



Seamless Mobility

Provide easy, seamless mobility for all modes of transportation that will make it convenient and affordable to get to and around Downtown without a car.

THE OPPORTUNITY

Kansas City has made great strides in creating a robust mobility network, including the Streetcar and its proposed expansions, the BikeKC plan, Vision Zero policies (creating safe, healthy, and equitable mobility for all), and a comprehensive plan for Bus Rapid Transit (BRT) service. Despite this progress, Downtown still feels car-centric, and the bus, bike, and pedestrian networks are incomplete and do not always conveniently connect, making driving an easier choice.

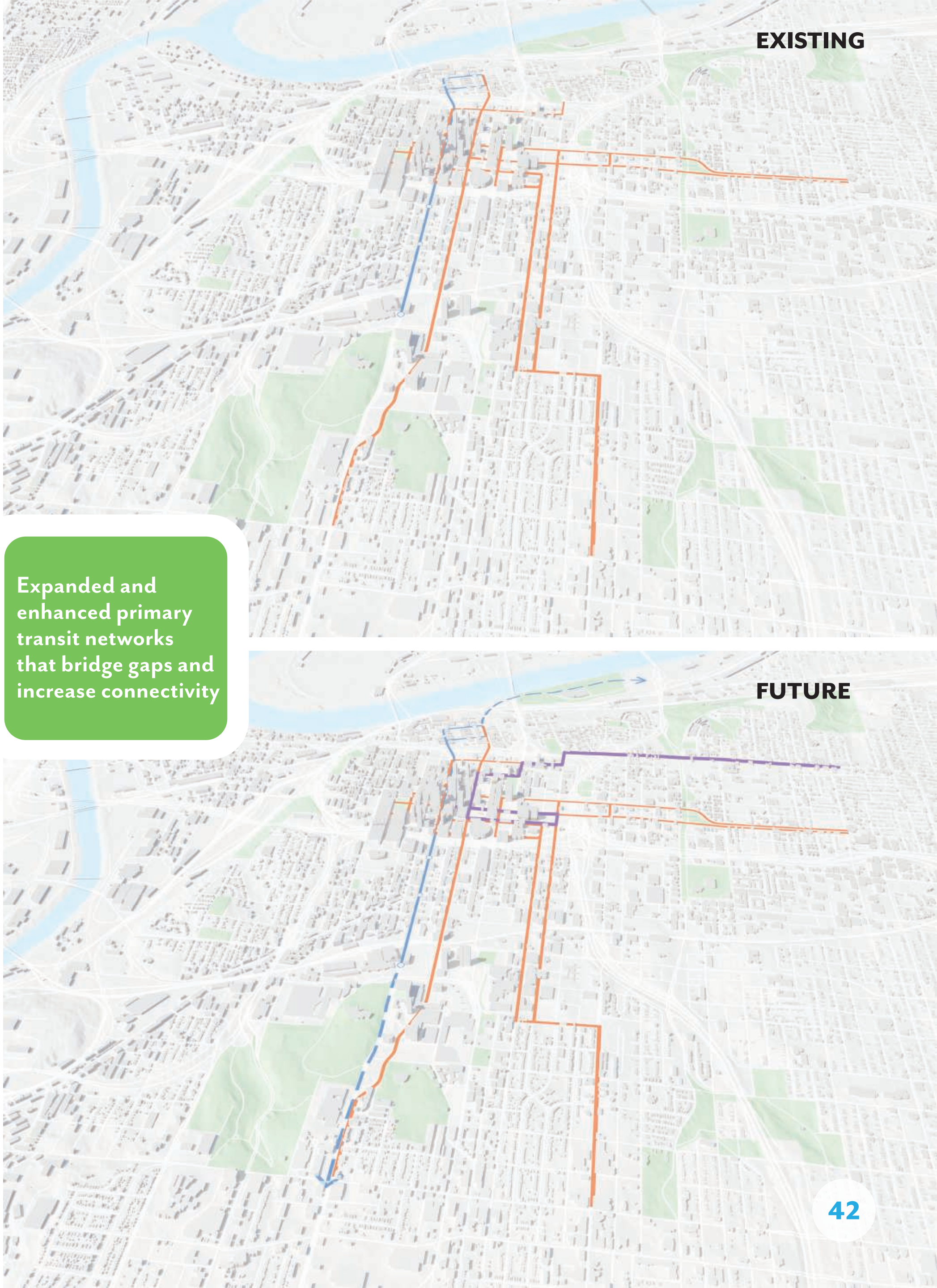
RECOMMENDATIONS

E1 INCREASE EQUITY THROUGHOUT THE TRANSIT SYSTEM.

- E1a Support funding for Zero Fare for all transit citywide and in Downtown.
- E1b Prioritize east-west routes as part of the new Ride KC Next transit route plan.

E2 INCREASE BIKE MOBILITY, ESPECIALLY ON EAST-WEST CORRIDORS.

- E2a Support implementation of bike mobility strategies identified in the Greater Downtown Area Plan.
- E2b Advocate increasing electric bike access Downtown.
- E2c Support the RideKC dock-less bikes.
- E2d Propose a shared e-cargo bike program for local business deliveries around Downtown.





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RECOMMENDATIONS

E3 IMPLEMENT VISION ZERO STRATEGIES.

- E3a** Advocate for pedestrian safety improvements in Downtown to implement Vision Zero goals.
- E3b** Improve signal timing at intersections where there is high foot traffic, high speeds, and safety concerns.
- E3c** Work with neighborhoods on the east and west sides of Downtown to identify pedestrian safety concerns and make them a priority.

E4 INSTALL COMPLETE STREETS INFRASTRUCTURE (DESIGNED AND OPERATED TO ENABLE SAFE USE AND SUPPORT MOBILITY FOR ALL USERS) AS OUTLINED IN THE GREATER DOWNTOWN AREA PLAN.

- E4a** Advocate that development projects adjacent to public right of ways implement Complete Streets policies.
- E4b** Focus Complete Streets implementation on improving walkability and bike-ability on key east-west connections.

F2 IMPLEMENT MANAGEMENT STRATEGIES TO MAXIMIZE THE USE OF EXISTING PARKING SPACES AS RECOMMENDED BY THE GREATER DOWNTOWN AREA PLAN

- E5a** Require parking garages to either have street-level retail, art, creative design, or plantings at ground level to make the adjacent sidewalk safe and attractive.
- E5b** Reduce the number of curb cuts in new development.
- E5c** Encourage operators to adopt parking apps and technology so that customers have access to information for Downtown garage parking availability in real-time.

- E5d** Continue to develop an on-street parking management program with variable costing models and consistent enforcement.
- E5e** Create tools and incentives, like shared parking, that maximize the existing parking inventory and reduces the need to create new parking.
- E5f** Explore the feasibility of a “Parking Benefit District” to cooperatively manage the parking inventory.

