

Project Presentation, 8-17-2011
Parking and Transportation Commission
Regional Alternatives Analysis: Downtown Corridor



KCATA
Kansas City Area Transportation Authority

MARC
Mid-America Regional Council



An aerial photograph of a city skyline, likely Atlanta, Georgia, featuring several prominent skyscrapers and a dense urban landscape. A semi-transparent grid pattern is overlaid on the lower half of the image, serving as a background for the title text.

Process for Tier 1/Tier 2 Screening

August 16, 2011

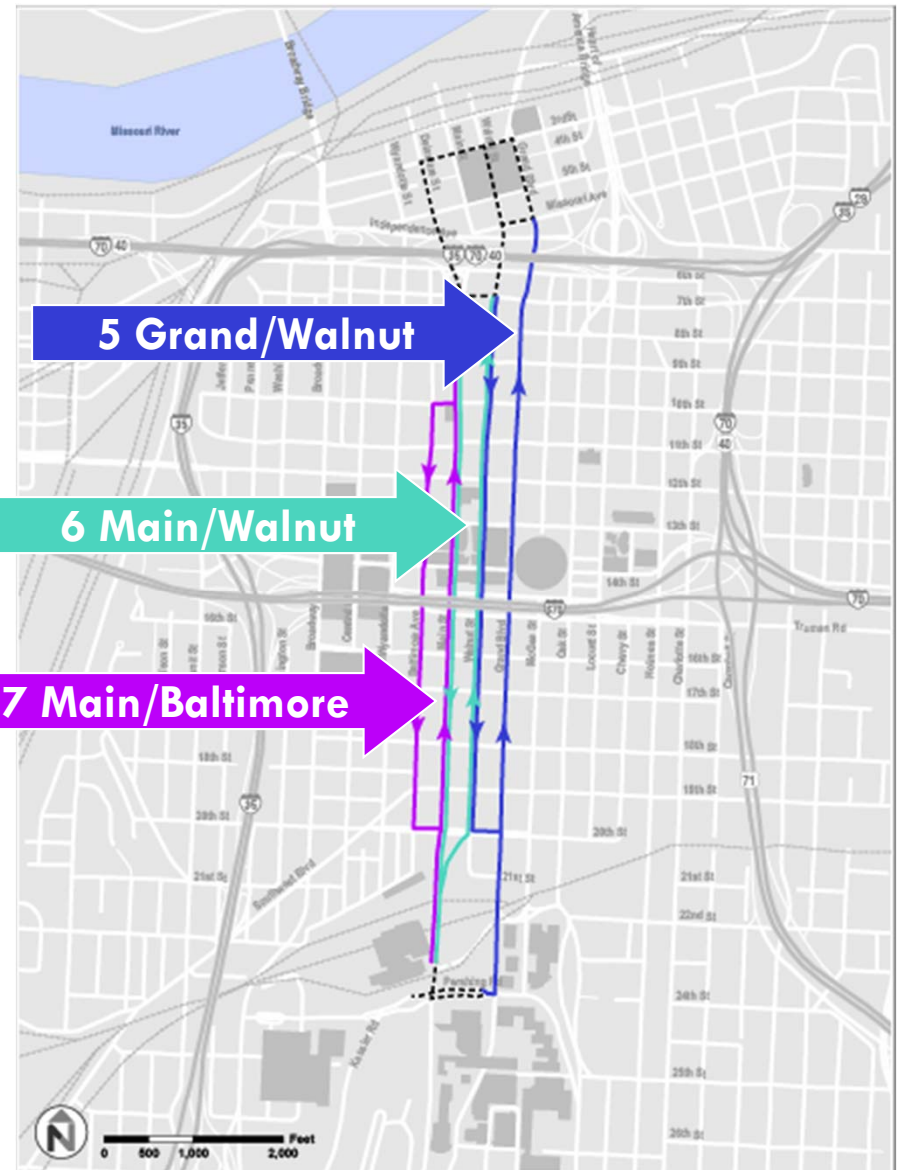
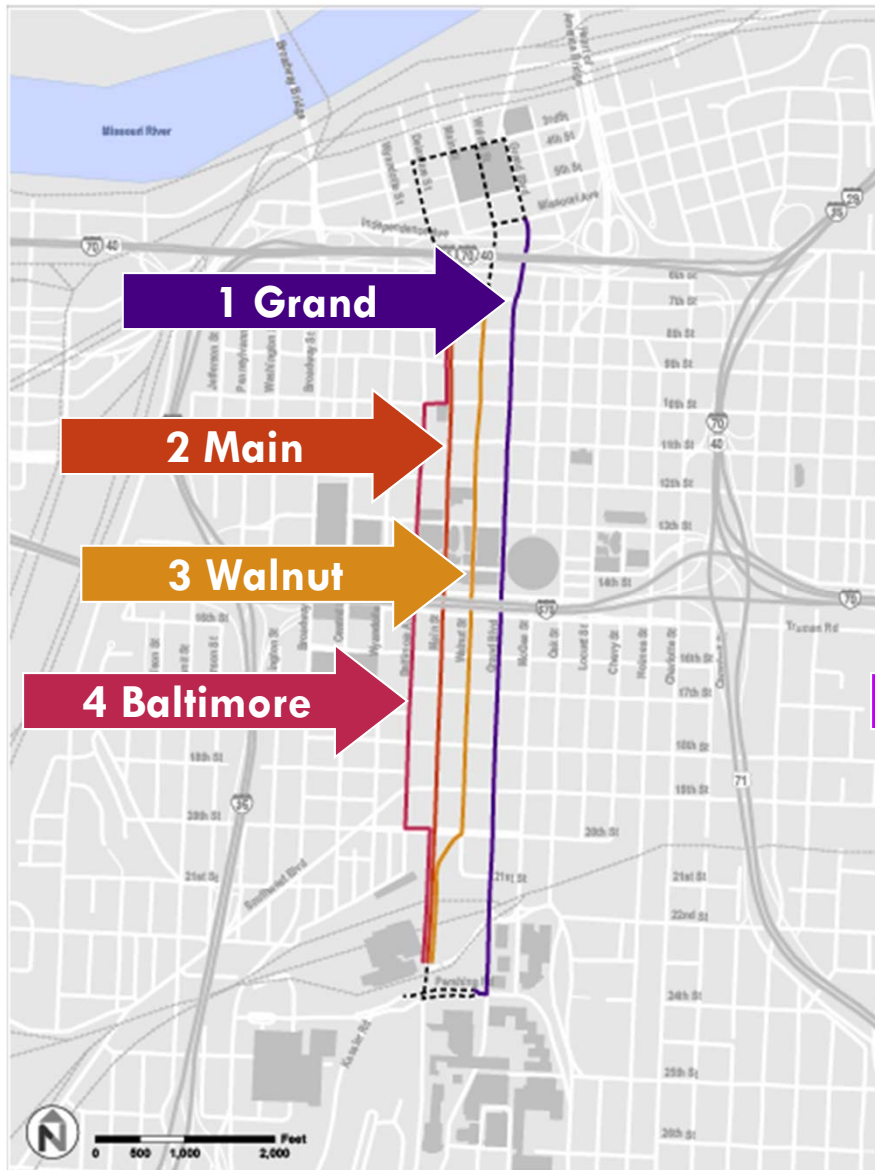
Downtown Corridor Evaluation

- Tier 1: Screen alternatives into a short list
- Tier 2: Evaluate short-listed alternatives to select Locally Preferred Alternative

Tier 1 Process

- Screening based on 13 criteria that reflect Purpose and Need Statement
- Criteria include qualitative and quantitative elements
- Alternatives are given a rating of **Best**, **Good**, or **Fair** for each criteria
- All rates are relative

SEVEN ALTERNATIVES



4 Strategic Principles:

CONNECT

DEVELOP

THRIVE

SUSTAIN

Each principle has multiple objectives that provide criteria for evaluation

Key assumptions

- Alignments are mode neutral
- Corridor ends are still to be determined
- Candidates for redevelopment are parcels reconsidered “vacant” and/or surface parking lots
- Couplet service areas for walking objectives are **smaller** than for bidirectional alternatives (1/4 mile from both directions)
- Couplet service areas for development impact objectives are **larger** than for bidirectional alternatives (1/4 mile from either direction)



Results of Tier 1 Screening



August 16, 2011

CONNECT

Objectives:

- Improve downtown circulation
- Provide connections to major activity centers
- Provide good bicycle and pedestrian connections

Findings:

- Couplet designs serve smaller walking distance and are less intuitive than bidirectional designs
- Alignments that serve 10th & Main preferable
- Tradeoff between serving Government District (employment) and the Convention Center/Kaufmann Center (visitor & special events)
- All alignments offer potentially good bicycle & pedestrian connections

1	2	3	4	5	6	7
Grand	Main	Walnut	Baltimore	Grand/Walnut	Main/Walnut	Main/Baltimore
Best	Best	Good	Good	Fair	Fair	Fair



DEVELOP

Objectives:

- Support development and redevelopment
- Increase the number of downtown residents
- Support larger “catalyst” development projects

Findings:

- Couplet designs generally have greater development impact potential due to larger influence area
- All alternatives have good potential to increase the number of downtown residents
- All alternatives have similar potential to impact larger “catalyst” development projects on large parcels
- Two factors account for the minor differences between alternatives:
 - Spatial distribution of vacant parcels (generally cluster in western downtown)
 - Spatial variation of land values (higher in “central” alignments)

1	2	3	4	5	6	7
Grand	Main	Walnut	Baltimore	Grand/Walnut	Main/Walnut	Main/Baltimore
Fair	Best	Good	Best	Best	Best	Best



THRIVE

Objectives:

- Support residential and employment activity downtown
- Support downtown visitors and special events
- Incorporate public and stakeholder input

Findings:

- Employment activity more numerous than population
- Employment clustered in east, population in west
- All alternatives serve visitor and special event venues, though Main best
- Main had most public support, Grand second
- Couplets generally less well supported
- Strong support for service to River Market
- Concern about service into Crown Center

1	2	3	4	5	6	7
Grand	Main	Walnut	Baltimore	Grand/Walnut	Main/Walnut	Main/Baltimore
Good	Best	Good	Good	Fair	Fair	Good

SUSTAIN

Objectives:

- Provide efficient and effective transit service
- Provide reliable transit service
- Convert surface parking to higher value uses
- Consider impacts on utilities

Findings:

- Grand and Main provide best opportunities for efficient & effective transit service
- Couplets have less intuitive service design
- All alternatives relatively similar in ability to provide reliable transit service
- Alternatives utilizing Grand have greater potential to redevelop surface parking
- Grand has lowest impact on utilities
- Couplets have greatest impact on utilities

1	2	3	4	5	6	7
Grand	Main	Walnut	Baltimore	Grand/Walnut	Main/Walnut	Main/Baltimore
Best	Good	Fair	Good	Good	Fair	Fair

OVERALL FINDINGS

	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

Key findings

Two alternatives rated more favorably:

- **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 destinations
- Integrates well with existing transit service
- Developmental potential
- Strong public and stakeholder support

An aerial photograph of a city skyline, likely Atlanta, Georgia, featuring several prominent skyscrapers and a dense urban landscape. A semi-transparent white rectangular box with a fine grid pattern is centered over the image, containing the main title text. Below the title box, the image transitions to a view of a multi-lane highway with green trees and a parking lot on the side.

Recommended Tier 2 Alignment Alternatives for further analysis

August 16, 2011

Recommended Tier 2 alignments:

