



Presentation Overview

- Purpose and Goals of the Downtown Corridor AA
- Study Area
- Partners and Consultants
- Timing
- Alternatives Analysis
- Stakeholder Outreach
- Coordination and Background
- Questions/Comments

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The following slides will provide an overview of the Downtown Corridor Alternatives Analysis.



Purpose and Goals

- Complete Federally required Alternative Analysis (AA)
 - Prerequisite to requesting Federal construction funds
- 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 closely with the Jackson County Commuter Corridors AA, potential regional rail system and existing transit services.

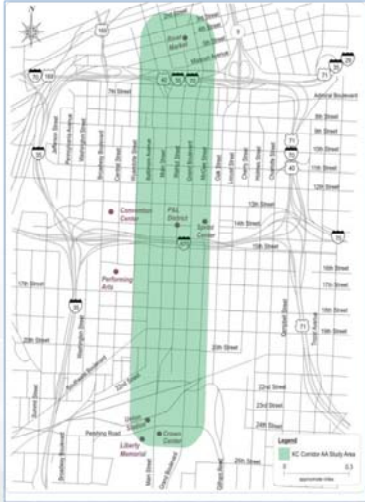
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The Downtown Corridor Alternatives Analysis (AA) will bring Kansas City closer to realizing a potential starter line for an expanded future regional public transportation system. Funded largely by a Federal Transit Administration (FTA) grant, the Downtown Corridor AA will identify the Locally Preferred Alternative (LPA) for a downtown transit distributor as well as a viable plan to fund the construction, operation, and maintenance of the starter line. The Downtown Corridor AA will also coordinate with the regional, Jackson County Commuter Corridors AA. Analysis of alternatives is a Federal requirement and must be done in order to request Federal funds for construction.

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.



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The study area is a narrow two-mile corridor in downtown Kansas City, Mo., running 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. The City of Kansas City, Mo. Council members established this area as part of the resolution passed when applying for the Federal Transit Administration (FTA) grant. Experience from successful streetcar projects nationwide indicate that it is best to begin with a relatively short starter line connecting existing traffic generators with areas prime for redevelopment and infill. Downtown Kansas City is a great candidate based on these considerations.

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

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The Partnership Team for the Downtown Corridor Alternatives Analysis (AA) is made up of representatives from Kansas City, Mo., Kansas City Area Transportation Authority, the Mid-America Regional Council and Jackson County, Mo. Consultants will work with the Partnership Team to develop the Downtown Corridor AA. HDR is leading the consultant team and is supported by 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

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The study began in April of 2011 and should be completed by early 2012 with a final report to the Federal Transit Administration.

Alternatives Analysis

- Develop and Compare Alternatives
 - Modern streetcars
 - Several different street alignments
 - Expanded bus service
 - No build option



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The analysis will compare light rail, modern streetcars, expanded bus service and a no-build alternative (only improvements to maintain existing service), leading to the identification of a locally preferred alternative.

Alternatives Analysis

- Engineering and Technical Aspects



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When analyzing the alternatives from a technical and engineering standpoint, design assumptions will be established through working sessions with the Partnership Team and other stakeholders. The results of the working sessions will identify challenges and ‘fatal flaws’ that may be associated with one or more of the alternatives. The team will also evaluate the feasibility of the alternatives in terms of tight (90 degree) turns, the ability to fit within the existing roadway with minimal impacts, and potential stop locations.

Alternatives Analysis

- Ridership Forecasts
 - Methodology acceptable to the Federal Transit Administration (FTA)
 - Downtown: Micro-scale transit market
 - Coordinate with Regional Forecast Model and Jackson County Commuter Corridor Alternatives Analysis



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Ridership forecasts are likely to be a performance measure that the public and elected officials use to gauge the potential success of a system. Forecasting will be calculated using Federal Transit Administration (FTA)-approved methodology and will be consistent with the regional model being developed for the Jackson County Commuter Corridor Alternatives Analysis.


Alternatives Analysis

- Utilities, Low Clearances, and Structures



The collage consists of four images: top-left shows a close-up of a circular manhole cover on a paved street; top-right shows a modern glass skyway bridge crossing a street; bottom-left shows a street view with a low-clearance structure and cars; bottom-right shows a street view with a bridge and cars.

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Key elements to which the team will pay special attention include:

- **Utilities:** Major utilities can affect the cost and in some cases drive alignment decisions.
- **Low Clearances:** Skyways and other potential under-crossings will be screened to ensure appropriate clearance codes are met for the overhead trolley wire (power supply), if appropriate.
- **Structure:** Several existing structures are located on the proposed alignment alternatives. A preliminary screening will be accomplished to determine the alternative with minimal impacts.

Alternatives Analysis

- Handling Special Events



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There are a significant number of special events that take place throughout the year that involve street closures along the potential alignments. The team will gather information on the various events, meet with the street closure committee to identify possible adjustments that would be needed for the events and operating plans for the various alignments.

Alternatives Analysis

- Maintenance and Storage Facilities



Portland



Seattle

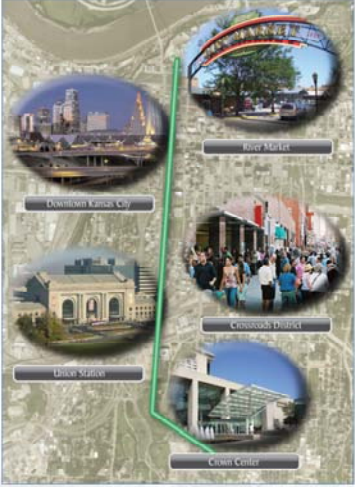
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A maintenance facility will need to be sited on or near the alignment. The facility can be in an inconspicuous spot, such as under a freeway overpass like the City of Portland did (shown above, left), or it could be a feature in the neighborhood like the one in Seattle (shown above, right) where it's actually part of a mixed use development. The maintenance facility will store and maintain all the vehicles for the initial fleet of the starter project and may include provisions to store and maintain additional vehicles as the system expands.

Alternatives Analysis

- Cost Estimates and Financing Strategies
 - Capital, Operating, and Maintenance costs will be developed
 - Will NOT impact existing dedicated transit sales taxes or existing transit services
 - Variety of strategies available – What is most reasonable for Kansas City?



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The Locally Preferred Alternative (LPA) will be financed by sources other than the existing dedicated transit sales taxes and without sacrificing existing transit services. The preferred financing strategy will not be voted on city-wide, but by targeted stakeholders along the corridor who are willing to invest and benefit. A range of options for financing the system will be explored, with the most reasonable and logical combination of sources recommended over the short run and long term.


The federal government has several programs that can help pay for the construction of a fixed transit solution. Other cities have worked with local property owners, businesses, and residents to create special taxing or assessment districts to help pay for systems by capturing a portion of the revenue created by new development along the fixed transit lines. Leveraging public-private partnerships will be key to the successful implementation of any system enhancement.

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




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After initial alternatives are identified and any ‘fatal flaws’ are found, all alternatives are evaluated with a set of defined criteria as listed in the slide above. Ultimately, the Locally Preferred Alternative that is selected is one that addresses the criteria in the most appropriate way. The Locally Preferred Alternative (LPA) should provide high-quality transit circulation, serve as an economic development catalyst in the Downtown study area, complement the existing and future transit framework, support adopted land use and development plans, provide a clean and safe environment, and support Downtown activity centers.

Stakeholder Outreach

- On-going Meetings
 - Mayor and City Council
 - Downtown Parking and Transportation Commission
 - Business/Economic Development Community
 - Neighborhoods
 - Civic Leaders
 - Transportation advocacy groups
- Public Open Houses
 - June, September, November



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Stakeholder outreach will be implemented at multiple levels and at multiple times with the overall goal of building support for the Locally Preferred Alternative (LPA) and financing plan. Because of the diversity of our target audiences, different tactics are necessary to understand, analyze, and inform stakeholder groups. The Partnership Team has begun giving overview presentations on the Downtown Corridor Alternatives Analysis (AA) at regularly scheduled municipal meetings. They have also begun scheduling meetings with civic leaders and several neighborhood groups to inform the community of the project, its timeframe, decisions to be made, and how it will impact them. These meetings will continue to take place over the course of the project's duration.

At key milestones, the public will also be invited to share opinions on critical decisions. The first open house will be scheduled in June to share with the public the project goals and objectives, purpose and need of the AA, and to get feedback on the alternatives identified. In September, the public will be informed on how the alternatives were screened, resulting in the Locally Preferred Alternative (LPA), and will be invited to share their thoughts on feasible financing strategies that could pay for capital and operations. In November, the public will have the opportunity to share feedback about the official draft AA recommendations.

Coordination and Background

- Building on the efforts of previous transit studies



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In 2004 and 2009, the Kansas City Area Transportation Authority and Kansas City, Mo., examined the feasibility of a downtown streetcar that could connect the River Market, Central Business District and Crown Center areas. An alternatives analysis of fixed-guideway transit between the River Market, the Central Business District and Crown Center was also conducted in 2008.

Building on past study efforts in this corridor and case studies from other communities, the downtown corridor represents the best opportunity for developing a successful starter-line which could be a critical building block for more extensive regional transit system improvements.



Questions or Comments?

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

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For more information visit www.kcsmartmoves.org. You can also contact a Partnership Team member or schedule a presentation to learn more.