

WELCOME TO THE

Kansas City International (KCI) Airport Public Transit Services Action Plan

OPEN HOUSE

The Mid-America Regional Council (MARC) is collaborating with the Kansas City Area Transportation Authority (KCATA) on the Kansas City International (KCI) Airport Public Transit Services Action Plan. This plan is evaluating public transit options to serve transportation demands to and from the airport.

THE GOAL OF THIS PLAN

Identify the role of transit at KCI to better address the needs of Greater Kansas City residents and travelers for business, recreation and large public events.

With the opening of the new KCI terminal this year, the recent success of the 2023 NFL Draft, and the upcoming 2026 FIFA World Cup, Kansas City is poised as a premier destination for arts, entertainment and culture. The demand is more pressing for a reliable, accessible, and multimodal public rapid transit system that serves KCI, surrounding area businesses, and key destinations around the region.

This plan is examining 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.

THE BOARDS IN THIS ROOM PROVIDE A SUMMARY OF CURRENT TRANSIT SERVICE TO KCI AS WELL AS IDENTIFIED SERVICE NEEDS FOR:



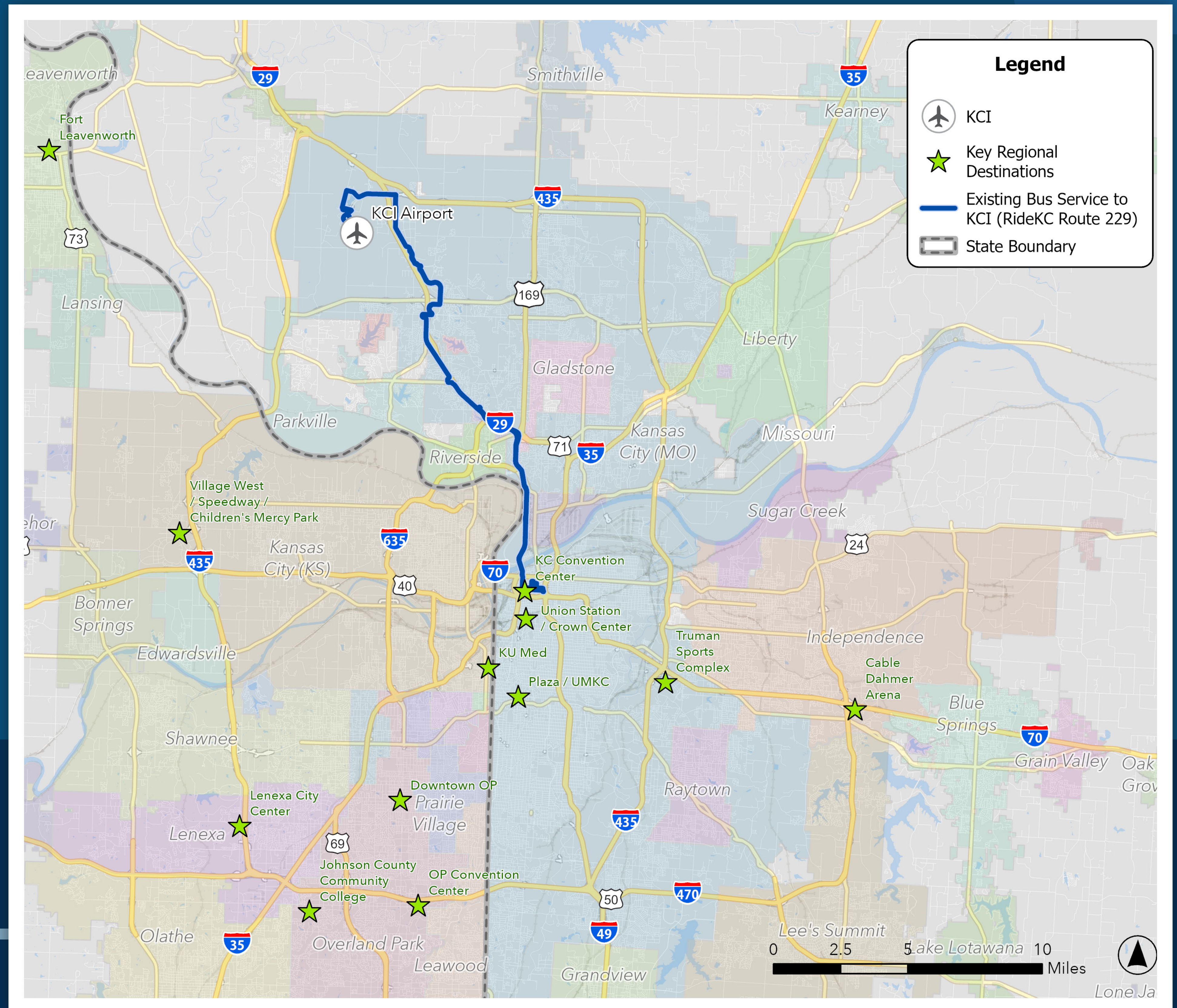
Airport Employees



KC Area Residents



Out-of-town Visitors and Business Travelers

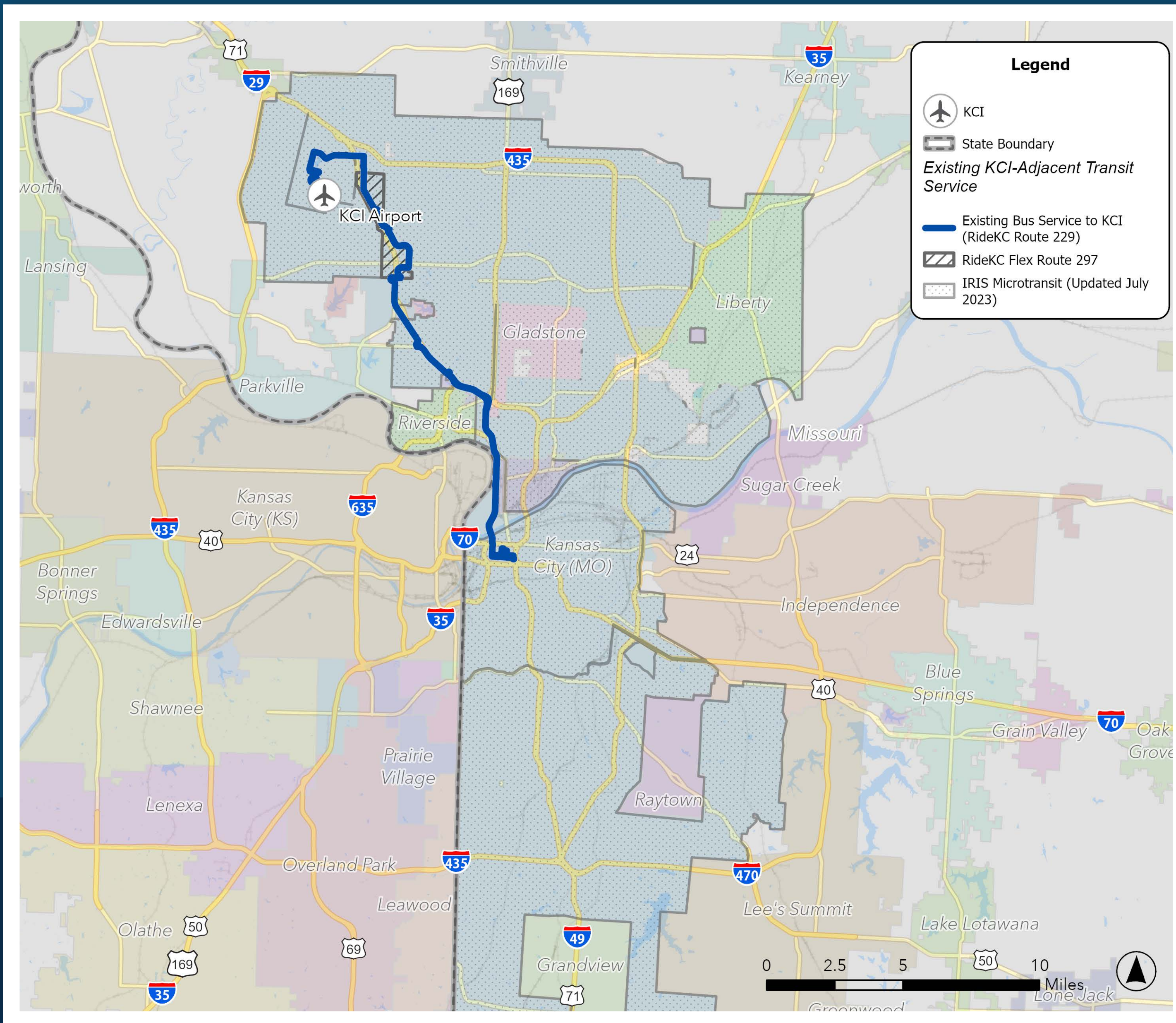


Project Study Area and Key Regional Activity Centers

Current Transit Service To/From KCI

CURRENT TRANSIT SERVICE OPTIONS INCLUDE:

- Existing local bus service via RideKC Route 229 (fare-free)
- IRIS on-demand “micro-transit” service (\$10 intro fare)
- Flex (schedule in advance) service along I-29 corridor



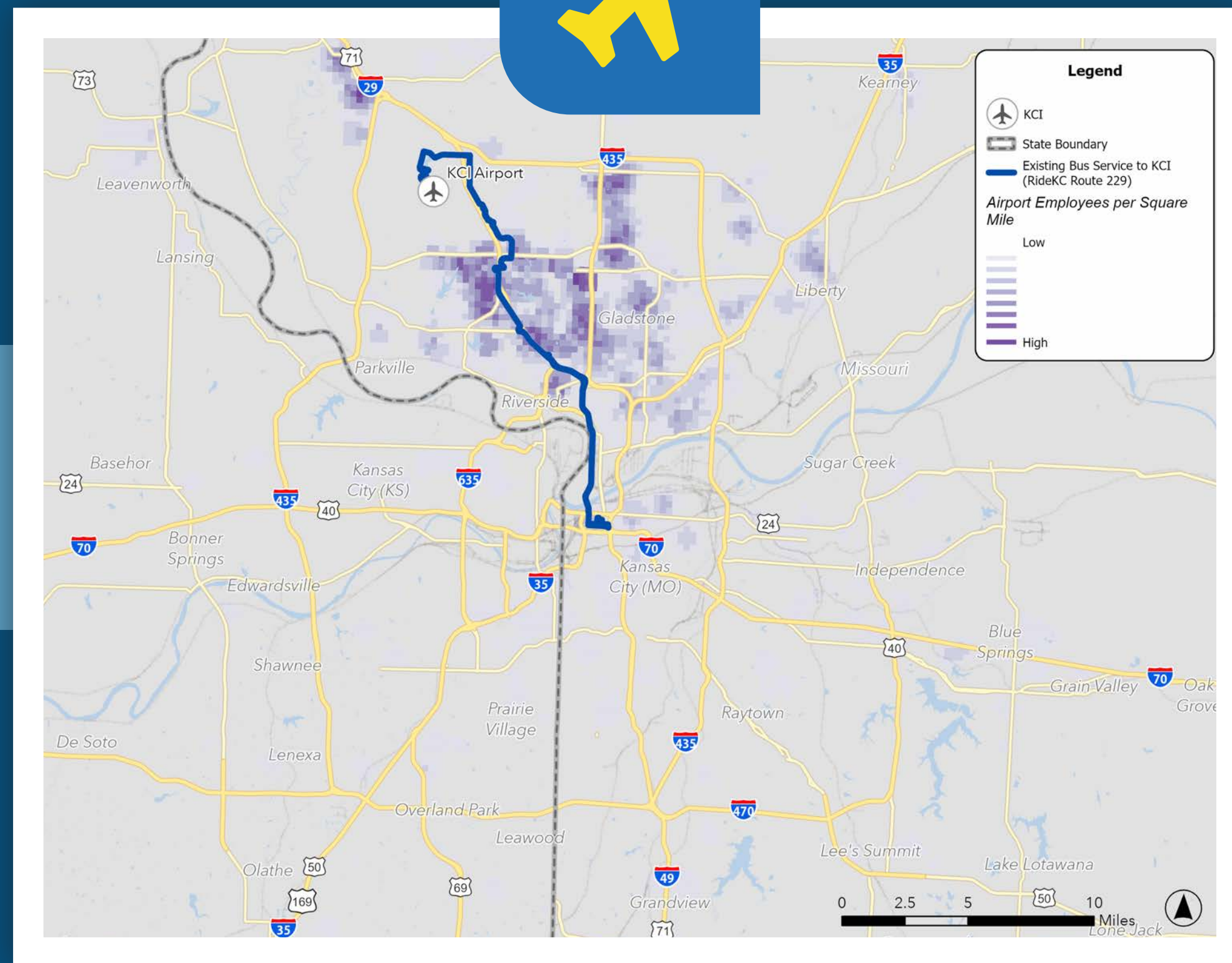
Current Service Options in KCI Area

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.

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, although the airports in those metro areas are located much closer to their downtowns than KCI.

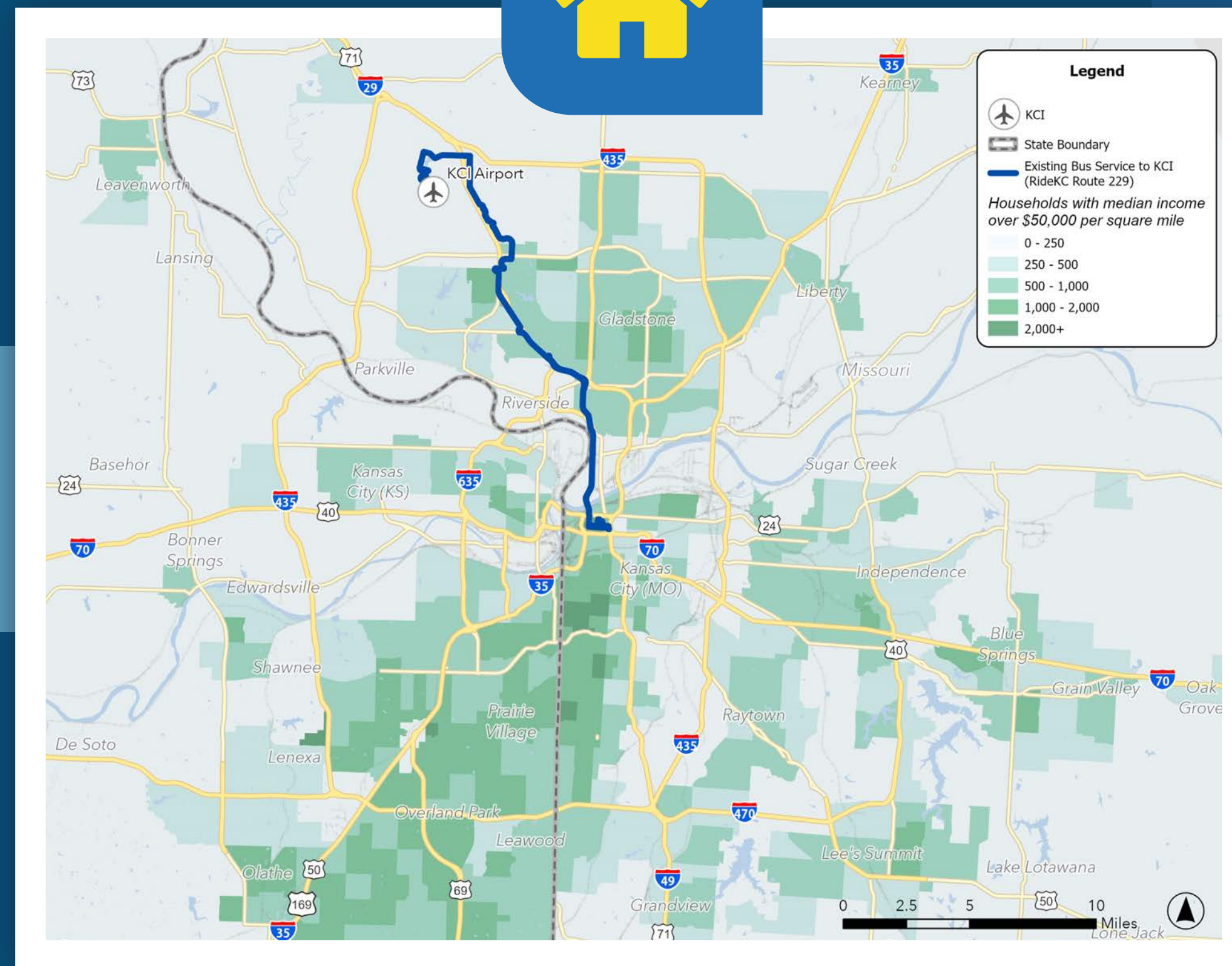
COMPARISON TO PEER CITIES						
Metro Area / Airport	Metro Area Population	Airport Public Transit	Transit Frequency	Airport Distance to Downtown (mi)	Transit Travel Time to Downtown (min)	Drive Travel Time to Downtown (min)
Denver (DEN)	5.0M	Rail Bus	Rail: every 15 min Bus: varies	22	37	30 to 40
Minneapolis St Paul (MSP)	2.9M	Rail (to MPLS) Bus (to STP)	Every 12 to 15 min (MPLS) Every 15 min (STP)	13 (MPLS) 11 (STP)	Rail: 30 (MPLS) Bus: 20 (STP)	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)	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	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	14	37	20 to 35
Indianapolis (IND)	2.1M	Bus	Every 30 min	14	42	18 to 25
Columbus (CMH)	2.1M	Bus	Every 60 min	8	45 to 57	10
Nashville (BNA)	2.0M	Bus	Every 45-50 min	10	33	15 to 30
Kansas City (KCI)	2.4M	Bus	Every 60 min	19	60	25 to 30

KCI Employee Needs



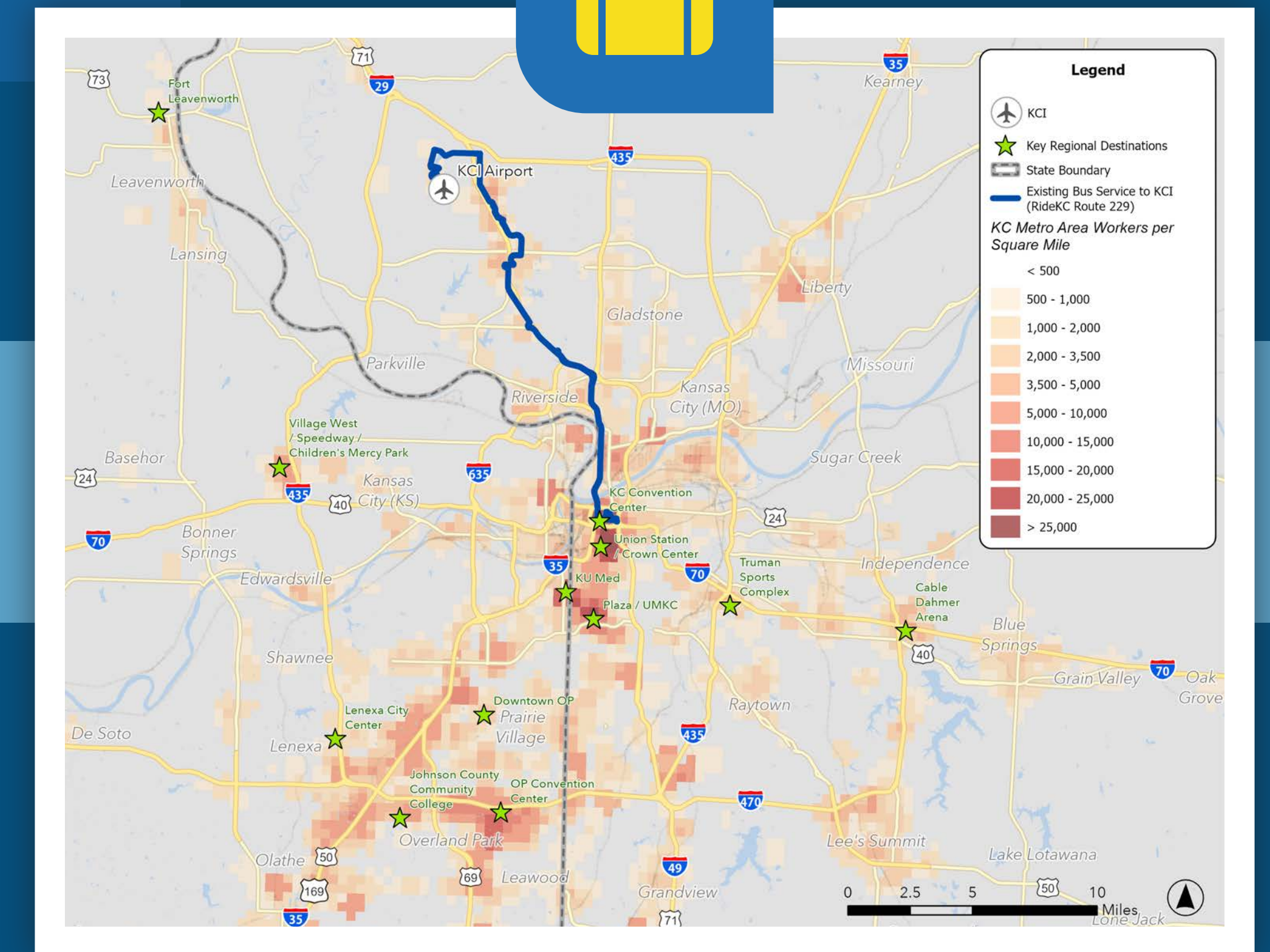
Home locations of KCI employees (Source: US Census Bureau)

Metro Area Resident Needs



Metro Area Households above \$50,000 annual household income (Source: US Census Bureau)

Visitor & Business Traveler Needs



Metro Area Jobs per Square Mile (Source: US Census Bureau)



IDENTIFIED TRANSIT SERVICE NEEDS FOR KCI EMPLOYEES

- **Frequent service** (15- to 30-minute headways)
- **Competitive travel times** with driving + parking
- Alignment with **employee shift times** (shifts start before or after bus service operates)
- **Free or affordable** fares and parking
- Access to **potential employee pools** in other jurisdictions
- **Improved safety** or perception of safety
- **Geographic coverage** to access existing employees, especially across the Northland beyond the I-29 corridor



CURRENT SERVICE GAPS

- Route 229 service runs **once an hour**
- **30-minute travel time** from Boardwalk park-and-ride to terminal and **60-minute travel time** from downtown KCMO
- Does not align with **employee shift times**
- **Does not directly access** employee pools in Northland beyond I-29 corridor
- Rider **safety** concerns



IDENTIFIED TRANSIT SERVICE NEEDS FOR RESIDENTS / VISITORS / BUSINESS TRAVELERS

- **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



CURRENT SERVICE GAPS

- Route 229 is the **only public transit route** to from KCI. This route runs once an hour and takes 60 minutes to travel to/from downtown KCMO.
- IRIS, a new on-demand service, also provides public transit service at a \$10 intro fare.
- Private transportation options are **costly**, and TNCs (Uber/Lyft) are **not always reliable**.
- **No direct service** to areas south of downtown KCMO (Union Station / Crown Center, Plaza) or other high-demand areas such as Johnson County
- **No direct connection** to streetcar
- Standard city buses which make **traveling with luggage inconvenient**

Potential Alternatives: Local Bus

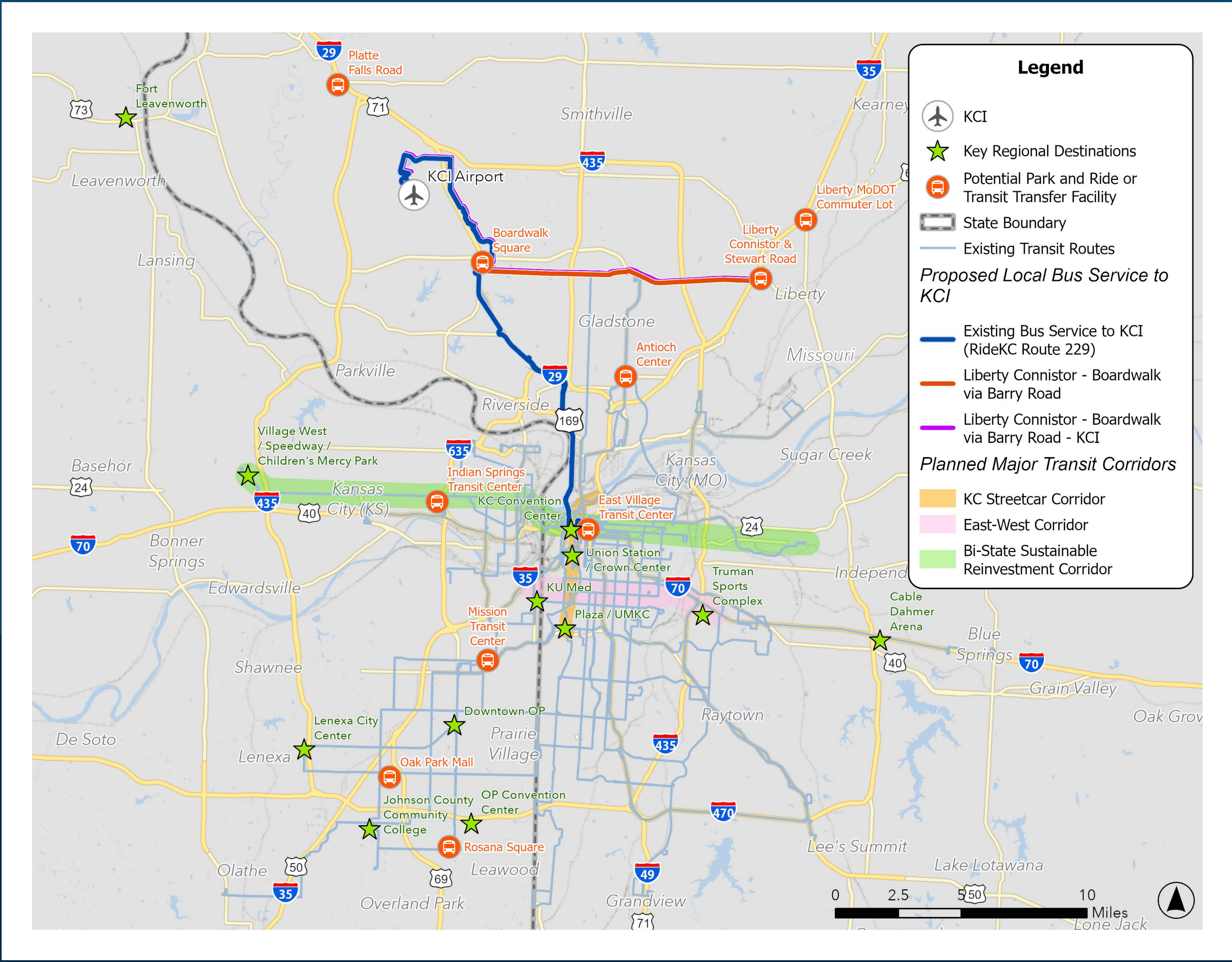
The map below shows potential alternatives for local bus service that would be generally focused on providing access for KCI employees; this service would have frequent stops, mostly on city streets (not highways).



Weigh in!



Use the provided post-it notes to add comments or thoughts to the board. Scan the QR code below to access our online interactive map and survey to share additional comments and thoughts with the project team.



Potential Alternatives: Employee-Focused Express Bus

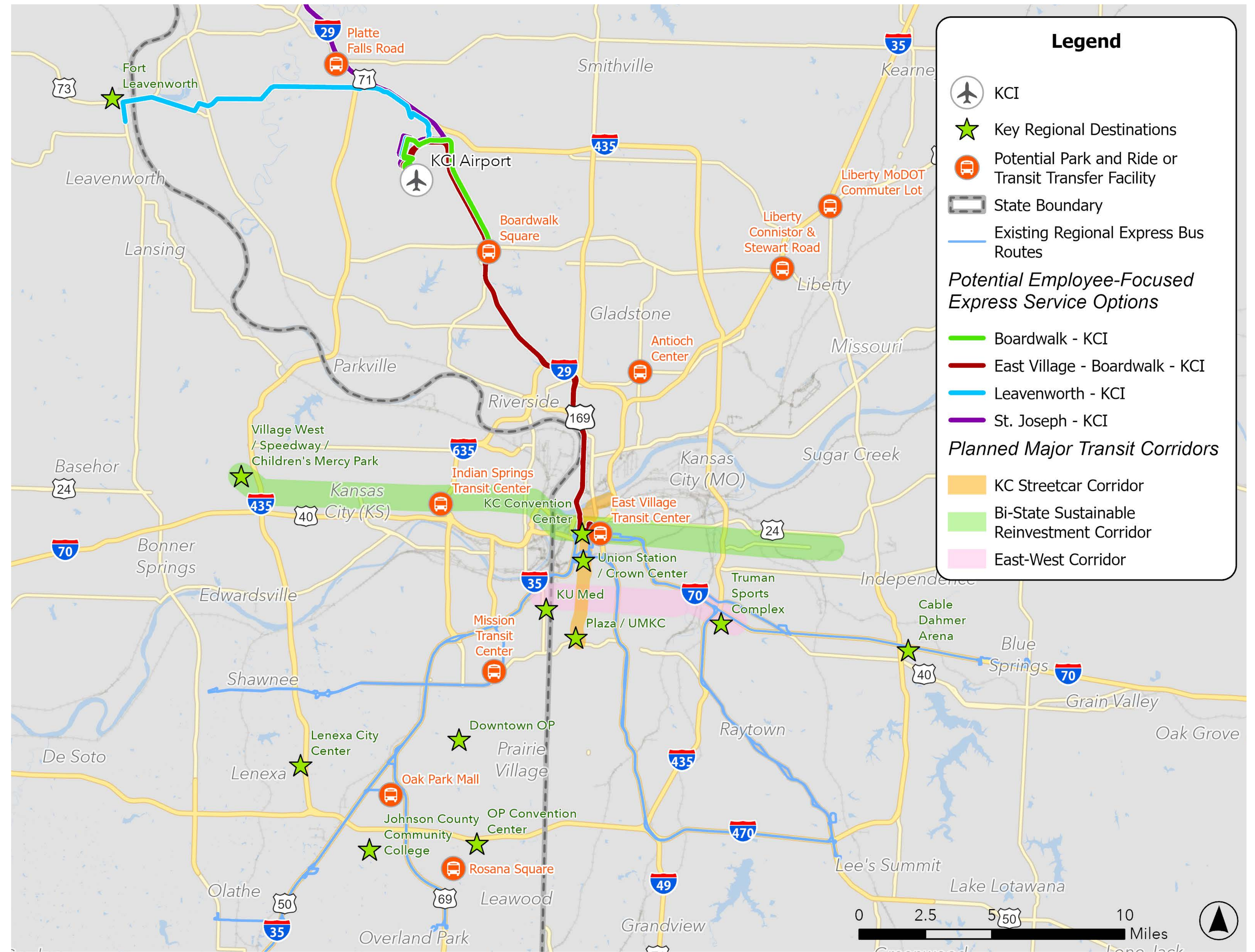
The map below shows potential alternatives for express bus service to KCI to get people from major transit hubs or park-and-rides to the airport without stops in between. These alternatives are geared toward airport employees.



Weigh in!

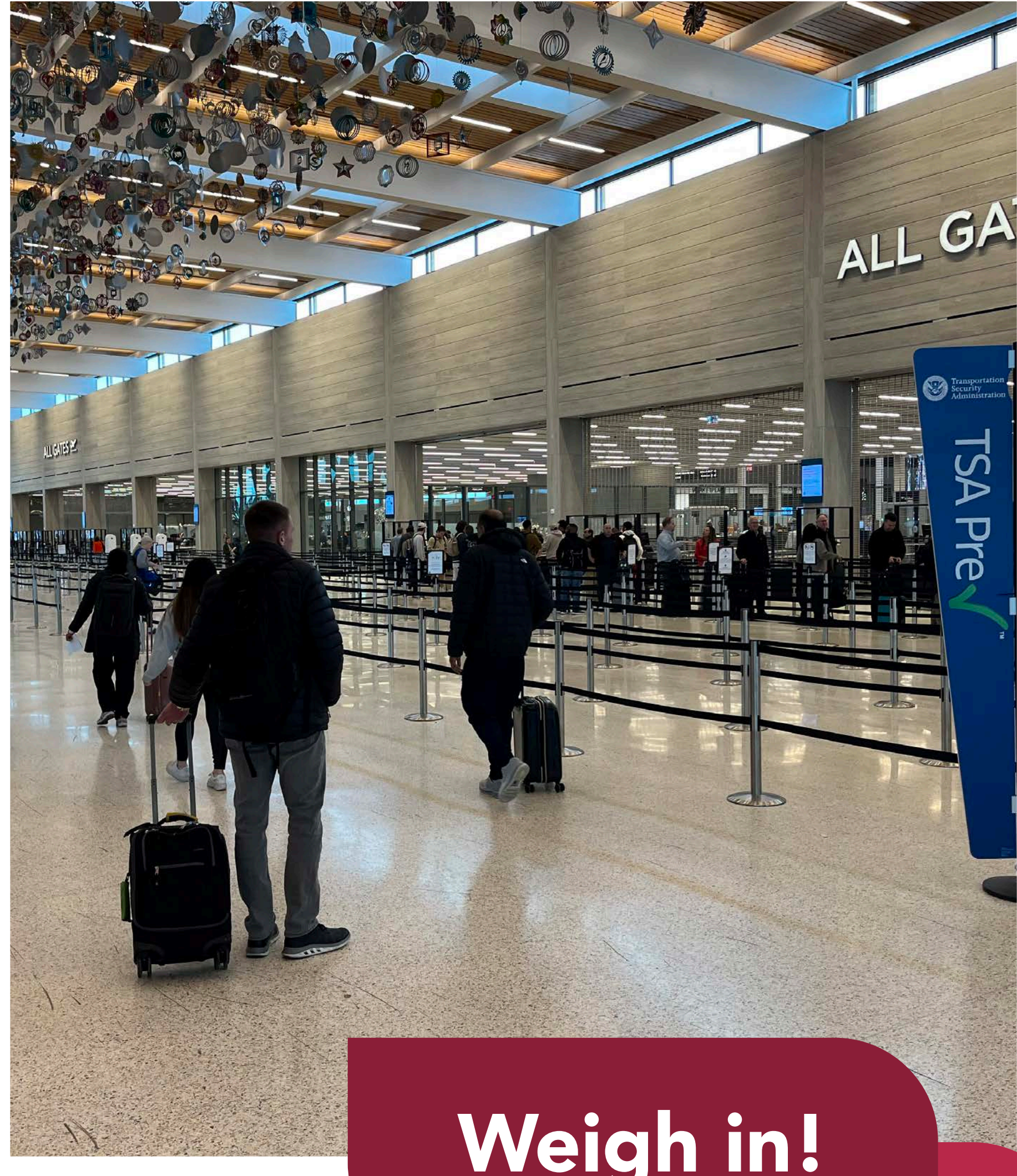
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Potential Alternatives: Resident/Visitor-Focused Express Bus

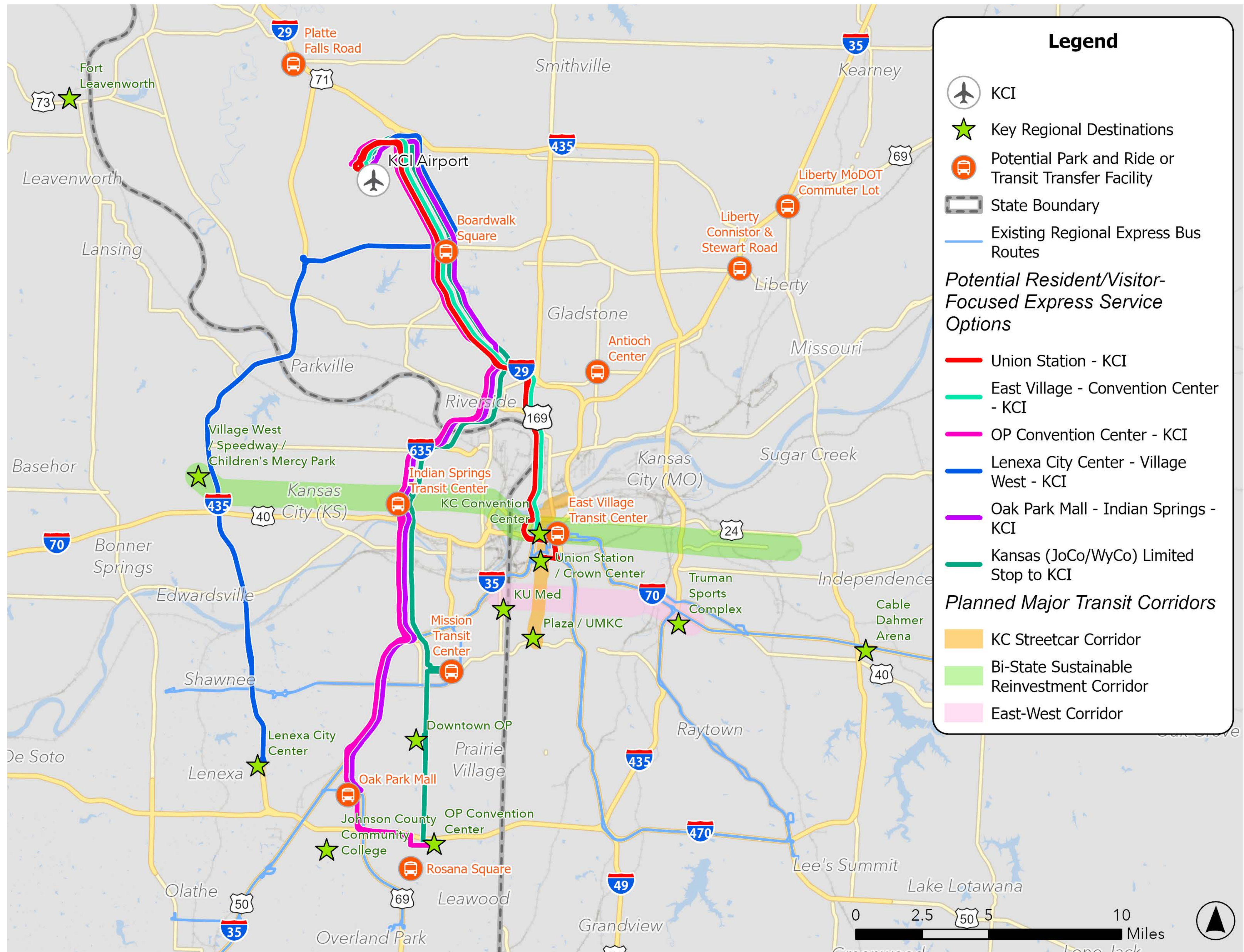
The map below shows potential alternatives for express bus service to KCI for airport travelers (residents, visitors, business travelers, etc.).



Weigh in!

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Next Steps



EVALUATING THE OPTIONS

The options shown are being considered separately for each user group (employees / residents / visitors and business travelers). Within each user group, these options will be evaluated considering:

- Capital costs (vehicle purchases, maintenance facility needs, park-and-ride lots, signage/wayfinding)
- Operating costs (drivers, fuel, maintenance)
- Potential ridership demand
- Scalability for special events
- Travel time competitiveness vs. driving and other options (e.g., Uber/Lyft)
- Equity considerations
- Funding opportunities
- Political support

PROJECT SCHEDULE

Tasks	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
Public engagement	[Grey bar spanning APR to SEP]							
Pop-up Events	◆			◆ ◆	◆			
Stakeholder Interviews			◆					
Public Meeting					★ We are Here!			
Online Survey					[Grey bar spanning AUG to SEP]			
Needs Assessment		[Grey bar spanning MAY to JUN]						
Alternatives Analysis				[Grey bar spanning JUL to SEP]				
Event Attendance Projections				[Grey bar spanning JUL to AUG]				
Wayfinding Recommendations					[Grey bar spanning AUG to SEP]			
Alternatives Report					[Grey bar spanning AUG to OCT]			
Action Plan							[Grey bar spanning OCT to NOV]	

WEIGH IN!

Your input will help the planning team identify the role of public transit at KCI and how it can better serve current and potential users throughout the region. Scan the QR code to the right to access our online interactive map and survey to share comments and thoughts with the project team.