



ProspectUS

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

GOAL 3: Improve Walkability & Transit Access

Investing in quality public realm improvements, including pedestrian and transit infrastructure, will support Transit-Oriented Development and will foster a cohesive sense of place within the Prospect Corridor. The walkability of the area is key to the future success by creating connections, improving access, decreasing reliance on personal automobiles, reducing the cost of living, and improving public health. Fast, frequent, dependable, and safe transit operations are necessary to create Transit-Oriented Development and support the Prospect corridor and adjacent neighborhoods.

Strategy 1: Invest in the public realm for greater accessibility

- **Multimodal Systems:** Work to implement planned pedestrian connections to and from Prospect MAX stations with nearby neighborhoods.
- **Cost Sharing:** Analyze the available budget and funding resources, and work with the PIAC to determine how much funding can be allocated to address accessibility concerns.
- **High Speed Internet Access:** Prioritize the accessibility of high-speed internet and digital equity.

Strategy 2: Establish context sensitive approaches in making public improvements

- **Catalyst Investments:** Focus larger infrastructure investments at defined transit nodes and catalytic projects by coordinating with project stakeholders and neighborhoods.
- **Pedestrian Design Standards:** Include pedestrian presence sensors at signals, high visibility crosswalks at all intersection approaches, planted medians, green infrastructure, and curb bump outs.
- **Parking Design:** Adopt standards for site and parking lot design to prioritize pedestrian connectivity to storefronts (where applicable) including bicycle parking/ storage and micro-mobility parking.

Strategy 3: Reinforce initial investments in fast/frequent transit and walkability

- **Signal Prioritization:** Invest in transit priority signals, dedicated bus lanes, curbside zones, and transit signal preemptions that allows transit vehicles to move through the corridor faster.
- **East/West Transit:** Coordinate with KCATA to connect Prospect MAX with more east/west, high-frequency transit routes and involve Prospect MAX in any future transit initiatives.