

Welcome

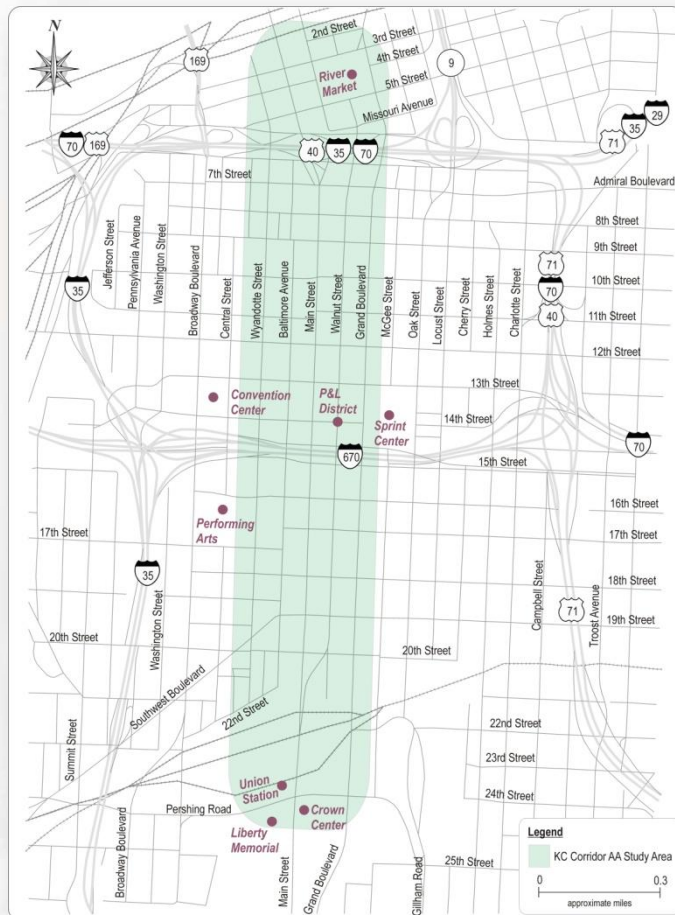


- Thank you for joining us at today's **Downtown Corridor Alternatives Analysis (AA)** public meeting!
 - **Open House:**
8 a.m. - 6:30 p.m.
- **What You Can Do**
 - Review the exhibits
 - Ask questions
 - Tell us what you think



Please fill out a comment card before you leave.

Overview



Downtown Corridor AA

- Focused look at transit options in a corridor running from River Market to Union Station / Crown Center
- Result will be a single Locally Preferred Alternative, supporting downtown goals, investment, and the regional transit vision as well as the recommendations of Kansas City's ***Greater Downtown Area Plan***
- Process funded by the Federal Transit Administration

Process & Schedule



Stakeholder Outreach

- **Ongoing Meetings**
 - Neighborhoods
 - Civic leaders
 - Transportation groups
 - Elected officials
 - Downtown Parking and Transportation Commission
 - Business/Economic development community
 - Media
- **Three Public Open Houses**
 - Held at key milestones

Time-frame

- **April – June 2011**
 - Purpose and Need Statement
 - Project goals and objectives
 - Identification of alternatives
- **July – September 2011**
 - Detailed alternatives assessment
 - Alignment and mode determination
 - Financial strategy formation
- **October – December 2011**
 - Detailed technical and financial analyses
- **January 2012**
 - Final report to Federal Transit Administration

Project Purpose



The purpose of the project is to provide an **attractive transit option** that will more conveniently **connect people and places** within the Downtown Corridor, and **support regional and city efforts** to develop downtown Kansas City and the Downtown Corridor as a more vibrant and successful urban center.

Project Need:

Connect, Develop, Thrive & Sustain



Connect

- Improve circulation within downtown
- Connect downtown activity centers
- Enhance and integrate multimodal transportation options
- Improve effectiveness and efficiency of existing transit services
- Improve pedestrian environment and accessibility
- Provide access to parks and recreational facilities

Develop

- Encourage development and redevelopment
- Provide a catalyst for redevelopment
- Increase number of downtown residents
- Support downtown's historical urban fabric and form
- Support transit-oriented development/ minimize the need for parking

Project Need:

Connect, Develop, Thrive & Sustain



Thrive

- Strengthen downtown districts and support existing businesses
- Provide additional services for residents
- Support visitor and tourism activities
- Avoid future congestion
- Serve transit-dependent populations

Sustain

- Promote long-term sustainable development
- Reduce vehicle-miles traveled
- Improve air quality
- Improve public health
- Promote walkability

Modes of Transit



Circulator Bus



- Generally diesel-powered
- Generally on-street, but can have separated, fixed guideway
- Can carry up to 75 passengers

Modern Streetcar



- Generally electrically powered
- Fixed guideway (rail); shares traffic lane with autos
- Can carry up to 120 passengers

Tier 1 Evaluation



Based on the four Strategic Principles from the Purpose and Need

CONNECT

DEVELOP

THRIVE

SUSTAIN

Each principle includes multiple objectives that provide criteria for evaluation.

Tier 1 Evaluation Results

| | 1 Grand | 2 Main | 3 Walnut | 4 Baltimore | 5 Grand/Walnut | 6 Main/Walnut | 7 Main/Baltimore |
|---------|------------|-----------|-------------|----------------|-------------------|------------------|---------------------|
| CONNECT | Best | Best | Good | Good | Fair | Fair | Fair |
| DEVELOP | Fair | Best | Good | Best | Best | Best | Best |
| THRIVE | Good | Best | Good | Good | Fair | Fair | Good |
| SUSTAIN | Best | Good | Fair | Good | Good | Fair | Fair |
| SUMMARY | Best | Best | Good | Good | Fair/Good | Fair/Good | Fair/Good |

Tier 1 Findings



Grand Boulevard

- Close to downtown activity centers
- Close to employment
- Integrates well with existing transit service
- Fewer utility impacts
- Strong public and stakeholder support

Main Street

- Close to downtown activity centers
- Close to visitor infrastructure
- Integrates well with existing transit service
- Development potential
- Strong public and stakeholder support

How to Pay for It?

- **Guiding Principles**
 - No dedicated city-wide sales or property tax
 - Fixed rail creates “permanence” that spurs investment
 - No diversion of KCATA funding
- **Potential Sources of Funding**
 - Rider fares
 - District sales tax and/or special assessments (only within corridor)
 - Federal grants
 - Advertising and naming rights
 - Other sources consistent with guiding principles



Next Steps



Through September 2011

- Tier 2 evaluation of the two alignment and mode alternatives. Tier 1 evaluation factors are included with the detailed Tier 2 analysis. Such factors include:
 - Stakeholder input
 - Potential ridership
 - Construction and operating costs
 - Economic development potential
 - Traffic impacts
 - Right-of-way issues
 - Land use impacts
 - Community issues
 - Environmental and historic resource impacts
- Alignment and mode determinations
- Financial strategy formation
- Third public open house
- City Council presentations

Stay Informed



- Keep up with the latest on the Downtown Corridor AA by:
 - Bookmarking our web site at: www.kcsmartmoves.org
 - Scheduling a presentation for your group via:
 - Triveece Harvey, Patti Banks Associates at: tharvey@pbassociates.com and 816-756-5690 x. 3038

