

Welcome

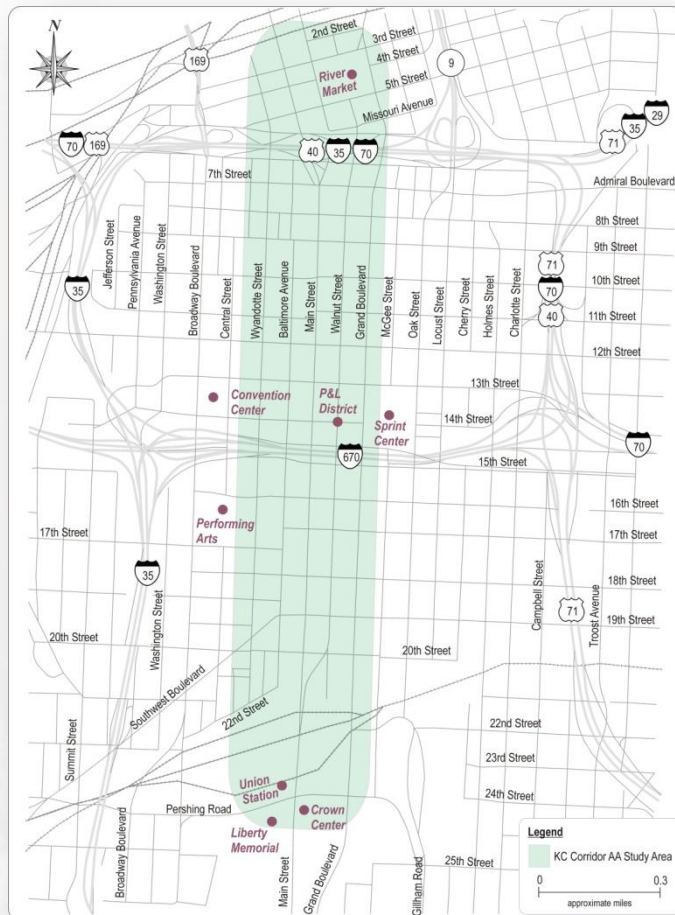


- Thank you for joining us at today's **Downtown Corridor Alternatives Analysis (AA)** public meeting!
 - **Open House:**
4 p.m. - 6:30 p.m.
- **What You Can Do**
 - Review the exhibits
 - Ask questions
 - Tell us what you think



Please fill out a comment card before you leave.

Overview

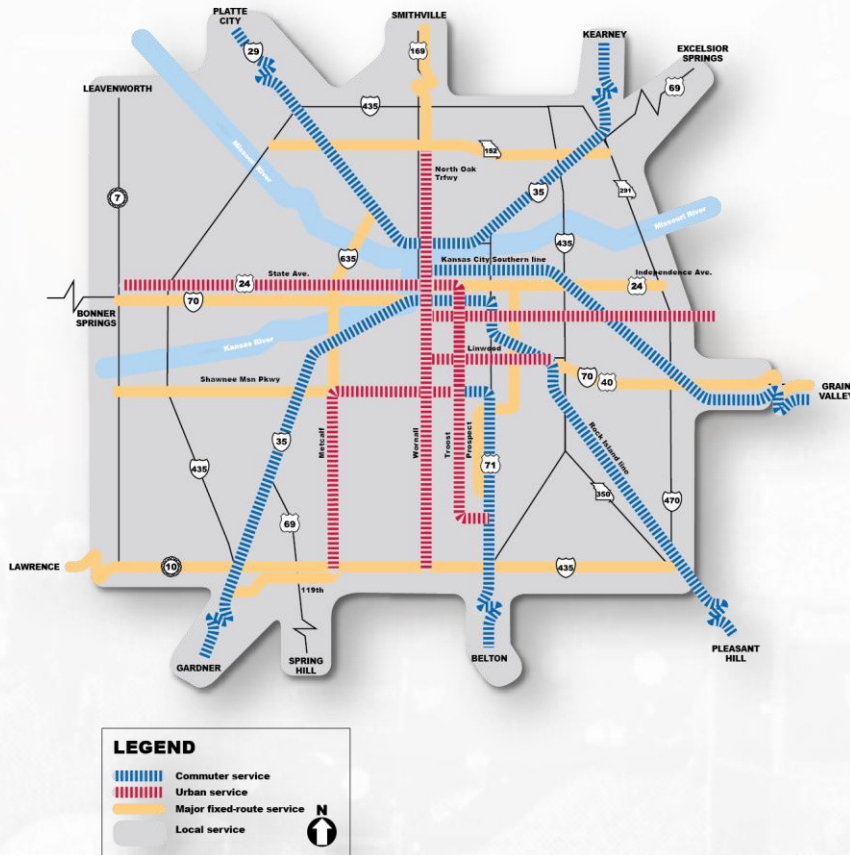


Downtown Corridor AA

- 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

Overview

AA is Smart Moves Implementation



- **Smart Moves** is Metro Kansas City’s vision for expanded and enhanced regional transit service. **Smart Moves:**
 - Builds on on past plans and studies, reflects what residents and businesses say they desire in a public transit system, and incorporates best practices from around the country.
 - Expands current transit routes and recommends new service types, vehicles, and facilities.

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

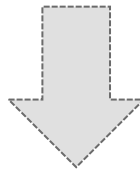
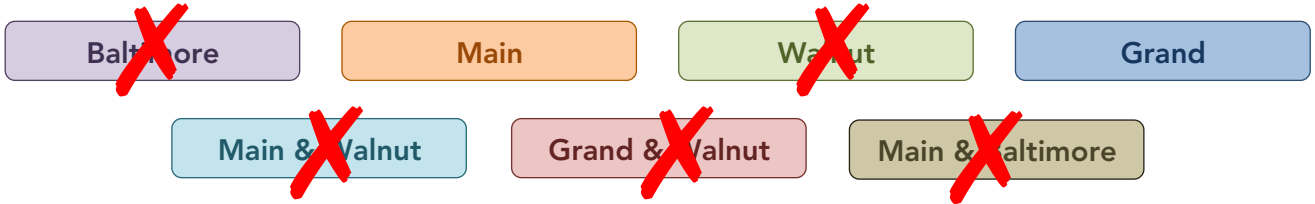


- Generally electrically powered
- Fixed guideway (rail); shares traffic lane with autos
- Can carry up to 120 passengers

Alternatives Evaluation: TIER 1 AND TIER 2 RESULTS

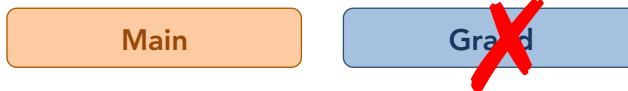
Tier 1 Screening

Alignment Alternatives:



Tier 2 Evaluation

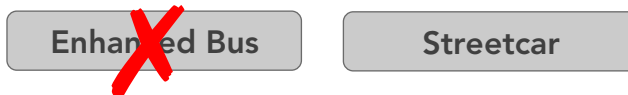
Alignment Alternatives:



Findings:

- Street closures on Grand Boulevard
- Higher ridership on Main Street
- More public and stakeholder support for Main Street
- Higher economic development potential along Main Street

Mode Alternatives:



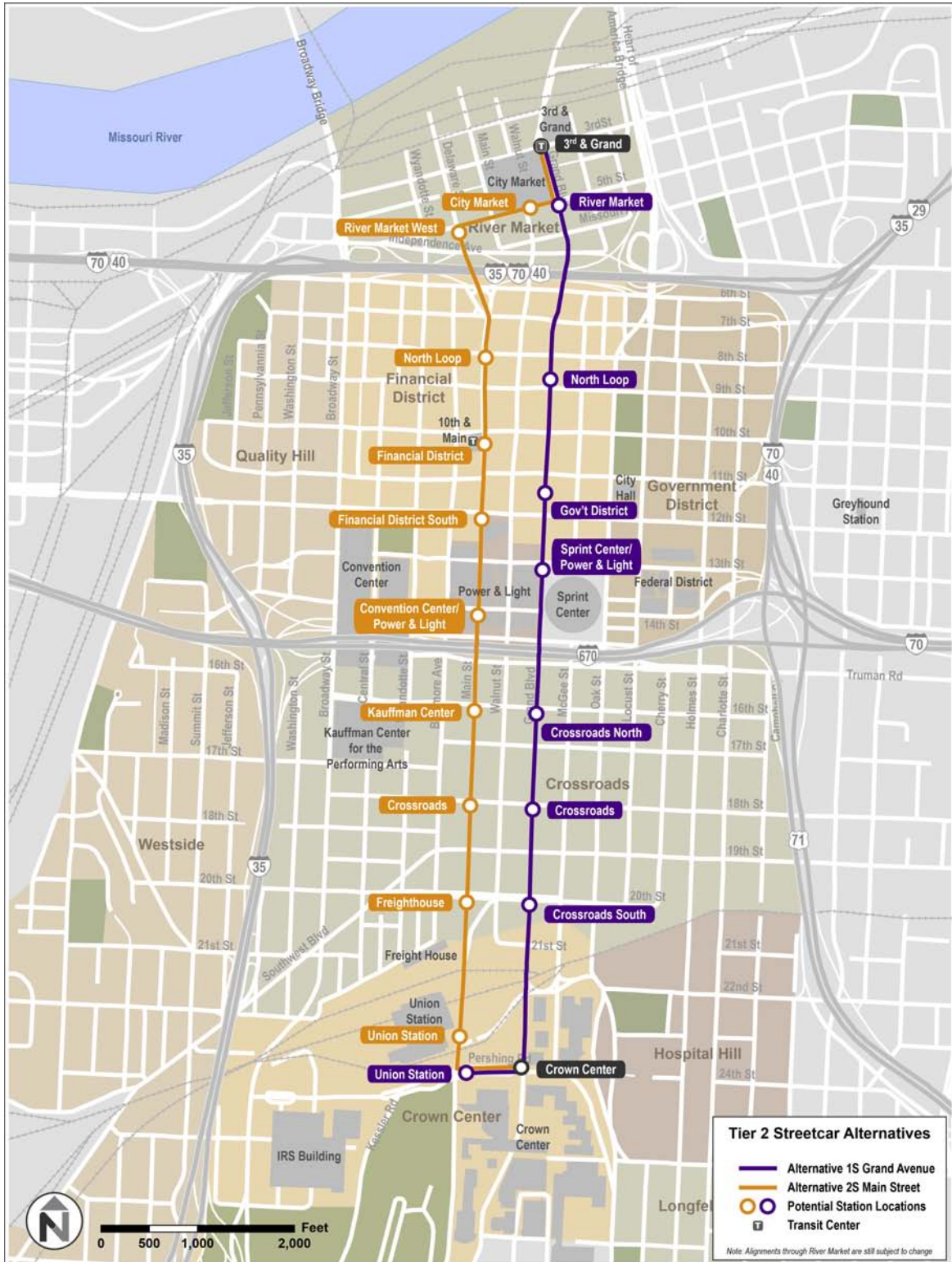
Findings:

- More public support for streetcar
- Higher projected ridership for streetcar
- Significant additional economic development potential from streetcar
- Lower operating cost per passenger for streetcar

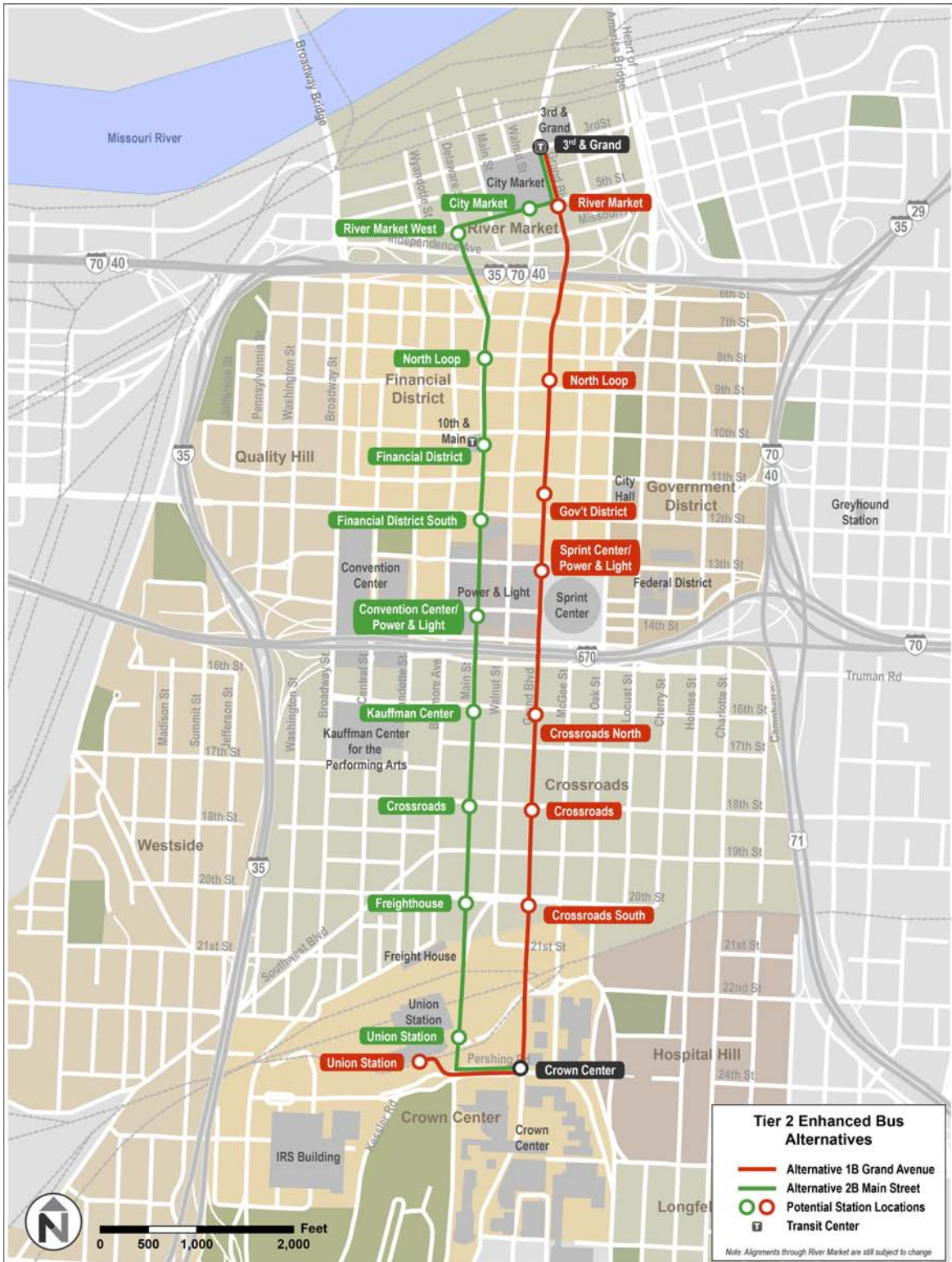
Final Recommendation:



Alternatives Evaluation: STREETCAR ALTERNATIVES



Alternatives Evaluation: ENHANCED BUS ALTERNATIVES



Alternatives Evaluation: **ENHANCED BUS** vs. **STREETCAR**

Decision 1: Alignment

Main Street

or

Grand Boulevard

Decision 2: Technology

Streetcar (SC)

- Higher capital costs
- Appeals to choice riders
- More comfortable ride
- Larger, roomier vehicle
- Easier to understand and use
- Bicycles accommodated on-board
- More iconic for City
- Has been shown to spur development
- More visual impacts from wires and tracks
- Less flexibility for special events
- No localized emissions



Enhanced Bus (EB)

- Lower capital costs
- Not as attractive to choice riders
- Less comfortable ride
- Bus designs are becoming more attractive
- Less easy to understand and use
- Bicycles located on rack in front of bus
- Does not grab attention
- Has less significant impact on development
- Less visual impacts
- More flexible for special events
- Localized emissions from buses



Alternatives Evaluation: **CONNECT**

Activity Center Connections

Main EB and SC	Grand EB and SC
Directly serves 10 th & Main	Directly serves Sprint Center
Closer to Convention Center	Closer to Government District
Closer to Kauffman Center	
All alternatives would directly serve River Market, Power & Light, Crown Center, 3 rd & Grand	

Main Street directly serves the 10th & Main Transit Center, while Grand Boulevard directly serves the Sprint Center.

Advantage: Main

Activity Levels

current activity within ¼ mile

	Main		Grand	
	EB	SC	EB	SC
Housing Units (2010)	3,200	3,200	2,900	2,700
Employees (2005)	47,200	47,200	50,900	50,900
Hotel Rooms (2005)	3,500	3,500	2,500	2,500
Special Event Annual Attendance (2010)	5.7 million	5.7 million	3.3 million	3.3 million

Main Street serves more population, special event venues and hotel rooms. Grand Boulevard serves more employment.

Advantage: Main

Bicycle & Pedestrian Connectivity

— No significant distinction between alignments or modes —

All alternatives have generally good and similar walking and bicycling environments.

Advantage: none

Alternatives Evaluation: **DEVELOP**

Existing Economic Activity

within 3 blocks unless noted

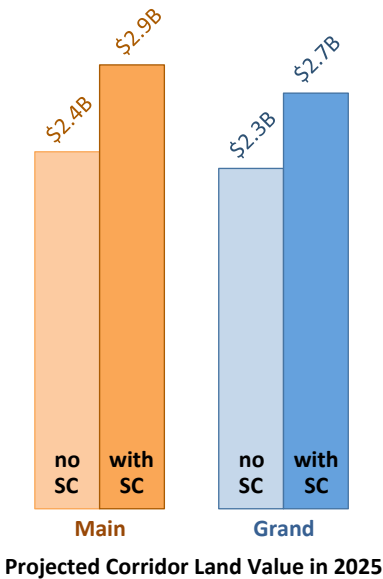
	Main EB and SC	Grand EB and SC
Population (2010)	4,600	3,600
Housing Units (2010)	3,900	3,100
Housing Growth (2040)	+5,900	+4,900
Employees (2010)	52,300	50,100
Employment Growth (2040)	+30,800	+31,400
Hotel Rooms (2010)	3,500	2,500
Venues - Annual Attendance (2010)	5.7 million	3.3 million
Retail Sales Within 1 Block (2010)	\$93 million	\$97 million
Corridor Property Market Value (2010)	\$1,590 million	\$1,570 million

All alternatives serve significant economic activity. Main Street serves more population, special event venues and hotel rooms. Grand Boulevard serves more employment and has higher retail sales.

Advantage: none

Economic Development Potential

(Uninflated 2010 dollars)



Enhanced bus would not be expected to induce a significant amount of new development

Through 2025, streetcar would be expected to induce 77% and 70% more economic growth over baseline growth on Main Street and Grand Boulevard, respectively.

Advantage: Main Streetcar

All alternatives offer similar capacity for future development. Neither alignment would "run out" of development sites in the near to intermediate term.

Advantage: none

Alternatives Evaluation: **THRIVE**

Residential & Employment Activity

	Main		Grand	
	EB	SC	EB	SC
Employees within ¼ mile (2005)	47,200	47,200	50,900	50,900
Population within ¼ mile (2010)	4,400	4,400	4,100	3,700



Main Street alternatives would serve more residential population, while Grand Boulevard alternatives would serve more employment.

Advantage: none

Transit Reliability

number of street closures (6 months, 2011)

	Main	Grand
	EB and SC	EB and SC
Partial Day	0	5
Full Day	0	16
Total	0	21

Grand has a significant number of annual street closures for special events, which would impact transit reliability.

Advantage: Main Streetcar or Main Enhanced Bus

Public & Stakeholder Support

Stakeholder and public comments can be summarized as:

- Overwhelming support for streetcar over bus
- Most liked the simplicity of the study alignments
- The Downtown Corridor should be considered a “starter” line with possible expansion in the future (airport, Waldo, Johnson County)
- Some liked Grand Boulevard because it would serve downtown employment and is straighter but some expressed concern about impacts on the Sprint Center
- Many liked Main Street because of its central location and connections to a variety of activity centers but some expressed concern about parking impacts

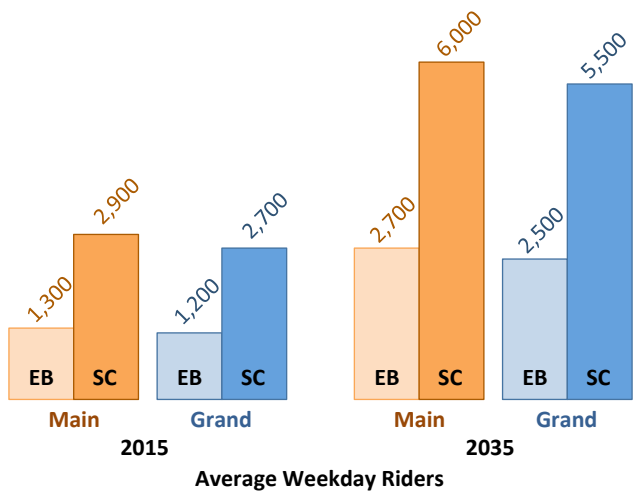
Overwhelming support for streetcar over bus. Main Street consistently received more numerous and more vocal support from the public and from stakeholders.

Advantage: Main Streetcar

Alternatives Evaluation: **SUSTAIN**

Ridership

	Main		Grand	
	EB	SC	EB	SC
2015 Ridership	1,300	2,900	1,200	2,700
2035 Ridership	2,700	6,000	2,500	5,500

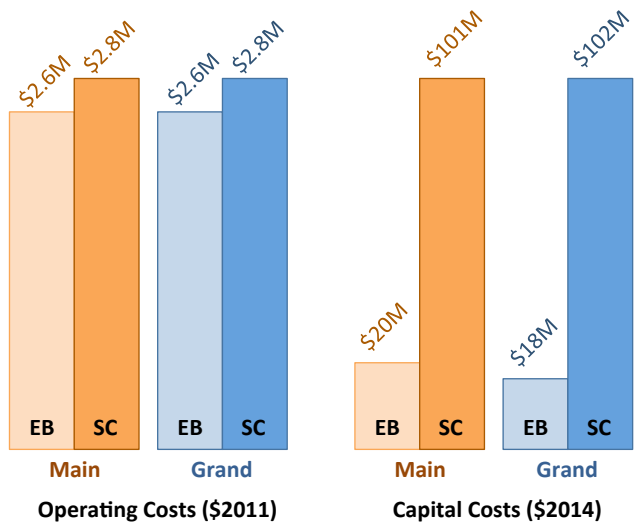


Both streetcar alignments would have significantly higher ridership than enhanced bus. The Main Street alternatives would carry approximately 9% more riders than the Grand Boulevard alternatives.

Advantage: Main Streetcar

Capital and Operating Costs

	Main		Grand	
	EB	SC	EB	SC
Capital Cost (\$2014)	\$20M	\$101M	\$18M	\$102M
Operating Cost (\$2011)	\$2.6M	\$2.8M	\$2.6M	\$2.8M



Estimated capital costs for the streetcar alternatives are higher than for the enhanced bus alternatives, but operating costs are similar between modes. Neither capital nor operating costs would differ substantially between alignments.

Advantage: Main or Grand Enhanced Bus

Alternatives Evaluation: **SUSTAIN**

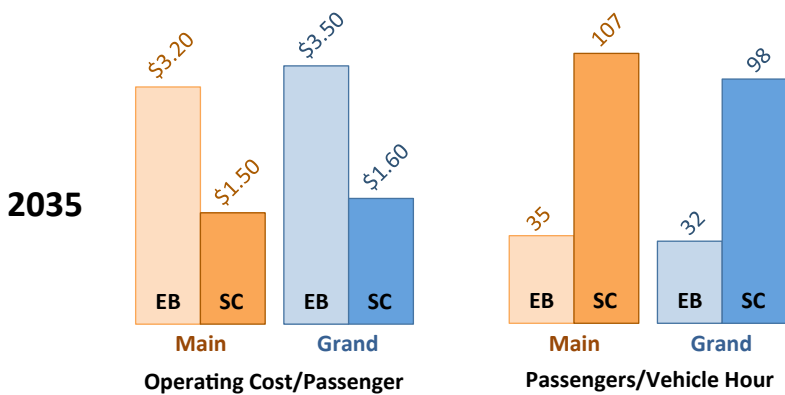
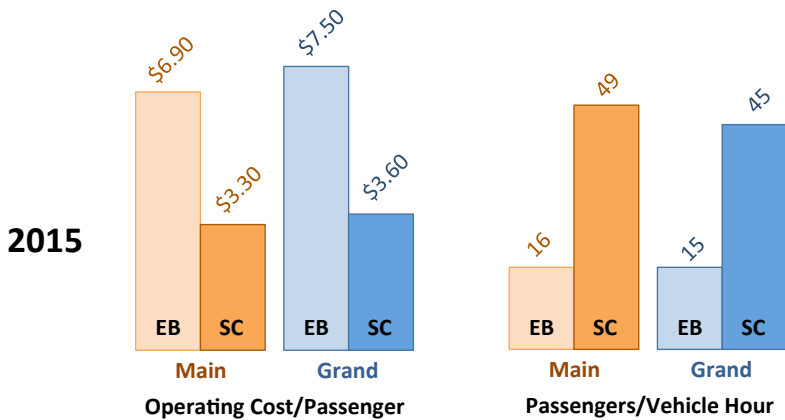
Service Effectiveness

(\$2011)

	Main		Grand	
	EB	SC	EB	SC
2015 Operating Cost/Passenger	\$6.90	\$3.30	\$7.50	\$3.60
2035 Operating Cost/Passenger	\$3.20	\$1.50	\$3.50	\$1.60
2015 Passengers/Vehicle Hour	16	49	15	45
2035 Passengers/Vehicle Hour	35	107	32	98

Streetcar alternatives are projected to carry significantly more passengers per revenue hour, would have a lower operating cost per passenger, and would have a higher capital cost per passenger. The Main Street alignment is slightly more effective than Grand Boulevard.

Advantage: Main Streetcar



Environmental & Historic Resources

— No significant impacts —

A preliminary evaluation suggests that neither alignment would have significant impacts on environmental or historic resources.

Advantage: none

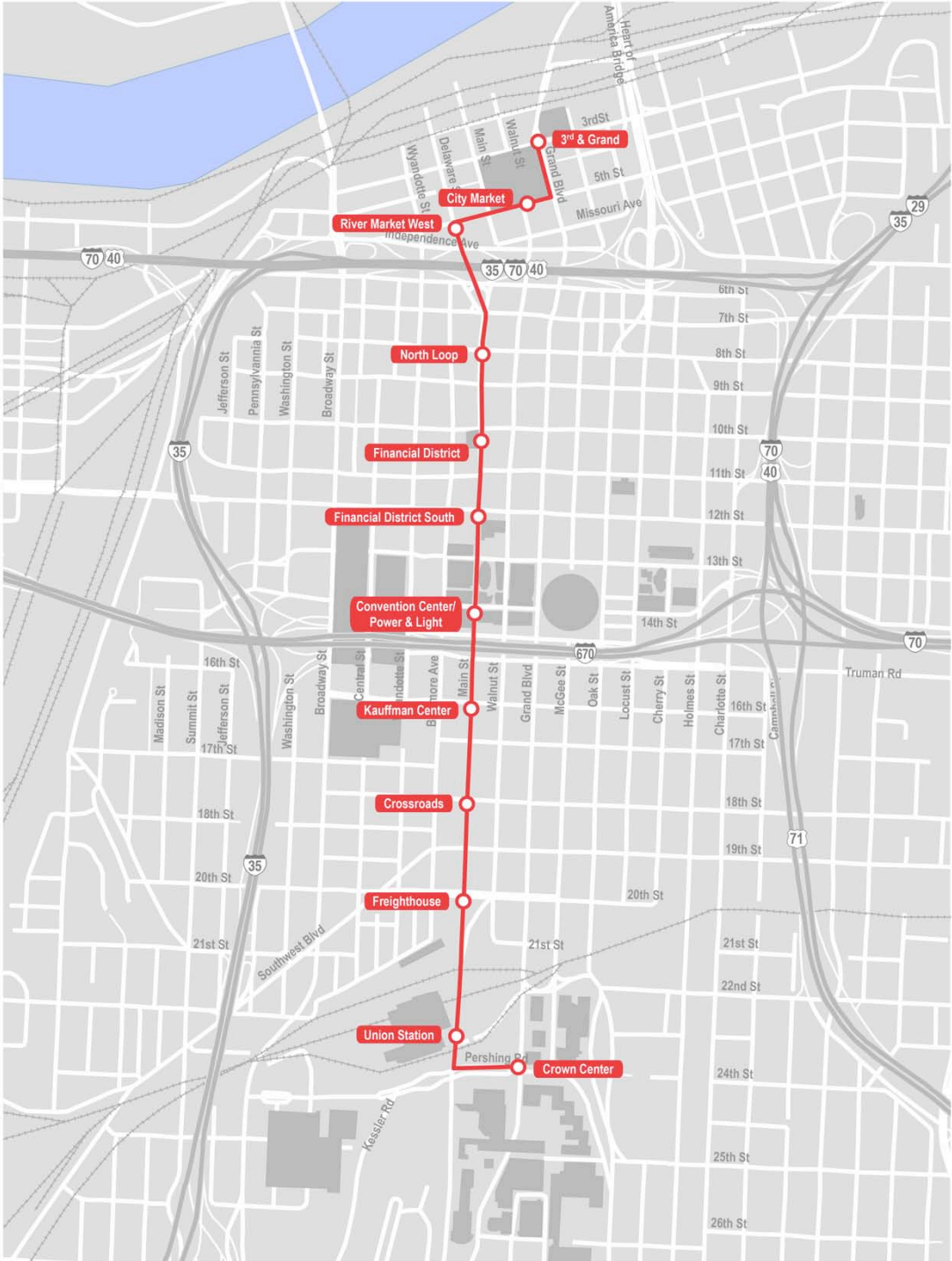
Alternatives Evaluation: **EVALUATION FINDINGS**

	Alignment	Mode
Activity Center Connections:	MAIN	none
Activity Levels:	MAIN	none
Bicycle & Pedestrian Connectivity:	none	none
Existing Economic Activity:	none	none
Economic Development Potential:	MAIN	STREETCAR
Residential & Employment Activity:	MAIN	STREETCAR
Transit Reliability:	MAIN	none
Public & Stakeholder Support:	MAIN	STREETCAR
Ridership Projections:	MAIN	STREETCAR
Capital & Operating Costs:	none	ENHANCED BUS
Service Effectiveness:	MAIN	STREETCAR
Environmental & Historic Resources:	none	none

Alternatives Evaluation: **RECOMMENDED ALTERNATIVE**

MAIN STREET

STREETCAR



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



Stakeholder Outreach

- **Ongoing Meetings**
 - Neighborhoods
 - Civic leaders
 - Transportation groups
 - Elected officials
 - Downtown Parking and Transportation Commission
 - Business/Economic development community

Time-frame

- **October – December 2011**
 - Detailed technical and financial analyses
- **January 2012**
 - Final report to Federal Transit Administration

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

A screenshot of the "smartmoves" website for Kansas City Regional Transit Vision. The header features the "smartmoves" logo in red and black, with "KANSAS CITY REGIONAL TRANSIT VISION" underneath. A navigation menu on the left includes "About", "Current Projects", "Get Involved", "In the News", and "Downloads". Two main images show a "MODERN STREETCAR" and an "ENHANCED BUS". The main content area is titled "Downtown Corridor Alternatives Analysis" and contains text about the study's purpose and funding. A red sidebar on the right contains the "KC" logo and the text "Downtown Corridor Alternatives Analysis" and "Study Materials".

smartmoves
KANSAS CITY REGIONAL TRANSIT VISION

About
Current Projects
Get Involved
In the News
Downloads

MODERN STREETCAR

ENHANCED BUS

Downtown Corridor Alternatives Analysis

The Downtown Corridor Alternatives Analysis will bring Kansas City closer to realizing a potential starter line for an expanded future regional public transportation system. Funded largely by a Federal Transit Administration (FTA) grant, the study will identify the locally preferred alternative for a downtown transit distributor, and a viable plan to fund the construction, operation and maintenance of the line.

The alternatives analysis will build on previous planning efforts, MARC's Smart Moves regional transit vision, and ongoing commuter-rail projects. The intent is to use the alternatives analysis results to secure funding for implementation and potentially apply for future federal funds.

KC
Downtown Corridor Alternatives Analysis

[About the two corridor studies](#)
[Jackson County Alternatives Analysis](#)

Study Materials