the airport and overlaps with the service areas of the Route 229 and IRIS service that directly serve KCI. The following sections document characteristics of these existing services, evaluate current service performance measures, and identify strengths, weaknesses, and opportunities of these services.

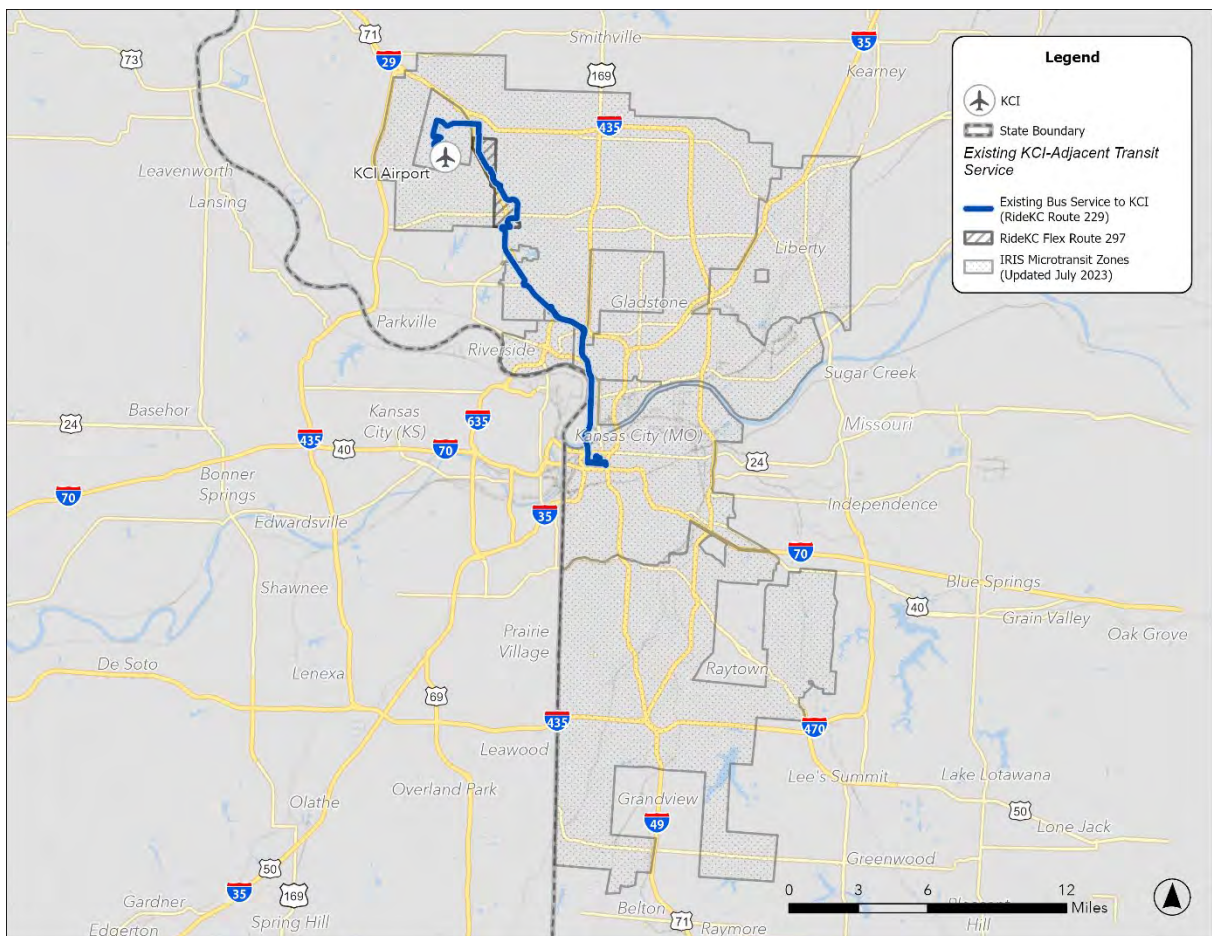


Figure 3. Existing Transit Options Serving KCI and Surrounding Area (as of July 2023)

Fixed-Route Service: Route 229

Service Overview

KCATA operates fixed-route local bus service to KCI via Route 229, providing service between downtown Kansas City (Missouri) and KCI as shown in **Figure 4**. In downtown KCMO, the route serves East Village Transit Center and operates along the 11th and 12th Street transit corridor. Route 229 operates non-stop along Interstate 29 between downtown Kansas City and 56th Street NW in the Northland. Route 229 serves the Boardwalk Square Park and Ride, where it connects with other local service (Route 201). Between the Boardwalk Square Park-and-Ride and KCI, Route 229 operates local service along parallel roadways to I-29, serving airport-adjacent businesses such as hotel clusters, logistics, and office parks.

KCATA operates 60-minute headways on Route 229, with service beginning at 4:00 AM and ending at 11:00 PM. The first arrival of trips to KCI is not until 4:50 AM, and the last departure from KCI is at 11:00 PM. Scheduled travel time is approximately one hour between KCI and downtown KCMO. Route 229 operates seven days a week, with modified schedules on Saturdays and Sundays. As with all current KCATA fixed routes, the service is currently fare-free.



Figure 4. Route 229 Map (Source: RideKC website)

Performance Indicators

Ridership

In May 2023, monthly total ridership on Route 229 was 18,888, with 609 daily average boardings for the entire route. That month, it was the 12th highest ridership route out of RideKC’s 28 local bus routes. There was a 37 percent year-over-year increase in ridership on the route between May 2022 and May 2023 and, based on ridership data available for 2023 from January through May, ridership on Route 229 has increased back to pre-COVID-19 ridership levels.

Figure 5 shows stop-level ridership for Route 229, represented as average daily weekday boardings. Boardings and alightings follow similar patterns along the route, with the highest ridership in downtown Kansas City, at the Boardwalk Square shopping center, and at KCI.

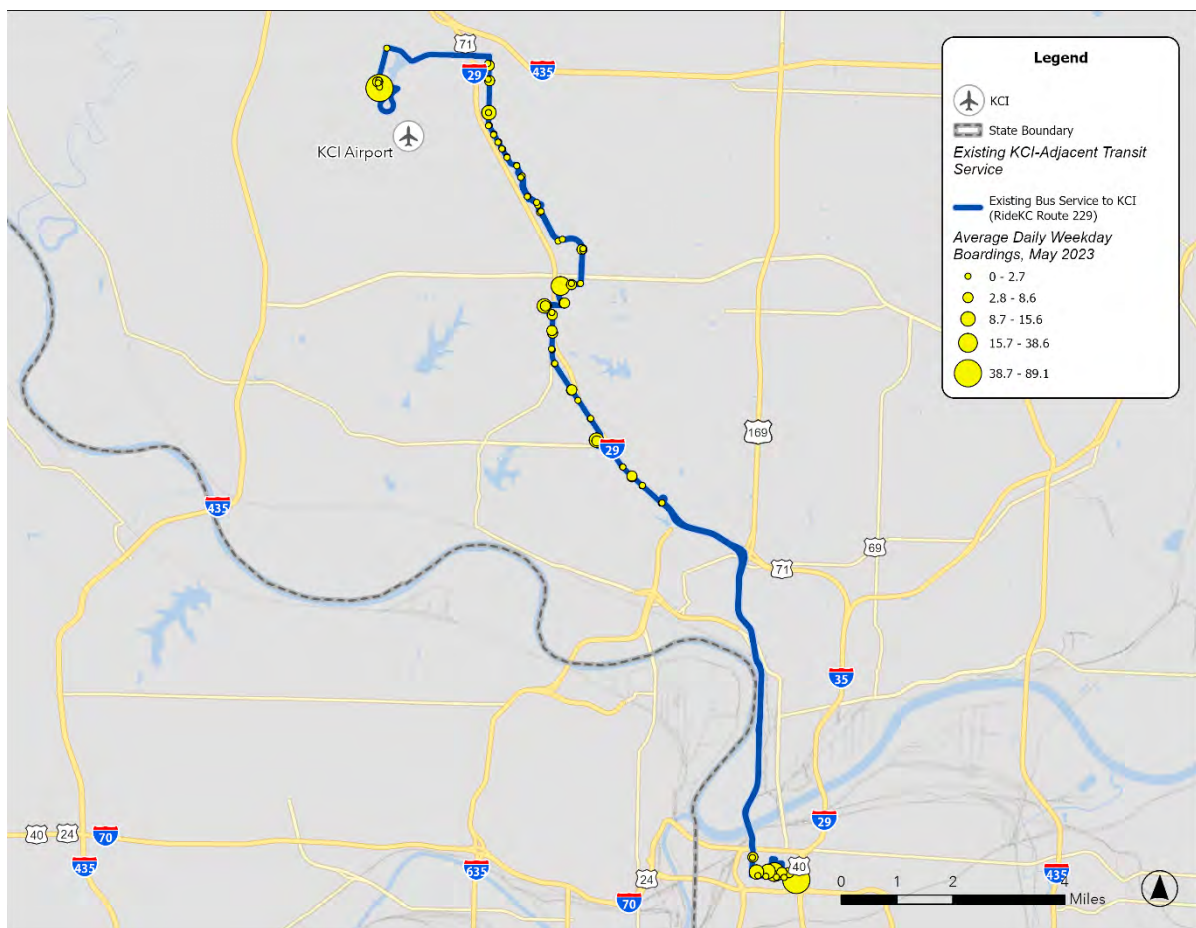


Figure 5. Route 229 Average Daily Weekday Boardings, May 2023 (Source: KCATA Stop-Level Ridership for Route 229).

Looking specifically at ridership at KCI, there are multiple bus stops for Route 229 service. This includes a stop at the terminal and stops at various locations within the airport property, such as

along Mexico City Avenue, to provide access to off-terminal functions. Between July 2022 and May 2023, there were an average of 70 daily weekday boardings and 61 daily weekday alightings on Route 229 across all KCI bus stops. Average daily ridership increased slightly over the course of that period, as shown in **Figure 6**, with an average of 82 daily boardings and 69 daily alightings in May 2023. Since the new terminal opened in March 2023, nearly all of this ridership is at the new terminal's bus stop.

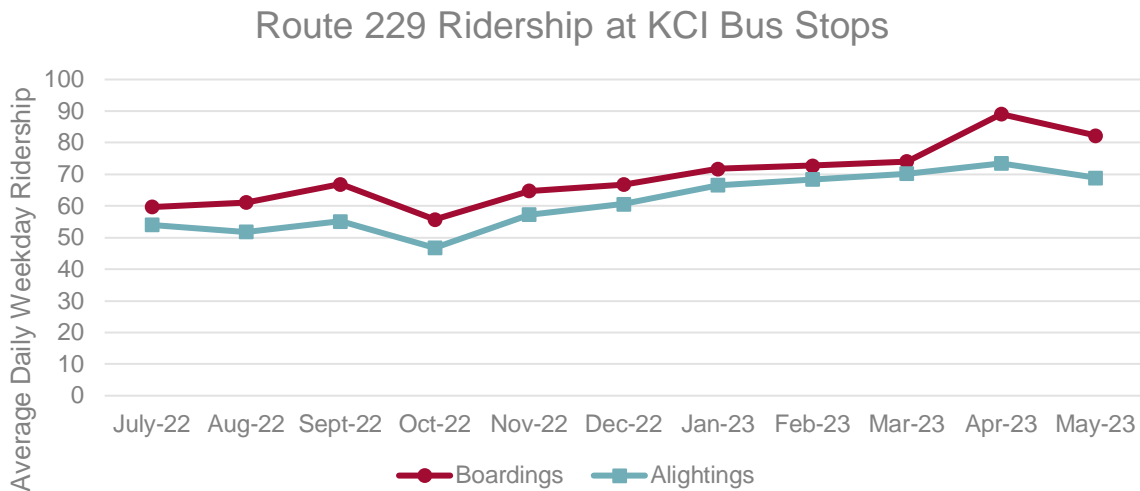


Figure 6. Route 229 Ridership at KCI Bus Stops (Source: KCATA Stop-Level Ridership for Route 229)

Looking at the major park-and-ride and transfer facility along Route 229, the Broadway Square Park-and-Ride, in May 2023 there were an average of 40 daily weekday boardings and 38 average daily alightings. Based on a park-and-ride utilization survey conducted by the consultant team in June 2023, zero of the 50 parking spaces at the facility were in use. Based on trip origin and destination data for the Route 297 – Tiffany Springs Flex service, the Walmart across from this park-and-ride is a top destination for transit trips in this area. Thus, it is likely that the Walmart and other Broadway Square shopping center businesses may be a major driver for ridership at this Park and Ride, rather than demand for trips to and from KCI.

Cost Efficiency

Cost efficiency is a performance indicator that measures the cost per rider, measured as unlinked passenger trips. The cost of service is calculated based on the average operating cost per hour of service divided by the hours of revenue service operated. As of May 2023, the cost per rider for Route 229 was \$3.81 – the highest cost per rider of all RideKC’s local bus routes. The average cost per rider for all RideKC local bus routes is \$2.00; thus, currently, Route 229’s cost efficiency is very poor compared to other RideKC routes.

On-Time Reliability

RideKC measures route reliability based on on-time performance and completed trips. Reliability measures are particularly important for the rider experience, especially for a low-frequency service like Route 229. On-time performance measures the proportion of trips that depart on time from the scheduled time points along the route; RideKC defines trips as being on time if they leave no more than one minute early or six minutes late from the established timepoint. In May 2023, Route 229's on-time performance was 78.9 percent, meaning that most trips operated consistent with the schedule. This is very consistent with the average on-time performance of 79.0 percent for all RideKC local bus routes and is just slightly under the RideKC goal of 80 percent on-time performance. In May 2023, 95 percent of all Route 229 trips were completed. This is the third lowest trip completion rate of all RideKC routes and is lower than the RideKC goal of 97 percent.

Strengths, Weaknesses, and Opportunities Assessment

- Strengths:
 - Connects to regional transportation hubs in KCI, Boardwalk Park-and-Ride, and East Village Transit Center (downtown KCMO)
 - Connects to off-airport employment centers such as business parks and hotel clusters
 - Performs relatively well for on-time reliability and completed trips
 - Provides connections to other transit service in the Northland (Route 201) and other regional transit routes via the East Village Transit Center downtown
- Weaknesses:
 - Operates with too low of a frequency (60-minute headways) to be a convenient option for most employees or travelers
 - Travel time from KCI to downtown KCMO (approximately 60 minutes) is not competitive with driving
 - Route's cost efficiency (operating cost per rider) is very low compared to other RideKC routes
 - Connection to areas of the Northland outside of the immediately-adjacent I-29 corridor require a transfer from other local or flex service
 - Does not align well with employee shift change times, notably in the early AM as the first shift changes are in the 3:00 AM hour but the first Route 229 arrival to KCI is at 4:50 AM
- Opportunities:
 - 37 percent year-over-year increase in ridership on the route between May 2022 and 2023, with ridership back to pre-pandemic levels
 - Available park-and-ride capacity at Boardwalk Park-and-Ride
 - Anecdotally, visibility and awareness of service has improved at KCI with the opening of the new terminal

Microtransit Service: IRIS

Service Overview

IRIS is a microtransit service that began operating in the Northland in March 2023. IRIS is an app-based, on-demand transit service in which trips do not need to be pre-scheduled. Due to automated optimizing of routing, riders may not necessarily be picked up at their exact origin or dropped off at their exact destination and may be required to walk up to one-quarter mile (approximately 5 minutes) to a “virtual” stop.

IRIS operates from 4:00 AM to 11:00 PM all days of the week. The IRIS service area is divided into zones. The map shown in **Figure 7** show the initial IRIS zones and service area. In July 2023, RideKC expanded the IRIS service area to include all of Kansas City, Missouri (**Figure 8**).

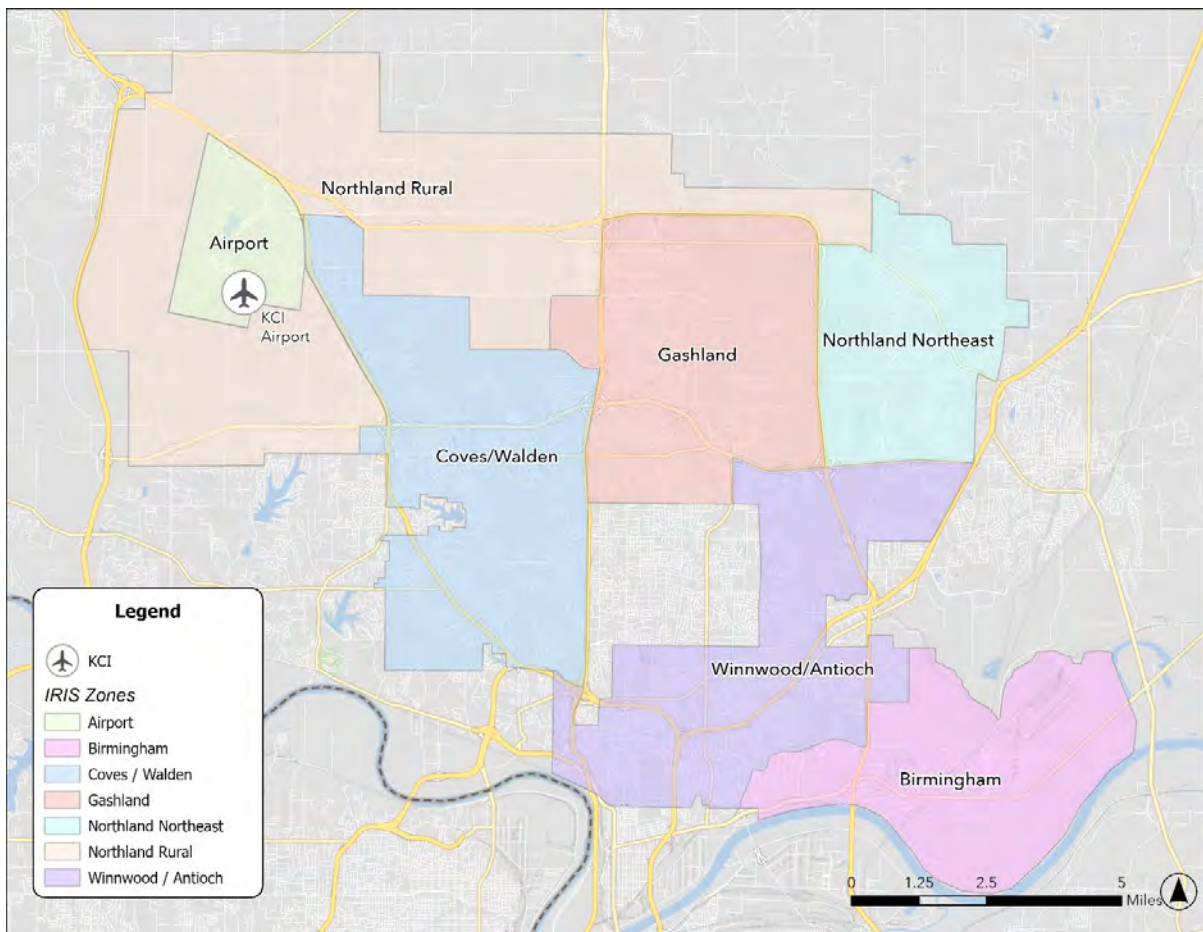


Figure 7. IRIS Service Area Zones (June 2023).

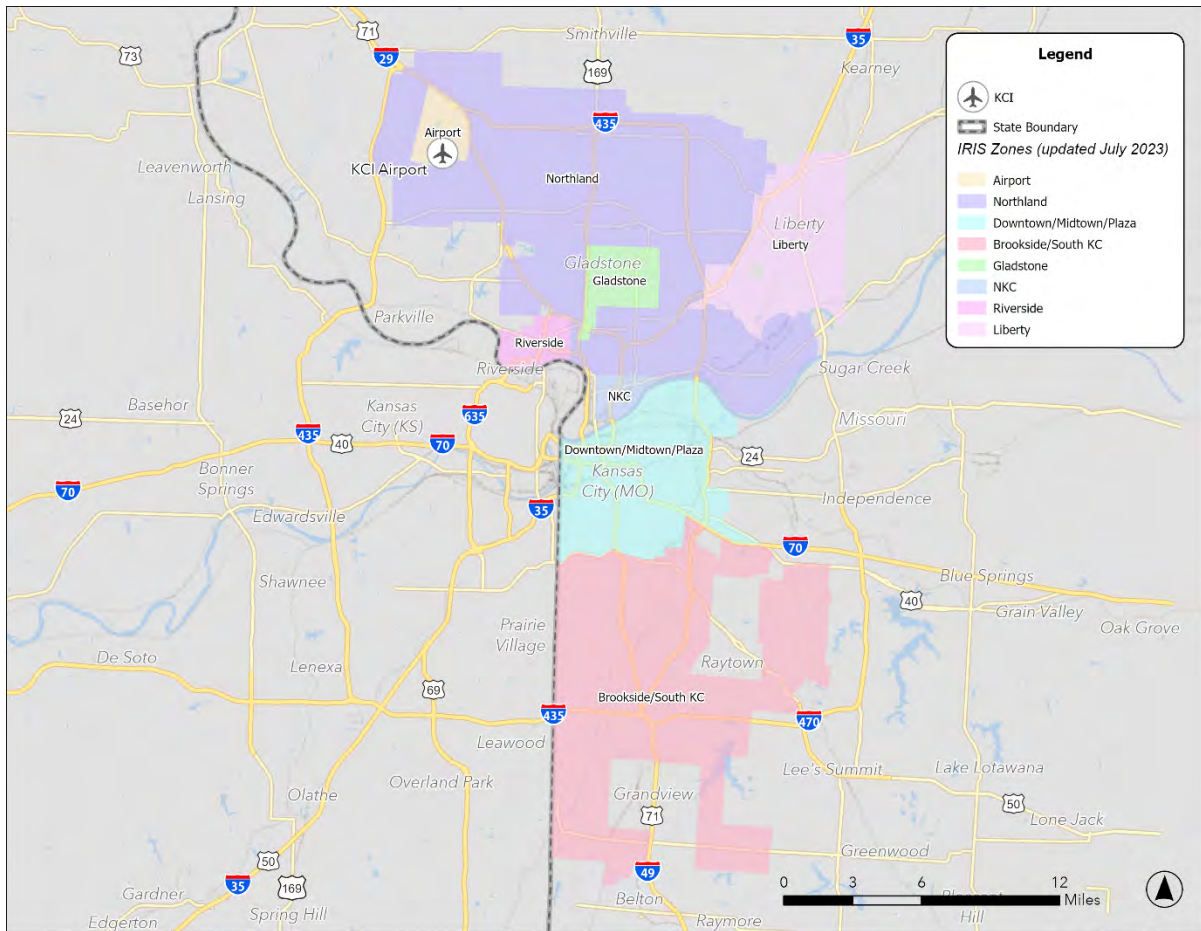


Figure 8. IRIS Service Area Zones (updated July 2023)

Unlike KCATA fixed-route or flex service, which are currently fare-free through at least the end of 2023, IRIS trips require a fare. IRIS service is broken into zones as shown; trips within a zone cost \$3.00 per person per trip and \$4.00 per person per trip when traveling between zones. There is currently an introductory \$10 flat fare to/from KCI from any zone, regardless of the number of passengers. Within a zone, there is no fare for trips to each zone’s designated IRIS transfer points, shown as the blue icons in **Figure 9**. These transfer points include multiple transfer points to Route 229, including Boardwalk Square Park and Ride.

Performance Indicators

For the performance indicators described, note again that IRIS service is very new and continues to expand its service area on a regular basis. As this service becomes more established, the potential of this service as a means of transportation to KCI may become clearer.

Ridership

The most recent available month of data at the time of this report was May 2023. That month, there were 848 trips and 1,048 total riders on IRIS service across the entire service. IRIS trips to KCI made up a small portion of all IRIS trips taken, with 23 trips to/from KCI on IRIS service and 29 total passengers. Furthermore, these 29 trips were booked by only eight unique riders. Seven of these trips were taken by riders who only booked one trip to KCI.

Cost Efficiency

Cost efficiency data was not available for IRIS at the time of this study. As the service becomes more established, there will be a greater ability to compare cost efficiency between microtransit and fixed route service.

Strengths, Weaknesses, and Opportunities Assessment

- Strengths:
 - Provides near-direct, on-demand service between KCI and anywhere in KCMO for an introductory price of \$10 (regardless of the number of riders)
 - Fare-free if taking to a designated transfer point within a zone, with three free transfers provided to Route 229 service
- Weaknesses:
 - As service is not fare-free, the cost may be prohibitive to some riders.
 - Unclear how long the introductory flat fare of \$10 to KCI will be in effect. For travelers, this price may still be lower than other transportation options, such as Uber or Lyft. For employees who need to travel to/from KCI many times per week, a \$10 fare per trip is a very high cost.
 - Requires up to a one-quarter mile walk to or from a “virtual stop”
 - Many regional stakeholders were not aware of this service, suggesting a lack of visibility and awareness.
 - Given the number of passengers that can be served at a time, there may be less potential to scale up this service for attendees of large events.
- Opportunities:
 - Continued expansion of service area, now covering all of Kansas City, Missouri as of July 1, 2023
 - Fare-free designated transfer points to fixed-route service

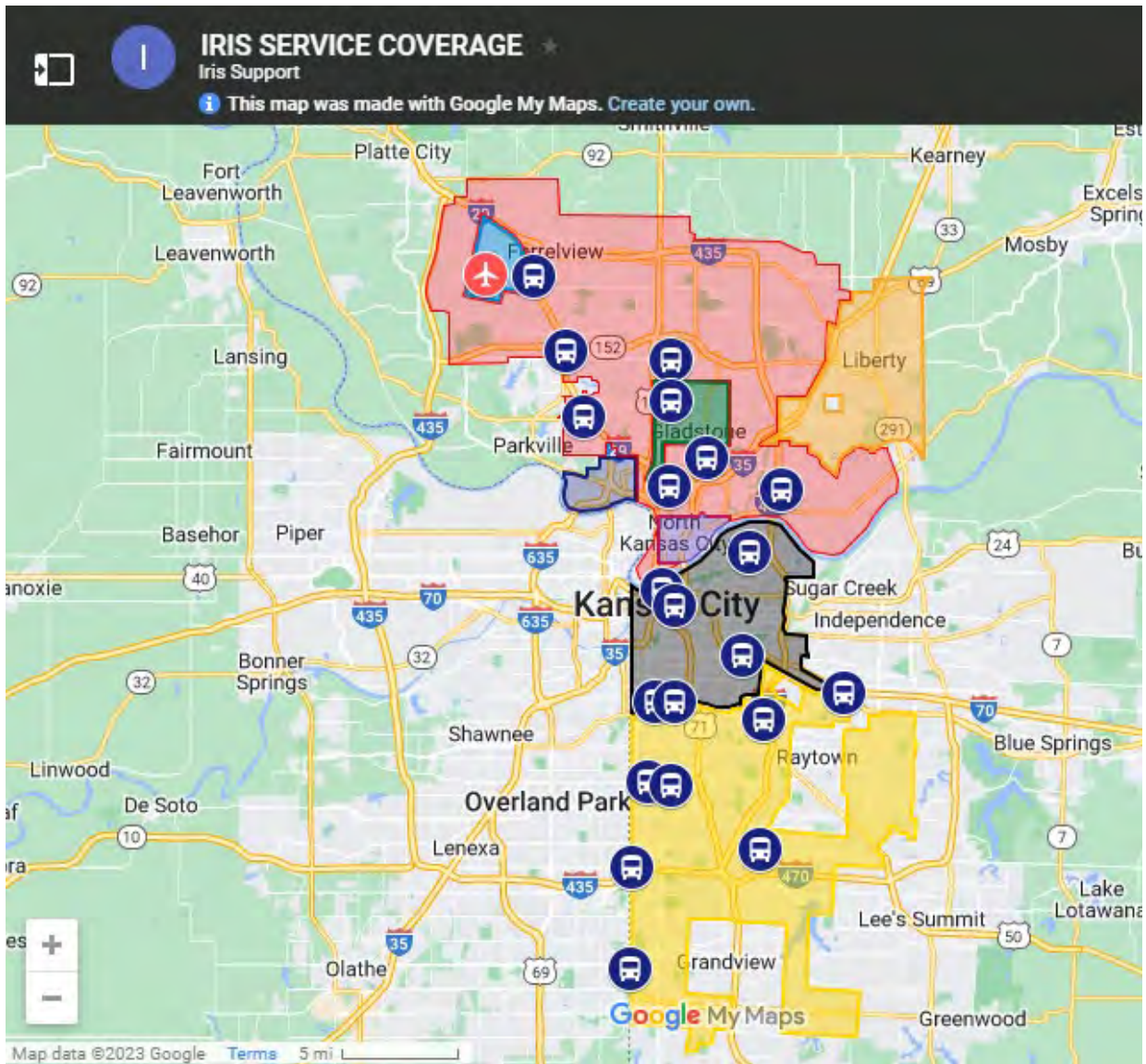


Figure 9. IRIS Zones and Designated Transfer Points (July 2023).

Flex Service

Service Overview

RideKC operates an on-demand transit service called Flex that serves predefined zones throughout the metro area. With Flex service, riders can request a pickup and drop off location anywhere within the zone boundaries. Service operates Monday through Friday only from 5:30 to 9:30 AM and from 2:30 to 6:30 AM. Reservations must be made 24 hours in advance either by phone or through the RideKC Flex app and can be made up to 14 days in advance. Trips taken on this service are currently fare-free.

One of the Flex routes, Route 297 - Tiffany Springs Flex, has a service area directly adjacent to KCI along Interstate 29 (see **Figure 10**). The Boardwalk Square Park and Ride, which is served by Route 229, is within the Flex service area. Although the KCI property is not within the Route 297 - Tiffany Springs Flex service area, the service area is adjacent to the KCI property and serves a large portion of the Route 229 corridor in the Northland.

As RideKC/KCATA expand the IRIS microtransit service throughout Kansas City, Missouri, there will be changes to existing Flex routes. As of June 2023, there are two other Flex routes serving the Northland, Route 299 – Gladstone Antioch Flex and Route 298 – North Kansas City Circulator. These routes will be eliminated where IRIS expands. As of June 2023, there are no plans to eliminate Route 297 – Tiffany Springs Flex, even though its service area also overlaps with the IRIS service area.

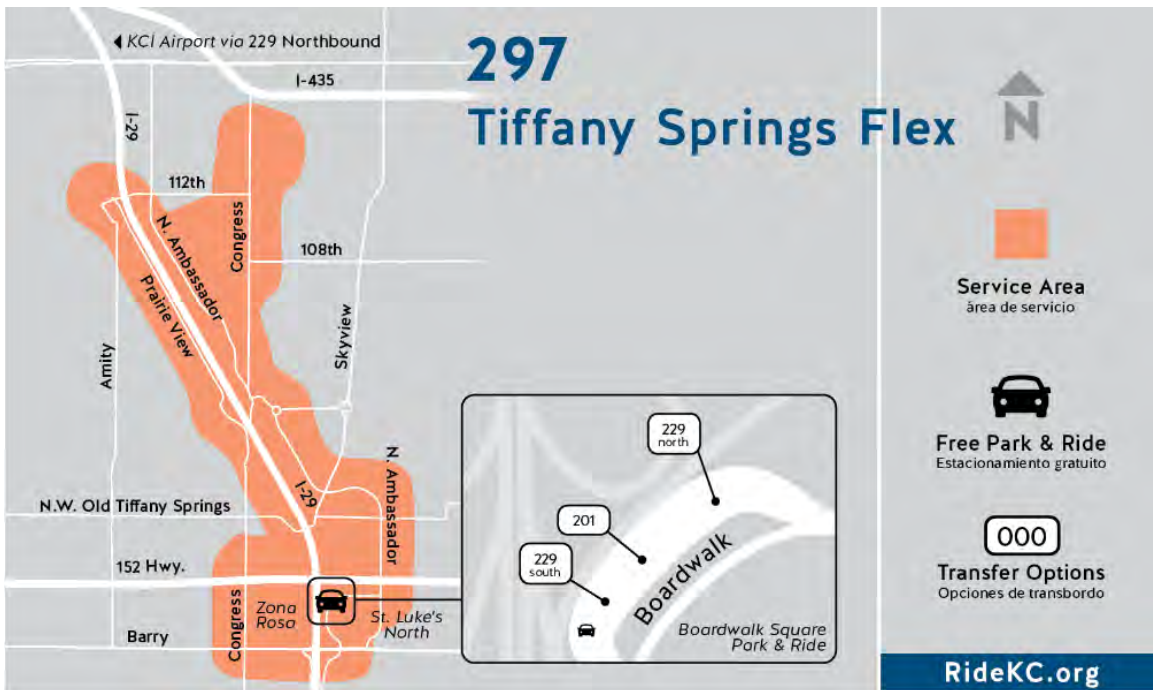


Figure 10. Route 297 – Tiffany Springs Flex Service Area Map.

Performance Indicators

Ridership

In May 2023, the Route 297-Tiffany Springs Flex route had 209 monthly riders, with an average of 20 trips per day. This was the lowest ridership of the six Flex routes in operation at the time. **Figure 11** shows concentrations of Flex trip activity based on trips taken in the zone between January and June of 2023. The Walmart at Boardwalk Square is the most frequent trip origin/destination point for this service, which is also a high-ridership stop for the Route 229 service. Although many of the individual origin and destination points for Flex trips are with walking distance of Route 229 bus stops along

North Ambassador Drive, many of the locations with the highest volumes of trip activity are much further from the route and many are on the opposite side of Interstate 29 without a crossing.

Frequent destinations for trips included other businesses in the Boardwalk Square shopping center, many hotels along Interstate 29, America’s Auto Auction, Saint Luke’s North Hospital, Challenge Manufacturing Company, other businesses adjacent to the KCI property, and a military recruiting office. During this period, most trips were taken between 6:00 and 8:00 AM and between 3:00 and 4:00 PM.

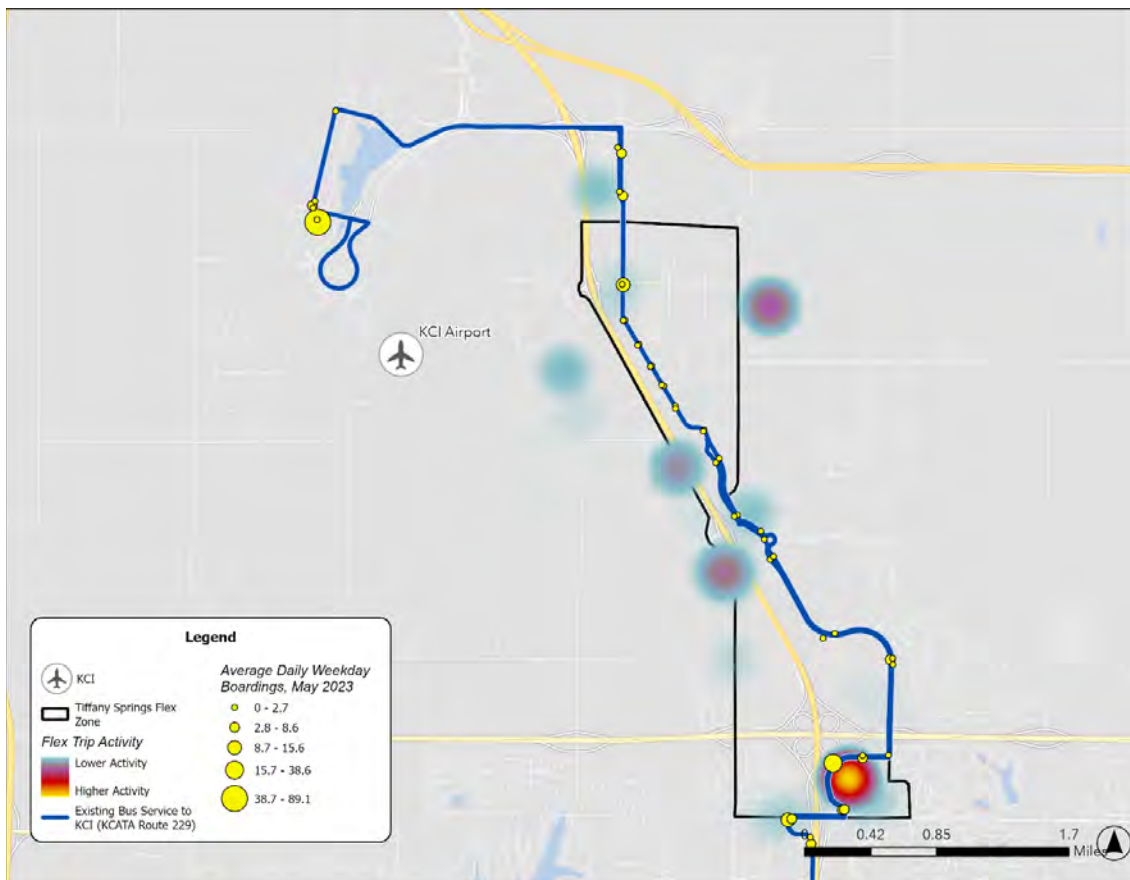


Figure 11. Tiffany Springs Flex Zone Ridership and Route 229 Ridership Overlay.

Cost Efficiency

Due to its limited hours of operation, the monthly platform hours for Route 297 – Tiffany Springs Flex are low. RideKC uses the term platform hours to refer to the time that a vehicle is in revenue service, on a layover, or deadheading. In May 2023, Route 297 operated 233 platform hours. This is the second lowest number of platform hours of the six Flex routes (by comparison, the Flex route with the highest number of platform hours operated 1,116 hours).

Cost per rider is calculated by dividing the operating cost by the number of riders, measured as unlinked passenger trips. Operating costs are estimated by multiplying the average cost of service by the number of revenue hours. The cost per rider is \$51.60 for Route 297, compared to an average of \$18.66 for all Flex routes.

Strengths/Weaknesses/Opportunities

- Strengths:
 - Provides service to an area with many destinations and employers that may be challenging to serve with traditional fixed-route service due to physical barriers created by freeways and highways without pedestrian crossings
 - Fare-free transfers to Route 229 service
- Weaknesses:
 - Route 297 service area does not include KCI airport property
 - Low ridership
 - Limited in-service hours (service only operates during AM and PM peak periods on weekdays)
 - Trips must be scheduled 24 hours in advance, which provides rider with less flexibility for last-minute trips or changes to travel plans
 - Very poor cost efficiency per rider
- Opportunities:
 - Provides detailed origin-destination data indicating demand for service along the I-29 corridor
 - Route 297 service area overlaps highly with existing Route 229 and IRIS microtransit service to KCI

Area Park-and-Rides

Several area park-and-ride lots offer the potential for connections to transit service. **Table 2** shows a count of spaces and utilization from June 2023 at five potential locations nearest to KCI, four of which are in the Northland and one of which is in Kansas City, Kansas (see map in **Figure 12**). Although Boardwalk Square is the only Park and Ride with connecting service to KCI, other locations were included to understand Park and Ride utilization as an input for the Alternatives Analysis. Counts were conducted at midway on a weekday. Note that for any of these facilities, it is unclear at this time as to what regulations exist for overnight stays or what security measures are in place. All of these facilities had capacity for additional utilization.

Table 2. Park-and-Ride Utilization Counts (June 2023)

Location	Occupied Spaces	Total Spaces	General Notes
Boardwalk	0	50	Including 2 ADA spaces. Did not appear to have much public use. Told that most people using this stop are walking to/from retail.
Platte Falls Road	15	25	Including 2 ADA spaces. This location had the least amount of spaces of all surveyed, but had the most public use.
Antioch Center	2	40	Had 4 stations for bus stops; bus stops were well utilized, but the actual parking lot was not.
Liberty	7	41	Includes 3 ADA spaces; location does not have a lot of public use
Indian Springs (KCK)	36	80	Park and Ride lot lies south of the building; lot is used by police department, aging center, and bus drivers parking their personal vehicles. Three spaces are dedicated to UG vehicles. Transit stop is heavily utilized but is generally accessed via walking or transit transfers.

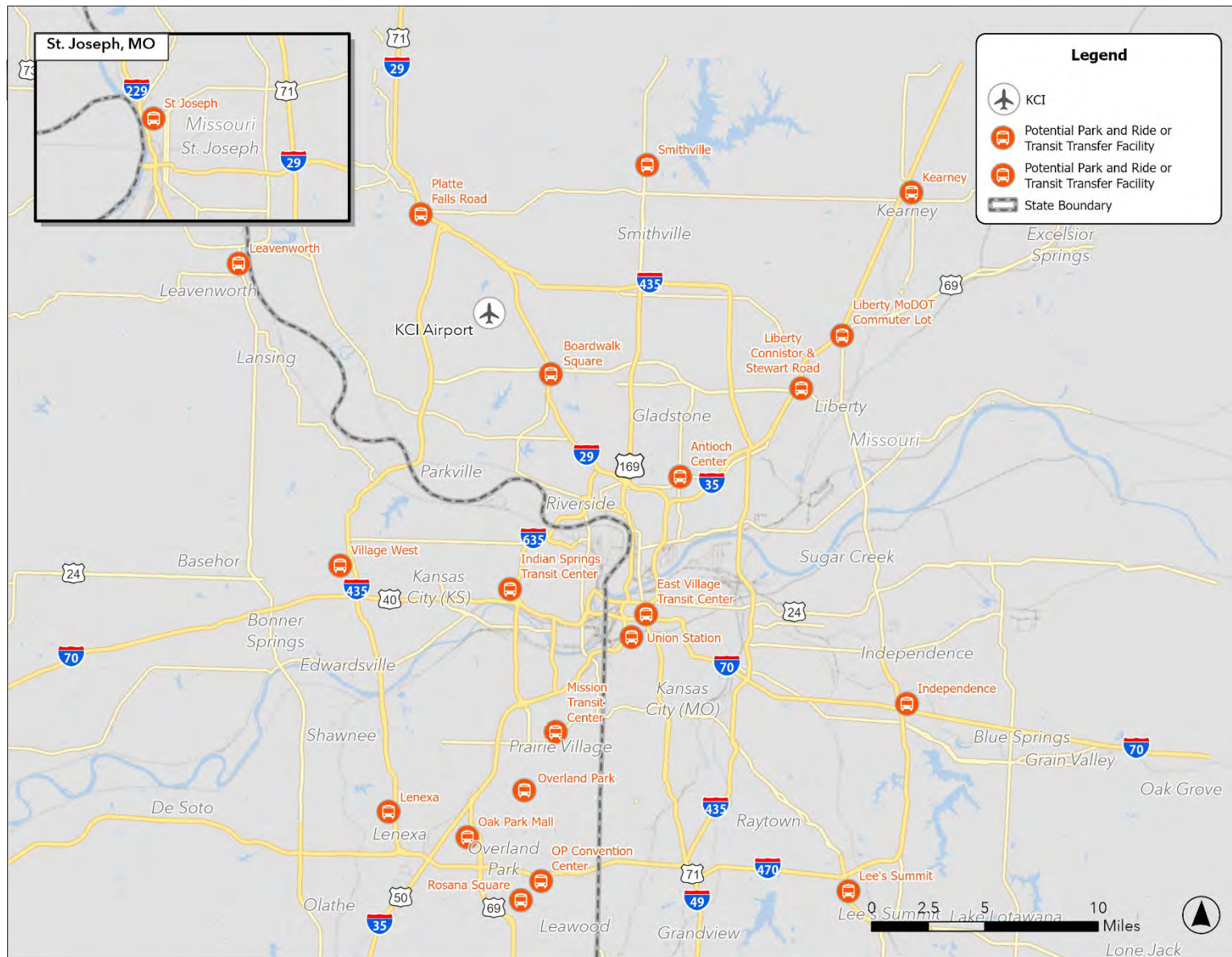


Figure 12. Potential Park and Rides and Transit Transfer Facilities for KCI Service

REGIONAL TRAVEL DEMAND ASSESSMENT

Several figures are provided highlighting demand profiles for airport travel. These include maps of KCI employee locations; overall metro area worker locations; metro area home locations for households above a certain income threshold; and modeled estimates of daily trips to KCI across the region.

- **Figure 13** shows a heat map of home locations of employees at KCI, as estimated by the US Census Bureau using their OnTheMap tool. As shown, airport employees reside overwhelmingly in the Northland, especially in the area west of US-169 and bordering I-29. There is also a minor concentration of workers in the Platte City area.
- **Figure 14** shows a heat map of regional employee work locations, again as estimated by the US Census Bureau using their OnTheMap tool. The highest concentrations of workers in the region are in KCMO along the corridor between downtown and the Plaza area, with a notably large concentration of workers in Johnson County as well.
- **Figure 15** shows a heat map of households per square mile with household incomes above \$50,000 annually (source: US Census Bureau 2019 American Community Survey). The highest concentrations of households with incomes above \$50,000 are in Johnson County, as well as Jackson County to the west of US-71 between downtown KCMO and I-435. There are smaller concentrations on the Missouri side, generally in suburban communities such as Lee's Summit, Blue Springs, Independence, and the Northland south of MO-152.
- **Figure 16** shows a heat map of daily trips to KCI per square mile for an average weekday in Fall 2022 as estimated using Replica, a detailed travel modeling platform. Note that these trips may encompass a variety of purposes (travel, work, etc.), and as the map reflects individual trips across all modes, there are a concentration of trips originating in close proximity to the airport representing a variety of airport-adjacent uses (hotels, private parking, logistics, etc.). In general, the map highlights the spread-out nature of trips to KCI across the metro region.

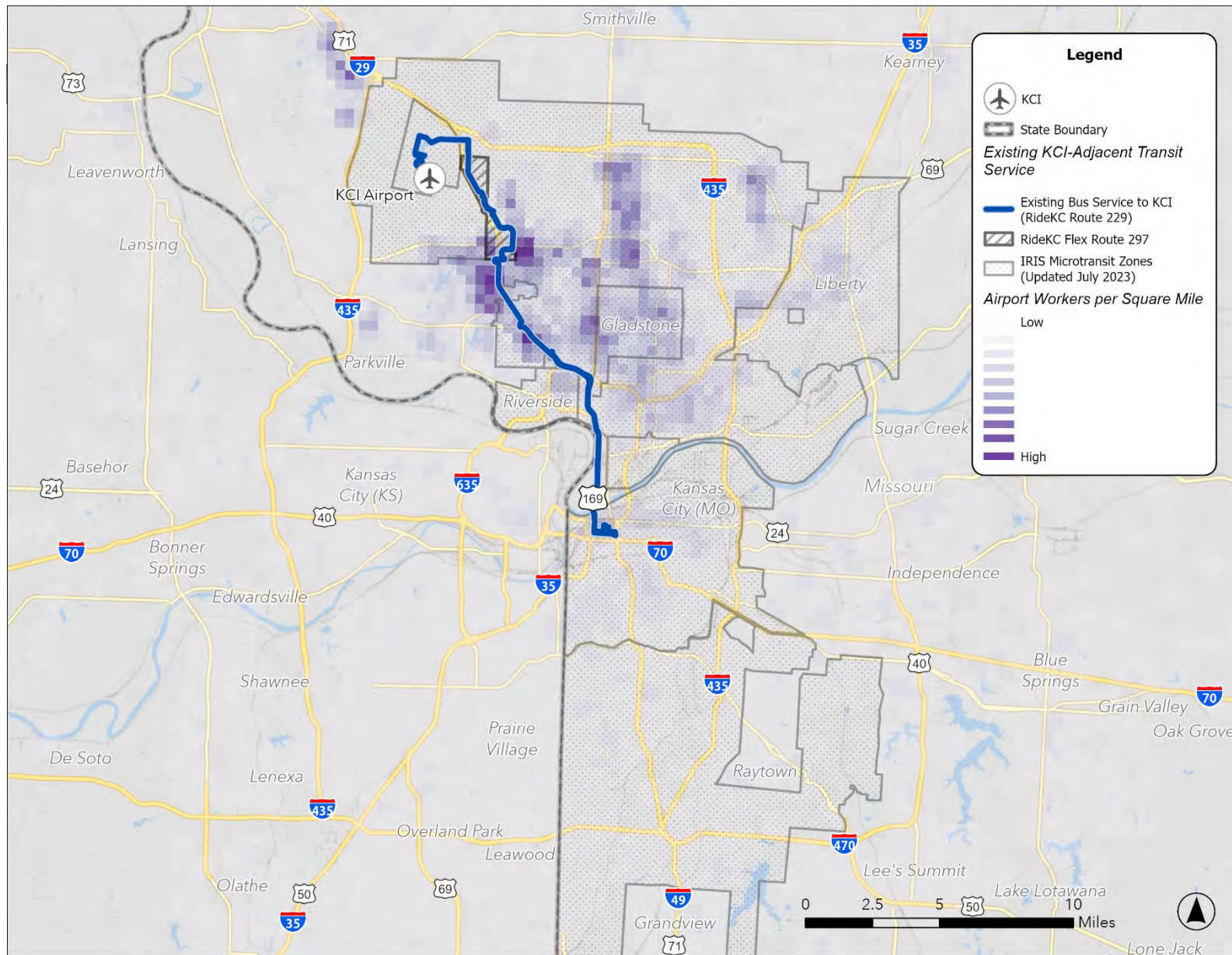


Figure 13. Home Locations of KCI Workers (Source: Census Bureau OnTheMap Tool)

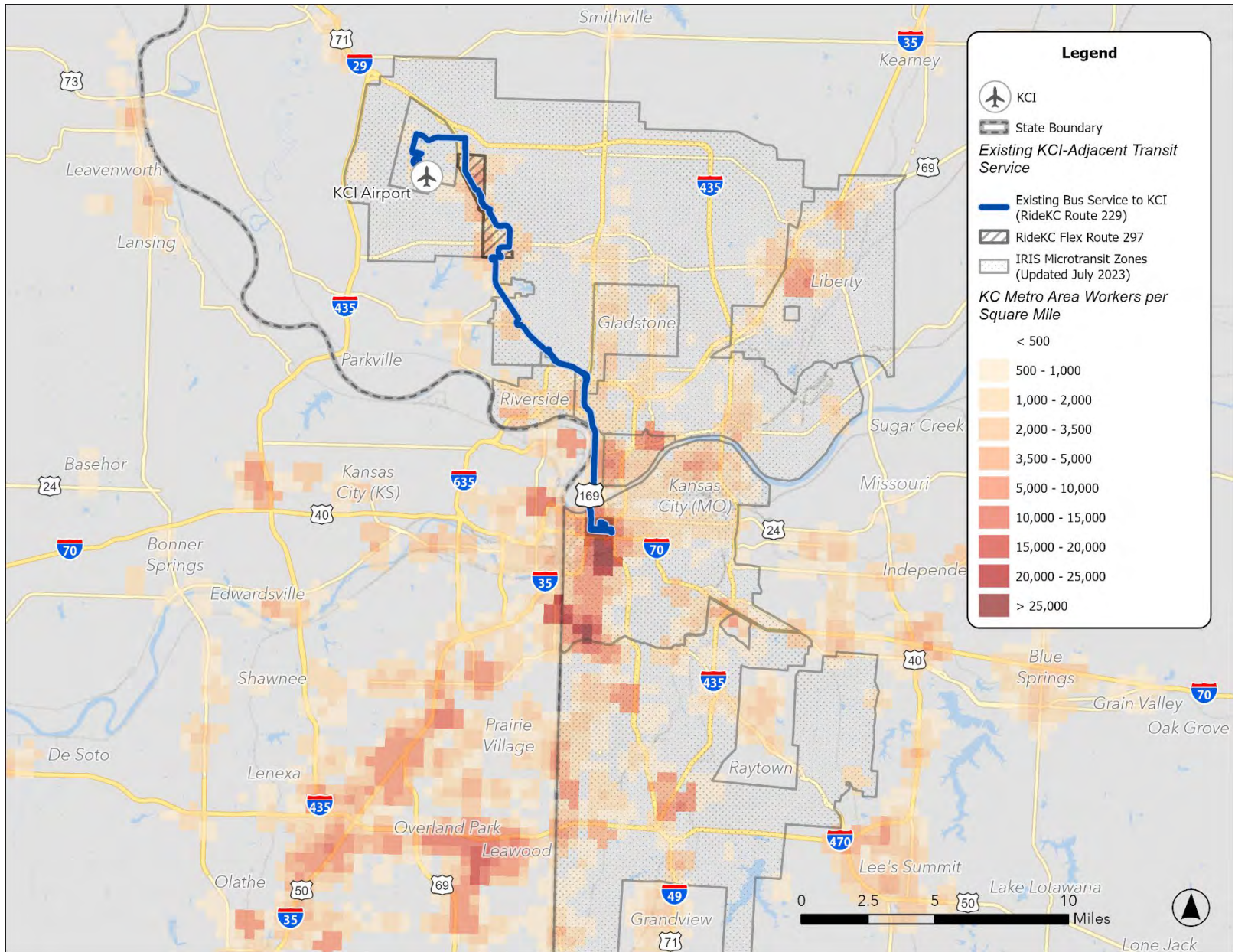


Figure 14. Work Locations of KC Metro Area Workers (Source: Census Bureau OnTheMap Tool)

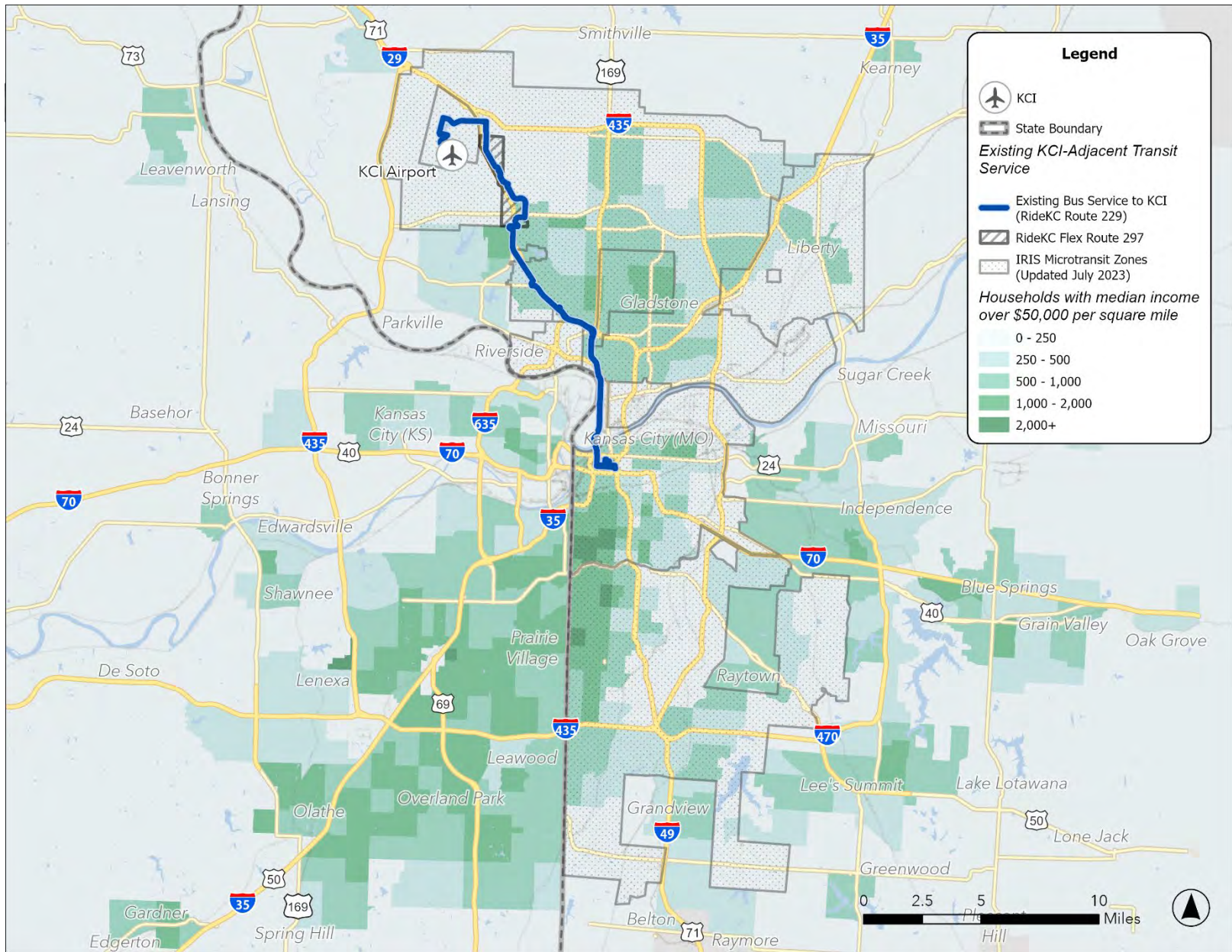


Figure 15. Households with Median Income over \$50,000 per Square Mile (Source: US Census Bureau 2019 American Community Survey)

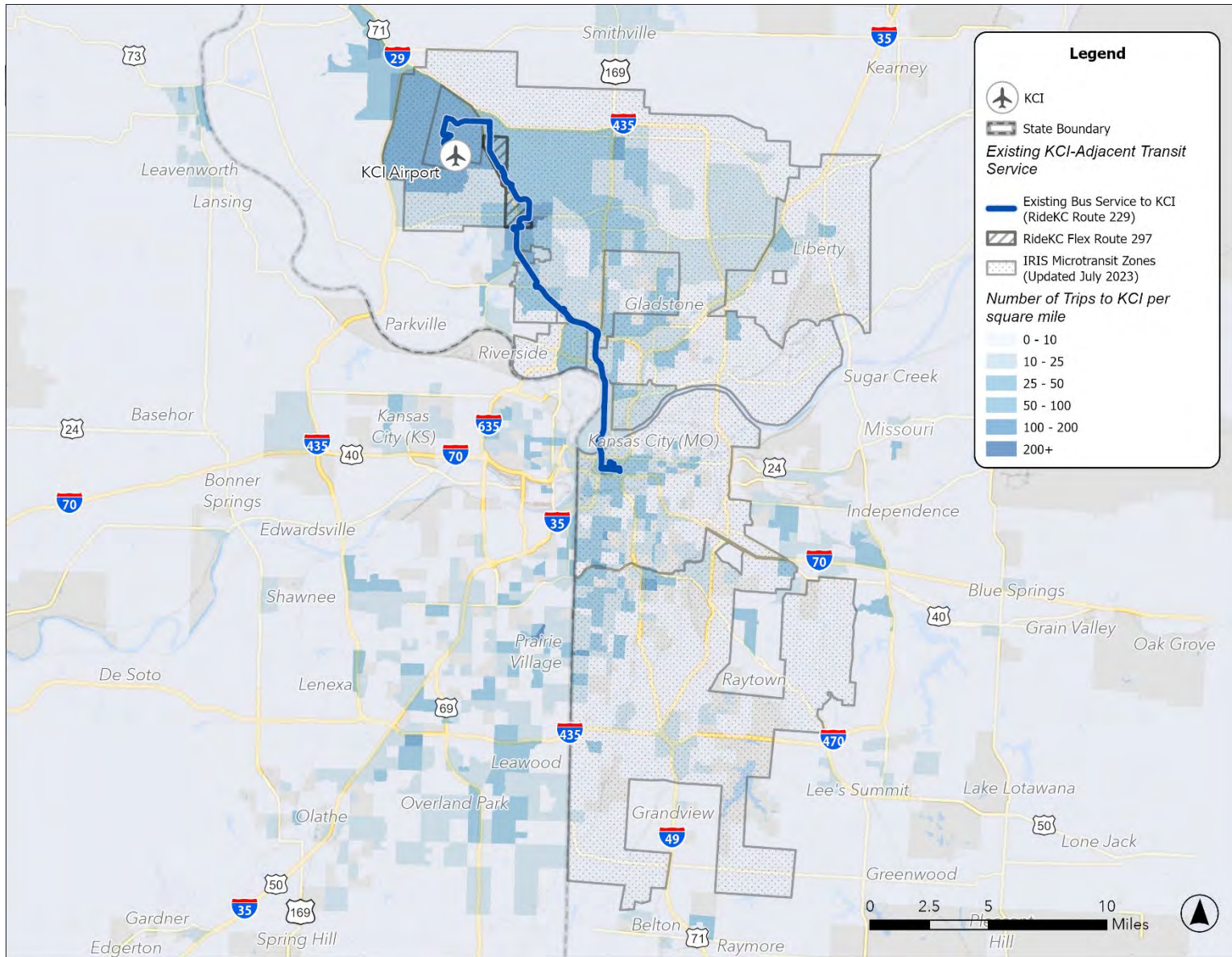


Figure 16. Estimated Daily Trips (per Square Mile) to KCI, Average Weekday in Fall 2022 (Source: Replica)

PREVIOUS KCI TRANSIT PLANNING AND ENGAGEMENT

KCATA has conducted multiple preliminary and internal studies in the past decade examining service options for KCI. These studies, including the 2016 Airport Access Plan and 2019 Express Route Planning efforts, examined potential express or limited-stop service between regional park-and-ride lots or transit centers and KCI. These studies included high-level cost estimates to provide service at 30- and 60-minute frequencies. An example concept for potential route options is shown in **Figure 17**. These studies did not assess demand for ridership, the need for parking (at either park-and-ride lots/transit centers or at the airport for employees and customers), needed improvements and amenities at bus stops, or fleet considerations.

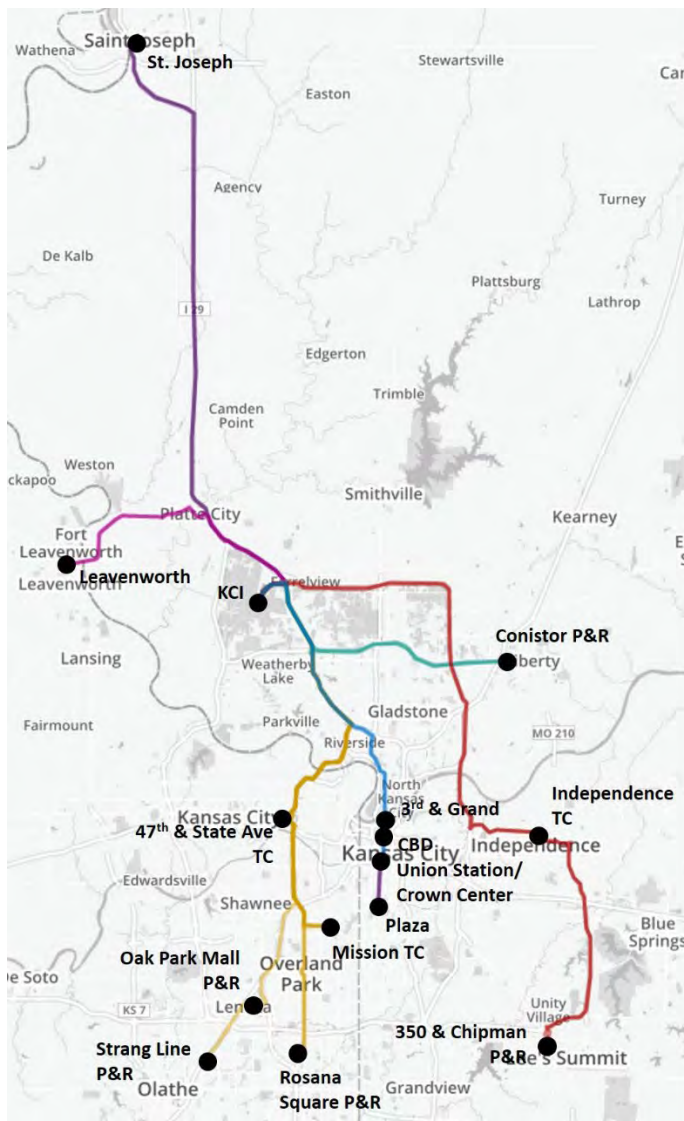


Figure 17. Example KCI Express Route Concept from Previous Planning Studies

In addition, RideKC has conducted multiple recent customer satisfaction surveys (2019 and 2021). These past surveys help inform a general understanding of regional transit ridership profiles, rider needs at a system level, and rider needs for specific types of service (e.g., MAX/bus rapid transit, streetcar, paratransit). However, these surveys did not question riders about connections to KCI, and there was limited to no expressed demand from riders relating to connecting to KCI.

STAKEHOLDER INTERVIEWS

The project team identified and spoke with a collection of regional stakeholders across various focus groups in June 2023. These stakeholders were generally assigned to focus groups for in-person interviews, with a few key stakeholders targeted for 1-on-1 interviews. **Table 3** provides a listing of all participants in the stakeholder interviews, and the following sections summarize the key takeaways from each of the conversations.

Table 3. Participants in Stakeholder Focus Groups and 1-on-1 Interviews

Focus Group	Name	Organization
Civic / Chamber	Jodi Krantz	Independence Chamber of Commerce
	Ava Delsemme	KC Chamber of Commerce
	Tim Holverson	Overland Park Chamber of Commerce
	Dred Scott	Civic Council of KC
Event Planning / Ridesharing	Bruce Adcox	Agenda USA
	Terry O'Toole	Z-Trip WHC Worldwide
Hotel / Lodging	Chad Mohwinkle	Downtown Marriott
	Brian Johnson	Loews Kansas City Hotel
	Bill Teel	Greater Kansas City Restaurant Association
	Andrea O'Hara	Hotel & Lodging Association of KC
	Alan Carr	Visit KCKS
	Warrant Wilkinson	Visit Overland Park KS
Kansas City Police Department	Major Jason Asper	KCPD
	Captain and City Liaison Lionel Colon	KCPD
	Captain Matt Young	KCPD
	Ben Caldwell	KCPD
	Andrew Uptegrove	KCPD
	Grant Roark	KCPD
Public Safety	Claire Canaan	Johnson County EOC
	Christopher Carroll	KCMO EOC
	Allison Breeze	KCMO EOC
	Matt May	Wyandotte County EOC
Sports / Entertainment	Matthew Cunningham	KC Conventions
	Steve Waterman	Nelson Atkins Museum
	George Guastello	Union Station
	Gregg Allen	Sporting KC
Transportation	Benjamin McCabe	MoDOT
	Mike Waller	KC Aviation Department
	Gunnar Hand	Unified Government of Kansas City, KS, Planning and Urban Design
	Lauren Krutty	KC Streetcar

Focus Group	Name	Organization
	Luke Ranker	City of KCMO, City Planning and Development
	Deasiray Bush	Unified Government of Kansas City, KS, Transit
	Jason Waldron	City of KCMO
	Andrew Ngui	KCMO City Manager's Fellow (World Cup 2026 Preparation)
	Tresa Carter	BikeWalkKC
	Tyler Means	KCATA
	Martin Rivarola	MARC
1-on-1 Conversations	Katherine Holland	Executive Director, KC 2026
	Matt Kenny	Kansas City Chiefs
	Melissa Cooper and Katy Sell	KC Aviation
	Pete Fullerton	KC Aviation

Chamber/Civic Focus Group

- Suggest analyzing ways to get people to/from airport faster via transit; over an hour travel time (Route 229 between KCI and downtown) is a huge hurdle because of time commitment. See if headway time can be lowered.
- No real demand to use public transit to go to the airport for employees or residents of Independence and Johnson County. Most people use cars to access suburban destinations; many conference attendees in downtown KCMO, however, expect to get downtown from the airport via public transit.
- Major events in downtown KCMO, including the NFL draft, do not impact or provide much of a benefit to suburban jurisdictions.
- Concerns about safety and security if using regional park-and-ride locations for airport transit; safety and random violence on vehicles have a negative impact on the perception of public transit.
- Independence
 - Need for better east/west connectivity across the region, especially to the eastern part of the region
 - Independence hotels are full for Royals and Chiefs games; hockey is not an overnight draw
 - Most visitors to Truman Sports Complex are driving to events at the stadiums and are coming in from other parts of the region – e.g., Omaha, Lincoln, Des Moines, St Louis, western Kansas
- Overland Park / Johnson County
 - Panasonic project (De Soto) – accessibility is key; 4,000 jobs, need people throughout the region to work there
 - Need for transit goes hand-in-hand with an increase in density

- KCMO
 - Streetcar is popular during major events and tournaments; opens other options for parking to use transit to get to events. Streetcar likely brought about paid parking in River Market area. Many people use it to get to work. Expect an increase in ridership once the Main Street Extension is complete.
 - Residents are unaware of park-and-ride options and transit options such as IRIS

Event Planning / Ridesharing Focus Group

- Large number of private services providing rideshare to/from KCI – black cars, SUVs, shuttle buses, coach buses, etc. Demand for these services often exceeds capacity, not just during major events.
 - Heaviest days are Fridays (departures) and Sundays/Mondays (arrivals)
 - Generally serving ~50% KCMO (concentrated in downtown hotels, Crown Center, and Plaza areas), ~40% Overland Park (Convention Center/Corporate Woods, and ~10% other
 - Interviewed 2 major providers: Z-Trip WHC Worldwide and Agenda USA
- Anecdotal challenges regarding curbspace operations at the new terminal, which KCI staff have been working diligently to modify and address
 - Lane 2 (buses): operators are not allowed to leave vehicles
 - Lane 3 (smaller vehicles): limos/black cars see a pinch point – more demand for spots than availability on a daily basis
 - Suggested for KCI to provide at least 20 spaces designated for the chauffeur industry to make pickup run smoother
 - Drop-offs for large vehicles can't happen on arrival deck if the vehicle is larger than 14 passengers
 - Ingress in general at the new terminal is an issue, with residents not being educated on how to utilize the new airport and enforcement being a challenge
 - Modifications could be made to the cell phone lot as well, as it gets near capacity even without being well-signed.
- Express bus service between KCI and downtown would not be viewed as a competitor to the car-for-hire industry. This service would likely be targeted a different demographic (e.g., a family of four).
 - Example of Boston (Silver Line) – express bus between airport and downtown/connection to rest of transit system
 - Ideal destinations – downtown station at 12th & Main (East Village); Union Station (parking accessibility, convenience to both Plaza and Downtown)
 - Would need to be well-advertised and branded with good wayfinding
 - Should be a bus tailored toward carrying luggage
 - Johnson County / suburbs would be more challenging, but the OP Convention Center / College Boulevard area could be an option for Express service

- Uber/Lyft availability is anecdotally not good at KCI during certain times of day, especially if there are delayed flights and bunching of arrivals.
- A shortage of CDL drivers and more stringent and expensive requirements to obtaining a CDL is creating staffing challenges – too costly to train new staff

Hotel / Lodging Focus Group

- Public transit helpful but only if reliable; express service; convenient; safe; drop offs at locations; can accommodate luggage; set up to support visitors
 - Most visitors are unaware of transit options or don't even know how to use it
 - Travelers with luggage need to be dropped at the front door of their destination; they're not going to walk a long distance
 - Convention guests use streetcar but rarely use the bus
 - Weekends are for leisure travel; conferences popular during the week (Sunday/Monday are popular for arrivals and Friday is popular for departures)
- Public transit in downtown KCMO and the Plaza is worth discussion
- Private transit (e.g., shuttles, black cars) are popular especially for major hotels, corporate guests
- Safety is a key concern with free transit; complaints about buses and streetcar being used as a warming/cooling center and with vagrancy on streetcar. Optics need to be addressed.
- For hotels, transit for workforce is key
 - Downtown hotels: estimated that 20-25% of workforce uses bus but can't get staff in at 5 AM due to current bus schedules
 - In general, hotel/lodging entities struggle with the challenge of aligning transit with shift times
 - Run times for buses don't support 4 AM shifts at hotels
 - Weekends are challenging – work schedules don't align with how the industry operates
 - Safety is again key – workers need to feel safe to use transit to get to work
- Uber/Lyft availability is anecdotally not good at KCI during certain times of day
 - How can TNCs more easily access the airport / have fees reduced?
 - "Solve today's problems" – make rideshare more widely available in the early AM or late PM
- World Cup will have more international guests with the desire to use public transit and for lengthy stays. A lot of travelers won't go to the games but will come for the experience.
- Curiosity around how public transit was utilized during NFL Draft vs. Uber/Lyft and how this differed from "typical" use

Kansas City Police Department Focus Group

- KCI has their own police operations; currently, KCPD communicates with them
- KCI pickup area backups – PD is working with KC Aviation on it; public education plan + pedestrian crossing – no solution yet
- KCPD has good working relationship with KCATA

- Agreements w/ event stakeholders for traffic control during major events
- Limitations on mass transit for special events because of car traffic
- KCPD staffs ingress and egress for events of 8,000+ people (T-Mobile Arena, Chiefs, planning for KC Current Stadium); has contacts with most major venues and will staff events even for crowds of 1,000.
- Everenergy – City’s permitting and special event company – street closures, parks, etc. must go through them. Weekly spreadsheet of events on the calendar (since 2015)
- Road closures will need to be forecasted and coordinated prior to the World Cup (KCMO Public Works, MoDOT)
- No management of traffic signals near T-Mobile Arena during events
- MARC Special Event Threat Assessment – up to 100 completed per year; involve coordination between police, event organizers, safety contacts, etc.
- Rideshare at GEHA/Arrowhead is a huge challenge (geofence being pushed further out, huge crowd, no enforcement)
- KC Current - 11,500 capacity; only 1,400 parking spaces. Need to use shuttle to move people.
- World Cup – focus will be on main event site; will need outside agency support (support from Kansas police departments during NFL draft)
- For major events (e.g., parades), park-and-ride at alternate locations with designated pick-up/drop-off points is a necessity, with locations and schedules well-advertised via media.

Public Safety Focus Group

- Emergency Operations Centers (EOCs) activate for major disasters (e.g., tornado, weather), planned events, 2020 protests, presidential visits (very challenging), NASCAR races (Wyandotte County)
- EOCs coordinate with law enforcement, fire, EMS, Evergy / KCPL, KC Scout, DOTs, railroads
 - Access to thousands of cameras around the metro area
- Main interactions with KCI are for planning exercises for crashes / emergencies
- Transit considerations
 - EOC staff are unable to track buses via AVL systems
 - Additional streets should be blocked off to allow for first responders to have better access
- Royals World Series parade was a significant learning experience that has informed future operations
 - Transit services lost ingress/egress plans during this parade
 - Challenges to manage hospital services (no access to certain hospitals due to people flooding into streets)
- NFL Draft
 - EOC was open for three days straight

- Challenges due to security perimeter (e.g., no hazmats through area, modified process for Amtrak passengers)

Sports / Entertainment Focus Group

- “Expectation” for out-of-town travel to have a transit connection to downtown
 - Any recommendations will need to account for improvements at the airport itself (e.g., wayfinding, curbspace); anecdotal concerns about current pickup operations at KCI (cell phone lot, merge from lot to terminal)
 - Recommendations also need to account for bus ingress/egress at the other end (e.g., 23rd Street for Union Station)
- Convention Center
 - Likely 65-70% using transit to access, if including rideshare/private shuttles
 - Popular route is airport → hotels → convention center
 - Bigger events have shuttles to/from hotels
 - Marriott/Loews are the two “anchors” with bridge connections, but there are several other adjacent hotels in the vicinity
 - Barney Allis Plaza garage is the main garage and shared with Marriott
 - Many staff drive; estimated that approximately 15-20 staff ride transit each day
- Union Station
 - Estimated that a significant number of people drive and park at Union Station and transfer to streetcar to get downtown; streetcar will connect museums/arts once extension opens
 - Use to have bus turnaround area in front; buses now come in front of the building along Pershing and staff feel strongly that buses need to stay on-street along Pershing
 - Closely monitoring garage (1,400 spaces) on occupancy and have pretty good data here
 - May be used as a park-and-ride destination to new KC Current stadium
 - Overnight parking is allowed in covered/secured garage; some parking is dedicated to IRS (seasonal)
 - No parking during NFL Draft except ADA
 - Close to 2,800 hotel rooms in Crown Center Area
 - CVA has started setting up a “Welcome Center” at Union Station in addition to KCI
- Nelson-Atkins Museum
 - Estimated that a “shockingly low” percentage of attendees access via transit
 - ~400 spots in underground garage, which generally fills up on weekends
 - Adjacent neighborhoods looking to meter/permit parking in anticipation of streetcar
 - Becoming much more popular on weekdays
 - Walkability between N-A and Plaza along Cleaver/47th isn’t great – discussions about traffic calming
- Sporting KC

- Gameday staff park at Cerner and take shuttles; shuttles are also provided at Hollywood Casino
- TNCs are fairly hard to come by
- In general, transit access is likely very low
- Major events are a regional draw (e.g., American Royal BBQ, NASCAR); certain events like the horse show draw a private jet crowd

Transportation Focus Group

- Timing of KCATA bus service (Route 229) is not great for travelers or employees; likely that employees make up the majority of ridership from KCI but still doesn't align great with shift times. KCATA is working to adjust schedule to better align with shift times. It is much more challenging to align transit service with flight times given frequent changes in airline schedules.
- Employee parking situation will improve when Terminal B is demolished and employee parking is moved to the old Terminal B garage with a covered walkway directly to the new terminal.
- IRIS launch has been successful with growing ridership each month and an expanding service area.
- Anecdotally, residents express challenges with the new terminal garage being full or close to full and challenges with satellite parking lots (e.g., KCI economy parking or private lots such as the Parking Spot). Long waits for buses at times almost make travel via Route 229 competitive.
- Changes to transit service and an increase in ridership would likely have minimal impact on KCI parking revenue.
- Agreement on challenges with curbspace operations in the arrivals area, which is a work-in-progress stemming in part from local cultural expectations for how the curbspace should operate. There is a constant conversation with parking enforcement officers and police.
- The KCMO Major Streets Plan still has a "Special Purpose" transit corridor identified (used to be Inter-Urban Rail)
- Demand for both travelers and employees to KCI has grown with the opening of the new terminal – more airlines/flights, more concessions
 - Anecdotally struggling to staff concessions
- Connections beyond downtown KCMO
 - Bi-State east-west corridor (KCK – KCMO – Independence) – just awarded RAISE planning grant; ideally this should be considered for any connection to new KCI service on the downtown KCMO end
 - Study should examine service from options on the Kansas side, such as Indian Springs transit center (UG), Mission transit center, and the OP Convention Center
 - UG specifically wants to redevelop the Indian Springs transit center and sees this as a potential park-and-ride connection
- Regional transit funding (or lack thereof) is a challenge - intergovernmental agreements are a challenge

- Can World Cup be used as a leverage point? Could this be an action step?
- “World Cup really needs to be used to leverage permanent investments”. Otherwise, the region is essentially paying for a lot of temporary bus service.
- Example of Los Angeles for 2028 Olympics, although they are much further ahead than KC with rail construction and have an additional 2 years to complete the process.
- Lots of siloed regional coordination is happening so far but a lot of waiting game re: funding
- Bikeshare and scooters
 - BikeWalkKC wants to stay involved - don't forget about bikeshare and scooters (record #'s during draft)
 - Active conversations w/ KCMO/Bird for WC; possibly include some modes we haven't seen
 - Unsure what conversations are being had w/ RideKC bikeshare
 - Need to consider Low English Proficiency planning

1-on-1 Interview: KC 2026 (World Cup)

- Many details are still being worked out in the coming months regarding the need for transit at the World Cup. KC 2026 will be onboarding a VP of Transportation to oversee the transit planning effort.
- There will be a contractual requirement with FIFA to provide, at a minimum, complimentary (free) transit between (1) KCI, (2) the official Fan Fest, and (3) Arrowhead Stadium. In addition, there will likely be a need to provide transit connections to and from volunteer staging/parking and hotel clusters. This will be activated for approximately 40 days.
- There are three potential locations for the Fan Fest; an official location has not been determined.
 - WWI Museum/Memorial (likely not including Union Station, unlike the NFL Draft)
 - Nelson Atkins Museum – south lawn and across Theis Park
 - Swope Park
 - In addition, there will likely be unofficial satellite locations for watch parties
- The metro area will also likely host (1) one or more team “base camps” and (2) temporary training facilities for teams that are playing home games here; however, there is no responsibility on the part of the region to provide transportation for these teams.
 - Base camps: TBD; options include KU/Lawrence (discussions w/ Lawrence re: adding a stop / activating bus inventory), Compass Minerals National Performance Center (Wyandotte County), KC Current training facility (Riverside), K-State
 - Temporary training facilities: Children’s Mercy Park and KC Current Stadium
- Procurement of vehicles/buses has not started; it is likely that regional resources (e.g., the greater six-state region or beyond) will be sought. In addition to procuring a fleet, logistics will need to be worked out regarding vehicle staging, fueling, cleaning, and maintenance.
- The schedule of games is still being determined, which will impact when various teams and fan bases are in town. Match dates will be confirmed in 2023 Q3.

- Demand for hotels will likely extend into the suburbs of the metro area and beyond.
 - FIFA required to source 55,000 hotel rooms within a 2.5-hour radius
 - Will require transport plans to Overland Park, Lee's Summit, Eastern Jackson County, Wyandotte County
- FIFA has not shared security requirements or build-out yet for Arrowhead Stadium and Fan Fest.
- Streetcar will likely need to operate 24 / 7.
- The 2026 World Cup offers an opportunity for implementing legacy projects and for testing new transit service options in advance.
 - Big 12 Men's and Women's Basketball Tournaments (2024, Convention Center/T-Mobile Arena)
 - NCAA Division 1 Wrestling Championships (2024, Convention Center/T-Mobile Arena)
 - NCAA Women's Volleyball Championships (2025)

1-on-1 Interview: Kansas City Chiefs

- For concerts, Uber/Lyft is on property to queue rideshare on departure.
 - Luke Combs concert – 4,000 trips (estimated 25% TNCs)
- Uber/Lyft picks up at the MO Welcome Center during football games; they work with KCPD and parking operators, but this is a challenge
 - “Universal venue issue” for those 10+ years old
- Expect people to come directly from the airport to the event venue for World Cup
 - Anecdotally already happening – NFL officials, media, fan bases
- Chiefs have access to primary/secondary data for ticket purchase – the “Kingdom” is generally a 6-state/300-mile radius for any given game
- Bigger fanbases do bring in more out-of-town travel, but these attendees are estimated to likely be heavily concentrated via driving rather than flying (less than 15-20% of out-of-town travelers for Chiefs games)
- Sports complex is not efficient for transit; this is continually noted in NFL surveys to clubs and the Chiefs are in bottom quartile for this
- Employees – shuttle system from off-site parking for gameday personnel (2 parking facilities within ½ mile)
- Major events can have 200 buses x 50 people – longer-distance; lots from visiting teams
- World Cup
 - Security overlay will take up some of parking area
 - Anticipating a lot of bussing throughout area – will need to have a bespoke bussing program
 - “Going to be a much different use case”

1-on-1 Interview: KC Aviation Staff

- KCI terminal employees – KC Aviation, concessions, airlines
 - Employee shift times / shuttle schedule – buses run 24/7 with 15-30 minute headways generally aligned to provide more frequent service before/after shift change times. 10-minute headways are provided from 3-4 AM, 5-6 AM, 11 AM – 1 PM, and 8-9 PM.
 - KCATA Route 229 is very challenging in terms of times of service (frequency, alignment with shift times). This route does not provide connectivity *across* the Northland (east-west); transit access is needed beyond areas immediately adjacent to I-29 in order to capture KCI employees.
 - Employees currently park in lot off of Mexico City Avenue that is approximately 2 miles / 5-10 minute ride via shuttle to terminal. Employees are dropped off on the commercial curb similar to taxi drop-off/pickup, and employees can enter the terminal at the same location as the general public.
 - KC Aviation charges tenants \$40/month per space for parking at the employee lot, but it is unlikely that tenants are passing this cost along to employees (almost certainly not for concessions). There are currently approximately 2,600 active employee lot cards.
 - Future plans call for the demolition of old Terminals B and C; at this point, the old Terminal B garage will become employee parking, with a covered walkway directly to the new terminal. It is unclear how this will impact parking costs charged to tenants.
 - Aviation department employees have to be KCMO residents – this contributes to challenges with recruitment and a large number of open positions
 - Additional considerations:
 - History of shared vans providing service to KCI for employees
 - Including access to/from Platte City, St Joseph, Leavenworth, and Wyandotte County; more challenging to capture potential employees south of the Missouri River in Jackson County
- KCI travelers
 - Approximately 950,000 total passengers (enplanements + deplanements) in March 2023; highest since December 2019 (not surprising), and April/May 2023 are likely similar or higher
 - Anecdotal agreement that there are not enough TNCs operating in the vicinity of KCI, which is an issue for KCI travelers
 - KCI staff are working to pull reports on garage utilization; monitoring garage loads closely (filled up once during March 2023)
 - Typically ~4 years between pricing changes for parking
 - Buses to/from economy parking have improved since new terminal opened, very few complaints re: blue bus (now it's all single lot / single terminal)



APPENDIX B

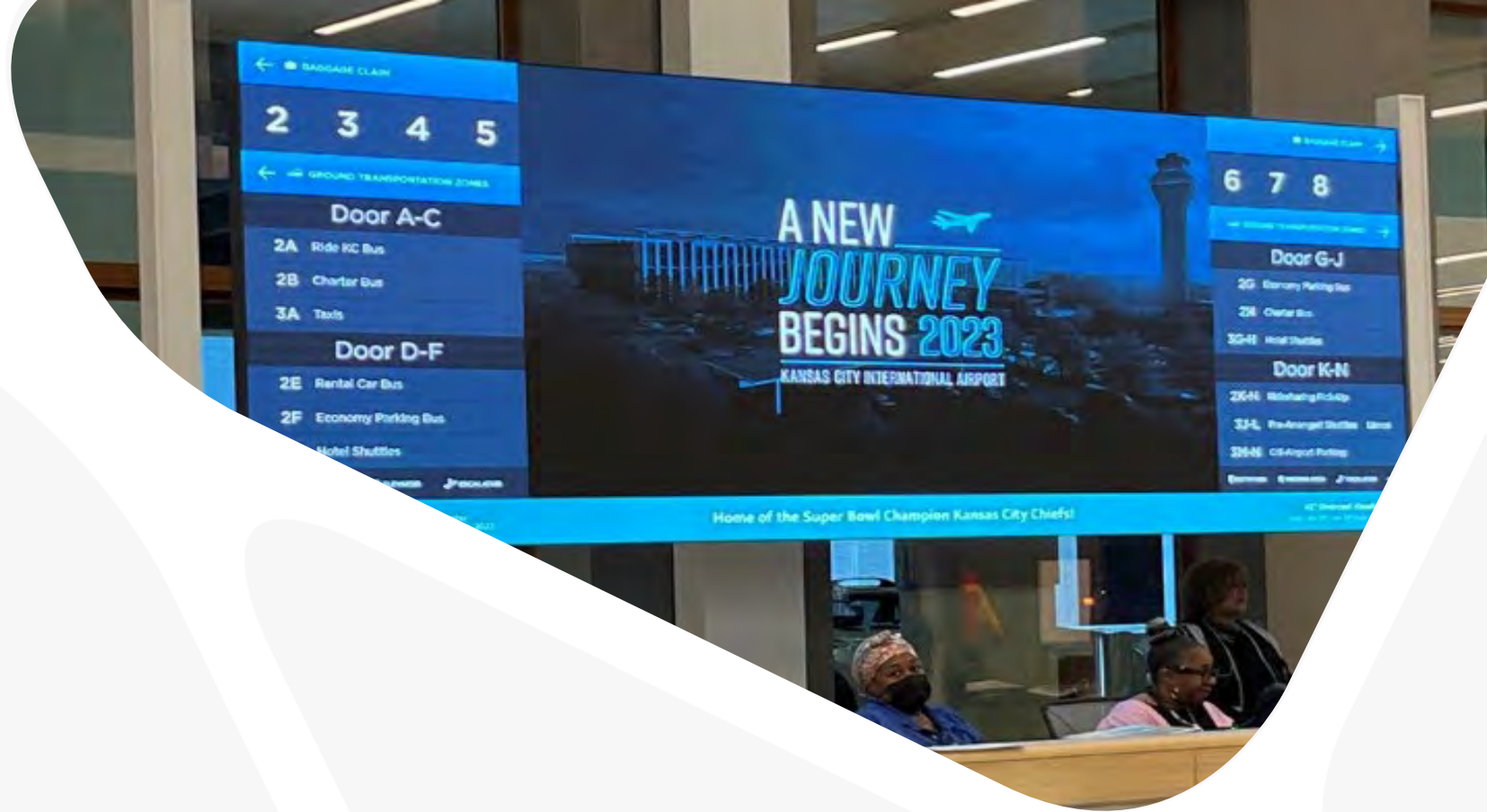
**Summary of Online
Survey Feedback**



KCI Transit Plan

Online Survey and Interactive Comment Map Responses

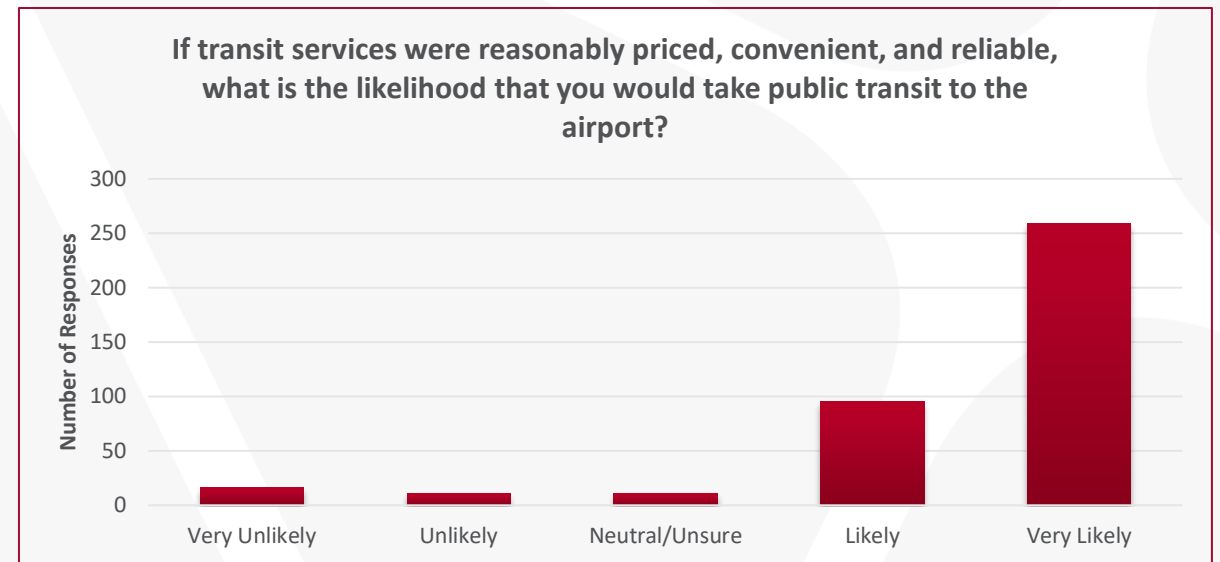
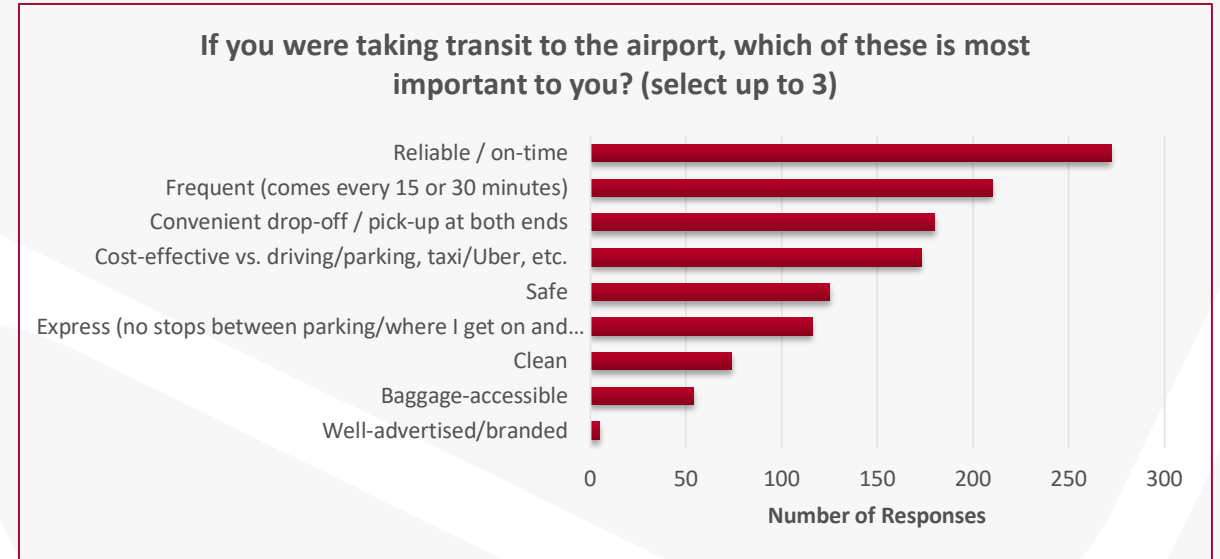
Survey Responses



Online Survey – What We Heard

- More than 400 responses
- Diverse cross-section of responses across metro area home/work locations, age groups, and income levels
- Few respondents using transit locally...but close to 90% do when traveling to other cities
- Many respondents would *prefer* to take express transit from somewhere in the region and indicated a likelihood of using if reasonably priced, convenient, and reliable

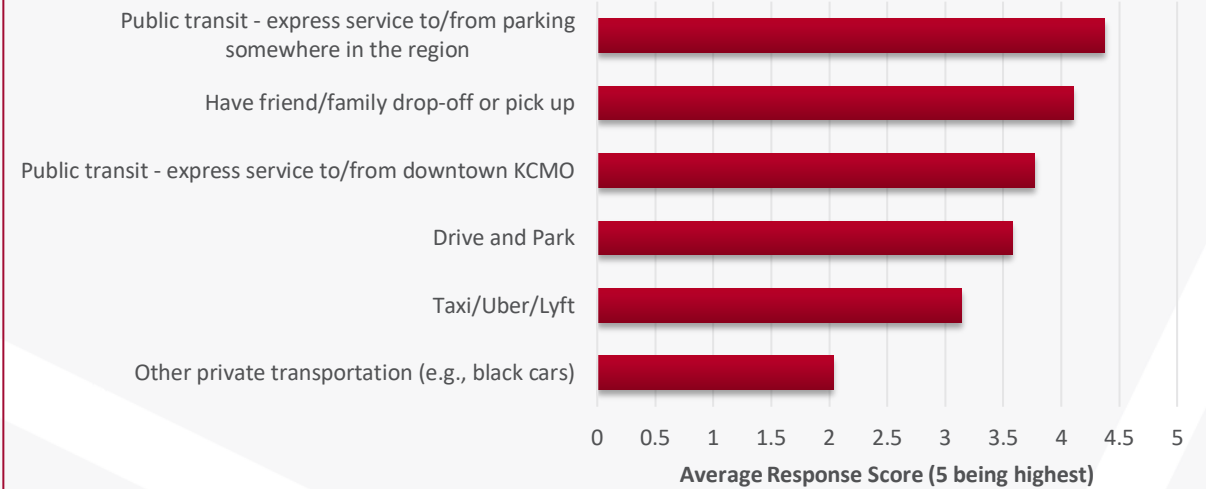
County	Responses by:	
	Home	Work
Jackson, Missouri	182	183
Johnson, Kansas	96	86
Clay, Missouri	52	39
Platte, Missouri	33	24
Wyandotte, Kansas	11	18
Leavenworth, Kansas	8	9
Cass, Missouri	6	3
Other or N/A	15	41



If you were taking transit to the airport, which of these is most important to you? (select up to 3)

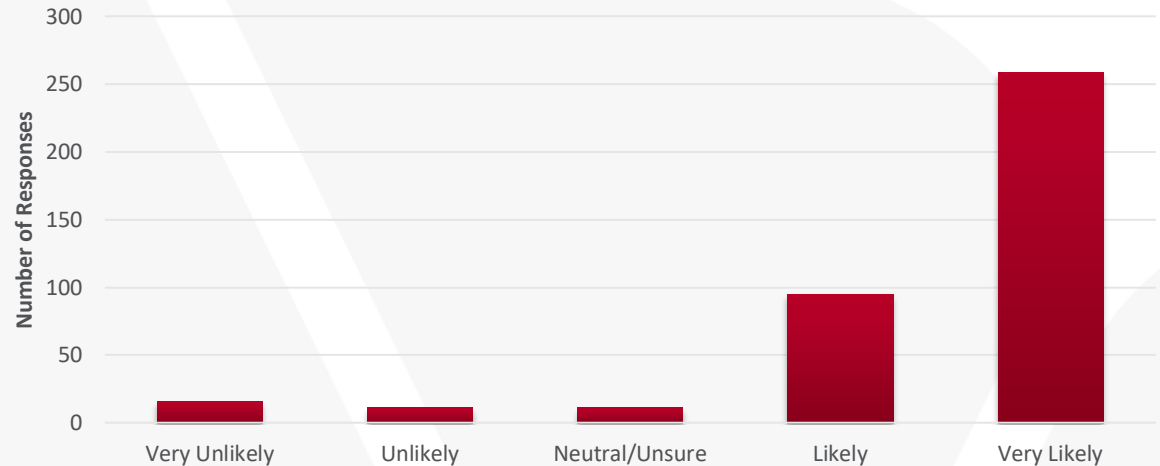


Rank the following for how you would prefer to get to/from KCI airport:



County	Responses by:	
	Home	Work
Jackson, Missouri	182	183
Johnson, Kansas	96	86
Clay, Missouri	52	39
Platte, Missouri	33	24
Wyandotte, Kansas	11	18
Leavenworth, Kansas	8	9
Cass, Missouri	6	3
Other or N/A	15	41

If transit services were reasonably priced, convenient, and reliable, what is the likelihood that you would take public transit to the airport?



If you were taking transit to the airport, which of these is most important to you? (select up to 3)

Home County	Express (no stops between parking/where I get on and the airport terminal)	Frequent (comes every 15 or 30 minutes)	Reliable / on-time	Cost-effective vs. driving/parking, taxi/Uber, etc.	Clean	Safe	Well-advertised /branded	Baggage-accessible	Convenient drop-off / pick-up at both ends	Total Respondents
Jackson, Missouri	28%	61%	71%	43%	15%	28%	1%	12%	40%	182
Johnson, Kansas	32%	43%	65%	48%	19%	30%	0%	10%	53%	96
Clay, Missouri	21%	48%	63%	48%	35%	35%	0%	13%	37%	52
Platte, Missouri	12%	61%	73%	24%	18%	36%	9%	24%	42%	33
Wyandotte, Kansas	55%	36%	64%	45%	0%	27%	0%	9%	64%	11
Leavenworth, Kansas	63%	13%	75%	50%	13%	0%	0%	38%	50%	8
Cass, Missouri	33%	33%	50%	17%	17%	83%	0%	33%	33%	6
Other or N/A	40%	40%	47%	33%	13%	47%	0%	7%	73%	15

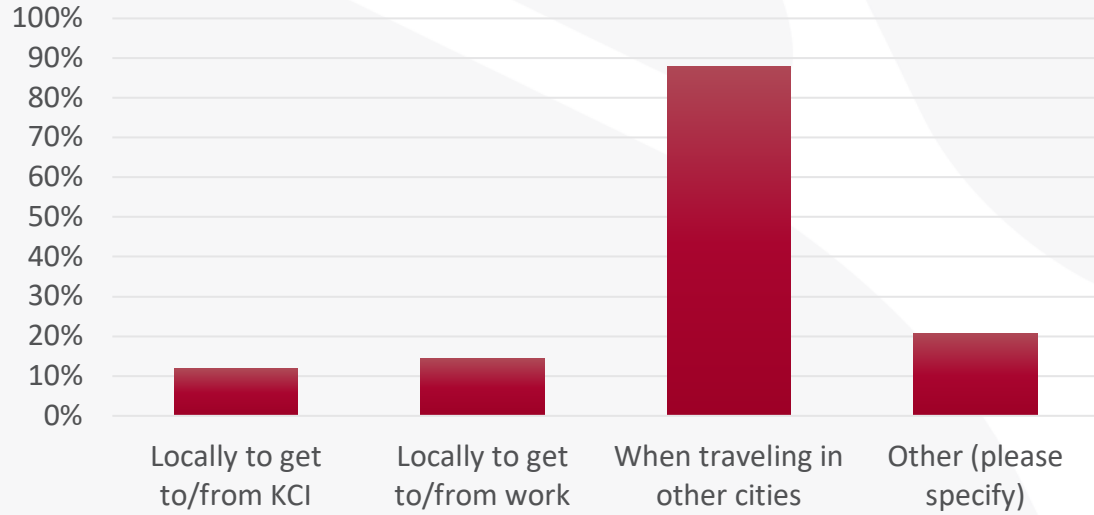
Work County	Express (no stops between parking/where I get on and the airport terminal)	Frequent (comes every 15 or 30 minutes)	Reliable / on-time	Cost-effective vs. driving/parking, taxi/Uber, etc.	Clean	Safe	Well-advertised /branded	Baggage-accessible	Convenient drop-off / pick-up at both ends	Total Respondents
Jackson, Missouri	32%	60%	68%	41%	19%	25%	2%	11%	42%	183
Johnson, Kansas	26%	47%	76%	49%	19%	26%	0%	8%	51%	86
Clay, Missouri	18%	59%	59%	49%	26%	46%	0%	13%	31%	39
Platte, Missouri	13%	46%	79%	33%	25%	46%	0%	13%	46%	24
Wyandotte, Kansas	39%	28%	56%	39%	17%	39%	0%	11%	72%	18
Leavenworth, Kansas	56%	11%	78%	33%	22%	11%	0%	44%	44%	9
Cass, Missouri	67%	67%	67%	33%	0%	33%	0%	33%	0%	3
Other or N/A	27%	46%	54%	44%	7%	46%	2%	27%	46%	41

If transit services were reasonably priced, convenient, and reliable, what is the likelihood that you would take public transit to the airport?

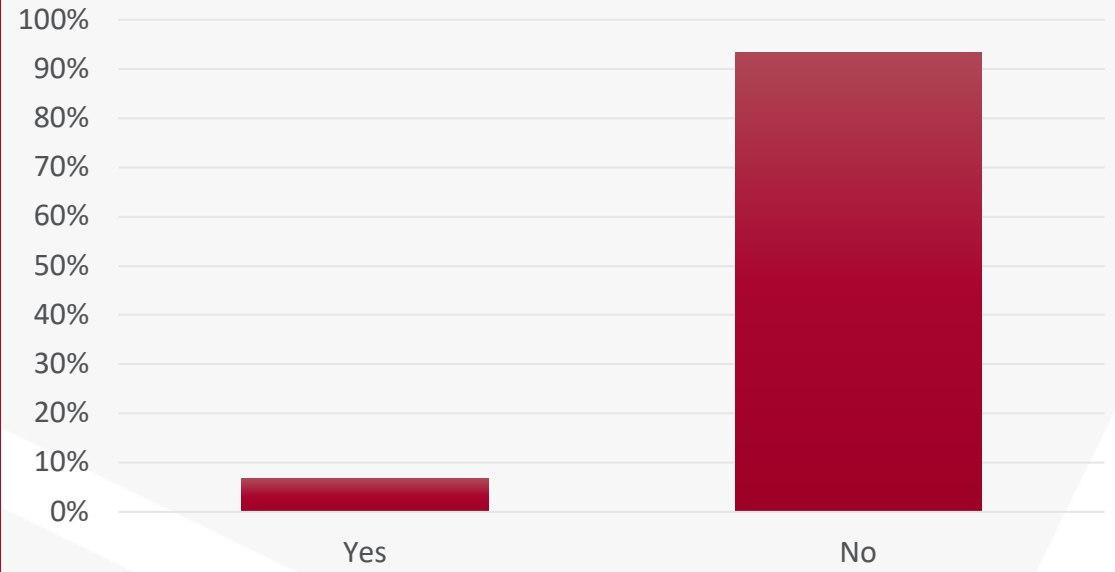
Home County	Very Unlikely	Unlikely	Neutral/Unsure	Likely	Very Likely	Total Respondents
Jackson, Missouri	2%	0%	3%	21%	74%	182
Johnson, Kansas	2%	1%	4%	27%	66%	96
Clay, Missouri	10%	13%	10%	23%	44%	52
Platte, Missouri	6%	3%	9%	24%	58%	33
Wyandotte, Kansas	9%	0%	9%	36%	45%	11
Leavenworth, Kansas	0%	13%	25%	25%	38%	8
Cass, Missouri	17%	0%	0%	50%	33%	6
Other or N/A	13%	7%	7%	13%	60%	15

Work County	Very Unlikely	Unlikely	Neutral/Unsure	Likely	Very Likely	Total Respondents
Jackson, Missouri	3%	1%	5%	22%	69%	183
Johnson, Kansas	0%	1%	2%	27%	70%	86
Clay, Missouri	8%	3%	5%	33%	51%	39
Platte, Missouri	13%	25%	8%	17%	38%	24
Wyandotte, Kansas	6%	0%	6%	22%	67%	18
Leavenworth, Kansas	0%	11%	33%	22%	33%	9
Cass, Missouri	0%	0%	0%	0%	100%	3
Other or N/A	10%	0%	7%	20%	63%	41

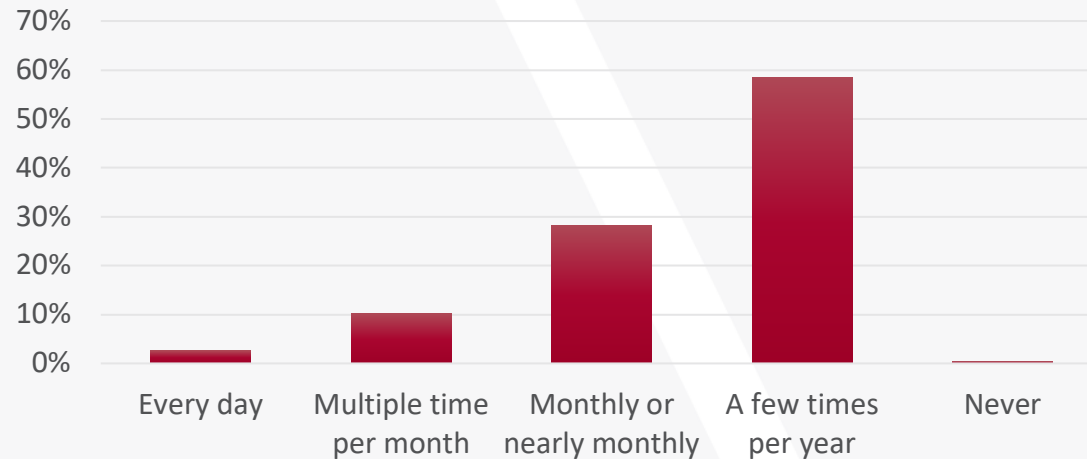
Do you use public transit? (check all that apply)



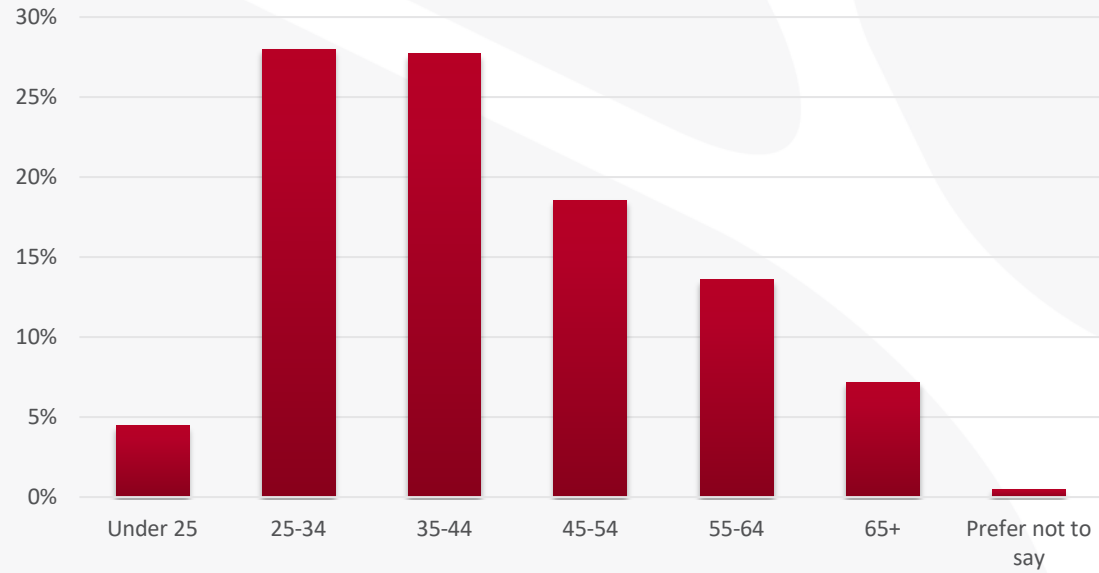
Do you work at KCI or near KCI airport?



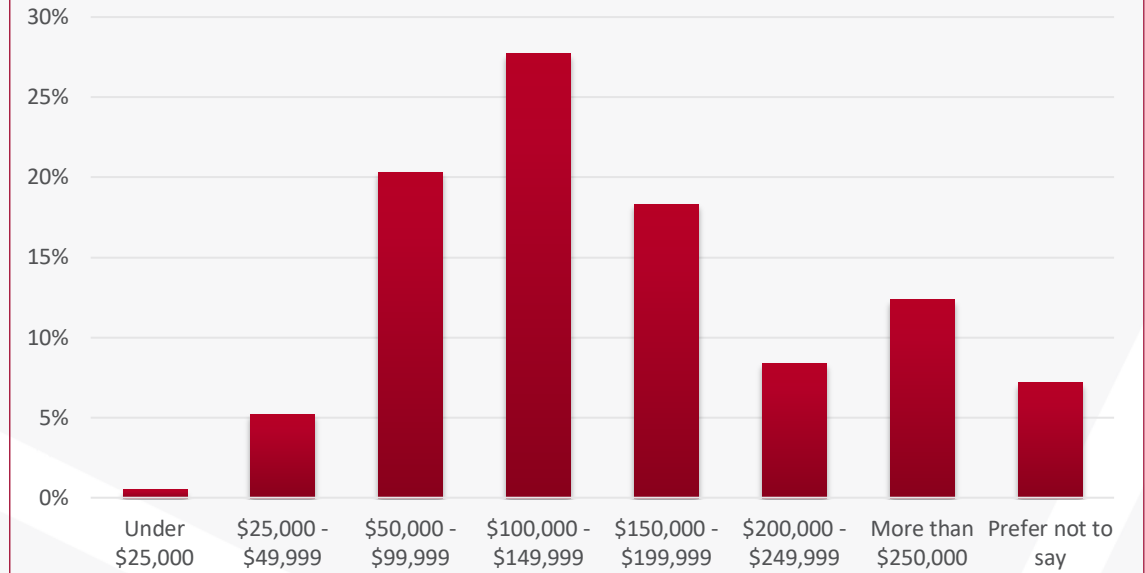
How often do you go to KCI airport, whether for working, traveling, picking up passengers, etc.? (select one)



Age

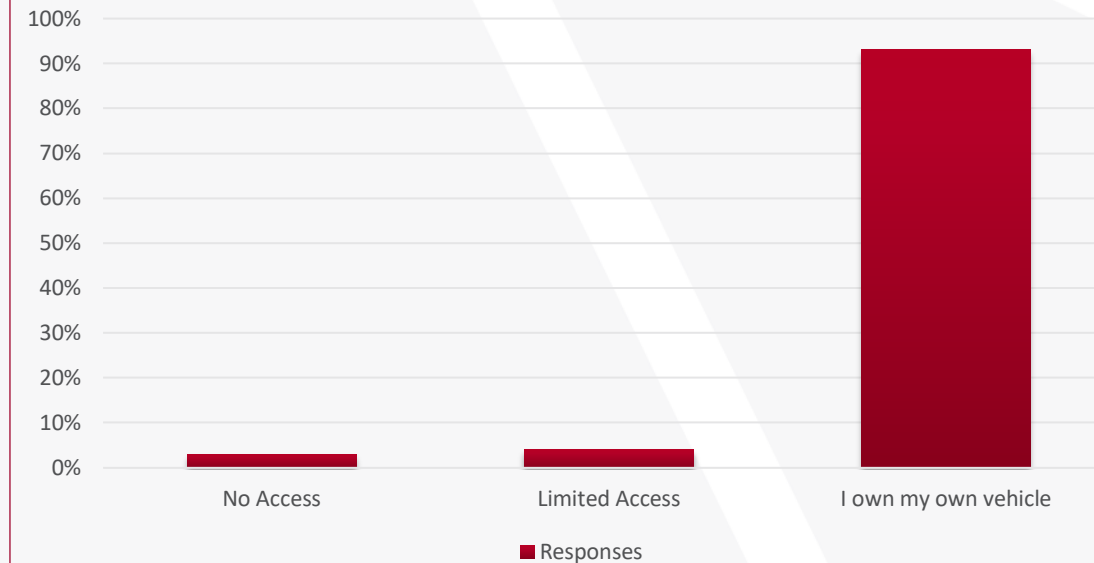


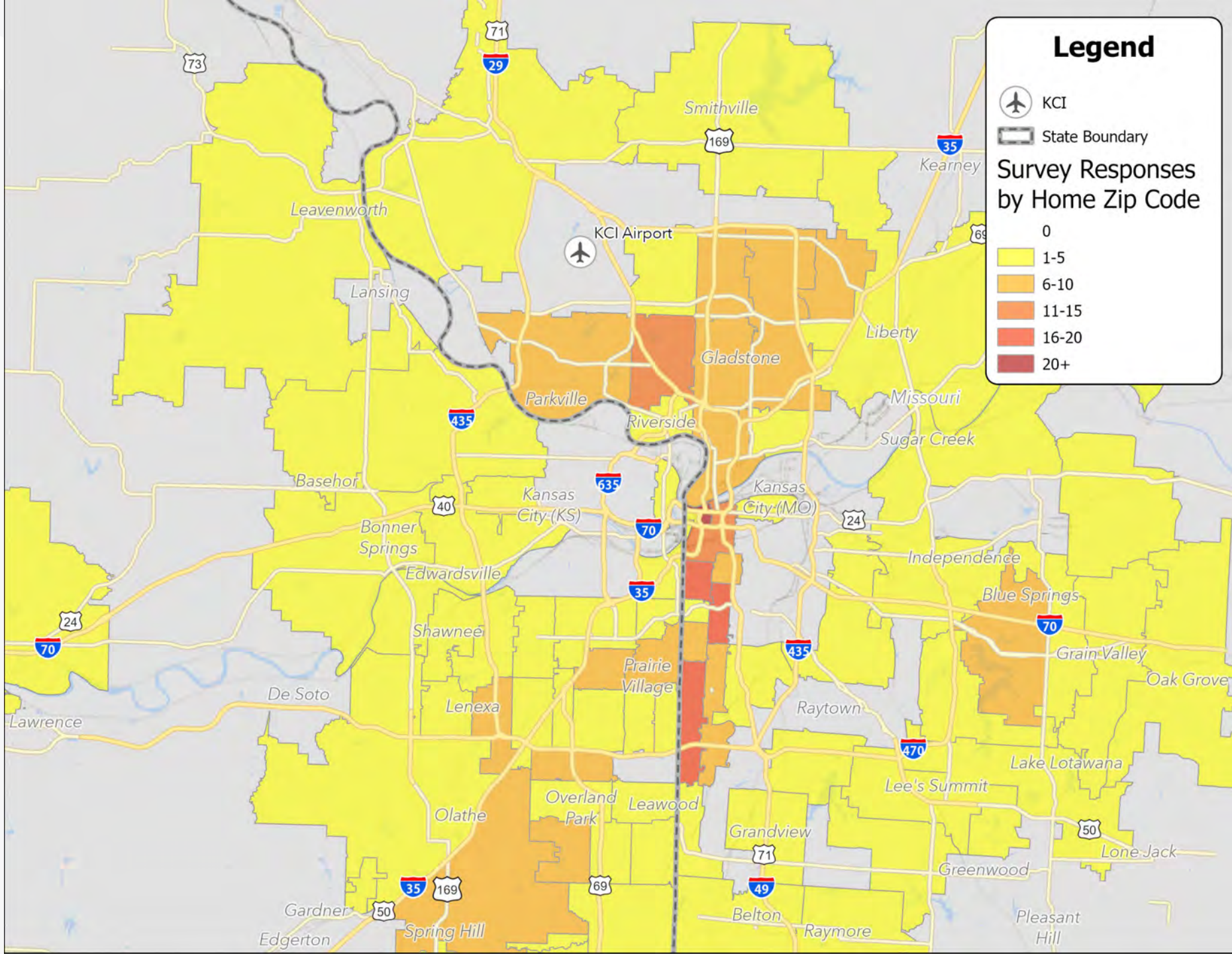
Household Income

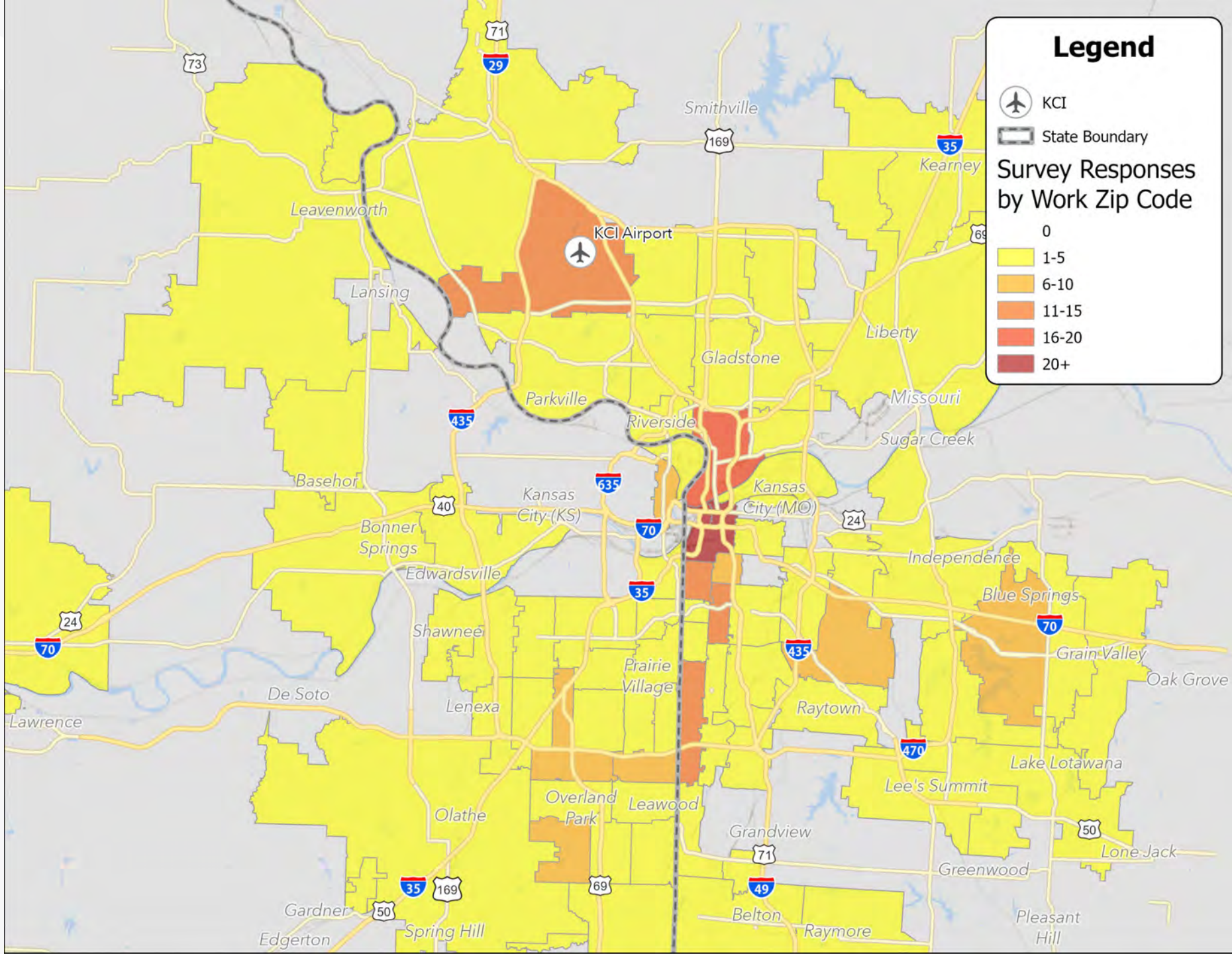


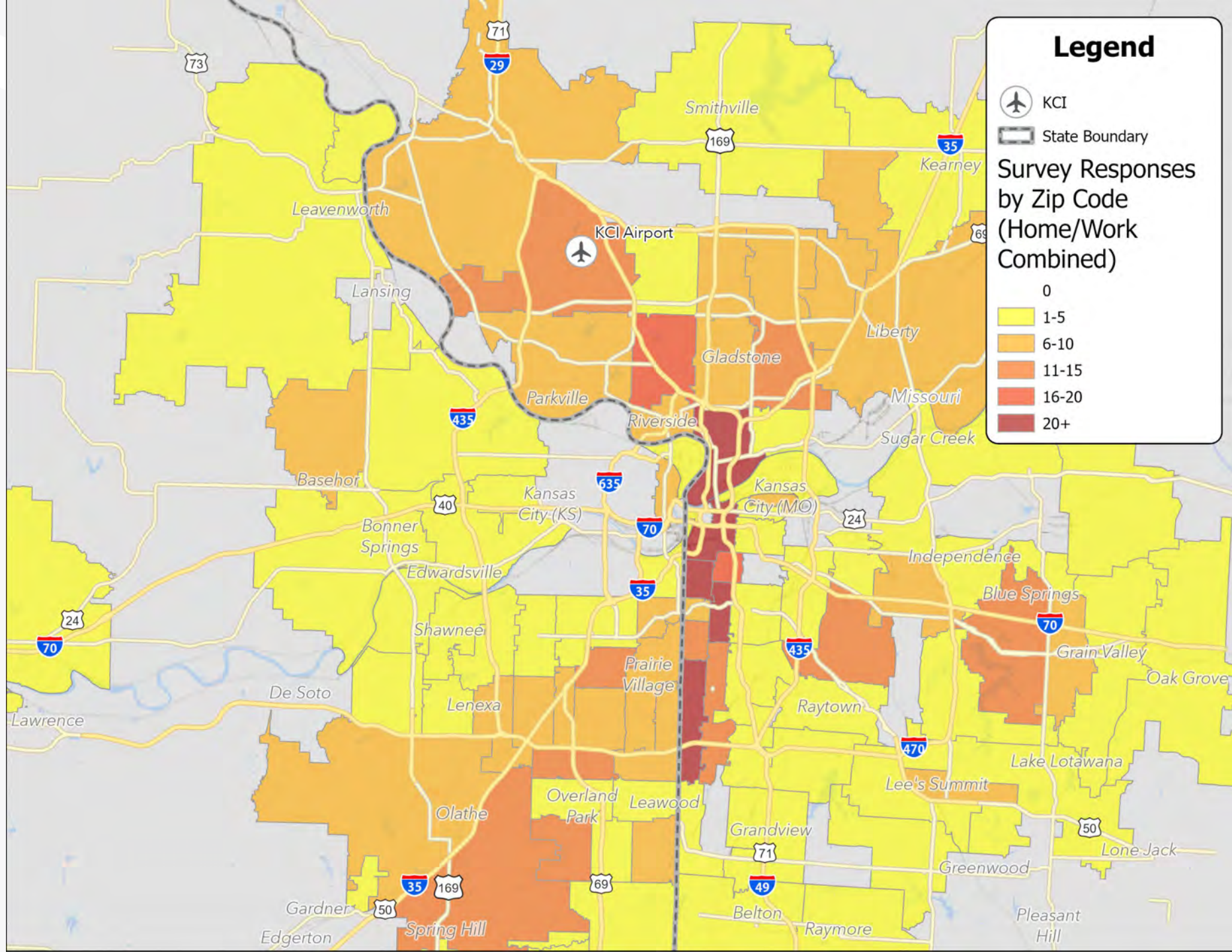
- 404 total responses as of 9/25
- 119 unique zip codes represented

Vehicle Access

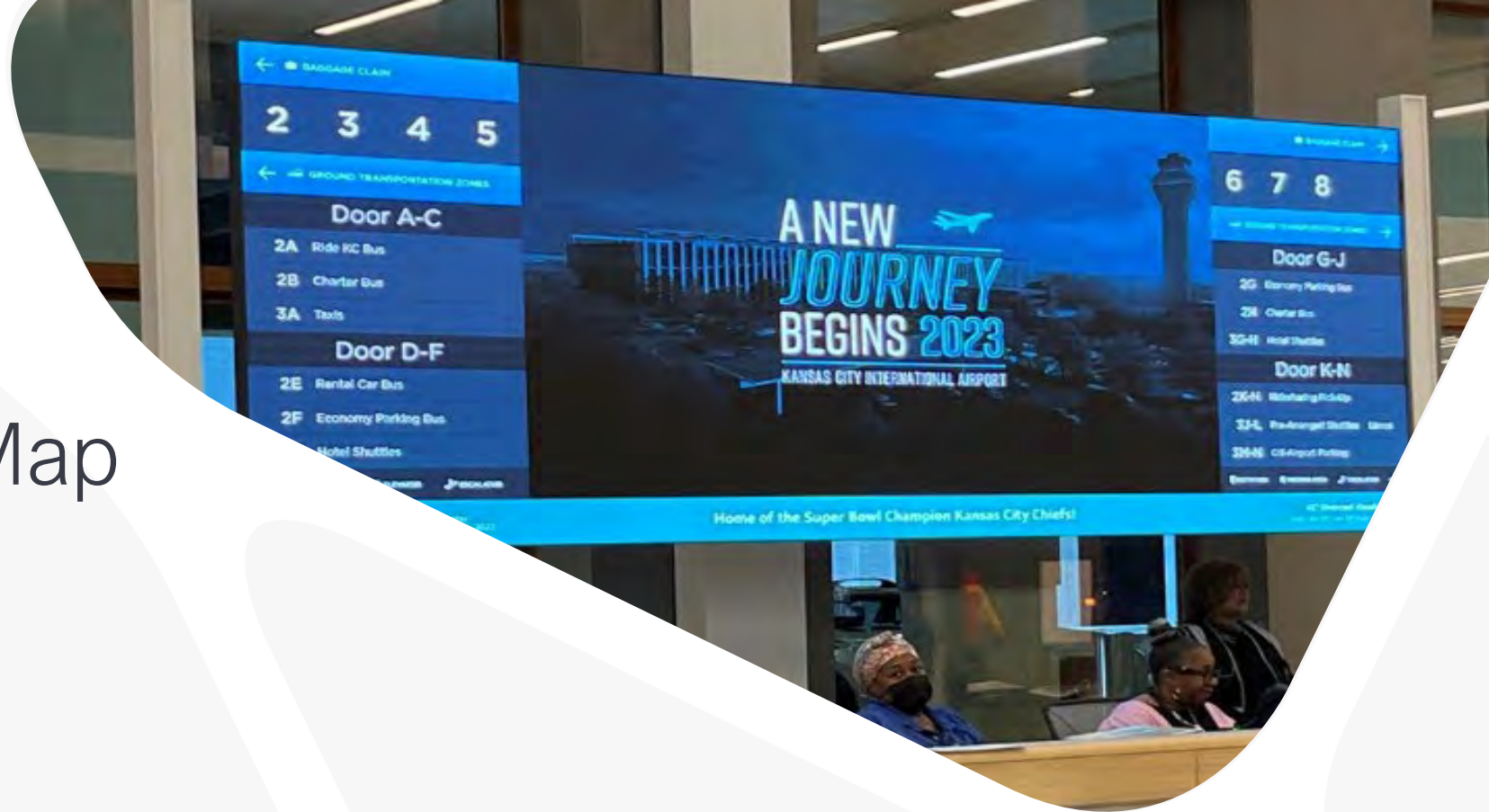






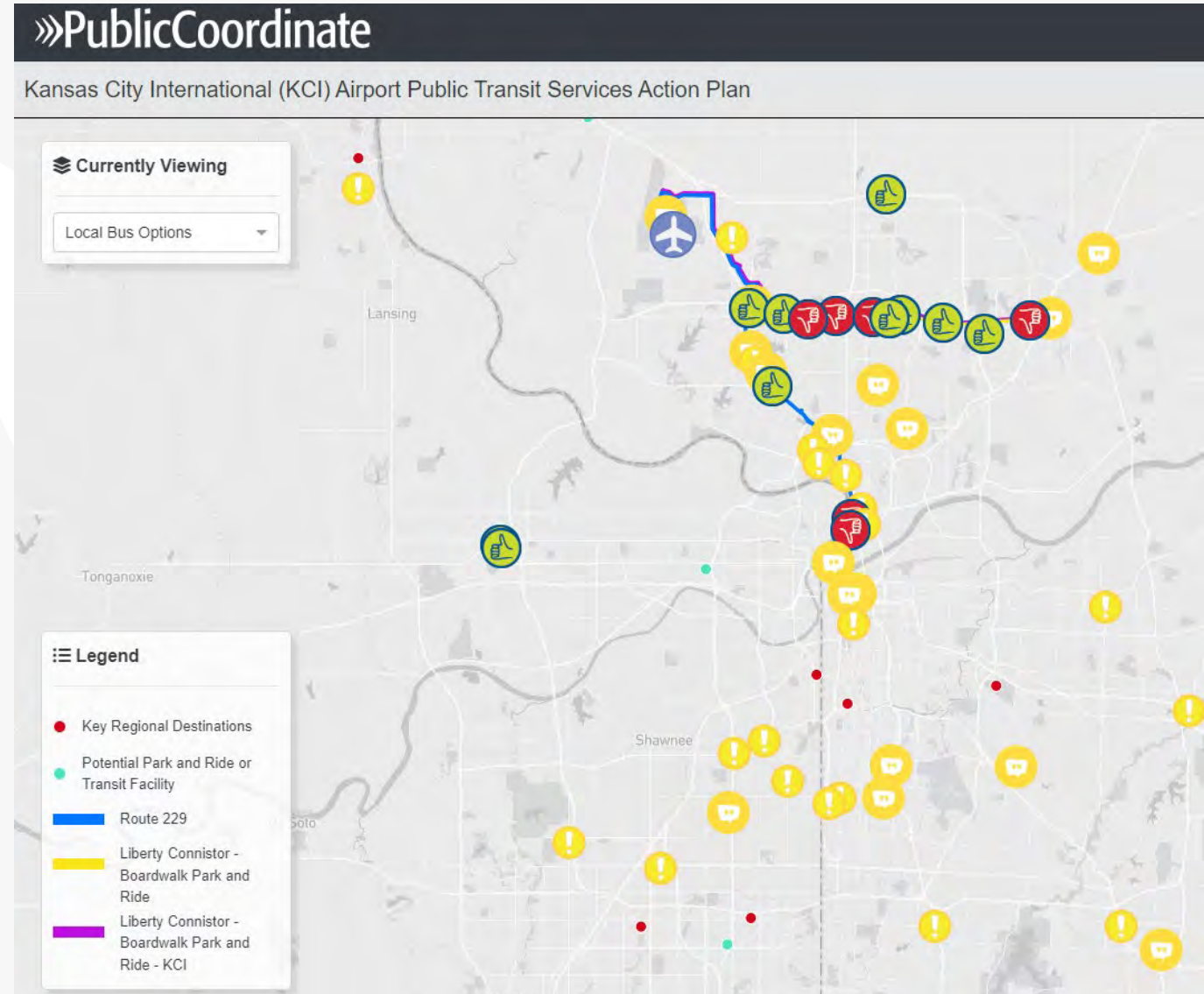


Online Interactive Map Responses



Online Interactive Map – What We Heard

- Nearly 150 comments posted
- Employee-focused service
 - Service hours need to match KCI workers' hours
 - Mixed support for Barry Road / Liberty corridors – stronger support for Express than local
 - Limited/no comments re: Leavenworth / St Joseph
- Resident/visitor-focused service
 - Strong support for Union Station
 - Mixed support for various KS options
 - Scattered requests to explore options across metro area (especially south/east)
 - Emphasis on convenience / ease of use; clean / safe / on-time / comfortable
 - Emphasis on connection to streetcar



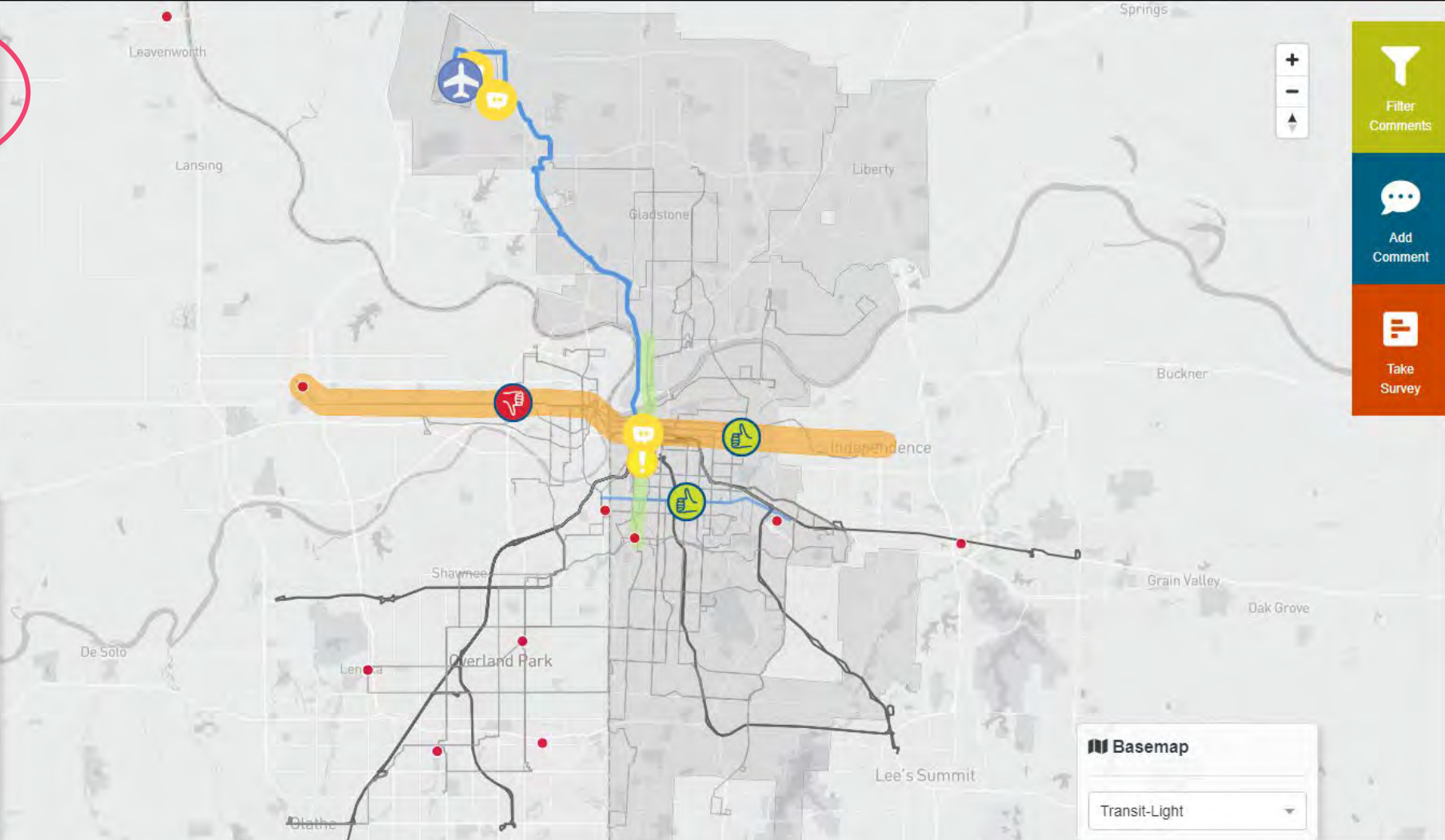
Existing Transit Service Comments

Currently Viewing

Existing Transit Service

Legend

- Key Regional Destinations
- RideKC Route 229 (Existing KCI Service)
- KC Streetcar Corridor
- East-West Transit Study Area
- BiState Corridor
- RideKC Local Bus



Add Comment

Add Point Comment

- Add service to KCI from here
- I like this idea
- I dislike this idea
- Other Comment

Take Survey

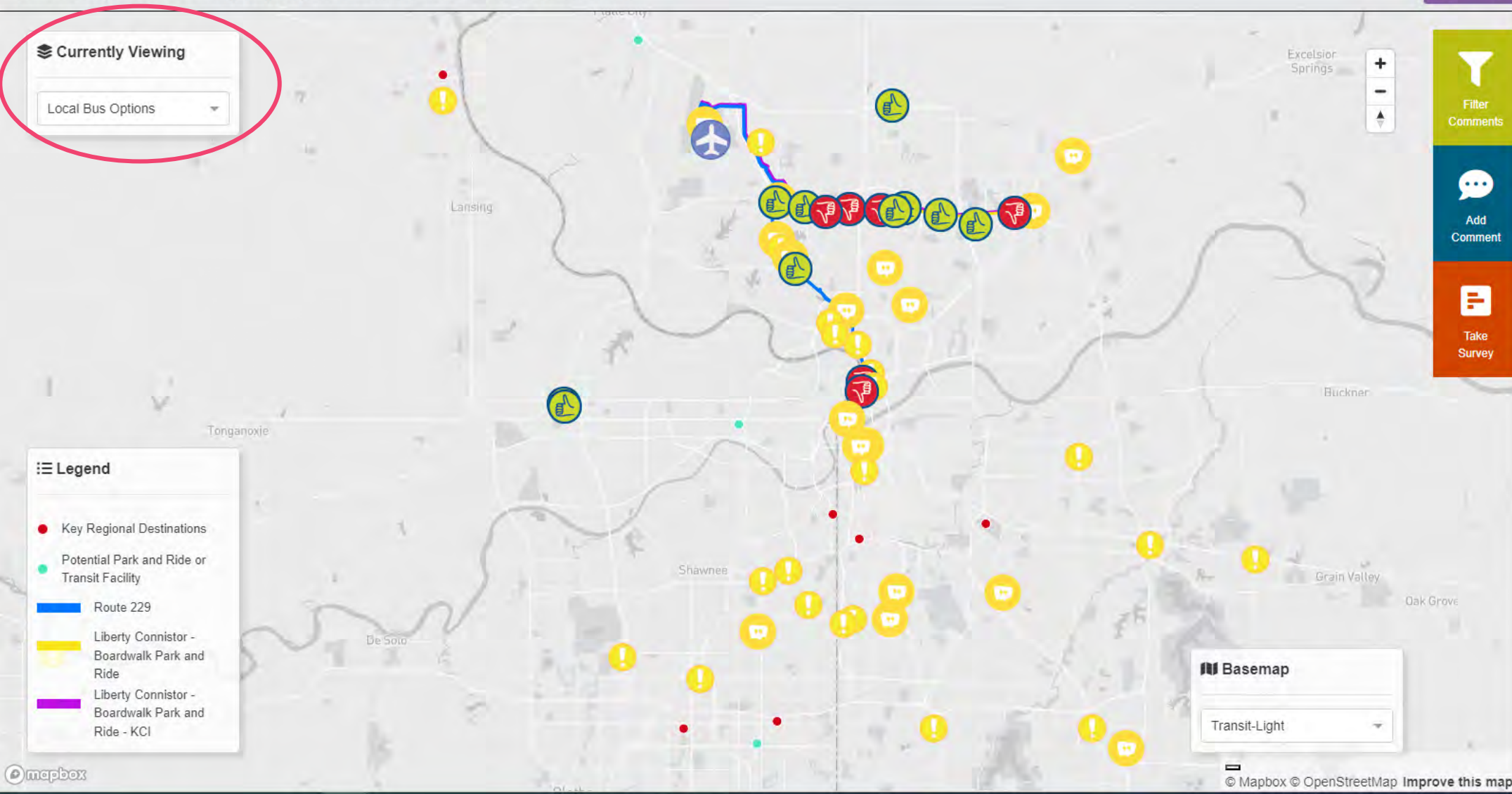
Basemap

Transit-Light

Existing Transit Service Map Comments

Map Layer	Category	Original Comment	Replies	Created On
Existing Transit Service	Other Comment	More than anything else, there needs to be a bullet train from MCI to Union Station in Kansas City, Missouri. The Transit backed ride share needs to be enhanced including the roadways to support the traffic and buses need to be limited to places where minimizing traffic is desired as shuttle service sponsored by the establishments that need them such as for workers or large events. The entire operation should be designed to work 24/7, 365 and with sufficient redundancy. I used transit all in my youth in Southern California and	N/A	9/15/2023
Existing Transit Service	Add service to KCI from here	MWSU students from St. Louis, International students, university and municipal officials as well as NWMO regional travellers would benefit from express service from this undeveloped lot (former Raddison). Local support could provide infrastructure for departure	N/A	9/19/2023
Existing Transit Service	I like this idea	N/A	<i>Original Comment</i>	8/22/2023
Existing Transit Service	I like this idea	N/A	This innovative approach should be supported and implemented.	8/29/2023
Existing Transit Service	I dislike this idea	No direct access from Wyandotte County, which is the closest County to the airport other than Clay and Platte, is inequitable for	N/A	8/24/2023
Existing Transit Service	Other Comment	Shorter-term, I would be in favor of increasing the existing 229's level of service and use the larger 40ft buses (current 28ft buses fill up easily, with little room for baggage in my experience). In addition, consider expanding the times in which connecting routes from downtown run to better accommodate early-morning and late evening flights (for instance, Streetcar only begins service at 6am	N/A	9/1/2023
Existing Transit Service	I like this idea	The more streetcars the better.	<i>Original Comment</i>	8/22/2023
Existing Transit Service	I like this idea	The more streetcars the better.	Yes!!!	8/25/2023
Existing Transit Service	Add service to KCI from here	Union Station is the natural transit hub for the KC region. Making this the central node by which other major nodes are accessed is the most efficient method of bringing visitors and daily riders from point A to point B. Union Station was intended as KCs "front door" and ought to be treated as such rather than a less than attractive	N/A	8/22/2023
Existing Transit Service	Other Comment	Who has actual passenger travel data that clusters / optimized hubs around the region can be analyzed? Conceivably, this would take a data scientist likely less than a week to build/recommend an optimal plan. Absolutely worth buying the data if companies won't	<i>Original Comment</i>	9/2/2023
Existing Transit Service	Other Comment	Who has actual passenger travel data that clusters / optimized hubs around the region can be analyzed? Conceivably, this would take a data scientist likely less than a week to build/recommend an optimal plan. Absolutely worth buying the data if companies won't	Bard AI generated response to the prompt: "what factors must a regional planning council consider when deciding the types of mass transit to offer citizens" https://bard.google.com/share/15f775ca9fb1?hl=en	9/2/2023

Local Bus Options Comments



Filter Comments

Add Comment

Add Point Comment Clear

- Add service to KCI from here
- I like this idea
- I dislike this idea
- Other Comment

Take Survey

Basemap

Transit-Light

Local Bus Options Map Comments

Map Layer	Category	Original Comment	Replies	Created On
Local Bus Options	Other Comment	A daily bus line that ran from Waldo to downtown Overland Park would be helpful for the people commuting along 75th street. It would also connect people on the Kansas City side to the large farmer's market in	N/A	9/15/2023
Local Bus Options	I like this idea	A lot of people that lives on the West area of the Kansas City would beneficiate of a route to the airport from here.	<i>Original Comment</i>	9/15/2023
Local Bus Options	I like this idea	A lot of people that lives on the West area of the Kansas City would beneficiate of a route to the airport from here.	Agreed!	9/20/2023
Local Bus Options	Other Comment	Add a DIRECT bus triggered gate and onramp to/from the Boardwalk bus center and then send one bus straight up I-29 and one up Ambassador. You don't even need a bridge to connect to the slip lane parallel to I-29 to add express service. Bonus, it gets busses off Barry Road north of 72nd. Move the Prairie View stops to a protected freeway edge stop the	N/A	8/23/2023
Local Bus Options	Add service to KCI from her	Add rapid rail from Downtown to KCI	N/A	8/27/2023
Local Bus Options	Add service to KCI from her	Add route through Burlington would improve a regional transit and	N/A	8/24/2023
Local Bus Options	Add service to KCI from her	Adding transportation to/from KCI to downtown seems to be a no-brainer for guests coming in/out of our city as long as the hours are convenient, and the accommodations are clean and safe.	<i>Original Comment</i>	9/20/2023
Local Bus Options	Add service to KCI from her	Adding transportation to/from KCI to downtown seems to be a no-brainer for guests coming in/out of our city as long as the hours are convenient, and the accommodations are clean and safe.	YES PLEASE! Light rail would be preferred	9/22/2023
Local Bus Options	Other Comment	Are there any Transit Facilities for Park and Ride opportunities on the east side of the state line? Perhaps in the Waldo or Swope Park area? Doesn't look like there are options yet to service east side of state line	<i>Original Comment</i>	8/23/2023
Local Bus Options	Other Comment	Are there any Transit Facilities for Park and Ride opportunities on the east side of the state line? Perhaps in the Waldo or Swope Park area? Doesn't look like there are options yet to service east side of state line	Agree, this side of the state line looks neglected. Why not some park and rides here? Truman Sports Complex has an enormous parking lot that has potential.	9/1/2023
Local Bus Options	Add service to KCI from her	Blue Springs and EJC in general need more options for public transportation to access the amenities in the region including the airport	<i>Original Comment</i>	9/11/2023
Local Bus Options	Add service to KCI from her	Blue Springs and EJC in general need more options for public transportation to access the amenities in the region including the airport and downtown KC to work and play.	It would be good to have service from Blue Springs to KCI maybe and back 3 times a day. Leaving BS Early morning corresponding to early flights, Leaving BS late morning, Leaving BS late afternoon. Leaving KCI Mid day, Leaving KCI late afternoon, Leaving KCI late evening.	9/12/2023
Local Bus Options	Add service to KCI from her	Blue Springs and EJC in general need more options for public transportation to access the amenities in the region including the airport and downtown KC to work and play.	Yes! More public transportation options are needed out here in EJC. Have a public transportation option from Blue Springs to downtown and then have a connection from downtown to the airport. If a shuttle system was implemented, it needs to be cost effective for riders.	9/14/2023
Local Bus Options	I like this idea	Connecting Liberty area to the Airport is smart! It's great for travelers goint to the airport but also for Laborers who work at the airport area. Costs of owning a vehicle and maintaining a vehicle are making it difficult for labor to own their own so we have to make it easier for them to	N/A	9/22/2023
Local Bus Options	Add service to KCI from her	Could be an option for service to KCI.	<i>Original Comment</i>	8/31/2023
Local Bus Options	Add service to KCI from her	Could be an option for service to KCI.	I second that!	9/19/2023
Local Bus Options	I dislike this idea	Do people who lives all the way up here really need this much help	<i>Original Comment</i>	9/8/2023

Local Bus Options Map Comments

Local Bus Options	I dislike this idea	Do people who lives all the way up here really need this much help getting to the airport?	Folks that live in this area drive to KCI or a neighbor takes them. Bus does not enter our minds for KCI. Barry Road is getting cluttered by shopping carts near bus stops. Retailer employees are not allowed to cross street to collect as they must stay on store property to get carts. These carts collect and down grade the look of Barry Road.	9/21/2023
Local Bus Options	I dislike this idea	Following Barry Road is a bad idea unless you take the extra space with bus only lanes. It's already known there's plenty of road capacity, much of west of 169 was widened for traffic that moved to 152 when it opened. the bridge over 169 had a lane closed due to damage and no	<i>Original Comment</i>	8/23/2023
Local Bus Options	I dislike this idea	Following Barry Road is a bad idea unless you take the extra space with bus only lanes. It's already known there's plenty of road capacity, much of west of 169 was widened for traffic that moved to 152 when it opened. the bridge over 169 had a lane closed due to damage and no	I disagree with this comment. I think Barry rd is a good option here and would be great to have a bus only lane.	9/1/2023
Local Bus Options	I dislike this idea	Following Barry Road is a bad idea unless you take the extra space with bus only lanes. It's already known there's plenty of road capacity, much of west of 169 was widened for traffic that moved to 152 when it opened. the bridge over 169 had a lane closed due to damage and no	At peak periods, Barry needs all four lanes. No bus lane, please!	9/21/2023
Local Bus Options	Other Comment	I dont see myself using anything but a train. Whenever I go somewhere I will take a train but I am rarely if ever interested in figuring out a bus	<i>Original Comment</i>	8/22/2023
Local Bus Options	Other Comment	I dont see myself using anything but a train. Whenever I go somewhere I will take a train but I am rarely if ever interested in figuring out a bus	Why particularly?	8/22/2023
Local Bus Options	I dislike this idea	I feel like this entire plan is a solution looking for a problem. I've lived in the KC Metro -- from Johnson County to mid-town to north of the river -- and have never once heard someone remark that they were trying to find a way to take the bus to the airport. I personally would never consider it. I'd take a cab. Ideally, I'd take a metro subway or light rail service that ran on a regular and routine route. Rightly or wrongly there is a stigma associated with the bus and with no consistency in route or	N/A	8/23/2023
Local Bus Options	I like this idea	I like the idea of it running along Barry Rd directly. IDK what the purple line is, but there isnt' a road there currently in some places.	N/A	9/1/2023
Local Bus Options	Other Comment	I live by Zona Rosa and work at Research Medial Center. Please, please, please add some sort of public transportation that would allow me to get to work without a car! I'm talking 6am - 7:30 pm at least!	<i>Original Comment</i>	8/25/2023
Local Bus Options	Other Comment	I live by Zona Rosa and work at Research Medial Center. Please, please, please add some sort of public transportation that would allow me to get to work without a car! I'm talking 6am - 7:30 pm at least!	Agree	9/1/2023
Local Bus Options	Other Comment	I think a specially branded 'express' bus service with limited stops between KCI and Union Station / Village East could be promoted and	<i>Original Comment</i>	8/23/2023
Local Bus Options	Other Comment	I think a specially branded 'express' bus service with limited stops between KCI and Union Station / Village East could be promoted and	Agreed	8/28/2023
Local Bus Options	Other Comment	I think a specially branded 'express' bus service with limited stops between KCI and Union Station / Village East could be promoted and	Agree, it must be an express bus and needs more frequency too	9/1/2023
Local Bus Options	Other Comment	I think Raytown and Eastern Jackson County are far under served communities as far as mass transit and bus service is concerned.	<i>Original Comment</i>	8/30/2023
Local Bus Options	Other Comment	I think Raytown and Eastern Jackson County are far under served communities as far as mass transit and bus service is concerned.	I agree with our location we could be a major hub for the SE part of Jackson County. Have a plan for this program and I think it would be quick way to move people to events, work & KCI.	8/30/2023

Local Bus Options Map Comments

Local Bus Options	Other Comment	I think Raytown and Eastern Jackson County are far under served communities as far as mass transit and bus service is concerned.	I feel a hub system located in key places in Eastern Jackson County with busses moving on a good time schedule would not only help the traffic flow but but get people to a location much faster and safer. From hub to location all times would be figured so people know when they must be at the hub.	8/30/2023
Local Bus Options	Other Comment	I think Raytown and Eastern Jackson County are far under served communities as far as mass transit and bus service is concerned.	Raytown is centrally located to everything. We could be a great hub for SE Jackson.	8/31/2023
Local Bus Options	Other Comment	If the bus is meant to serve travelers shouldn't it be routed to go to hotels, the convention center entrance and the arena more directly? The current route seems to mainly serve office buildings downtown	<i>Original Comment</i>	8/23/2023
Local Bus Options	Other Comment	If the bus is meant to serve travelers shouldn't it be routed to go to hotels, the convention center entrance and the arena more directly? The current route seems to mainly serve office buildings downtown	Agree	9/1/2023
Local Bus Options	Add service to KCI from here	If the demand would make it work	N/A	9/19/2023
Local Bus Options	Other Comment	If you take most of 238 and 21 (both hourly) you can combine them into one long route and zero people have to transfer between them. Take once an hour off 25 and take this new 238+21 and replace one bus on 25 with it. Now you have a giant loop. Run it both directions and you have a northland-east side-downtown loop service connecting to 229. Then take the rest of 238 that remains and extend it into Riverside to connect to a rerouted 229. Replacing a bus route that was ended years ago on Vivion Rd You just created connecting service and a giant loop in the northland	N/A	8/23/2023
Local Bus Options	Add service to KCI from here	Independence is overlooked in the regional transit conversation. Stop treating us like a stepchild. The Square is vibrant and would benefit from	<i>Original Comment</i>	8/29/2023
Local Bus Options	Add service to KCI from here	Independence is overlooked in the regional transit conversation. Stop treating us like a stepchild. The Square is vibrant and would benefit from	agreed	8/30/2023
Local Bus Options	Add service to KCI from here	Independence is overlooked in the regional transit conversation. Stop treating us like a stepchild. The Square is vibrant and would benefit from	Agreed - any of the eastern cities as well - Lees Summit, Blue Springs, Grain Valley, Raytown	9/2/2023
Local Bus Options	Add service to KCI from here	It never made sense that there wasn't direct serviced from this area. Tons of parking and up 635 is a straight shot.	<i>Original Comment</i>	8/23/2023
Local Bus Options	Add service to KCI from here	It never made sense that there wasn't direct serviced from this area. Tons of parking and up 635 is a straight shot.	The solution is very simple. RideKC offers hourly service which ends at 11pm even though many flights arrive after midnight. IRIS was to be 24/7 but is now 4am-11pm. Nothing more frustrating than waiting 90 minute until 130am after a midnight arrival. Rideshares can pick and choose which passengers they want based on distance and fare. I live 13 minutes from KCI which is not a profitable rideshare. We don't need light rail or exclusive bus lanes - just run what we have more frequently.	8/23/2023
Local Bus Options	Add service to KCI from here	It never made sense that there wasn't direct serviced from this area. Tons of parking and up 635 is a straight shot.	We live in Johnson County and previously used parking at KCI but it was incredibly unreliable so we switched to an off-site service. Would LOVE to be able to drive up to here-park our car and take mass transient.	8/25/2023
Local Bus Options	Add service to KCI from here	It never made sense that there wasn't direct serviced from this area. Tons of parking and up 635 is a straight shot.	My concern with the neighborhood locations is how are people supposed to get there from their homes? There's not parking at these sites where people can leave cars overnight. Few people are going to walk w luggage in tow	9/19/2023
Local Bus Options	I like this idea	It would be great to add airport transportation from/to Liberty. Like park n' ride, only better. Though it would have to be a very consistent, early to late schedule of pick up and drop off.	N/A	8/25/2023
Local Bus Options	Add service to KCI from here	Leaving out the entire outside of KC is leaving out 3/4 of the population of the metro. I would extend the line south and add a good park-and-ride	<i>Original Comment</i>	8/22/2023

Local Bus Options Map Comments

Local Bus Options	Add service to KCI from here	Leaving out the entire outside of KC is leaving out 3/4 of the population of the metro. I would extend the line south and add a good park-and-ride	OP	8/23/2023
Local Bus Options	Add service to KCI from here	Leaving out the entire outside of KC is leaving out 3/4 of the population of the metro. I would extend the line south and add a good park-and-ride	Agree	9/1/2023
Local Bus Options	Add service to KCI from here	Lenexa City Center should have service to and from KCI, and also include parking so all area residents can drive a short distance, park their car here long-term for free, and then take the public transportation to the airport. This would be significantly cheaper than parking at the airport or	<i>Original Comment</i>	9/15/2023
Local Bus Options	Add service to KCI from here	Lenexa City Center should have service to and from KCI, and also include parking so all area residents can drive a short distance, park their car here long-term for free, and then take the public transportation to the airport. This would be significantly cheaper than parking at the airport or	This would be great for Western metro and Lawrence fliers!	9/19/2023
Local Bus Options	Add service to KCI from here	Lenexa City Center should have service to and from KCI, and also include parking so all area residents can drive a short distance, park their car here long-term for free, and then take the public transportation to the airport. This would be significantly cheaper than parking at the airport or	Love this idea too.	9/20/2023
Local Bus Options	Add service to KCI from here	Lenexa City Center should have service to and from KCI, and also include parking so all area residents can drive a short distance, park their car here long-term for free, and then take the public transportation to the airport. This would be significantly cheaper than parking at the airport or	2nd this idea	9/22/2023
Local Bus Options	Add service to KCI from here	Move the stops to be freeway edge for 64th where busses pull off to a wider shoulder space rather than taking Prairie View	<i>Original Comment</i>	8/23/2023
Local Bus Options	Add service to KCI from here	Move the stops to be freeway edge for 64th where busses pull off to a wider shoulder space rather than taking Prairie View	Add service from this area - there's shopping, etc along 64th towards Parkville - add a stop for those residents that isn't on 29	9/19/2023
Local Bus Options	Add service to KCI from here	N/A	<i>Original Comment</i>	9/11/2023
Local Bus Options	Add service to KCI from here	N/A	Good transit point for residents in Independence, Blue Springs, Lees Summit, Grain Valley, Oak Grove	9/11/2023
Local Bus Options	Add service to KCI from here	N/A	Yes	9/12/2023
Local Bus Options	Add service to KCI from here	N/A	N/A	9/19/2023
Local Bus Options	I like this idea	need a central location for the KCK side of the Metro	N/A	9/15/2023
Local Bus Options	I dislike this idea	No one lives along here. So much retail has failed due to lack of demand Why run a bus along here at all? The city opened up development north of 152, should be putting stops along the freeway that connect to the bike path and with parking for commuters with bus only ramps straight	<i>Original Comment</i>	8/23/2023
Local Bus Options	I dislike this idea	No one lives along here. So much retail has failed due to lack of demand Why run a bus along here at all? The city opened up development north of 152, should be putting stops along the freeway that connect to the bike path and with parking for commuters with bus only ramps straight	Development is happening south of 152. Barry is a great option and a cheaper one to carry an easy west route.	9/19/2023
Local Bus Options	Add service to KCI from here	Possible Park and Ride to KCI from this Park and Ride Lot.	<i>Original Comment</i>	8/23/2023
Local Bus Options	Add service to KCI from here	Possible Park and Ride to KCI from this Park and Ride Lot.	I would definitely take advantage of this.	8/31/2023
Local Bus Options	Add service to KCI from here	Possible Park and Ride to KCI from this Park and Ride Lot.	My family and I would utilize this service, as well as family/friends coming to visit from out of town.	9/19/2023
Local Bus Options	Add service to KCI from here	Possible Park and Ride to KCI from this Park and Ride Lot.	I would utilize this!	9/19/2023
Local Bus Options	Add service to KCI from here	Prairie Village shopping center has parking, and is centrally located in a densely populated area	N/A	9/20/2023
Local Bus Options	Add service to KCI from here	Re-add an express lane on Burlington. Used to have one in the past. Then reroute so the bus goes past jobs, not down a freeway	N/A	8/23/2023

Local Bus Options Map Comments

Local Bus Options	Other Comment	Reroute it so it's much closer to a streetcar stop for transfers. Today 11th is as far from a stop as you can get, plus it's that super sharp turn. A contraflow bus only lane on 12th should be done. As a three lane road	<i>Original Comment</i>	8/23/2023
Local Bus Options	Other Comment	Reroute it so it's much closer to a streetcar stop for transfers. Today 11th is as far from a stop as you can get, plus it's that super sharp turn. A contraflow bus only lane on 12th should be done. As a three lane road with no parking it has room for this.	I agree with putting something closer to a streetcar stop. I have used the bus several times over the last year to get to and from the airport. It's okay, but improvements could easily be made. Many people don't even know the bus goes to the airport. Just told someone yesterday about it. I also think if there could be some more direct route if possible. It takes me about 90 min from the UMKC area.	8/23/2023
Local Bus Options	Other Comment	Reroute it so it's much closer to a streetcar stop for transfers. Today 11th is as far from a stop as you can get, plus it's that super sharp turn. A contraflow bus only lane on 12th should be done. As a three lane road	I also agree	8/23/2023
Local Bus Options	Other Comment	Reroute it so it's much closer to a streetcar stop for transfers. Today 11th is as far from a stop as you can get, plus it's that super sharp turn. A contraflow bus only lane on 12th should be done. As a three lane road with no parking it has room for this.	There should be train service from Union Station to KCI. Bus service should only be a secondary possibility, Eventually the train service should connect with light rail lines going off in several directions to the south and eastern suburbs. Bus service is not that attractive a service for a major metropolitan area.	8/23/2023
Local Bus Options	Other Comment	Reroute it so it's much closer to a streetcar stop for transfers. Today 11th is as far from a stop as you can get, plus it's that super sharp turn. A contraflow bus only lane on 12th should be done. As a three lane road	I third. Especially on the extreme temperature days, having the bus stop within 5 blocks of the street car would be ideal.	8/28/2023
Local Bus Options	Other Comment	Reroute it so it's much closer to a streetcar stop for transfers. Today 11th is as far from a stop as you can get, plus it's that super sharp turn. A contraflow bus only lane on 12th should be done. As a three lane road with no parking it has room for this.	Also agree with having a bus stop closer to the street car for easy transfers. Ideally also have a bus stop by a parking lot that would allow me to park and ride?? Still would reduce the car traffic to the airport, I could cheaply park closer to the airport and public transit the rest of the way.	9/9/2023
Local Bus Options	Other Comment	Reroute it so it's much closer to a streetcar stop for transfers. Today 11th is as far from a stop as you can get, plus it's that super sharp turn. A contraflow bus only lane on 12th should be done. As a three lane road with no parking it has room for this.	Agree. Linking the streetcar terminus to the bus and then keeping the route as expected as possible will increase three chances that business travelers will use the system. I am unlikely to use the system much if transfers from street car to bus are not relatively seamless or if I have to sit through more than an hour of stop and go. Would that we had an express rail system!	9/19/2023
Local Bus Options	Other Comment	Reroute it so it's much closer to a streetcar stop for transfers. Today 11th is as far from a stop as you can get, plus it's that super sharp turn. A contraflow bus only lane on 12th should be done. As a three lane road	Agree with streetcar connection	9/19/2023
Local Bus Options	Other Comment	Reroute it so it's much closer to a streetcar stop for transfers. Today 11th is as far from a stop as you can get, plus it's that super sharp turn. A contraflow bus only lane on 12th should be done. As a three lane road	Advertising is need so public knows what we currently have for KCI transport. Work with hotel shuttles to long in with public system.	9/21/2023
Local Bus Options	I dislike this idea	Route this down Burlington so people in North KC have access to this route rather than have to backtrack to downtown while this just	N/A	9/8/2023
Local Bus Options	Add service to KCI from here	Route this section down NW Platte instead to pick up people from here.	N/A	9/8/2023
Local Bus Options	Other Comment	Service hours should match airport hours for workers. Today too many places are out of reach of riding the bus to work because 229 starts service several hours later than the first flight of the day.	<i>Original Comment</i>	8/23/2023
Local Bus Options	Other Comment	Service hours should match airport hours for workers. Today too many places are out of reach of riding the bus to work because 229 starts service several hours later than the first flight of the day.	I agree. More hours are needed.	8/23/2023
Local Bus Options	Other Comment	Service hours should match airport hours for workers. Today too many places are out of reach of riding the bus to work because 229 starts service several hours later than the first flight of the day.	Would love if these routes were light rail rather than buses which add to the ever increasing problem of car traffic esp during rush hours	9/19/2023

Local Bus Options Map Comments

Local Bus Options	Other Comment	Stop trying to put together half-measures using bussing. What this city really needs in order to become a world class city is RAIL RAIL RAIL!!! Light rail, commuter rail, and/or some combination. Do commuter rail along I-35 in Johnson County to a hub downtown. You could also do commuter rail along I-70 from Blue Springs and along I-29 from the airport. It would be VERY DEPENDABLE (not subject to traffic jams) and	<i>Original Comment</i>	9/19/2023
Local Bus Options	Other Comment	Stop trying to put together half-measures using bussing. What this city really needs in order to become a world class city is RAIL RAIL RAIL!!! Light rail, commuter rail, and/or some combination. Do commuter rail along I-35 in Johnson County to a hub downtown. You could also do commuter rail along I-70 from Blue Springs and along I-29 from the airport. It would be VERY DEPENDABLE (not subject to traffic jams) and	Given that the airport is so far from downtown and the majority of Kansas City, I agree, a bus system is a very inefficient solution, albeit easy to implement. Good bus service in the downtown area is fine, but to connect the sprawled out locations of the city, something else needs to be done.	9/21/2023
Local Bus Options	Other Comment	The bus will only work if it gets its own dedicated lanes and priority at lights. Otherwise it will be no better than someone driving and people	<i>Original Comment</i>	8/22/2023
Local Bus Options	Other Comment	The bus will only work if it gets its own dedicated lanes and priority at lights. Otherwise it will be no better than someone driving and people	Agree with this comment	9/1/2023
Local Bus Options	Add service to KCI from here	There is a transportation service in development called Skyway that should be considered? Could not a modern version of the old interurban	N/A	9/20/2023
Local Bus Options	I dislike this idea	There is no public destinations here.	N/A	8/24/2023
Local Bus Options	Add service to KCI from here	There's dramatically more people who might use the bus on Gateway than live along I-29 and 169. Makes little sense to follow the freeway when adding bus triggered stoplights makes much more sense.	N/A	8/23/2023
Local Bus Options	Other Comment	There's still no transit connection between Lee's Summit and the Kansas City network for use of any of the KCI to KC options. Downtown Lee's Summit seems like a good activity hub with Amtrak service and other	<i>Original Comment</i>	8/23/2023
Local Bus Options	Other Comment	There's still no transit connection between Lee's Summit and the Kansas City network for use of any of the KCI to KC options. Downtown Lee's Summit seems like a good activity hub with Amtrak service and other	Lee's Summit has several areas that would be other great transit connection points. Longview College, Legacy park, several of their shopping centers and restaurants	8/31/2023
Local Bus Options	I dislike this idea	This bus stop is kind of a disaster. Buses layover and impede lines of sight, car-pickup from Crossroads Academy ties up the entire intersection for an hour each weekday, there is no shelter, buses frequently speed	N/A	9/8/2023
Local Bus Options	I like this idea	This east/west route will better connect communities to the east side of the airport that currently don't have public transit options.	N/A	8/24/2023
Local Bus Options	Add service to KCI from here	This is an open building and huge parking lot. This could be used instead of 64th St with all their congestion. This space is calling for something to	N/A	9/20/2023
Local Bus Options	I like this idea	This locations isn't near hotels but using part of a system already in place is good. A stop near hotels would be helpful for some folks.	N/A	9/21/2023
Local Bus Options	Other Comment	This lot is what you get when someone thinks someone wants to park nowhere to meet up. It should be somewhere with restrooms at least.	N/A	8/23/2023
Local Bus Options	Other Comment	This transit center is not well placed. Once someone has reached this point from most of Liberty they're already 1/3 of the way to the airport in terms of time spent and far closer psychologically as the speed limit jumps not too far after. Move this transit center to downtown Liberty	<i>Original Comment</i>	8/23/2023

Local Bus Options Map Comments

Local Bus Options	Other Comment	This transit center is not well placed. Once someone has reached this point from most of Liberty they're already 1/3 of the way to the airport in terms of time spent and far closer psychologically as the speed limit jumps not too far after. Move this transit center to downtown Liberty and add one to Shoal Creek	This park and ride and shelter no longer exist since the bus route no longer exists. Quite frankly, I'm not sure who you appeal to with a route that picks someone up here and then takes them to boardwalk? When I get on something to take me to the airport, I don't want transfers and other hassles. Get on...then get off at the airport. Wouldn't light rail that was passed by Kansas City voters now many years ago make more sense?	8/23/2023
Local Bus Options	Other Comment	This transit center is not well placed. Once someone has reached this point from most of Liberty they're already 1/3 of the way to the airport in terms of time spent and far closer psychologically as the speed limit jumps not too far after. Move this transit center to downtown Liberty and add one to Shoal Creek	From this location to mci would be possibly useful as a park and ride if you get a section of the lowes parking lot and have patrols. Still greatly prefer IRIS by ridekc and think that bus routes to/from mci should be to the major areas a vistor would want to get to only, downtown, union station, and the truman stadium complex. maybe add in 1 more destination to legends for nascar and sporting kc events.	9/19/2023
Local Bus Options	Add service to KCI from here	This transit center would be a great stop for a park-and-ride to the airport with obvious options for pedestrian traffic to the transit center too. The more direct the route, the better, if bus is the only option if I can drive myself to the airport in less than 20 minutes, I'm not going to get	<i>Original Comment</i>	9/9/2023
Local Bus Options	Add service to KCI from here	This transit center would be a great stop for a park-and-ride to the airport with obvious options for pedestrian traffic to the transit center too. The more direct the route, the better, if bus is the only option if I can drive myself to the airport in less than 20 minutes, I'm not going to get	Agree that this transit center has great potential to serve a direct route to KCI. Accessibility to existing areas of dense population, ever-increasing apartment buildings, and SM Pkwy and Johnson Dr. make it perfect.	9/20/2023
Local Bus Options	I like this idea	This would be a good location or on 72nd at the Old Kmart parking lot. Vehicles could park there and get on and off. I would use this for sure!	N/A	9/20/2023
Local Bus Options	Add service to KCI from here	Union Station should be the primary terminus of an express line to the airport. It's easily accessible from Midtown and the Plaza, and it serves Amtrak passengers. This is the historic and true heart of our	<i>Original Comment</i>	9/7/2023
Local Bus Options	Add service to KCI from here	Union Station should be the primary terminus of an express line to the airport. It's easily accessible from Midtown and the Plaza, and it serves Amtrak passengers. This is the historic and true heart of our	Agree.	9/9/2023
Local Bus Options	Add service to KCI from here	Union Station should be the primary terminus of an express line to the airport. It's easily accessible from Midtown and the Plaza, and it serves Amtrak passengers. This is the historic and true heart of our	This is a great idea. Plus, this is one of the larger tourist destinations in the city and would provide connectivity to the streetcar.	9/11/2023
Local Bus Options	Add service to KCI from here	Union Station should be the primary terminus of an express line to the airport. It's easily accessible from Midtown and the Plaza, and it serves Amtrak passengers. This is the historic and true heart of our	agree. especially once the streetcar extension is finished this would be the best place to connect midtown/westport/plaza with the airport via public transit	9/18/2023
Local Bus Options	Add service to KCI from here	Union Station should be the primary terminus of an express line to the airport. It's easily accessible from Midtown and the Plaza, and it serves Amtrak passengers. This is the historic and true heart of our transportation system.	I would also like to support this comment. Any kind of regional transit option only makes sense to have US as its hub, but especially if we are talking about to and from the airport. I'm not sure if there is long-term parking at US, or if that could be added for local folks using an express system to get to and from the airport, but it would be especially useful for folks living downtown and tourists.	9/18/2023

Local Bus Options Map Comments

Local Bus Options	Add service to KCI from here	Union Station should be the primary terminus of an express line to the airport. It's easily accessible from Midtown and the Plaza, and it serves Amtrak passengers. This is the historic and true heart of our transportation system.	Absolutely! For all constituencies - employees, local travelers, and visitors, connecting Union Station to the Airport is critical. I'm not sure what the locus of connection would be North of the river, but finding those few (4 or 5?) connection points and then getting the bus to each as smoothly and quickly as possible has got to be key of we are going to get sufficient usage to make this investment worthwhile. There are surer but more exclusive solutions: If all we are concerned about is getting visitors to and from the city, an express route with no stops between KCI and the most heavily used part of the street car line (downtown, union station, plaza) is all we need. But this ignores everyone living and working here and so would have to pay off in increased tourist income and would be very difficult to sell politically. I would buy it, but I'm privileged to live in an area where I could take advantage of such a system.	9/19/2023
Local Bus Options	Add service to KCI from here	Union Station should be the primary terminus of an express line to the airport. It's easily accessible from Midtown and the Plaza, and it serves Amtrak passengers. This is the historic and true heart of our	I agree.	9/19/2023
Local Bus Options	Add service to KCI from here	Union Station should be the primary terminus of an express line to the airport. It's easily accessible from Midtown and the Plaza, and it serves Amtrak passengers. This is the historic and true heart of our	Yes please!! this would be amazing!	9/21/2023
Local Bus Options	Other Comment	Virtually excludes the entire Northland.	N/A	9/20/2023
Local Bus Options	I like this idea	We need to look at transit corridors that connect to 291 HWY, Liberty, HWY 92, Smithville, HWY 169...find the common locations where people live and the buses must go to these places, not just the major corridors.	<i>Original Comment</i>	9/20/2023
Local Bus Options	I like this idea	We need to look at transit corridors that connect to 291 HWY, Liberty, HWY 92, Smithville, HWY 169...find the common locations where people live and the buses must go to these places, not just the major corridors.	I agree. I would even include 152 highway.	9/21/2023
Local Bus Options	I like this idea	We need to look at transit corridors that connect to 291 HWY, Liberty, HWY 92, Smithville, HWY 169...find the common locations where people live and the buses must go to these places, not just the major corridors.	I agree. Have a few collection locations near key highways, ie Barry/I-29 and Barry/435 near Liberty.	9/21/2023
Local Bus Options	I like this idea	We need to think about employment centers of neighborhoods. To pick up and drive thru locations of neighborhoods along 152 corridor, Liberty, Smithville, Parkville, Kearney and even HWY 291...Boardwalk is not a bus	N/A	9/20/2023
Local Bus Options	Add service to KCI from here	With all of the surplus parking that the mall has, a park and ride to the airport could be an easy way to service a large part of this community. The North East portion of this lot especially is rarely ever used.	<i>Original Comment</i>	9/15/2023
Local Bus Options	Add service to KCI from here	With all of the surplus parking that the mall has, a park and ride to the airport could be an easy way to service a large part of this community. The North East portion of this lot especially is rarely ever used.	This is a fantastic use of space and could also benefit mall revitalization/ economy!	9/19/2023
Local Bus Options	Add service to KCI from here	With all of the surplus parking that the mall has, a park and ride to the airport could be an easy way to service a large part of this community. The North East portion of this lot especially is rarely ever used.	I assume the mall would have to okay long term parking for airport shuttle?	9/19/2023
Local Bus Options	Add service to KCI from here	With all of the surplus parking that the mall has, a park and ride to the airport could be an easy way to service a large part of this community. The North East portion of this lot especially is rarely ever used.	Great option and would provide a high-use opportunity for folks in Johnson County who regularly use the airport.	9/20/2023
Local Bus Options	Add service to KCI from here	With all of the surplus parking that the mall has, a park and ride to the airport could be an easy way to service a large part of this community. The North East portion of this lot especially is rarely ever used.	Love this idea. Easy access to south JoCo folks and a well known landmark.	9/20/2023

Local Bus Options Map Comments

Local Bus Options	Add service to KCI from here	With all of the surplus parking that the mall has, a park and ride to the airport could be an easy way to service a large part of this community. The North East portion of this lot especially is rarely ever used.	Great idea!	9/23/2023
Local Bus Options	Add service to KCI from here	With the planned addition of an apartment complex here, and the existing business of the area, a bus stop from Waldo to KCI would be an	N/A	9/15/2023
Local Bus Options	Other Comment	You missed your chance when building KCI by not providing high speed express rail from the downtown airport to KCI	N/A	8/23/2023

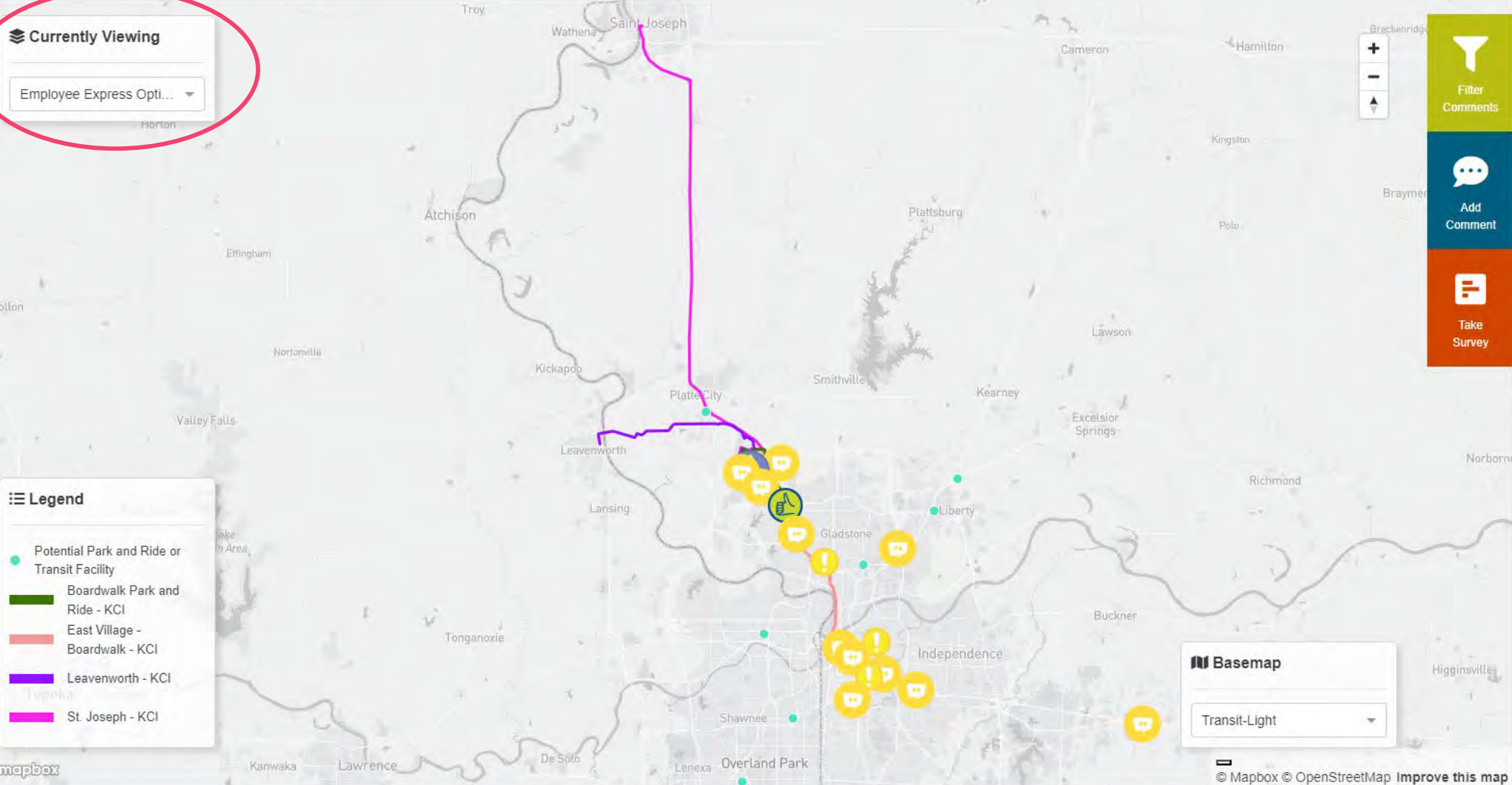
KCI Employee Express Bus Options Comments

Currently Viewing

Employee Express Opti...

Legend

- Potential Park and Ride or Transit Facility
- Boardwalk Park and Ride - KCI
- East Village - Boardwalk - KCI
- Leavenworth - KCI
- St. Joseph - KCI



Map navigation controls: +, -, and a north arrow.

Filter Comments

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Add Point Comment [Clear]

- Add service to KCI from here
- I like this idea
- I dislike this idea
- Other Comment

Employee Express Options Map Comments

Map Layer	Category	Original Comment	Replies	Created On
Employee Express Options	Add service to KCI from here	add service from east KC	N/A	9/1/2023
Employee Express Options	Other Comment	Hopefully this will eventually be a rail transit system. Buses are a good short-term solution, though.	N/A	8/26/2023
Employee Express Options	I like this idea	I believe adding routes from multiple sites North to the airport will be beneficial. The airport and other employers located in MCI would need to make sure they support and possibly pay for employees and potential employees to utilize this option as a benefit.	N/A	8/25/2023
Employee Express Options	Other Comment	I think we need to start long term planning for a light rail running along the freeway. This is the only sustainable long term solution to public transportation in this city. Not only should it be from the airport to downtown, but light rail should also be used to connect surrounding suburban centers to downtown both to ease traffic pressure AND to reduce the number of vehicles parking in the downtown area	N/A	8/23/2023
Employee Express Options	Other Comment	If you're coming from union Station, this right of way could be useful. Heck use the workhouse if it's still not developed	N/A	8/22/2023
Employee Express Options	Add service to KCI from here	Independence Avenue needs a street car. The main street route shows the development that comes with commitment of rail. If anything needs investment & development, it's the northeast. More so than 39th, but 3st/Linwood might be OK to a point	N/A	8/22/2023
Employee Express Options	Other Comment	It's unfortunate that the KC region is so far behind when it comes to transit services. Its also unfortunate the USA is so far behind Europe when it comes to transit, especially train service. We can do better.	N/A	9/20/2023
Employee Express Options	Other Comment	LIGHT RAIL. LIGHT RAIL. LIGHT RAIL FROM KCI TO UNION STATION. STOP WASTING ALL KINDS OF MONEY ON USELESS STUPIDITY AND ACTUALLY DO SOMETHING WORTHWHILE FOR THIS CITY. You want people to come to Kansas City right? And then you want them to experience the amazing downtown right? They are more than likely going to fly in, so why not have a method that will whisk them from the airport straight to the most beautiful landmark in KC and then the street car is right there to accommodate them with even further transportation! It just makes sense people.	N/A	9/19/2023
Employee Express Options	Other Comment	Mentioned this as a light rail stop en route to the sports complex. Multiple busses are here, a potential street car, and the VA and a northeast connector replacing several of those busses	N/A	8/22/2023
Employee Express Options	Other Comment	Please expand the Employee Express to Grain Valley - Blue Springs - Oak Grove Corridor.	N/A	9/11/2023

Employee Express Options Map Comments

Employee Express Options	Add service to KCI from here	There needs to be stops along the route from the airport to downtown There are ~5 sub areas that need service. 1: Kci expo center (and hotels) both to/from airport & to/from the city and nearby shopping (see other stops below) (3.2 miles from airport) 2: Tiffany Springs. That whole traffic circle area is prime with business and vacant land for hotels and dense urban housing. With those two, retail will fill in with more demand. (only 3 miles from Kci expo center & 1.3 from the shopping center with best buy. It could be combined with a circular) 3: Zona Rosa, boardwalk Square & amc, the target/best buy shopping center, and the adjacent apartments & land west of i29 (again with a circular) 4: the old Kmart i29 and 72nd (optional) . Not much here, but it's long vacant land. Take half, and the rest becomes prime land for a dense development replacing the rest of it (9.1 miles from the airport) 5: i29 & 64th St. (definitely needed if no 72nd St stop) 4 shopping centers and a huge apartment complex area by Burlington creek (10 miles from airport to the huge land area by the old IHOP) 3-5 stops along the 19 mile route to downtown. VS 19 stop 18 mile route from ohare to Chicago loop	N/A	8/22/2023
Employee Express Options	Other Comment	This route should connect to the broader Northland. A variety of young adults find gainful employment at the airport, but do not have traditional transportation options available. Especially at the days/times they may be travelling to or from work.	N/A	9/20/2023
Employee Express Options	Other Comment	Trackless tram should be considered.	N/A	8/27/2023
Employee Express Options	Other Comment	Was data collected for where employees live? Is there data by zipcode of employees or a survey out there? I'd like to see how these options align with the current employee home bases.	N/A	9/1/2023
Employee Express Options	Other Comment	You can bring service to the airport via a connection to the i29 route. With 3 two minute stops, you can make it from the stadiums to downtown in 15 minutes. Redevelop all those hotels. Heck, use the 33 acre modot facility as development area. There are 6 acres of woods owned by hotels waiting the. Build in the area. Make it dense with housing, hotels, offices, and entertainment. 2 of 3 stops between downtown and the sports complex 1: van brunt and 70. What there are 8 busses already meeting/laying over here (plus a potential Linwood /31st street streetcar) 2: benton and Truman And if you're coming from union Station instead of downtown, add 19th and vine. There already right of way a block south. If the workhouse is still not redeveloped, use that as a station.	<i>Original Comment</i>	8/22/2023
Employee Express Options	Other Comment	You can bring service to the airport via a connection to the i29 route. With 3 two minute stops, you can make it from the stadiums to downtown in 15 minutes. Redevelop all those hotels. Heck, use the 33 acre modot facility as development area. There are 6 acres of woods owned by hotels waiting the. Build in the area. Make it dense with housing, hotels, offices, and entertainment. 2 of 3 stops between downtown and the sports complex 1: van brunt and 70. What there are 8 busses already meeting/laying over here (plus a potential Linwood /31st street streetcar) 2: benton and Truman And if you're coming from union Station instead of downtown, add 19th and vine. There already right of way a block south. If the workhouse is still not redeveloped, use that as a station.	From here, you can continue east to blue Springs (they set aside land for rail 20 years ago) with a stop at 291 serving Independence center, cable Dahmer arena, and the shopping to the west. You could easily add a stop at the long vacant Kmart on Noland rd Then Lee's summit residents have a choice of Longview bus or catching the i70 train.	8/22/2023

Employee Express Options Map Comments

Employee Express Options	Other Comment	<p>You can bring service to the airport via a connection to the i29 route. With 3 two minute stops, you can make it from the stadiums to downtown in 15 minutes. Redevelop all those hotels. Heck, use the 33 acre modot facility as development area. There are 6 acres of woods owned by hotels waiting the. Build in the area. Make it dense with housing, hotels, offices, and entertainment. 2 of 3 stops between downtown and the sports complex 1: van brunt and 70. What there are 8 busses already meeting/laying over here (plus a potential Linwood /31st street streetcar) 2: benton and Truman And if you're coming from union Station instead of downtown, add 19th and vine. There already right of way a block south. If the workhouse is still not redeveloped, use that as a station.</p>	<p>Yes, don't widen 70 which is kinda hard. Instead, use that right of way for a light rail. Street car is NOT light rail</p>	8/22/2023
Employee Express Options	Other Comment	<p>You can bring service to the airport via a connection to the i29 route. With 3 two minute stops, you can make it from the stadiums to downtown in 15 minutes. Redevelop all those hotels. Heck, use the 33 acre modot facility as development area. There are 6 acres of woods owned by hotels waiting the. Build in the area. Make it dense with housing, hotels, offices, and entertainment. 2 of 3 stops between downtown and the sports complex 1: van brunt and 70. What there are 8 busses already meeting/laying over here (plus a potential Linwood /31st street streetcar) 2: benton and Truman And if you're coming from union Station instead of downtown, add 19th and vine. There already right of way a block south. If the workhouse is still not redeveloped, use that as a station.</p>	<p>I agree.</p>	8/30/2023

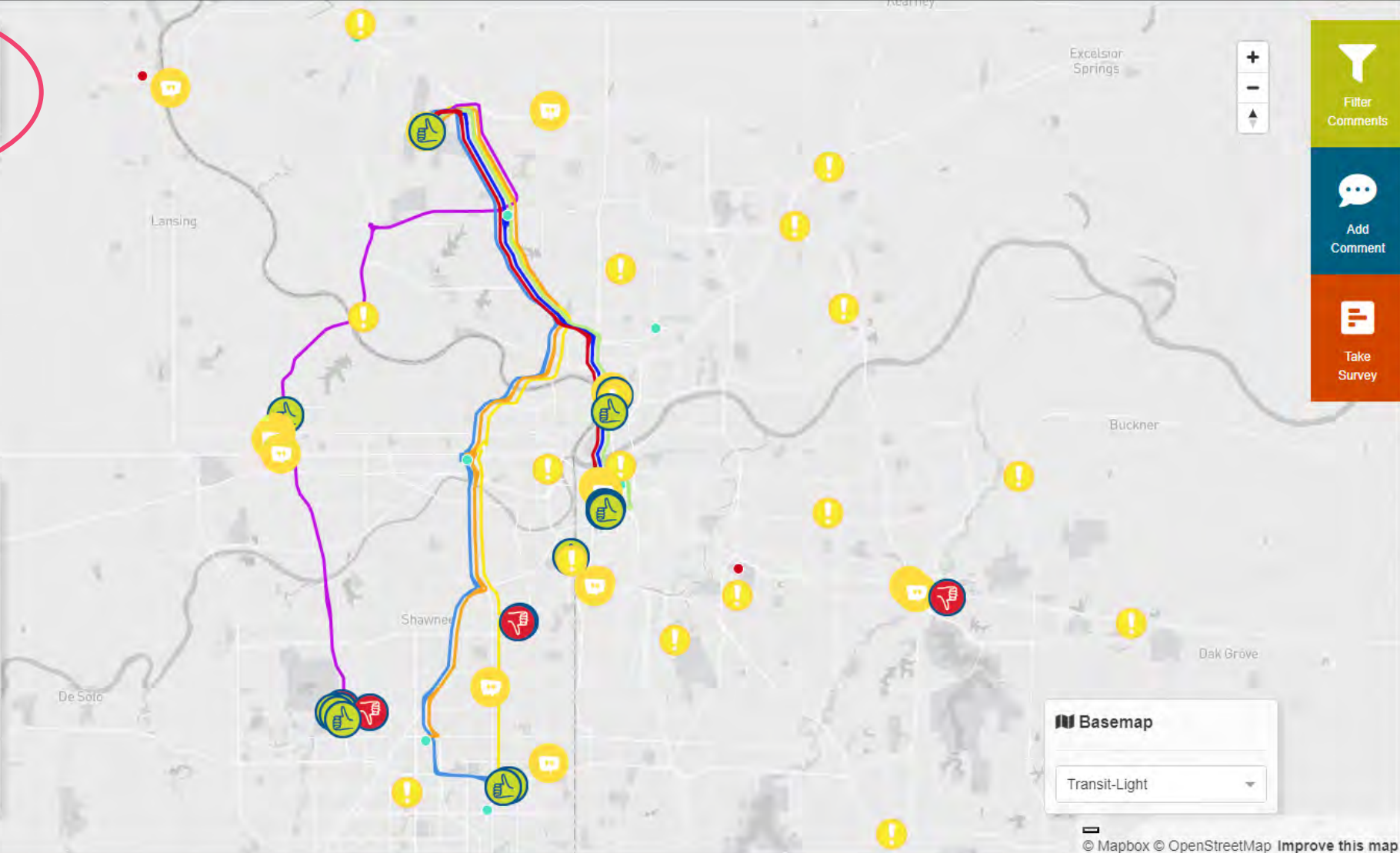
Traveler Express Bus Options Comments

Currently Viewing

Traveler Express Option...

Legend

- Key Regional Destinations
- Potential Park and Ride or Transit Facility
- Union Station - KCI
- UnionStation - East Village - KCI
- East Village - Convention Center - KCI
- Oak Park Mall -



Filter Comments

Add Comment

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Add Comment

Add Point Comment

- Add service to KCI from here
- I like this idea
- I dislike this idea
- Other Comment

Basemap

Transit-Light

Traveler Express Options

Map Layer	Category	Original Comment	Replies	Created On
Traveler Express Options	I like this idea	An express bus could service South KC.	<i>Original Comment</i>	8/25/2023
Traveler Express Options	I like this idea	An express bus could service South KC.	I second that!	9/19/2023
Traveler Express Options	Add service to KCI from here	Business Travel	N/A	9/2/2023
Traveler Express Options	Add service to KCI from here	Colleagues travel from here	N/A	9/2/2023
Traveler Express Options	I like this idea	Coming from Brookside, I'm okay with the idea of taking the streetcar to Union Station to catch an express bus to the Airport. This'll work as long as the buses are frequent (10-15 mins between bus arrivals) and on time. Long term ideally I think having through-running regional rail services that connect the Airport to say JOCO or Lee's Summit via Union Station would be better.	<i>Original Comment</i>	8/22/2023
Traveler Express Options	I like this idea	Coming from Brookside, I'm okay with the idea of taking the streetcar to Union Station to catch an express bus to the Airport. This'll work as long as the buses are frequent (10-15 mins between bus arrivals) and on time. Long term ideally I think having through-running regional rail services that connect the Airport to say JOCO or Lee's Summit via Union Station would be better.	Agree	9/1/2023
Traveler Express Options	Add service to KCI from here	Confused why there appears to be no traveler service from KCK?	N/A	9/14/2023
Traveler Express Options	Add service to KCI from here	Consider extending the 435 / Western route down to here? Lots of parking, already intended for a park and ride transit many years ago.	<i>Original Comment</i>	8/25/2023
Traveler Express Options	Add service to KCI from here	Consider extending the 435 / Western route down to here? Lots of parking, already intended for a park and ride transit many years ago.	Agree	9/1/2023
Traveler Express Options	Add service to KCI from here	Consider extending the 435 / Western route down to here? Lots of parking, already intended for a park and ride transit many years ago.	Interesting.	9/21/2023
Traveler Express Options	Add service to KCI from here	Creekside needs to be a regional destination and a stop for service to KCI.	N/A	8/23/2023
Traveler Express Options	Other Comment	Don't think tourists and business travelers will use bus (express or local). Train they would use but bus doesn't appeal to travelers. I run a hotel and we get groups asking if a train is coming as they'd use that. BRT and Express bus	<i>Original Comment</i>	8/23/2023
Traveler Express Options	Other Comment	Don't think tourists and business travelers will use bus (express or local). Train they would use but bus doesn't appeal to travelers. I run a hotel and we get groups asking if a train is coming as they'd use that. BRT and Express bus doesn't excite them.	Agreed, and this is true for locals as well. People are happy to ride the streetcar but no one wants to get on a bus. Part of the issue is probably the lower frequency and irregular service but I think the biggest issue is that, even in KC where all transit is free, people see buses as the option " for poor people" and will avoid them even at their own expense. Better bus service to kci would be a good temporary improvement but if we want the majority of people to see it as a serious option then we have to be planning for rail-based transit	8/23/2023
Traveler Express Options	Other Comment	Don't think tourists and business travelers will use bus (express or local). Train they would use but bus doesn't appeal to travelers. I run a hotel and we get groups asking if a train is coming as they'd use that. BRT and Express bus doesn't excite them.	I will use a bus if it's simple, BUT I only use buses in cities I've been to before. I became interested in travelling to cities with public transportation after experiencing the Denver light rail from the airport to a wide variety of destinations. When I need a quick getaway, I plan it around cheap travel and easy transpo and that's only going to happen in places that have train/light rail convenient to the airport.	8/25/2023

Traveler Express Options

Traveler Express Options	Other Comment	Don't think tourists and business travelers will use bus (express or local). Train they would use but bus doesn't appeal to travelers. I run a hotel and we get groups asking if a train is coming as they'd use that. BRT and Express bus doesn't excite them.	I think a bus can work if it's truly express, clean and well-branded. Boston seems like a good example — I've lived there and taken their express bus from Back Bay once or twice, and I believe it does somewhat well (even with trains from that location that are just a little less convenient). Rail should be the long-term plan, but if a good express bus is much quicker and less expensive to implement, I think it would be a great investment.	8/25/2023
Traveler Express Options	Other Comment	Express route from NKC along HYW 9 corridor/ existing rail corridor through Parkville and up 435 seems like a logical transit route. Why not use existing rail ROW to build an express rail to the airport rather than on existing interstates.	N/A	9/22/2023
Traveler Express Options	Add service to KCI from here	Extending any of the lines out to Raytown/stadium area and adding a park and ride system for the SW part of the metro	<i>Original Comment</i>	8/22/2023
Traveler Express Options	Add service to KCI from here	Extending any of the lines out to Raytown/stadium area and adding a park and ride system for the SW part of the metro	Definitely needed! Get some of the car traffic away from the stadium & provide more safety from DUI driving	8/25/2023
Traveler Express Options	Add service to KCI from here	Extending any of the lines out to Raytown/stadium area and adding a park and ride system for the SW part of the metro	Agreed. As it stands, we are going to be an embarrassment when it comes to the World Cup and mass transit.	8/29/2023
Traveler Express Options	Add service to KCI from here	Extending any of the lines out to Raytown/stadium area and adding a park and ride system for the SW part of the metro	Agreed.	8/30/2023
Traveler Express Options	Add service to KCI from here	Extending any of the lines out to Raytown/stadium area and adding a park and ride system for the SW part of the metro	Surely there's some room in the ginormous stadium lots for a park and ride. I don't understand why there aren't any park and rides east of KS and few bus routes.	9/1/2023
Traveler Express Options	Add service to KCI from here	Extending any of the lines out to Raytown/stadium area and adding a park and ride system for the SW part of the metro	Let's think about events like the World Cup. Having this type of transportation from KCI to the sports complex would be a fantastic addition. It may get us more bids.... Super Bowl, large events, to combat the "fly	9/19/2023
Traveler Express Options	Add service to KCI from here	Getting from Independence and Eastern Jackson County to KCI is easy. Once on 435, it's smooth sailing and there is never anyone on 435 after the split at 35. Running a bus back and forth would seem to make a lot of sense.	<i>Original Comment</i>	8/29/2023
Traveler Express Options	Add service to KCI from here	Getting from Independence and Eastern Jackson County to KCI is easy. Once on 435, it's smooth sailing and there is never anyone on 435 after the split at 35. Running a bus back and forth would seem to make a lot of sense.	Agree	8/30/2023
Traveler Express Options	Add service to KCI from here	Getting from Independence and Eastern Jackson County to KCI is easy. Once on 435, it's smooth sailing and there is never anyone on 435 after the split at 35. Running a bus back and forth would seem to make a lot of sense.	Agree	9/1/2023
Traveler Express Options	I like this idea	Given the notoriety of the location, streetcar access, parking, and centralized location of Union Station, it would be a great start for a bus route to KCI. However, the stops would have to be frequent (10-15 minutes) to keep rideshare up vs personal vehicles, and clarifying parking options at Union Station may help inform convenience. Many locals are also excited to see a light-rail transit line to the airport, or an extension of the streetcar as a long-	<i>Original Comment</i>	8/23/2023
Traveler Express Options	I like this idea	Given the notoriety of the location, streetcar access, parking, and centralized location of Union Station, it would be a great start for a bus route to KCI. However, the stops would have to be frequent (10-15 minutes) to keep rideshare up vs personal vehicles, and clarifying parking options at Union Station may help inform convenience. Many locals are also excited to see a light-rail transit line to the airport, or an extension of the streetcar as a long-	Agree, Union Station needs to be a transit hub.	9/1/2023

Traveler Express Options

Traveler Express Options	I like this idea	Given the notoriety of the location, streetcar access, parking, and centralized location of Union Station, it would be a great start for a bus route to KCI. However, the stops would have to be frequent (10-15 minutes) to keep rideshare up vs personal vehicles, and clarifying parking options at Union Station may help inform convenience. Many locals are also excited to see a light-rail transit line to the airport, or an extension of the streetcar as a long-	Agreed - Union Station makes a great hub. I think it is better than East Village for reasons listed above.	9/1/2023
Traveler Express Options	I like this idea	Given the notoriety of the location, streetcar access, parking, and centralized location of Union Station, it would be a great start for a bus route to KCI. However, the stops would have to be frequent (10-15 minutes) to keep rideshare up vs personal vehicles, and clarifying parking options at Union Station may help inform convenience. Many locals are also excited to see a light-rail transit line to the airport, or an extension of the streetcar as a long-	Agree	9/19/2023
Traveler Express Options	I like this idea	Having an option for NKC residents to get to KCI would be terrific	N/A	9/22/2023
Traveler Express Options	I dislike this idea	I dislike that there are no routes shown here from Eastern MARC region.	<i>Original Comment</i>	9/1/2023
Traveler Express Options	I dislike this idea	I dislike that there are no routes shown here from Eastern MARC region.	Agreed - need routes from the east to the north - build some safe parking and high speed rail / light rail to get up north.	9/2/2023
Traveler Express Options	I dislike this idea	I dislike that there are no routes shown here from Eastern MARC region.	I also agree there needs to be routs from the eastern side of the metro. We seem to be left out a lot in these planning opportunities. There are plenty of commuters that come from the east and need to get downtown and north without driving on 70.	9/19/2023
Traveler Express Options	I like this idea	I like the idea of adding service to the areas along 435 (Creekside, Village West, Shawnee, Lenexa City Center). but how it operates will be key as to whether travelers will use the service. It has to be convenient and easy to use.	<i>Original Comment</i>	8/24/2023
Traveler Express Options	I like this idea	I like the idea of adding service to the areas along 435 (Creekside, Village West, Shawnee, Lenexa City Center). but how it operates will be key as to whether travelers will use the service. It has to be convenient and easy to use.	Extra stops may eliminate use for many. If there's something that elongates the timeframe to get somewhere, you won't have people use it.	9/20/2023
Traveler Express Options	I like this idea	I love that there are options to go to all parts of the Kansas City area	<i>Original Comment</i>	8/22/2023
Traveler Express Options	I like this idea	I love that there are options to go to all parts of the Kansas City area	I like this idea too! Especially the Lenexa connection. My family could make use of that.	8/23/2023
Traveler Express Options	I like this idea	I love that there are options to go to all parts of the Kansas City area	I don't know why the employee and traveler options couldn't be combined as there is overlap. Also flights start at about 6 am and some land at midnight. That is more or less a 24 hr service need. The bus service needs to be available to get people to the airport early enough for the 6 am flights to get ridership and needs to be publicized way more robustly than RideKC does now. The buses need to be at least every 30 minutes to work.	9/1/2023
Traveler Express Options	Other Comment	I think starting with bus service allows the route to get built-out quickly. In the long run, light rail is needed from the Airport to downtown with some connections to spots in the Northland. This will require additional funding to build and operate from more cities than just Kansas City.	N/A	8/25/2023
Traveler Express Options	Other Comment	If KC does get the World Cup - you need to get athletes to/from training centers - SportingKC being one of them. Also - the Legends or Speedway is ideal location for someone that lives to west and comes into work in the city but might not want to go to KCI and then have their car on west end when back in	N/A	9/15/2023
Traveler Express Options	Other Comment	If the Legends is only 30 min from the airport, and the shuttle runs every 30 minutes, then I would be more likely to drive to the airport. On the other hand, this is a great stop for the World Cup, great access to I-435, and has lots of	N/A	9/17/2023

Traveler Express Options

Traveler Express Options	Other Comment	I'm a big fan of express or very limited stop (2-3 max) express bus service to the airport. I'd be in favor of a Union Station/Crown Center base to/from KCI and would also use the OP Convention Center or Lenexa City Center option. Bus MUST be clean, on time, safe and COMFORTABLE.	<i>Original Comment</i>	8/23/2023
Traveler Express Options	Other Comment	I'm a big fan of express or very limited stop (2-3 max) express bus service to the airport. I'd be in favor of a Union Station/Crown Center base to/from KCI and would also use the OP Convention Center or Lenexa City Center option. Bus MUST be clean, on time, safe and COMFORTABLE.	From 119th & Metcalf, we need multiple a limited stop bus services to Truman Sports Complex, KCI, and downtown KCMO. Three different end destinations.	8/25/2023
Traveler Express Options	I like this idea	It makes sense to include Union Station for access to and from Amtrak lines.	<i>Original Comment</i>	8/22/2023
Traveler Express Options	I like this idea	It makes sense to include Union Station for access to and from Amtrak lines.	I agree, this would be a great option	8/22/2023
Traveler Express Options	Add service to KCI from here	It would be good to add a stop in NKC on this line.	<i>Original Comment</i>	8/22/2023
Traveler Express Options	Add service to KCI from here	It would be good to add a stop in NKC on this line.	Yes! And especially if the new baseball stadium is built in NKC. Out of town visitors could fly in, attend the game, have a short visit & not have to worry about transportation	8/25/2023
Traveler Express Options	Add service to KCI from here	It would be terrific to add service from some location between Armour and 32nd Ave in NKC to KCI. This could be along Burlington or Swift, but ideally north of Armour where the bulk of NKC residents live.	N/A	9/22/2023
Traveler Express Options	Add service to KCI from here	It would be terrific to add service from some location between Armour and 32nd Ave in NKC to KCI. This could be along Burlington or Swift, but ideally north of Armour where the bulk of NKC residents live.	N/A	9/22/2023
Traveler Express Options	I like this idea	It would be terrific to add service from some location between Armour and 32nd Ave in NKC to KCI. This could be along Burlington or Swift, but ideally north of Armour where the bulk of NKC residents live.	N/A	9/22/2023
Traveler Express Options	Other Comment	It's interesting that there's a transit route for employees from Leavenworth County, but not for passengers. We fly too!	<i>Original Comment</i>	8/25/2023
Traveler Express Options	Other Comment	It's interesting that there's a transit route for employees from Leavenworth County, but not for passengers. We fly too!	Agree, makes no sense to me.	9/1/2023
Traveler Express Options	Other Comment	It's interesting that there's a transit route for employees from Leavenworth County, but not for passengers. We fly too!	There are a lot of air travelers coming to and from Ft. Leavenworth. More options have been needed for a long time.	9/13/2023
Traveler Express Options	I like this idea	KCI service is only competitive if it is reliable, express service that is well-branded, (even if it costs money to ride). I think it makes sense to run from downtown to the airport over Johnson County (if it came down to priorities for adding service) because of the concentration of people already connected to transit options and the ability to pick up more potential employees south of the river. I think starting at Union Station connects travelers to the streetcar, while connecting to East Village connects residents and employees. An express route to both is needed and is a more compelling compromise between the two	N/A	8/25/2023
Traveler Express Options	Add service to KCI from here	Liberty would be a great place to add airport express service to and from	N/A	8/22/2023
Traveler Express Options	I like this idea	Love the use of the convention center as a transit option to the airport.	N/A	9/20/2023
Traveler Express Options	I like this idea	Love this route option. Would almost certainly use to take to the airport.	N/A	8/25/2023
Traveler Express Options	I like this idea	N/A	<i>Original Comment</i>	8/25/2023
Traveler Express Options	I like this idea	N/A	N/A	8/22/2023
Traveler Express Options	I like this idea	N/A	There is little mass transit available for this area of town.	8/25/2023
Traveler Express Options	I like this idea	N/A	great idea	8/25/2023
Traveler Express Options	I like this idea	N/A	N/A	9/14/2023

Traveler Express Options

Traveler Express Options	I like this idea	N/A	N/A	9/15/2023
Traveler Express Options	I like this idea	N/A	N/A	9/15/2023
Traveler Express Options	I like this idea	N/A	N/A	9/20/2023
Traveler Express Options	Add service to KCI from here	Need some connective tissue here to tie in this community.	<i>Original Comment</i>	8/28/2023
Traveler Express Options	Add service to KCI from here	Need some connective tissue here to tie in this community.	Agree	9/1/2023
Traveler Express Options	Other Comment	Our friends/family drive us to the airport or we drive ourselves. I couldn't see our family or anyone I know taking an express bus. A train to KCI would be a more tractore option. We could use a streetcar or light rail into the Plaza or Downtown frequently. Why not run a train from Overland Park through	N/A	8/23/2023
Traveler Express Options	I like this idea	Park and ride	N/A	9/9/2023
Traveler Express Options	Other Comment	Plausible place to centralize a parking drop-off to get people up north.	N/A	9/2/2023
Traveler Express Options	Add service to KCI from here	Plaza area has a high population density and is a destination in and of itself that it seems like it would make sense to be an express option. Unless studies show that business travelers would prefer to drive or take private transport to the airport. If no express option from the plaza given then feeder services to Union station and streetcar must get better. I.e. 10-15 minute headways or better.	<i>Original Comment</i>	8/23/2023
Traveler Express Options	Add service to KCI from here	Plaza area has a high population density and is a destination in and of itself that it seems like it would make sense to be an express option. Unless studies show that business travelers would prefer to drive or take private transport to the airport. If no express option from the plaza given then feeder services to Union station and streetcar must get better. I.e. 10-15 minute headways or better.	Agree, if the streetcar isn't fast enough, we need express bus to the airport or to an express bus link to the airport.	9/1/2023
Traveler Express Options	Add service to KCI from here	Plaza to airport would be helpful for tourist and brookside/Waldo residents	N/A	9/18/2023
Traveler Express Options	Add service to KCI from here	Plenty of people live in Lee's Summit and south. Express service and a park and ride would be good.	<i>Original Comment</i>	9/1/2023
Traveler Express Options	Add service to KCI from here	Plenty of people live in Lee's Summit and south. Express service and a park and ride would be good.	I don't understand why this map is being presented with so much support for Johnson county and so little for Jackson. There are multiple routes going down to Johnson county and essentially nothing east.	9/19/2023
Traveler Express Options	Add service to KCI from here	The airport is a regional draw. There needs to be a park and ride option in the Northland - one of the fastest growing areas in the metro.	N/A	8/23/2023
Traveler Express Options	Other Comment	The Plaza would be connected by the streetcar to Union Station. Running the bus from The Plaza would provide an area with plenty of parking (but would require permission from the owners of the Plaza garages) , but would slow	N/A	8/25/2023
Traveler Express Options	Other Comment	There needs to be a convenient transit terminal to board and exit all the	<i>Original Comment</i>	8/22/2023
Traveler Express Options	Other Comment	There needs to be a convenient transit terminal to board and exit all the	Agree	9/1/2023
Traveler Express Options	Other Comment	There needs to be a convenient transit terminal to board and exit all the busses.	Travel shouldn't just be for KC native travellers. Those arriving from elsewhere will be looking for a clear surface transit location that simplifies where they need to go. For those of us Kansas Citians we want to get to the airport fast, efficiently and with enough time to get to the gate.	9/19/2023
Traveler Express Options	Add service to KCI from here	There should be inexpensive and accessible public service options for the entire Northland. Many people choose to live in the Northland to be near the airport. We need to capitalize on this.	N/A	9/20/2023
Traveler Express Options	Add service to KCI from here	There should be inexpensive public service options to the airport from Gladstone. That is one of the draws for this small community.	N/A	9/20/2023

Traveler Express Options

Traveler Express Options	Other Comment	There would actually be a pickup at the Legends somewhere, right? Seems like a missed opportunity to just drive past (as well as overly catering to JoCo while skipping past a good WyCo stop)	<i>Original Comment</i>	8/25/2023
Traveler Express Options	Other Comment	There would actually be a pickup at the Legends somewhere, right? Seems like a missed opportunity to just drive past (as well as overly catering to JoCo while skipping past a good WyCo stop)	Sounds like a logical location for travelers	8/29/2023
Traveler Express Options	Other Comment	There would actually be a pickup at the Legends somewhere, right? Seems like a missed opportunity to just drive past (as well as overly catering to JoCo while skipping past a good WyCo stop)	Agree	9/1/2023
Traveler Express Options	I like this idea	This is a good tie-in with the new 487 ATA bus line. I would be likely to use this service if the express transit option did not require more time than driving and	<i>Original Comment</i>	9/15/2023
Traveler Express Options	I like this idea	This is a good tie-in with the new 487 ATA bus line. I would be likely to use this service if the express transit option did not require more time than driving and parking at the airport.	I second this comment and it certainly becomes a valuable option if priced well to be better than parking a car multiple days and bring convenience right to the terminal drop off. I have concern about the ability to attract enough riders here given the variability of flight schedules and the relatively easy drive up there. I hope it wouldn't put a strain on City Center area parking for multiple days unless set up as a cheaper alternative than directly around the airport to help pay for some of the parking garages in City Center. I think this is definitely worth considering.	9/21/2023
Traveler Express Options	Add service to KCI from here	This is a great idea for the KUMC and surrounding area.	<i>Original Comment</i>	8/29/2023
Traveler Express Options	Add service to KCI from here	This is a great idea for the KUMC and surrounding area.	Agree,	9/1/2023
Traveler Express Options	Other Comment	This is a great idea. Hopefully this will be a precursor to rail transit to and from the airport. Short-term, buses are fine, but the long-term goal should be rail.	N/A	8/24/2023
Traveler Express Options	I dislike this idea	This route may take too long to get to the airport without a dedicate bus lane and signal prioritization for buses along the way	<i>Original Comment</i>	8/25/2023
Traveler Express Options	I dislike this idea	This route may take too long to get to the airport without a dedicate bus lane and signal prioritization for buses along the way	Busses are not an option. A high sped/fast train/metro into town, or change depot is needed. And NOT those sluggish free light rails...	8/31/2023
Traveler Express Options	I dislike this idea	This route option does not cater to the most people possible and should not be	<i>Original Comment</i>	8/25/2023
Traveler Express Options	I dislike this idea	This route option does not cater to the most people possible and should not be considered.	Disagree. This is a good opportunity to pick up park-and-ride opportunities for travelers from the south and west.	9/15/2023
Traveler Express Options	I dislike this idea	This route option does not cater to the most people possible and should not be considered.	I disagree with this as well, many frequent fliers come from Johnson County and this is an easy spot for commuters to reach and stop.	9/20/2023
Traveler Express Options	Add service to KCI from here	We could utilize parking at the KC Zoo to provide an express service for those living in midtown KC.	N/A	8/25/2023
Traveler Express Options	Add service to KCI from here	We need something from Platte City. Nothing is offered north of KCI	<i>Original Comment</i>	8/23/2023
Traveler Express Options	Add service to KCI from here	We need something from Platte City. Nothing is offered north of KCI	Agree	9/1/2023
Traveler Express Options	Other Comment	Why is Eastern Jackson County not being serviced?	<i>Original Comment</i>	8/29/2023
Traveler Express Options	Other Comment	Why is Eastern Jackson County not being serviced?	Agree	8/30/2023
Traveler Express Options	Other Comment	Why is Eastern Jackson County not being serviced?	Agree	8/31/2023
Traveler Express Options	Other Comment	Why is Eastern Jackson County not being serviced?	Agree, why?	9/1/2023
Traveler Express Options	Other Comment	Why is Eastern Jackson County not being serviced?	This is a good location for transit connection for citizens in Independence, Lees Summit, Blue Springs, Grain Valley, Oak Grove	9/11/2023

Traveler Express Options

Traveler Express Options	Other Comment	Why is Eastern Jackson County not being serviced?	Agree. Need something easy as well, not just the Kansas side. Let's look to Missouri.	9/19/2023
Traveler Express Options	I dislike this idea	Why not have this route go over to I-35 like the others. This would create greater synergy with other transit centers in Johnson and Wyandotte Counties	<i>Original Comment</i>	8/24/2023
Traveler Express Options	I dislike this idea	Why not have this route go over to I-35 like the others. This would create greater synergy with other transit centers in Johnson and Wyandotte Counties	Disagree. This would add transit time and would decrease the likelihood that an express option from Lenexa City Center were utilized.	9/15/2023
Traveler Express Options	I dislike this idea	Why not have this route go over to I-35 like the others. This would create greater synergy with other transit centers in Johnson and Wyandotte Counties	The option to use I-35 would be best if it included a stop downtown and could be used for non-airport specific traffic as well. An option worth	9/20/2023
Traveler Express Options	Add service to KCI from here	Would want to see Express Service from Downtown + Plaza	N/A	8/22/2023



APPENDIX C

**Alternatives Development
Memorandum**



MEMORANDUM

To: Martin Rivarola, MARC
Tyler Means, KCATA
Project Management Team

From: Jeff McKerrow, P.E., PTOE
Anthony Gallo, P.E.
Kimley-Horn and Associates, Inc.

Cc: AJ Farris, KCATA

Date: August 11, 2023
November 17, 2021 – FINAL REVISED

Subject: KCI Airport Public Transit Services Action Plan
Alternatives Development Memorandum

Introduction

The Kansas City Area Transportation Authority (KCATA) and the Mid-America Regional Council (MARC) are working in collaboration on the Kansas City International (KCI) Airport Public Transit Services Action Plan to evaluate public transit options to serve transportation demands to and from the airport. The goal of this plan is to re-assess and identify the role of transit at KCI to provide flexible, scalable services for a variety of potential users and better address the needs of greater Kansas City area residents and travelers for business, recreation, and large public events. This transit services plan will examine improvements to existing transit services or potential new service options to better allow KCI travelers and employees to access key activity centers throughout the Kansas City region. To support regional growth, the plan will focus on creating fast and reliable transit with scalable services that meet regional transportation demands while managing additional crowds for large events and national conventions.

This memorandum represents the second interim deliverable in this planning effort. It provides an initial set of planning-level service alternatives to address the needs outlined in the project needs assessment (the first interim deliverable). This memorandum provides a framework for how these alternatives will be evaluated moving forward.

These alternatives are provided for four distinct user groups to address the identified service needs for those groups:

- 1) Airport employees and employees at airport-adjacent properties (e.g., I-29 hotel clusters)
- 2) Visitors and business travelers to the Kansas City metro area

- 3) Residents traveling from the Kansas City metro area
- 4) Special events that draw in out of town visitors

KCI Transit Service Needs Review

Table 1 provides a summary of identified needs for transit service to and from KCI, as identified during the project needs assessment phase.

Table 1. Summary of Identified Transit Service Needs to/from KCI

User Group	Identified Transit Service Needs	Targeted Geographic Locations
KCI Employees	<ul style="list-style-type: none"> • Improved service frequency (i.e., 30- or 15-minute headways) • Better alignment with employee shift times • Free or affordable fares (i.e. \$10 one-way IRIS fare does not accommodate a daily commuter) and parking • Wider geographic coverage to access existing employees, especially across the Northland beyond the I-29 corridor • Better access to potential employee pools in other jurisdictions • Improved safety or perception of safety • Competitive travel times with driving + parking 	<ul style="list-style-type: none"> • Existing employee home locations in Northland east of I-29, especially along the Barry Road and Oak Trafficway corridors • Potential employee pools, such as KCK, eastern Jackson County, Platte City, Leavenworth, or St. Joseph
KC Residents (Flying Out)	<ul style="list-style-type: none"> • Express (i.e., point-to-point) service • Frequent service (30-minute headways or better) • Consistent/reliable service • Cost-effective (not necessarily free, but more affordable than private for-hire transportation or TNCs) • Baggage-accessible buses • Convenient drop-off/pick-up at both ends of trip 	<ul style="list-style-type: none"> • Downtown KCMO - most notably the Convention Center area and Union Station / Crown Center area • Johnson County – most notably, the Overland Park Convention Center area
KC Visitors / Business Travelers		
Special Events		
	<ul style="list-style-type: none"> • Connections to regional high-capacity transit (e.g., streetcar) • Clean / safe buses • Well-advertised / branded service 	

In addition to the needs expressed in the table above, the following general considerations for KCI transit service were noted:

- Fare structure – does not necessarily need to be free, and employee-focused service may have a different fare structure than resident/visitor-focused service. Different resident/visitor-focused service options could also vary in fare structure depending on origin/destination.
- Increase/improve loading/pick-up space for transit/for-hire vehicles in KCI garage; in particular, it is challenging to fit more than two transit vehicles at a time in Lane 2 (the transit pickup lane) in the garage.
- Increase overflow space for transit/for-hire vehicles in KCI garage for when the pickup lanes are full.
- Increase enforcement for vehicles dwelling in airport arrivals area, which creates congestion and impacts service to/from the terminal.
- Promote visibility of service - advertisement, branding, wayfinding within airport, etc.
- Coordinate with BikeWalkKC, RideKC bike, and private vendors to increase availability of bikeshare and scooters during major events, as was done during the NFL Draft in April 2023.
- An important consideration during the alternatives development process will be which entity would own/operate the service, and the funding and political support for that service.

Alternatives Development

Building from the expressed service needs, an initial set of unconstrained alternatives has been developed for (1) employee-focused service and (2) resident/visitor-focused service, with the consideration given to scaling for special events. Given the distinct characteristics of these two travel markets, these alternatives should be considered discrete and market specific. Alternatives considered include changes in operations of existing service (e.g., increased frequency or spans of service), route modifications, new service routes, expansion of existing microtransit service (IRIS), capital investments (e.g., additional park-and-ride facilities, additional vehicles), and/or partnerships (employer-based, event sponsors, etc.).

Local Bus and Microtransit Alternatives

Enhanced Route 229 local bus service and IRIS microtransit service were evaluated, along with two new local bus routes in the Northland. **Table 2** provides a summary of these proposed local bus and microtransit alternatives, and **Figure 1** shows a map of the local bus routes. Based on findings from the needs assessment, the same alternatives were considered for KCI employees and KC metro area residents.

Table 2. Local Bus and Microtransit Service Alternatives

Need / Market Segment	Alternatives	Options / Considerations
KCI Employees KC Metro Area Residents	Improve / modify local bus service to KCI (Route 229)	<ul style="list-style-type: none"> • Start earlier / end later to capture key shift start/end times. Consider 24-hour service. • Align schedule better with shift times. • Increase frequency to 30- or even 15-minute

Need / Market Segment	Alternatives	Options / Considerations
	New local bus service to KCI	<ul style="list-style-type: none"> New route from Liberty Connistor & Stewart Road Park-and-Ride to Boardwalk Park-and-Ride via Barry Road west of Indiana Avenue (would require transfer to a route serving Boardwalk and KCI – either local Route 229 or a new express route) Extension of route above to go all the way to KCI (Liberty Connistor → Boardwalk → KCI)
	Enhanced IRIS to KCI	<ul style="list-style-type: none"> Partner with KCI employers to provide affordable-fare service to employees living within the IRIS service boundary Partner with jurisdictions to provide discounted rates for travelers to KCI (i.e., maintain \$10 fare regardless of number of riders in group)

Express Bus Alternatives

Express bus alternatives were developed for employee-focused service and resident/visitor-focused service, based on the findings from the Needs Assessment. **Table 3** and **Figure 2** provides a summary of initial proposed express bus alternatives for employee-focused service. **Table 4** and **Figure 3** provides a summary of initial proposed express bus alternatives for resident/visitor-focused service.

Table 3. Express Bus Service Alternatives – Employee-focused Service

Need / Market Segment	Alternatives	Options / Considerations
KCI Employees	New express/limited stop service to KCI	<ul style="list-style-type: none"> Boardwalk Park-and-Ride → KCI East Village → Boardwalk Park-and-Ride → KCI
	New regional connections (express service to KCI)	<ul style="list-style-type: none"> KCK (Indian Springs) → KCI Liberty Connistor → KCI Smithville - KCI Express Kearney → KCI Downtown Leavenworth → KCI Downtown St Joseph (St Joseph Transit Center) → KCI

Table 4. Express Bus Alternatives – Resident/Visitor-focused Service

Need / Market Segment	Alternatives	Details / Considerations
<p>KCI Employees</p> <p>KC Metro Area Residents</p> <p>Business Travelers</p> <p>Area Visitors</p> <p>Special Events</p>	<p>New express/limited stop service to KCI</p>	<p><i>For any of the options below: 30-minute frequency should be considered; however, for longer routes (i.e., 30+ miles, 60-minute frequencies were assumed for the evaluation).</i></p> <ul style="list-style-type: none"> • Union Station - KCI • East Village - Union Station - KCI or Union Station - East Village - KCI • East Village - Convention Ctr - KCI • OP Convention Ctr - KCI • OP Convention Ctr - Indian Springs - KCI • OP Convention Ctr - Village West - KCI • Lenexa City Center - KCI • Lenexa City Center - Village West - KCI Express • Oak Park Mall - Indian Springs - KCI • KS (US 69/I-635) Limited Stop Service: OP Convention Center - Downtown OP - Mission Transit Center - Indian Springs - KCI • KS (I-435) Limited Stop Service: OP Convention Center - Lenexa City Center - Village West - KCI • Independence Center - KCI • Lee's Summit - KCI

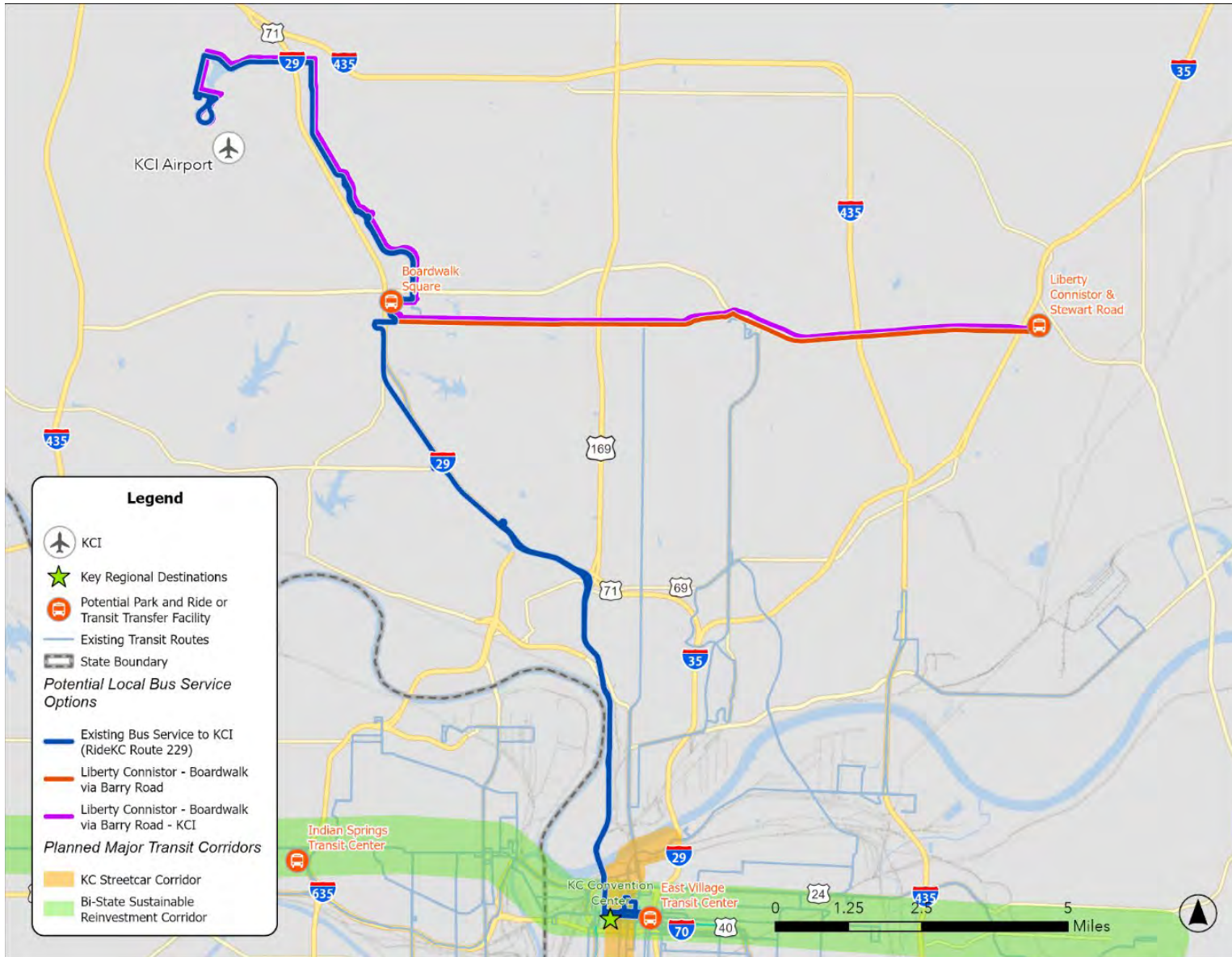


Figure 1. Local Bus Service Alternatives

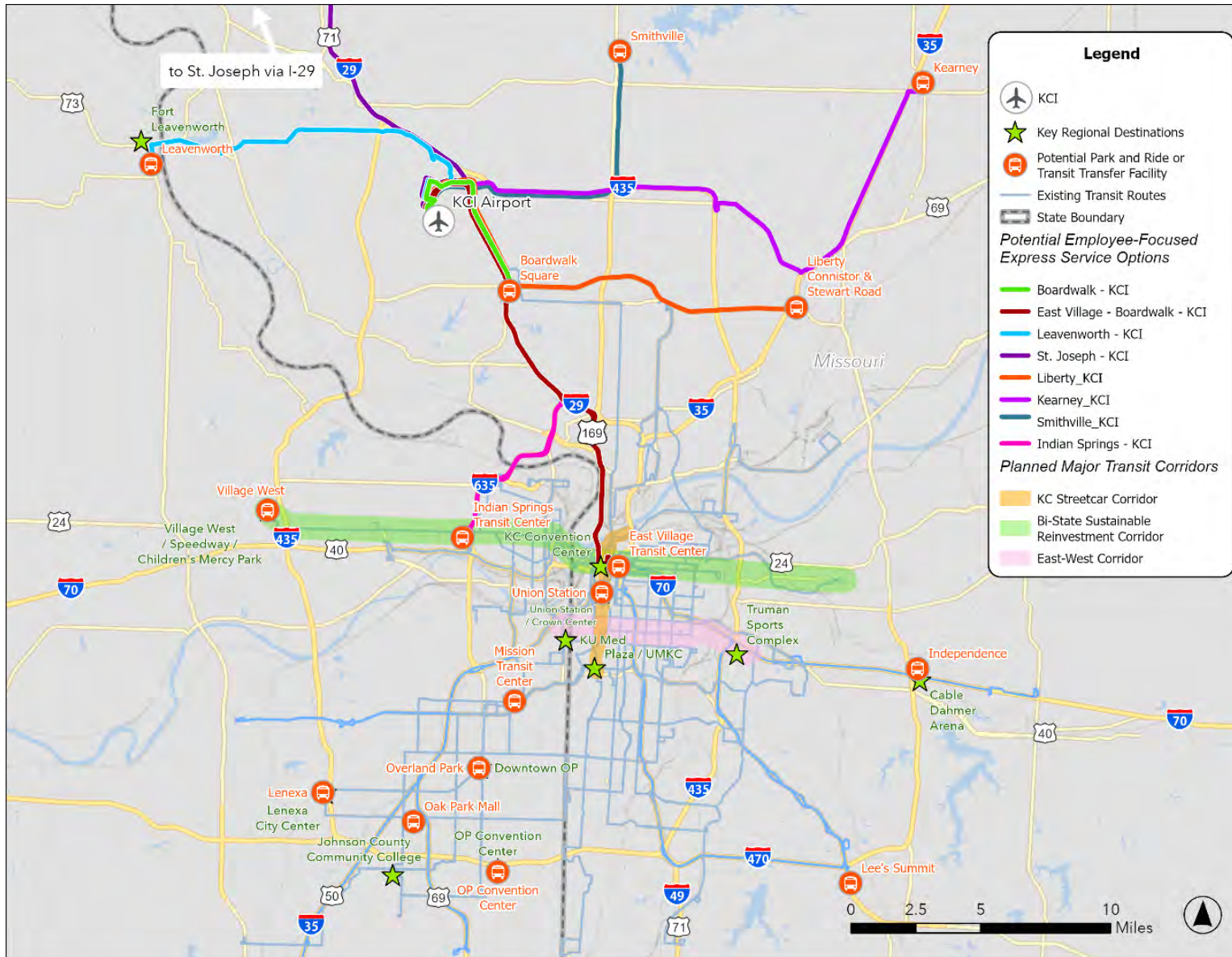


Figure 2. Express Bus Service Alternatives – Employee-focused Service

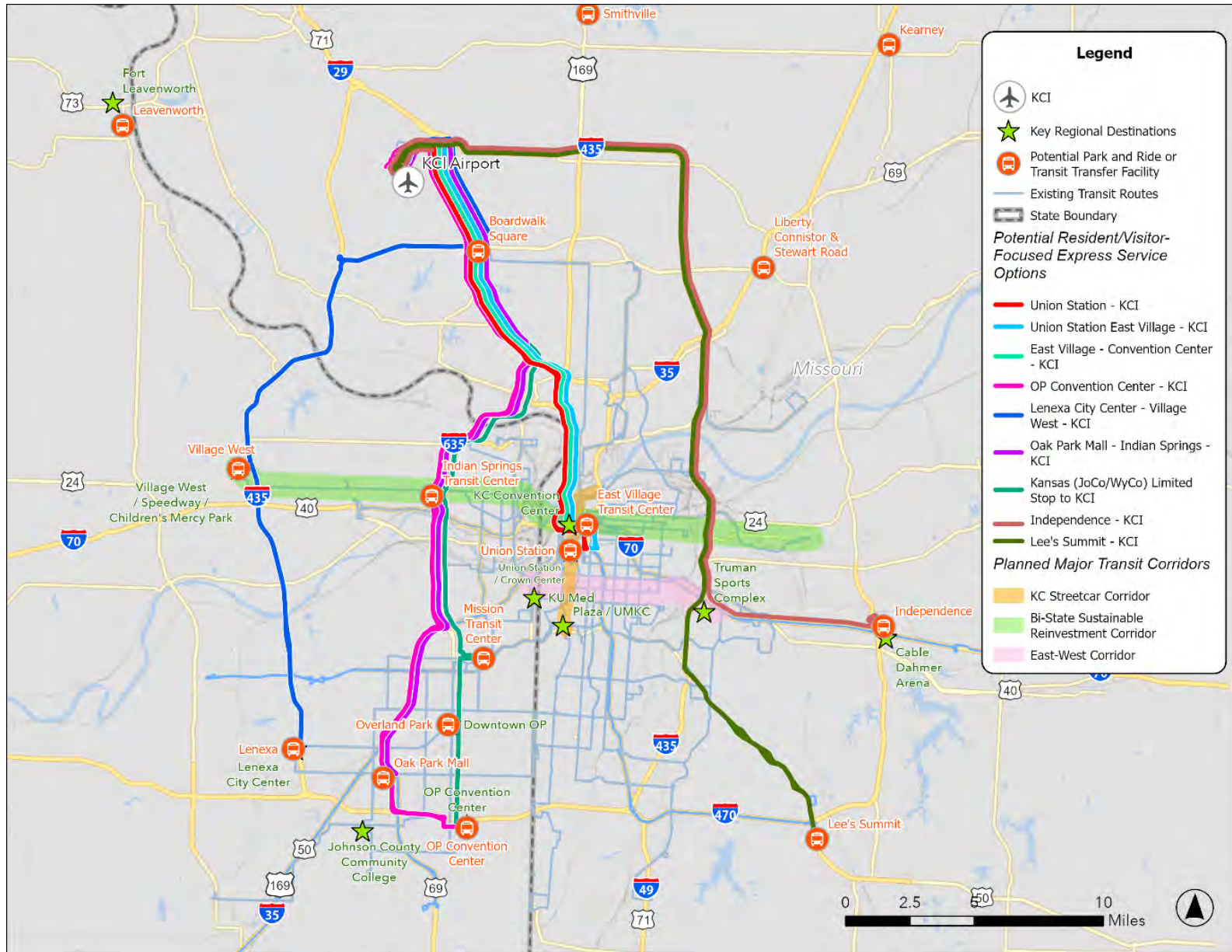


Figure 3. Express Bus Alternatives – Resident/Visitor-focused Service

Proposed Evaluation Framework

To evaluate the proposed alternatives, a two-step process is suggested, beginning with a high-level screening of all alternatives, followed by a detailed evaluation for applicable candidates within each user group.

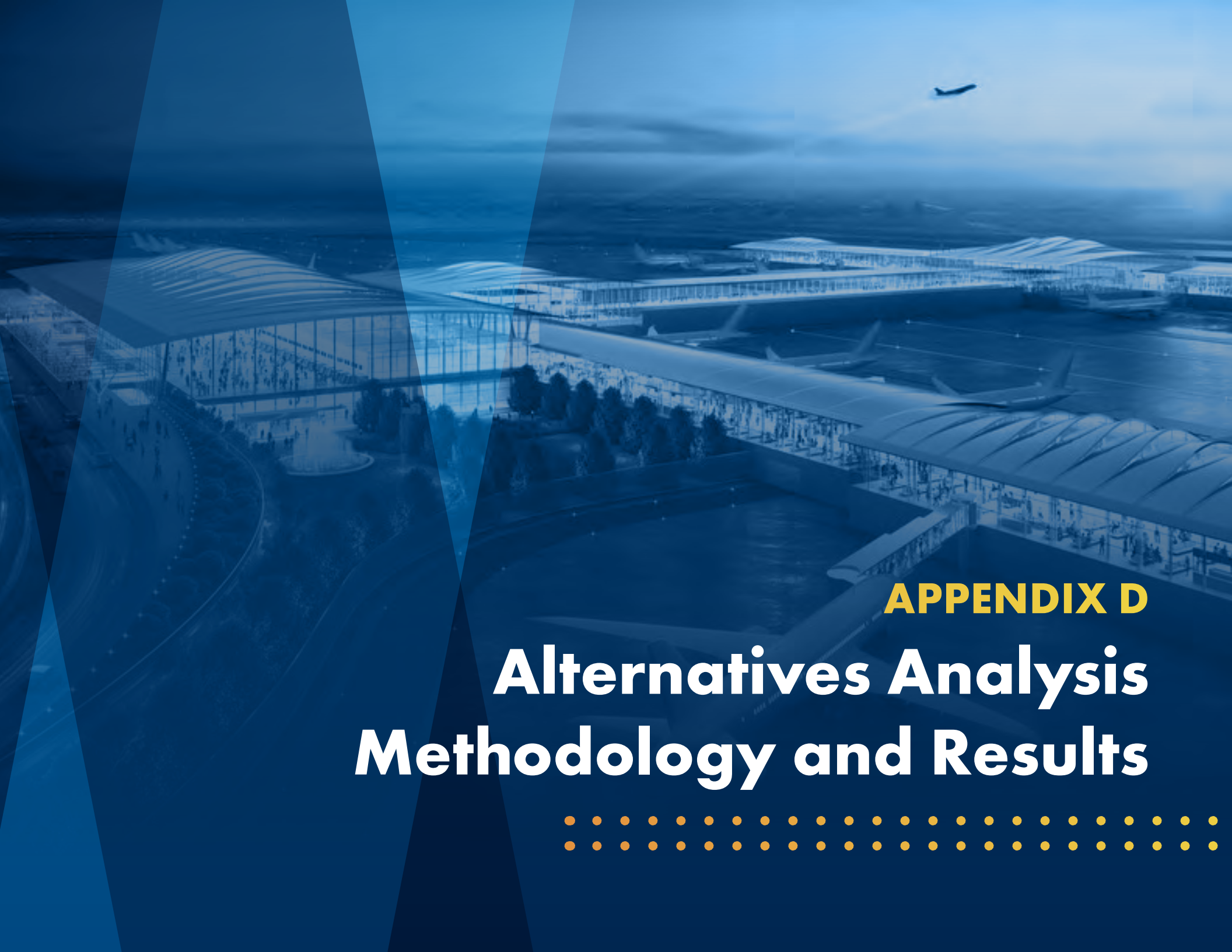
The high-level screening for all alternatives would include the following:

- Qualitative assessment of potential ridership demand (score/ranking)
- Travel time competitiveness versus driving, using assumptions for travel speeds provided by KCATA staff¹ and assumed dwell times at any interim stops; this would account for terminal times (time to park / pick up a rental car / hail a TNC/cab).
- Planning-level costs for capital (fleet) and operations using KCATA-provided planning worksheets

Following the high-level screening, several alternatives will be discarded from consideration, with up to three alternatives being carried forward for detailed evaluation for each user group. The detailed evaluation for all alternatives would consist of:

- In-depth assessment of potential ridership demand – capture sheds for residents/jobs/KCI employees, existing O-D demand estimated from Replica, transit propensity for geographic area within a certain vicinity of proposed stops
- Refined cost estimates, including capital (fleet purchases, maintenance facility needs, park-and-ride facility needs, wayfinding) and operations
- Title VI/equity considerations
- Political support
- Funding opportunities
- Scalability for special events

¹ 18 mph local streets; 55 mph highway



APPENDIX D

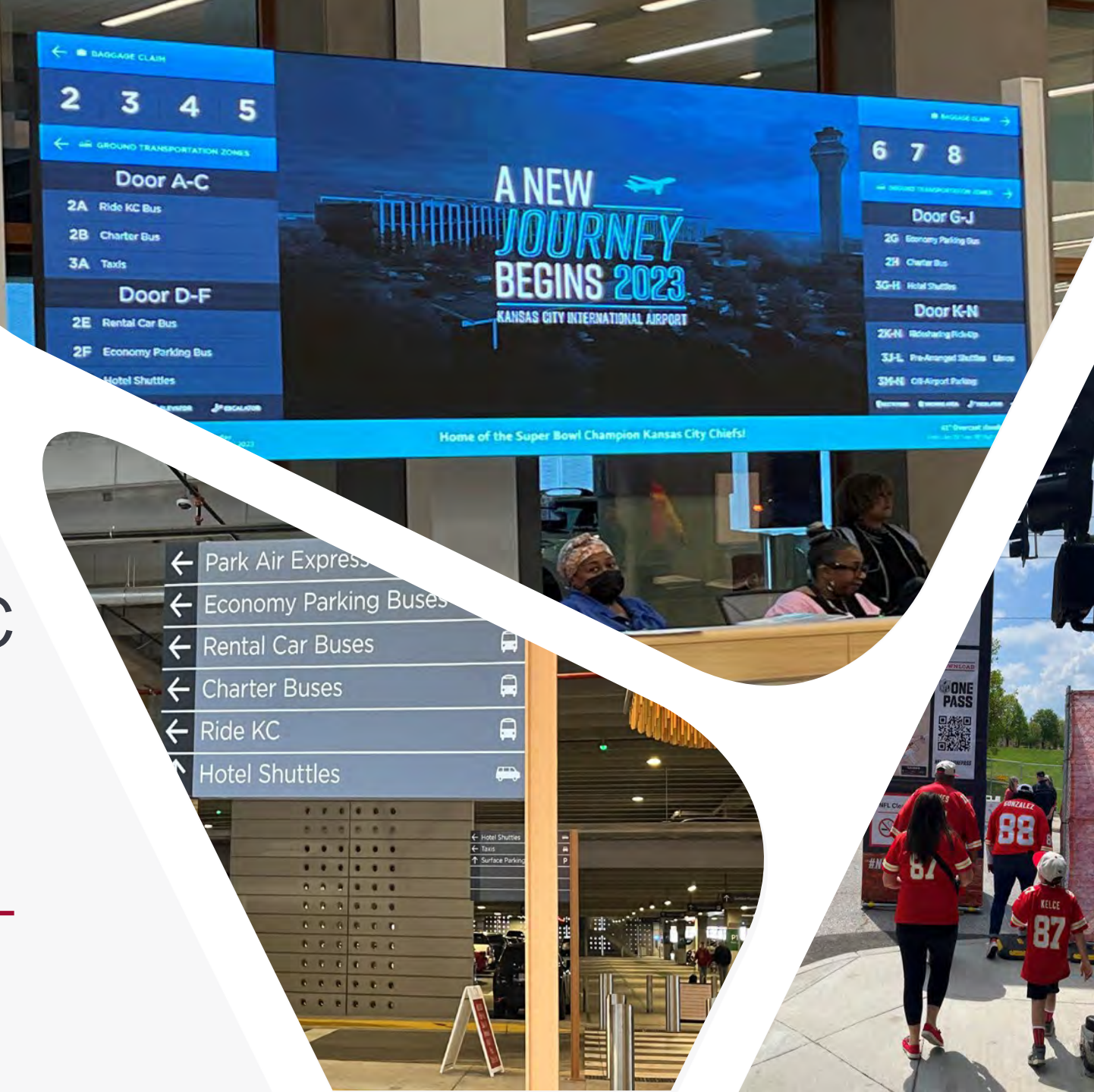
**Alternatives Analysis
Methodology and Results**




Alternatives Analysis
Methodology and Results

KCI Airport Public Transit Services Action Plan

Kimley»»Horn





Alternatives
Evaluation
Methodology

Alternatives Evaluation

- The project team conducted an evaluation of all local and express bus service alternatives based on the following factors:
 - **Travel time competitiveness** versus driving, using assumptions for travel speeds provided by KCATA staff and assumed dwell times at any interim stops; this would account for terminal times (time to park / pick up a rental car / hail a TNC/cab).
 - **Planning-level costs** for capital (fleet) and operations using KCATA-provided planning worksheets.
 - Assessment of **potential ridership demand**, considering adjacency to metro area population, jobs, hotel rooms, and KCI employee home locations.

Alternatives Evaluation – Data Sources and Assumptions

- **Travel Time Competitiveness**

- Estimated the difference in travel time between car and bus travel.
- Vehicle travel time estimated using Google Map trip planner (set trip departure time of 9 a.m. on a Monday to approximate peak traffic).
- Bus travel time estimated based on route length and an assumed speed of 18 mph on local roads and 55 mph on highways (based on estimates from KCATA)
- Assumed a 5-minute dwell time at any interim stop park-and-rides to account for loading and unloading passengers and luggage.

- **Planning Level Costs – Operating and Capital**

- Estimated annual platform hours and annual platform miles (i.e., the total time and mileage it takes for drivers to operate revenue service, layover, and travel to/from a maintenance facility) based on the assumption that service would operate the same schedule every day of the week and would operate 365 days a year.
- Assumed that fleet would be dedicated to these routes.
- Calculated operating based on KCATA's 2022 Route Costing model.
- Calculated capital costs based on an assumed cost of \$650K for diesel bus and \$1.2M for an electric bus, per input from KCATA.

Alternatives Evaluation – Data Sources and Assumptions

• Potential Ridership Demand

- The potential ridership demand evaluation consisted of four factors, reflecting considerations for all user groups:
 - Total KCI employees living within two miles of the proposed stops (data from Census Bureau OnTheMap Tool)
 - Total KC metro jobs within one mile of the proposed stops (data from Census Bureau OnTheMap Tool)
 - Total population within one mile of proposed stops (block level data from 2020 Census, calculated as a proportion of block within one mile of the proposed stops)
 - Hotel rooms within ½ mile of proposed stops (data from CoStar)
- Different service area buffers were assumed for these factors based on the assumption that current KCI employees may be more inclined to travel farther to access transit service to KCI than metro area residents. A half-mile area for hotel rooms was used based on the assumption that visitors would travel the least far to access transit service to KCI.

Alternatives Evaluation – Scoring Methodology

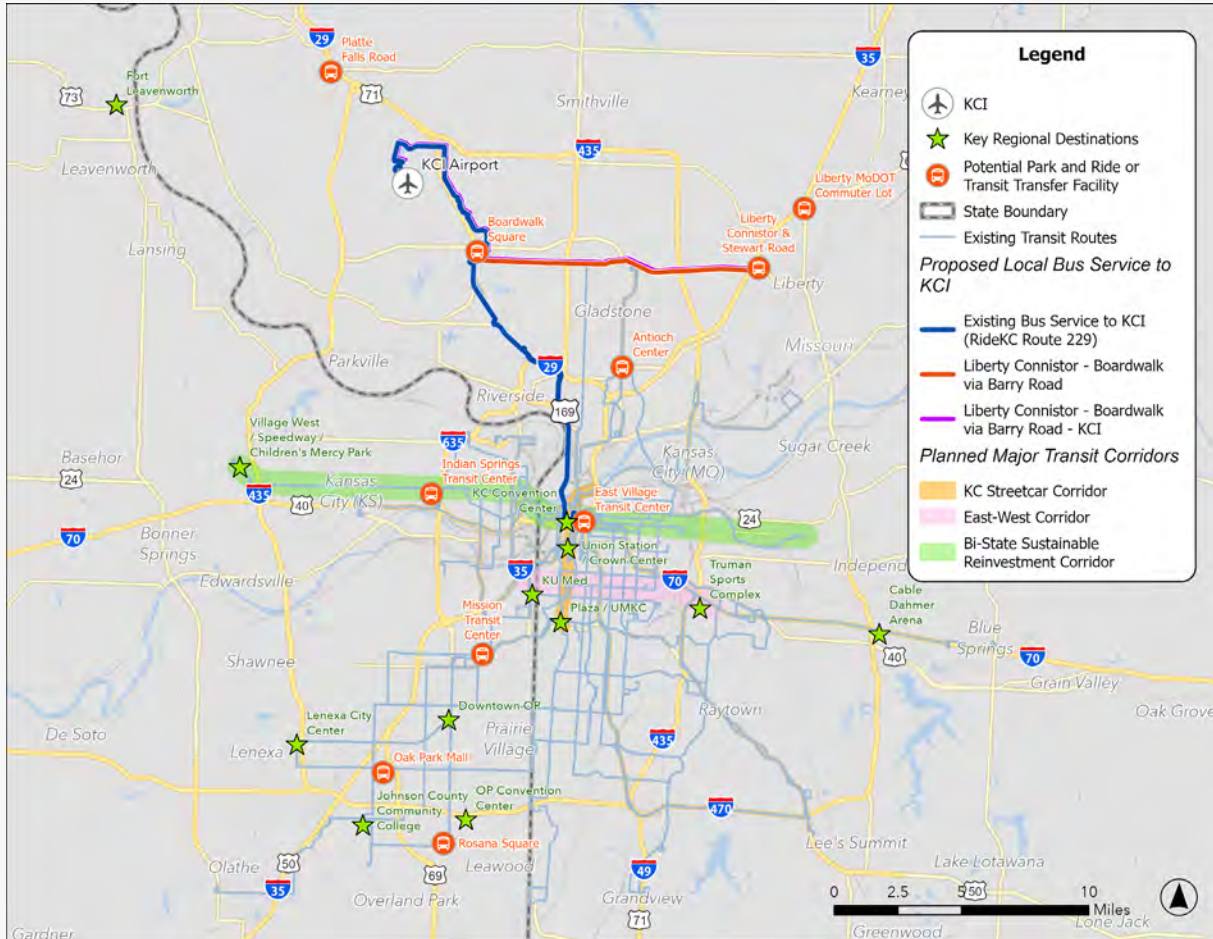
- The alternatives were compared against other alternatives within in the same group of alternatives and scored on a 0 to 10 scale for four measures: travel time competitiveness, total rider shed (nearby population and employment), KCI employee shed (nearby KCI employee home locations, and hotel room shed (nearby hotel rooms).
- These four category scores were then aggregated to a total score using agreed-upon weights for each category.
- Separate from the scoring process, planning-level 10-year costs (fleet plus 10 years of operations and maintenance) are provided, and a cost-effectiveness metric of the 10-year cost divided by total rider shed was also estimated.

Category	New or Expanded Local Bus	Employee-Focused Express Bus	Resident/ Visitor-Focused Express Bus
Travel Time Score Weighting	50%	50%	50%
Total Rider Shed Score Weighting	30%	30%	25%
KCI Employee Shed Score Weighting	20%	20%	5%
Hotel Room Shed Score Weighting	0%	0%	20%

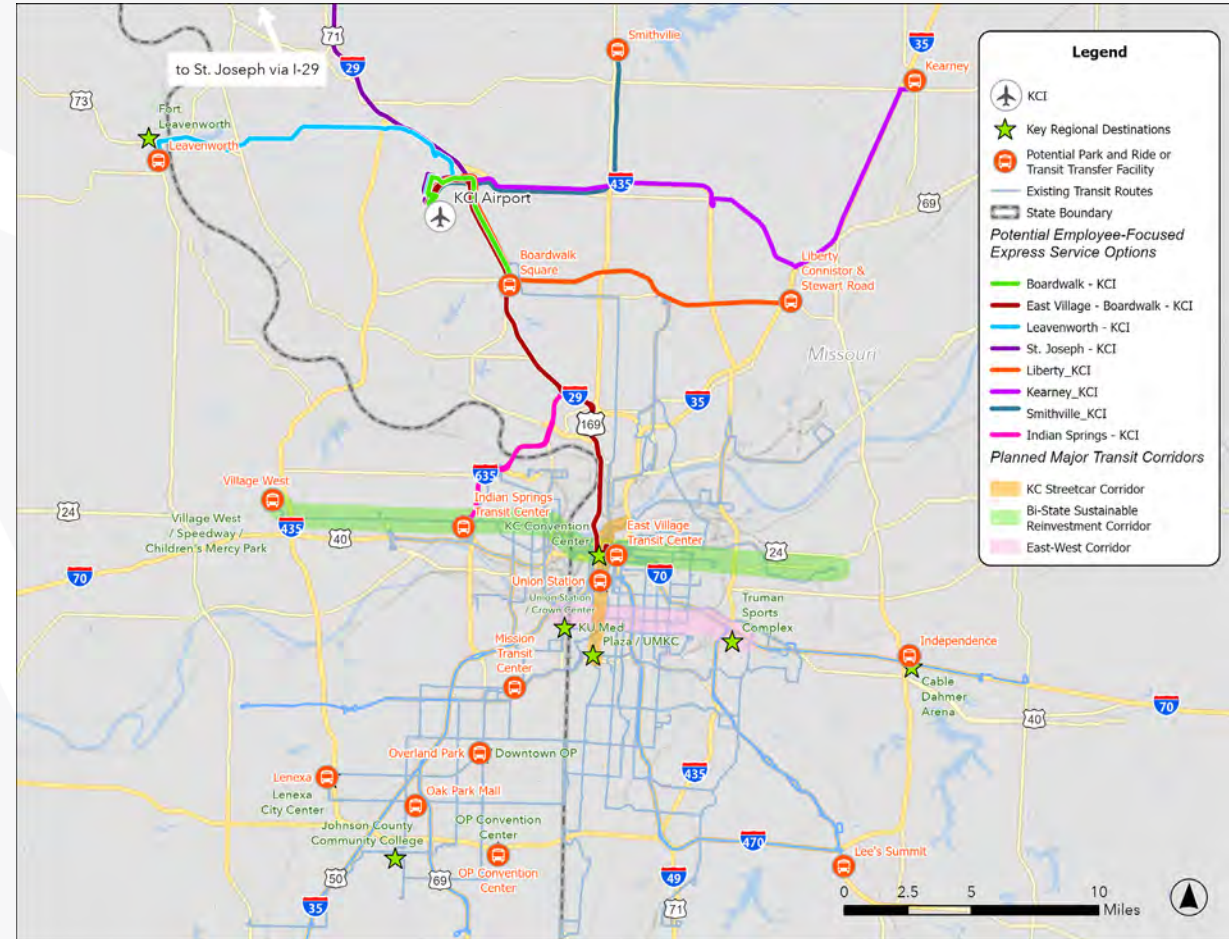
Initial Screening Results

Employee-Focused Service Options

Potential Local Bus Service



Potential Employee-Focused Express Bus



Employee-Focused Service Options

Potential Local Bus Service - Metrics

Alternative	Route Type	Market Segment	Travel Time Competitiveness		Cost				Potential Rider Shed			ROI
			Difference Estimated Travel Time - Transit vs. Vehicle (one-direction) (min)	Annual O&M Cost (\$M)	Max Buses Needed for Route	Fleet Cost - Diesel (low end) (\$M)	Fleet Cost - Electric (high end) (\$M)	Estimated 10-Year Cost (O&M + Fleet) (\$M)	Total Pop + Emp within Service Area	KCI Employees within Service Area	Hotel rooms within Service Area	10-Year Cost / Rider Shed
Route 229 (expanded service)	Local	All	-21	\$6.5	5	\$1.5	\$2.5	\$67	31,800	160	Not analyzed for local service alternatives	\$2,100
Liberty Connistor - Boardwalk (via Barry Rd)	Local	All	-19	\$2.5	2	\$1.5	\$2.5	\$27	10,900	60		\$2,500
Liberty Connistor - Boardwalk - KCI	Local	All	-14	\$5.5	5	\$3.5	\$6.0	\$60	13,500	70		\$4,400

Assumed 30-minute service frequency running from 3 a.m. to 1 a.m. to accommodate employee shift schedules.

Employee-Focused Service Options

Potential Local Bus Service - Scores

Alternative	Route Type	Market Segment					Total Score (Travel Time + Rider Shed)	ROI	
			Travel Time Score	Total Rider Shed Score	KCI Employee Shed Score	Hotel Room Shed Score		10-Year Cost (\$M)	10-Year Cost / Rider Shed
Route 229 (expanded service)	Local	All	2	3	2		2.3	\$67	\$2,100
Liberty Connistor - Boardwalk (via Barry Rd)	Local	All	3	1	1		2.0	\$27	\$2,500
Liberty Connistor - Boardwalk - KCI	Local	All	5	1	1		3.0	\$60	\$4,400

Weights: 50% 30% 20% 0%

- Only a few local service options considered given the location of KCI—the location is challenging due to travel time competitiveness and lack of land use density north of the Missouri River.
- Assumed 30-minute service frequency running from 3 a.m. to 1 a.m. to accommodate employee shift schedules.

Employee-Focused Service Options

Potential Employee-Focused Express Bus - Metrics

Alternative	Route Type	Market Segment	Travel Time Competitiveness Difference Estimated Travel Time - Transit vs. Vehicle (one-direction) (min)	Cost				Potential Rider Shed			ROI 10-Year Cost / Rider Shed	
				Annual O&M Cost (\$M)	Initial Capital Cost		Estimated 10-Year Cost (O&M + Fleet) (\$M)	Total Pop + Emp within Service Area	KCI Employees within Service Area	Hotel rooms within Service Area		
					Max Buses Needed for Route	Fleet Cost - Diesel (low end) (\$M)	Fleet Cost - Electric (high end) (\$M)					
Boardwalk - KCI	Express	Employee	0	\$1.5	1	\$0.5	\$1.0	\$16	18,100	880	40	\$900
East Village - Boardwalk - KCI	Express	Employee	-6	\$5.0	3	\$2.0	\$3.5	\$53	88,200	1,160	340	\$600
KCK (Indian Springs) - KCI	Express	Employee	-2	\$4.0	2	\$1.5	\$2.5	\$42	6,700	100	60	\$6,300
Leavenworth - KCI	Express	Employee	-9	\$4.5	3	\$2.0	\$3.5	\$48	16,000	100	240	\$3,000
St. Joseph - KCI	Express	Employee	-6	\$4.0	2	\$1.5	\$2.5	\$42	10,900	10	10	\$3,900
Kearney - KCI	Express	Employee	-5	\$5.5	3	\$2.0	\$3.5	\$58	6,700	120	90	\$8,600
Smithville - KCI	Express	Employee	-2	\$3.0	2	\$1.5	\$2.5	\$32	3,600	150	0	\$8,900
Liberty Connistor - KCI	Express	Employee	-1	\$3.5	2	\$1.5	\$2.5	\$37	20,800	400	580	\$1,800

Assumed 30-minute service frequency running from 3 a.m. to 1 a.m. to accommodate employee shift schedules. Routes longer than 30 miles or 30 minutes in travel time to KCI were assumed to operate at 60-minute frequency.

Employee-Focused Service Options

Potential Employee-Focused Express Bus - Scores

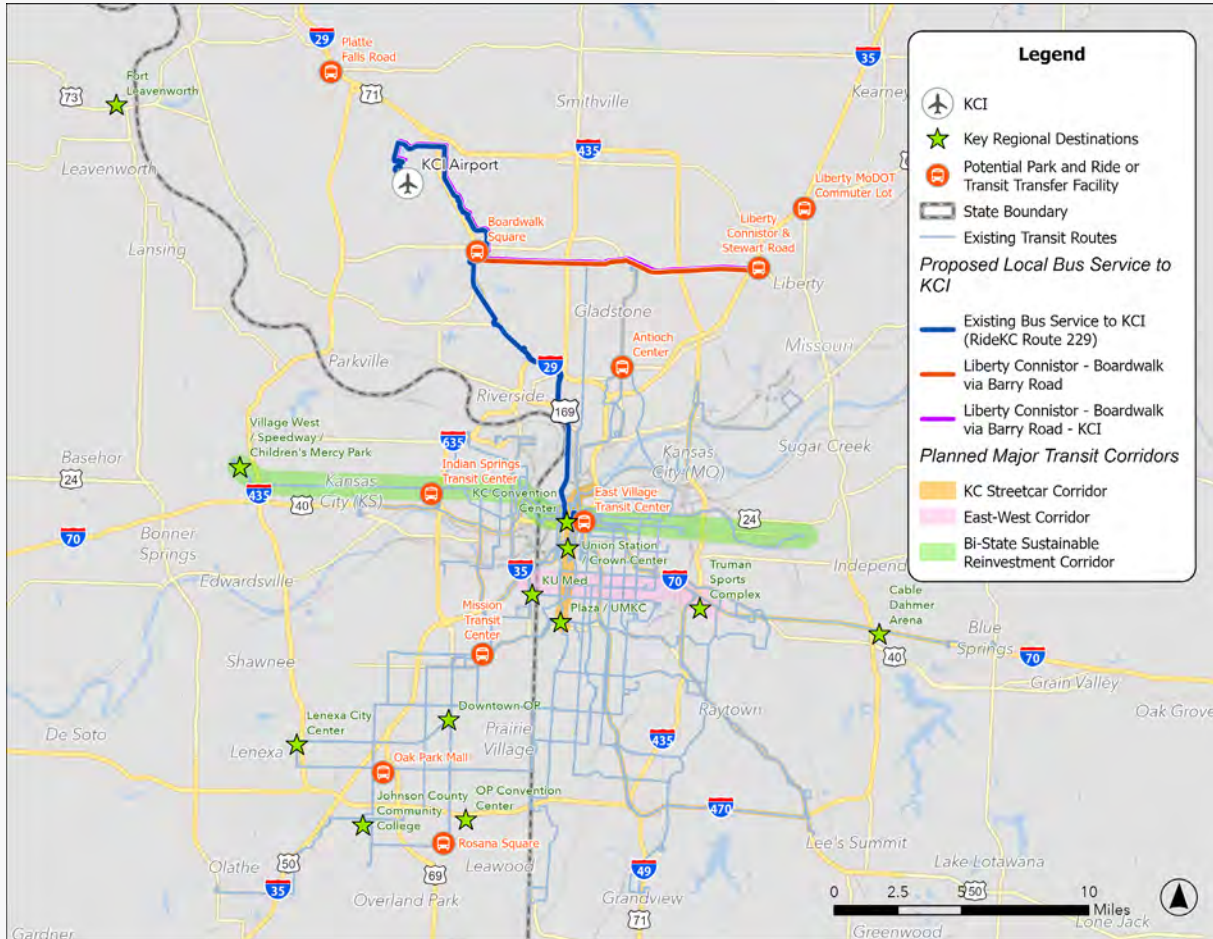
Alternative	Route Type	Market Segment	Travel Time Score	Total Rider Shed Score	KCI Employee Shed Score	Hotel Room Shed Score	Total Score (Travel Time + Rider Shed)	ROI	
								10-Year Cost (\$M)	10-Year Cost / Rider Shed
Boardwalk - KCI	Express	Employee	10	2	8	1	7.2	\$16	\$900
East Village - Boardwalk - KCI	Express	Employee	8	9	10	1	8.7	\$53	\$600
KCK (Indian Springs) - KCI	Express	Employee	10	1	1	1	5.5	\$42	\$6,300
Leavenworth - KCI	Express	Employee	7	2	1	1	4.3	\$48	\$3,000
St. Joseph - KCI	Express	Employee	8	1	0	1	4.3	\$42	\$3,900
Kearney - KCI	Express	Employee	8	1	1	1	4.5	\$58	\$8,600
Smithville - KCI	Express	Employee	10	0	2	0	5.4	\$32	\$8,900
Liberty Connistor - KCI	Express	Employee	10	2	4	2	6.4	\$37	\$1,800

Weights: 50% 30% 20% 0%

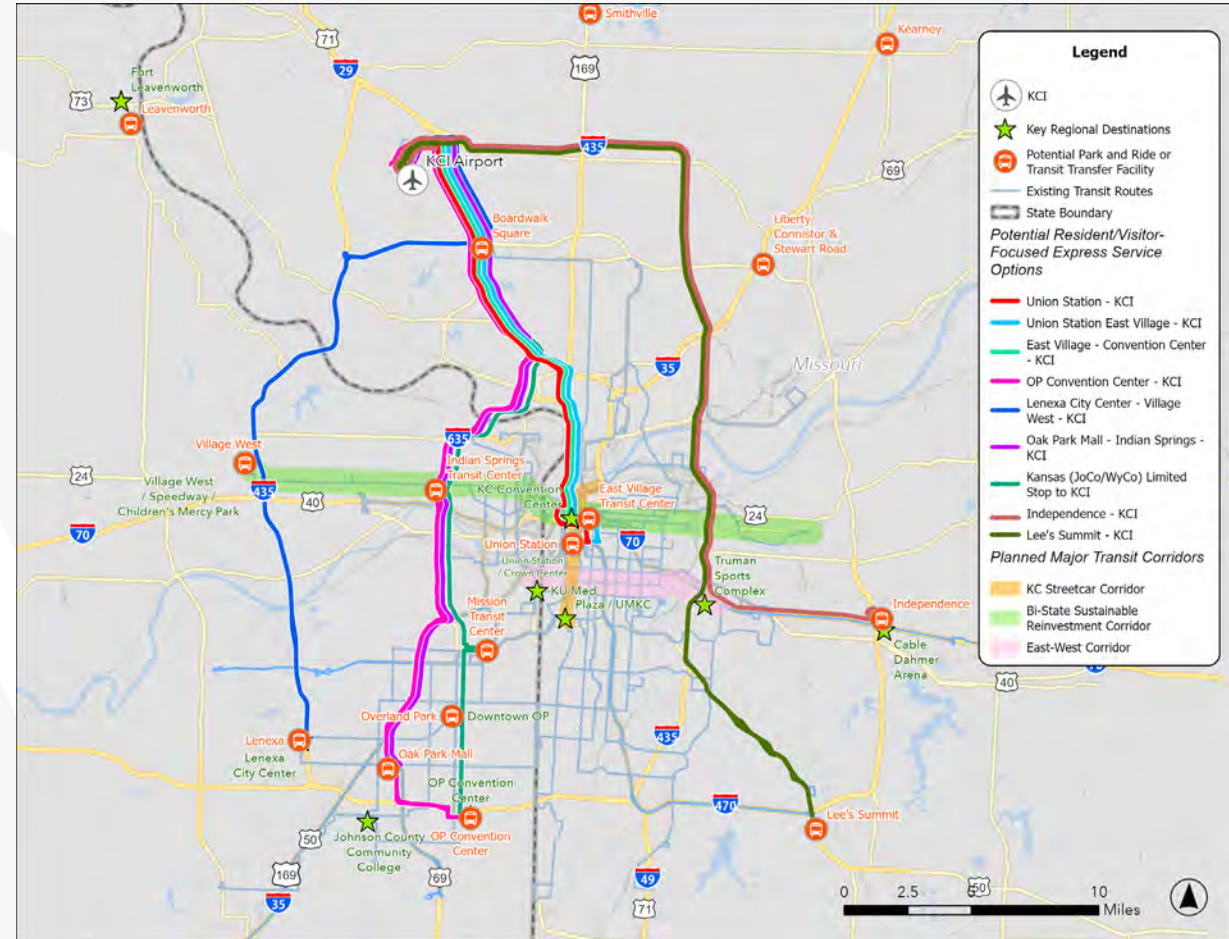
Assumed 30-minute service frequency running from 3 a.m. to 1 a.m. to accommodate employee shift schedules. Routes longer than 30 miles or 30 minutes in travel time to KCI were assumed to operate at 60-minute frequency.

Resident/Visitor-Focused Service Options

Potential Local Bus Service



Potential Resident/Visitor-Focused Express Bus



Note: additional route from OP Convention Center → Lenexa → Village West → KCI was added to evaluation following 9/26 PAT meeting.

Resident/Visitor-Focused Service Options

Potential Resident/Visitor-Focused Express Bus - Metrics

Alternative	Route Type	Market Segment	Travel Time Competitiveness Difference Estimated Travel Time - Transit vs. Vehicle (one-direction) (min)	Cost				Potential Rider Shed			ROI 10-Year Cost / Rider Shed	
				Annual O&M Cost (\$M)	Initial Capital Cost		Estimated 10-Year Cost (O&M + Fleet) (\$M)	Total Pop + Emp within Service Area	KCI Employees within Service Area	Hotel rooms within Service Area		
					Max Buses Needed for Route	Fleet Cost - Diesel (low end) (\$M)	Fleet Cost - Electric (high end) (\$M)					
Union Station - KCI	Express	Traveler/Resident	0	\$3.5	2	\$1.5	\$2.5	\$37	55,400	250	1,770	\$700
East Village - Convention Ctr - KCI	Express	Traveler/Resident	-6	\$4.0	3	\$2.0	\$3.5	\$43	70,000	280	3,550	\$600
Union Station - East Village - KCI	Express	Traveler/Resident	-9	\$4.0	3	\$2.0	\$3.5	\$43	108,800	330	2,060	\$400
OP Convention Ctr - KCI	Express	Traveler/Resident	-1	\$3.0	2	\$1.5	\$2.5	\$32	41,900	40	1,030	\$800
Oak Park Mall - Indian Springs - KCI	Express	Traveler/Resident	-12	\$3.0	2	\$1.5	\$2.5	\$32	29,600	200	60	\$1,100
Lenexa City Center - Village West - KCI	Express	Traveler/Resident	-17	\$3.0	2	\$1.5	\$2.5	\$32	27,500	80	930	\$1,200
OPCC → Downtown OP → Mission TC → Indian Springs → KCI	Express	Traveler/Resident	-23	\$3.5	3	\$2.0	\$3.5	\$38	82,800	140	1,090	\$500
KS (US 69/I-635) Limited Stop Service	Express	Traveler/Resident	-23	\$3.5	3	\$2.0	\$3.5	\$38	82,800	140	1,090	\$500
OPCC → Lenexa City Center → Village West → KCI	Express	Traveler/Resident	-26	\$4.0	3	\$2.0	\$3.5	\$43	69,400	120	1,960	\$600
KS (I-435) Limited Stop Service	Express	Traveler/Resident	-26	\$4.0	3	\$2.0	\$3.5	\$43	69,400	120	1,960	\$600
Independence Center - KCI	Express	Traveler/Resident	-2	\$3.0	2	\$1.5	\$2.5	\$32	15,800	100	240	\$2,000
Lee's Summit - KCI	Express	Traveler/Resident	-2	\$3.5	2	\$1.5	\$2.5	\$37	13,100	70	0	\$2,800

Assumed 30-minute service frequency running from 5 a.m. to 11 p.m. Routes longer than 30 miles or 30 minutes in travel time to KCI were assumed to operate at 60-minute frequency.

Resident/Visitor-Focused Service Options

Potential Resident/Visitor-Focused Express Bus - Scores

Alternative	Route Type	Market Segment	Travel Time Score	Total Rider Shed Score	KCI Employee Shed Score	Hotel Room Shed Score	Total Score (Travel Time + Rider Shed)	ROI	
								10-Year Cost (\$M)	10-Year Cost / Rider Shed
Union Station - KCI	Express	Traveler/Resident	10	5	3	5	7.4	\$37	\$700
East Village - Convention Ctr - KCI	Express	Traveler/Resident	8	7	3	10	7.9	\$43	\$600
Union Station - East Village - KCI	Express	Traveler/Resident	7	10	3	6	7.4	\$43	\$400
OP Convention Ctr - KCI	Express	Traveler/Resident	10	4	1	3	6.7	\$32	\$800
Oak Park Mall - Indian Springs - KCI	Express	Traveler/Resident	6	3	2	1	4.1	\$32	\$1,100
Lenexa City Center - Village West - KCI	Express	Traveler/Resident	4	3	1	3	3.4	\$32	\$1,200
KS (US 69/I-635) Limited Stop Service	Express	Traveler/Resident	2	8	2	4	3.9	\$38	\$500
KS (I-435) Limited Stop Service	Express	Traveler/Resident	0	7	1	6	3.0	\$43	\$600
Independence Center - KCI	Express	Traveler/Resident	10	2	1	1	5.8	\$32	\$2,000
Lee's Summit - KCI	Express	Traveler/Resident	10	1	1	0	5.3	\$37	\$2,800

Weights: 50% 25% 5% 20%

Assumed 30-minute service frequency running from 5 a.m. to 11 p.m. Routes longer than 30 miles or 30 minutes in travel time to KCI were assumed to operate at 60-minute frequency.

OPCC → Downtown OP → Mission TC → Indian Springs → KCI

OPCC → Lenexa City Center → Village West → KCI

Initial Screening Results

- Most express routes are very travel-time competitive w/ driving; routes w/ interim stops are less competitive
- Local service
 - Improve existing Route 229
 - Liberty → Boardwalk for connection
- Employee-focused express service
 - Boardwalk → KCI
 - East Village → Boardwalk → KCI
- Resident/visitor-focused express service
 - Various downtown KCMO → KCI options; suggested that Union Station be *last* stop to KCI / first stop from KCI
 - Johnson County

Alternative	Route Type	Market Segment	Travel Time Score	Total Rider Shed Score	KCI Employee Shed Score	Hotel Room Shed Score	Total Score (Travel Time + Rider Shed)	10-Year Cost (\$M)	ROI 10-Year Cost / Rider Shed
Route 229 (expanded service)	Local	All	2	3	2		2.3	\$67	\$2,100
Liberty Connistor - Boardwalk (via Barry Rd)	Local	All	3	1	1		2.0	\$27	\$2,500
Liberty Connistor - Boardwalk - KCI	Local	All	5	1	1		3.0	\$60	\$4,400
Boardwalk - KCI	Express	Employee	10	2	8	1	7.2	\$16	\$900
East Village - Boardwalk - KCI	Express	Employee	8	9	10	1	8.7	\$53	\$600
KCK (Indian Springs) - KCI	Express	Employee	10	1	1	1	5.5	\$42	\$6,300
Leavenworth - KCI	Express	Employee	7	2	1	1	4.3	\$48	\$3,000
St. Joseph - KCI	Express	Employee	8	1	0	1	4.3	\$42	\$3,900
Kearney - KCI	Express	Employee	9	1	1	1	5.0	\$58	\$8,600
Smithville - KCI	Express	Employee	10	0	2	0	5.4	\$32	\$8,900
Liberty Connistor - KCI	Express	Employee	10	2	4	2	6.4	\$37	\$1,800
Union Station - KCI	Express	Traveler/Resident	10	5	3	5	7.4	\$37	\$700
East Village - Convention Ctr - KCI	Express	Traveler/Resident	8	7	3	10	7.9	\$43	\$600
Union Station - East Village - KCI	Express	Traveler/Resident	7	10	3	6	7.4	\$43	\$400
OP Convention Ctr - KCI	Express	Traveler/Resident	10	4	1	3	6.7	\$32	\$800
Oak Park Mall - Indian Springs - KCI	Express	Traveler/Resident	6	3	2	1	4.1	\$32	\$1,100
Lenexa City Center - Village West - KCI	Express	Traveler/Resident	4	3	1	3	3.4	\$32	\$1,200
KS (US 69/I-635) Limited Stop Service	Express	Traveler/Resident	2	8	2	4	3.9	\$38	\$500
KS (I-435) Limited Stop Service	Express	Traveler/Resident	0	7	1	6	3.0	\$43	\$600
Independence Center - KCI	Express	Traveler/Resident	10	2	1	1	5.8	\$32	\$2,000
Lee's Summit - KCI	Express	Traveler/Resident	10	1	1	0	5.3	\$37	\$2,800

Refined Screening Results

Refined Screening Results - Overview

- The project team refined the initial screening results based on input from the PAT. This included adding a few additional alternatives and evaluating some alternatives at both 30-minute and 60-minute frequency.

Refined Screening Results – Local Bus and Employee-Focused Express Bus



Alternative		Service Assumptions			Screening Score (Within Group)					10-Year Cost (\$M)	10-Year Cost/ Rider Shed
		Service Frequency (min)	Service Start Time	Service End Time	Travel Time Score	Total Rider Shed Score	KCI Employee Shed Score	Hotel Room Shed Score	Total Score		
New or Expanded Local Bus	Route 229 (expanded / more frequent service)	30	3 AM	1 AM	0	10	10		5.0	\$61	\$1,900
	Liberty Connistor - Boardwalk - KCI Local	30	3 AM	1 AM	10	2	1		5.8	\$60	\$4,400
	Liberty Connistor - Boardwalk Local (via Barry Rd); <i>transfer at Boardwalk</i>	30	3 AM	1 AM	4	0	0		2.0	\$27	\$2,500
Employee-Focused Express Bus	Boardwalk - KCI Express	30	3 AM	1 AM	10	2	8	1	7.2	\$16	\$900
	East Village - Boardwalk - KCI Express	30	3 AM	1 AM	4	10	10	6	7.0	\$53	\$600
	KCK (Indian Springs) - KCI Express	30	3 AM	1 AM	9	1	1	2	5.0	\$42	\$6,300
	Liberty Connistor - KCI Express	30	3 AM	1 AM	9	3	4	10	6.2	\$37	\$1,800
	Smithville - KCI Express	30	3 AM	1 AM	8	0	2	0	4.4	\$32	\$8,900
	Kearney - KCI Express	30	3 AM	1 AM	5	1	1	2	3.0	\$58	\$8,600
	Leavenworth - KCI Express	30	3 AM	1 AM	0	2	1	5	0.8	\$48	\$3,000
	St. Joseph - KCI Express	60	3 AM	1 AM	4	1	0	1	2.3	\$42	\$3,900

Weights: 50% 30% 20% 0%

Refined Screening Results – Local Bus and Employee-Focused Express Bus

- Expanding/enhancing Route 229 has the lowest cost per rider shed (pop/jobs) of the 3 local options.
- Should separately consider expanding IRIS, which isn't shown on here.
- Boardwalk-KCI Express is skewed by the potential (at least at a screening level) to run 1 bus w/ 30-min service.
- East Village-Boardwalk-KCI express is the 2nd highest scoring for employee-focused express bus

Refined Screening Results – Traveler-Focused Express Routes

Alternative		Service Assumptions			Screening Score (Within Group)					10-Year Cost (\$M)	10-Year Cost / Rider Shed
		Service Frequency (min)	Service Start Time	Service End Time	Travel Time Score	Total Rider Shed Score	KCI Employee Shed Score	Hotel Room Shed Score	Total Score		
Traveler-Focused Express Bus	 Union Station - KCI Express	30	5 AM	11 PM	10	5	5	5	7.5	\$37	\$700
	East Village - Union Station - KCI Express	30	5 AM	11 PM	8	10	7	6	8.1	\$49	\$400
	Union Station - East Village - KCI Express	30	5 AM	11 PM	7	10	7	6	7.6	\$43	\$400
	East Village - Convention Ctr - KCI Express	30	5 AM	11 PM	8	6	5	10	7.8	\$43	\$600
	 OP Convention Ctr - KCI Express	60	5 AM	11 PM	10	4	0	3	6.6	\$32	\$800
	OP Convention Ctr - KCI Express	30	5 AM	11 PM	10	4	0	3	6.6	\$64	\$1,500
	OP Convention Ctr - Indian Springs - KCI Express	60	5 AM	11 PM	7	4	3	4	5.5	\$32	\$700
	OP Convention Ctr - Indian Springs - KCI Express	30	5 AM	11 PM	7	4	3	4	5.5	\$64	\$1,300
	OP Convention Ctr - Village West - KCI Express	60	5 AM	11 PM	4	5	1	5	4.3	\$43	\$800
	OP Convention Ctr - Village West - KCI Express	30	5 AM	11 PM	4	5	1	5	4.3	\$80	\$1,400
	Lenexa City Center - KCI Express	60	5 AM	11 PM	9	1	1	1	5.0	\$32	\$2,300
	Lenexa City Center - KCI Express	30	5 AM	11 PM	9	1	1	1	5.0	\$53	\$3,700
	Lenexa City Center - Village West - KCI Express	60	5 AM	11 PM	5	2	1	3	3.7	\$32	\$1,200
	Lenexa City Center - Village West - KCI Express	30	5 AM	11 PM	5	2	1	3	3.7	\$64	\$2,300
	Oak Park Mall - Indian Springs - KCI Express	60	5 AM	11 PM	6	2	4	1	3.9	\$32	\$1,100
	KS (US 69/I-635) Limited Stop Service: OP Convention Center - Downtown OP - Mission Transit Center - Indian Springs - KCI	60	5 AM	11 PM	2	8	3	4	4.0	\$38	\$500
	KS (I-435) Limited Stop Service: OP Convention Center - Lenexa City Center - Village West - KCI	60	5 AM	11 PM	0	2	10	2	1.4	\$43	\$1,600
	Independence Center - KCI Express	60	5 AM	11 PM	10	1	2	1	5.6	\$32	\$2,000
Lee's Summit - KCI Express	60	5 AM	11 PM	10	0	1	0	5.1	\$37	\$2,800	

Weights: 50% 25% 5% 20%

Refined Screening Results – Traveler-Focused Express Routes

- Downtown KCMO – KCI scores the highest – It is competitive from a travel time competitiveness standpoint and from potential rider catchment, and from a cost per rider shed
- Highest scoring Johnson County option is OP CC.
- Alternatives with interim stops are less travel time competitive with driving.
- Ties into bigger challenge of transit-supportive land use – need parking for any route, but much less so for a downtown route; suburban routes essentially require driving (probably out of the way) and parking.

Refined Screening Results - Recommendations

Recommended Alternatives

- Recommended alternatives tie in to planned major regional transit corridors.
- Resident/visitor-focused express service
 - Downtown KCMO → KCI
 - Johnson County (OP Convention Center or Lenexa City Center) → KCI
- Local service
 - Improve existing Route 229
 - IRIS (e.g., discounted rates for employees)
- Employee-focused express service
 - Boardwalk → KCI
- Other service options – transfer at key locations throughout metro area

