



# Downtown Corridor Alternatives Analysis (AA)

Public Workshop Presentation

June 21, 2011



**KCATA**  
Kansas City Area Transportation Authority

**MARC**  
Mid-America Regional Council

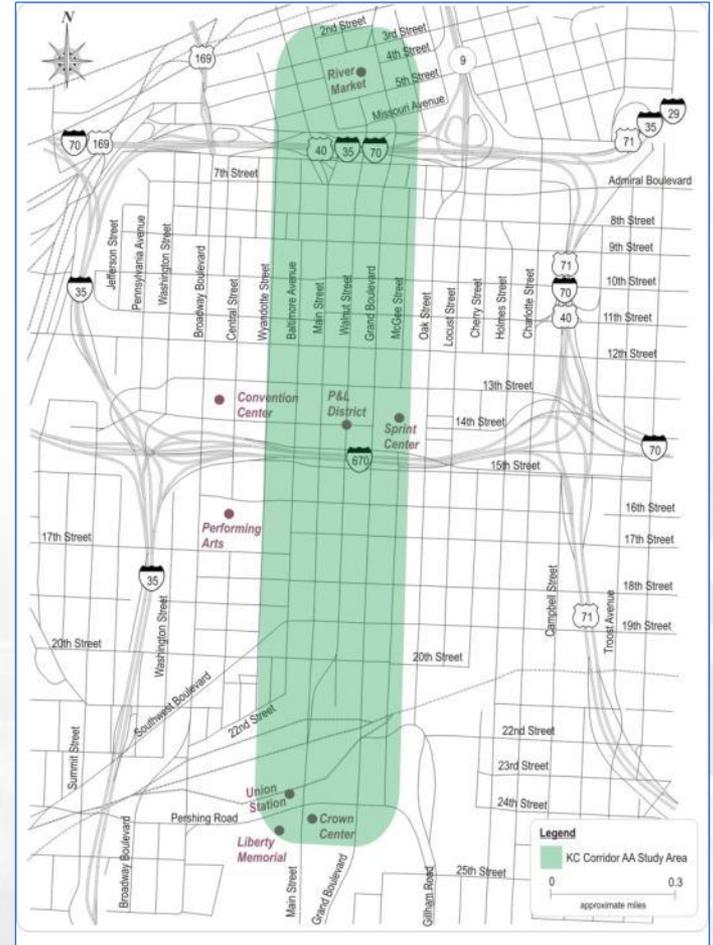


# Study Purpose and Goals

- Complete Federally required Alternative Analysis (AA)
- Identify one **Locally Preferred Alternative** (LPA) for a transit connection between River Market and Union Station/Crown Center
- Develop a viable **financial plan** to fund construction, operation, and maintenance.
- Coordinate with the Jackson County Commuter Corridors AA, potential and existing regional transit services.

# Downtown Corridor AA Study Area

- Narrow, **two-mile corridor** in downtown Kansas City, Mo.
- Runs from the **River Market** on the north, through the Central Business District and the Crossroads areas to **Union Station** and **Crown Center** on the south.



# Coordination and Background

- Building on the efforts of previous transit studies



# Partners and Consultants

- **Partnership Team:**

- Kansas City, Mo.
- Kansas City Area Transportation Authority
- Mid-America Regional Council
- Jackson County, Mo.



- **Consultants:**

- HDR Inc. with assistance from Nelson/Nygaard, Polsinelli Shughart; Patti Banks Associates, HG Consult, Inc; Burns & McDonnell; and Architectural and Historical Research

# Timeframe

- **April – June 2011**
  - Purpose and Need
  - Project Goals and Objectives
  - Identification of Alternatives
- **July – September 2011**
  - Detailed Alternatives Assessment (resulting in the locally preferred alternative)
  - Financial Assessment
- **October – December 2011**
  - Draft Report
- **January 2012**
  - Final Report to Federal Transit Administration

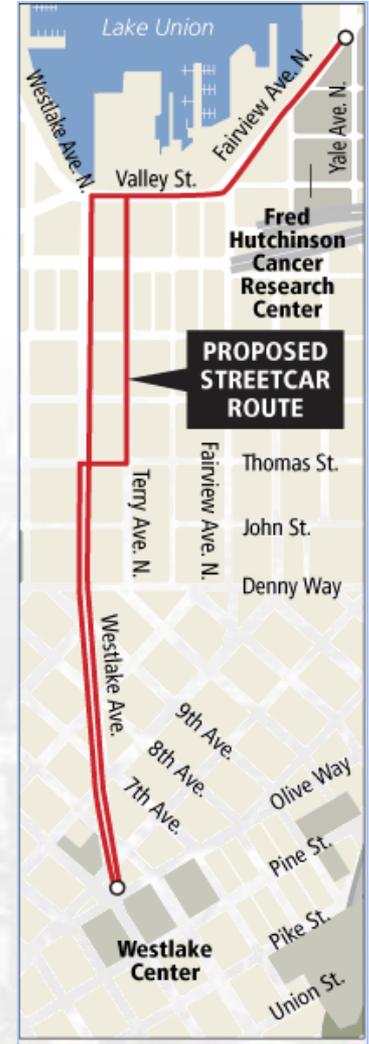
## Project Purpose:

**“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 attractive and successful urban center.”**

# Lessons Learned - Portland



# Lessons Learned - Seattle



# Lessons Learned - Seattle



# SEATTLE STREETCAR NETWORK



# Alternatives Analysis

Develop and Compare  
Alternatives...both modes of  
transit and the possible  
routes



# Mode Alternatives



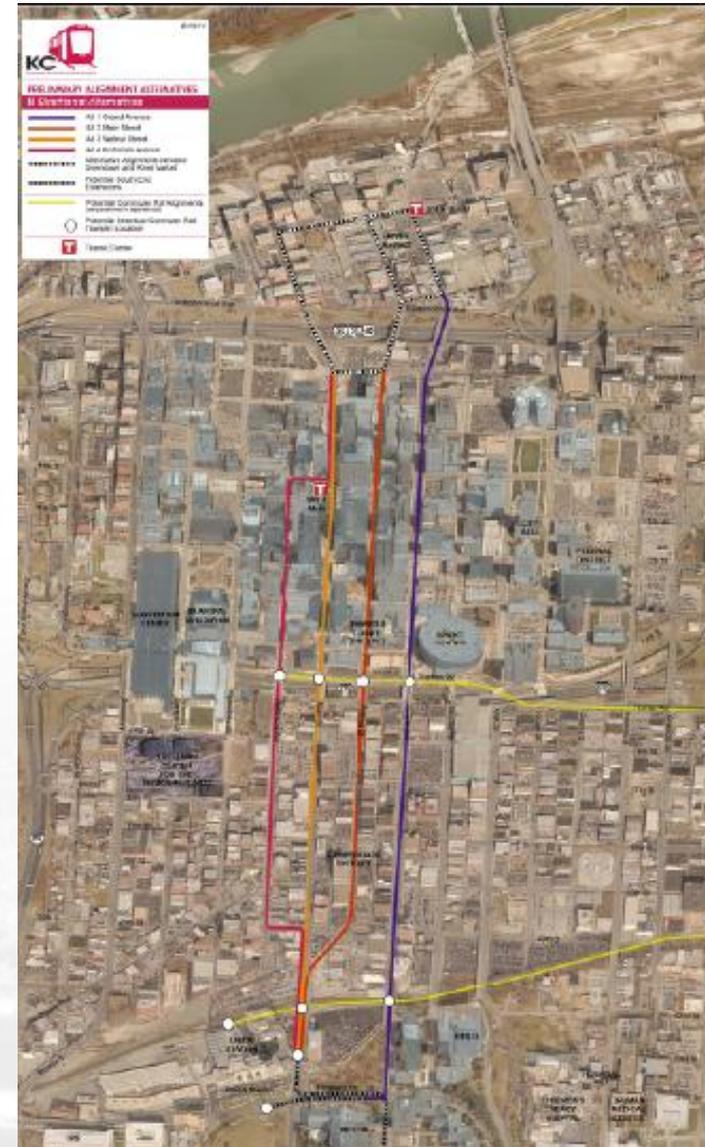
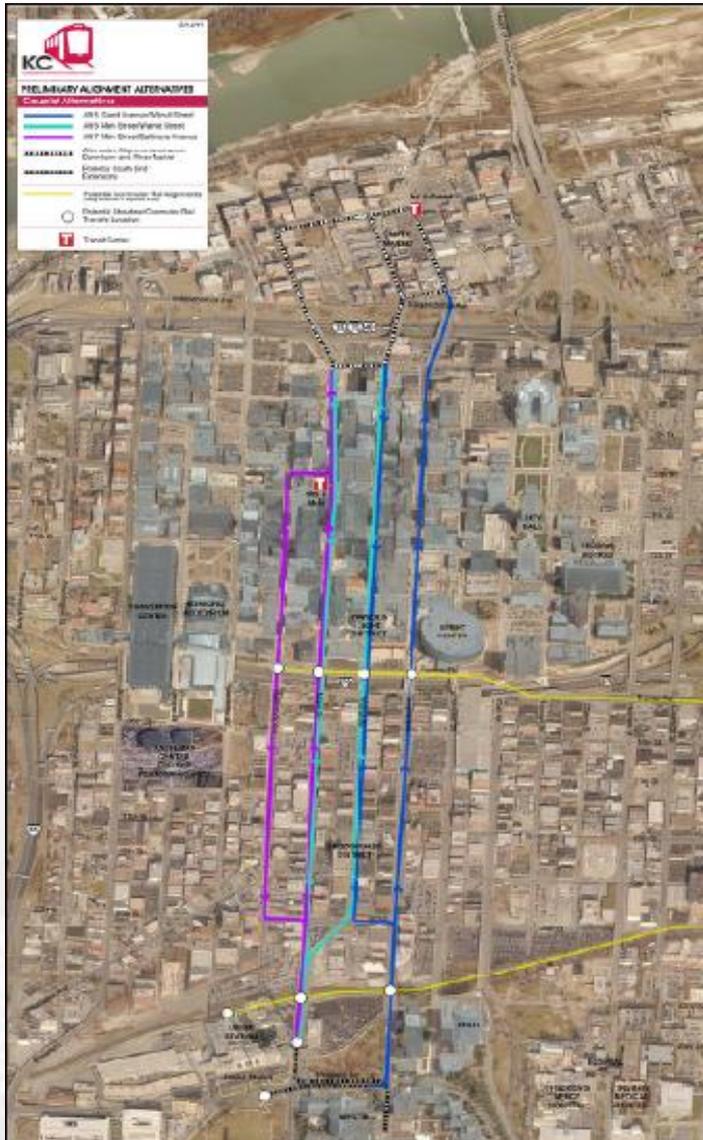








# Potential Tier 1 alignments:



# Next Steps in this Process

- Development of Evaluation Criteria for Tier 1 screening of the alternative alignments
- Best-performing short list becomes the Tier 2 alignments
- Tier 2 Review:
  - Cost
  - Ridership
  - Economic Development potential
  - Financing potential



# Alternatives Analysis

- Engineering and Technical Aspects



# Alternatives Analysis

- Utilities, Low Clearances, and Structures



# Alternatives Analysis

- Handling Special Events



# Alternatives Analysis

- Maintenance and Storage Facilities



Portland



Seattle



# Integrating transit with public spaces



# Alternatives Analysis

- The **final locally preferred alternative** will respond to:
  - Potential ridership
  - Traffic impacts
  - Right-of-way issues
  - Land use impacts
  - Community issues
  - Economic development potential
  - Environmental and impacts on historic resources
  - Operating and construction costs
  - Project financing potential



# Questions or Comments?

- Visit [www.kcsmartmoves.org](http://www.kcsmartmoves.org)
- **Email or Call a Partnership Team Member**
  - Sherri McIntyre, City of Kansas City at: [sherri.mcintyre@kcmo.org](mailto:sherri.mcintyre@kcmo.org) and 816-513-1408
  - Tom Gerend, Mid-America Regional Council at: [tgerend@marc.org](mailto:tgerend@marc.org) and 816-701-8303
  - Dick Jarrold, Kansas City Area Transportation Authority at: [djarrold@kcata.org](mailto:djarrold@kcata.org) and 816-346-0356
- **Schedule a Presentation**
  - Triveece Harvey, Patti Banks Associates at: [tharvey@pbassociates.com](mailto:tharvey@pbassociates.com) and 816-756-5690 x. 3038