THE KANSAS CITY NEXUS

VIEW FROM A STATION PLATFORM

A TRANSPORTATION PROPOSAL FOR A 21ST CENTURY PEDESTRIAN CITY.

THE KANSAS CITY NEXUS

BY WORKING TITLE

This project will produce an entirely new mode of transportation. One that integrates itself with the city, connecting people, neighborhoods, and the Kansas City culture. Providing pedestrian proximity will be the key for a prosperous 21st century Kansas City.

Today, the primary mode of transportation is the vehicle. Which has created a tangled network of highways/roads that bisected and fragment the city into isolated pockets. Scattering the population throughout the landscape and selfishly devouring the environment. All while consuming valuable energy resources as we continue to build sprawling neighborhoods further and further from the city center.

The affects of this system can be seen when comparing New York City with Kansas City. Both drastically different in size and population, except NYC is 1/2 the size of Kansas City Metro while NYC boasts 8.5 million more residents.

Automotive transportation forces citizens to financially invest into a system that offers no viable alternatives. Developing a monopoly and dependency to a way of life that is harmful to the environment and communities.

In addition to this issue, there's environmental concerns with global warming affecting coastal cities by displacing populations due to rising sea levels. Venice has seen first hand the dramatic affects of global warming and has seen a significant increase of flooding ever year. Even New England saw the damaging affects climate change, when hurricane Sandy caused over 68 billion dollars in damage and killed 148 people.

RESPONSE

How will Kansas city respond to mounting concerns for depleting energy resources, protecting the cultural identity of Kansas City, while supporting the migration of coastal city populations?

Luckily, the public is becoming more environmentally aware of the destructive nature of the Highway system and global warming. Current trends show people are moving back to downtown and returning to a localized lifestyle. Rejuvenating projects like the Power and Light, River Market, and the Crossroads understand the potential to building denser communities.

We believe Kansas City has the opportunity to become the model city for the 21st century. Bogota is a perfect example of a city that overhauled its transportation system. With overcrowding and traffic congestions Bogota converted it's transportation netowrk into a unified bus network called the TransMilenio. Immediately, Bogota saw a drastic decrease in crime and a significant increase in community pride.

KC has already shown its ability transform itself. Just like when KC embraced Google fiber, a broadband internet network that drastically improve the communication infrastructure. Kansas City now has the opportunity to embrace remodeling its transportation infrastructure.

PROPOSAL

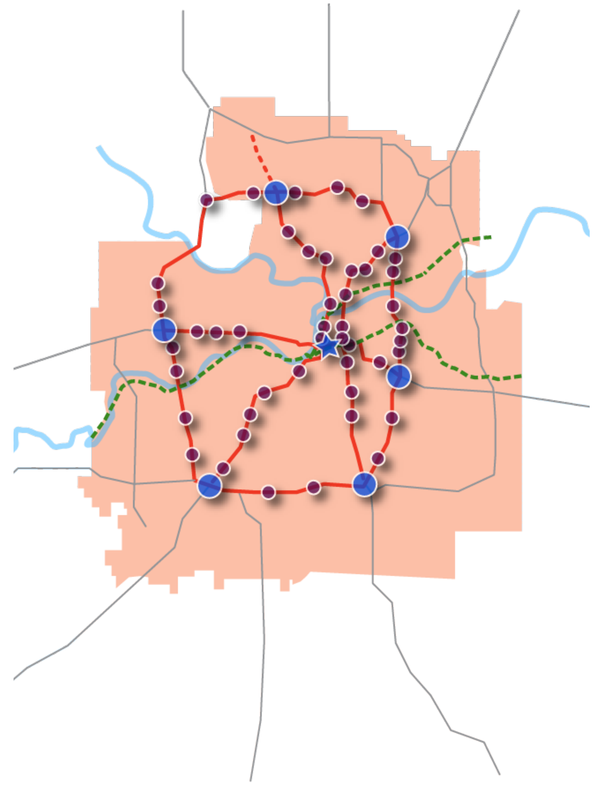
Our proposal will reverse the negative affects of the current highway system and replace it with a public transit system capable of moving the population to significant areas of town with out the burden of owning a car. The cost of gas, insurance, vehicle repairs, roadway repair, safety, and the required parking lots, repair shops, and support are too demanding to maintain for a 21st century city. The Kansas City Metro will offer an escape from stressful traffic congestion and allow Citizens to travel to destinations while reading a book, sleeping, watching movies, conversing with friends, or even having a few drinks without the need to operate a vehicle.

To facility inward population shifts, the Kansas City Metro will allow commuters from outside KC to transfer from Car to Commuter trains at Portal Stations. These Portal stations will be located at key destinations at the perimeter of KC, intersecting with the HW system. The HW system within this ring will then be converted to commuter lines as commuters switch from a vehicles to public transit. Traveller's passing trough KC will also be able to continue past this network via underground tunnels, removing them from the equation.

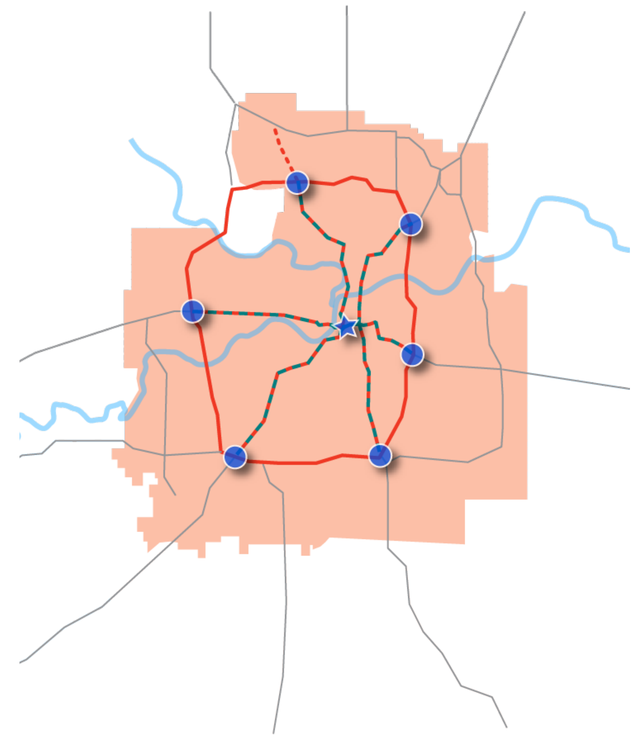
After transferring to a Portal or Local station, passengers will be able to commute anywhere in Kansas City. Local stations provided along the Commuter routes will provide access points to significant areas while providing opportunities development projects

Union Station will serve as the primary station. Utilizing its centralized location, Union Station will connect passengers to Amtrak, commuter trains, and local trains while providing quick access to downtown amenities like events at the Sprit Center or proximity to business. Removing the HW loop that surrounded downtown like a noose, KC will onec again be able to breathe.

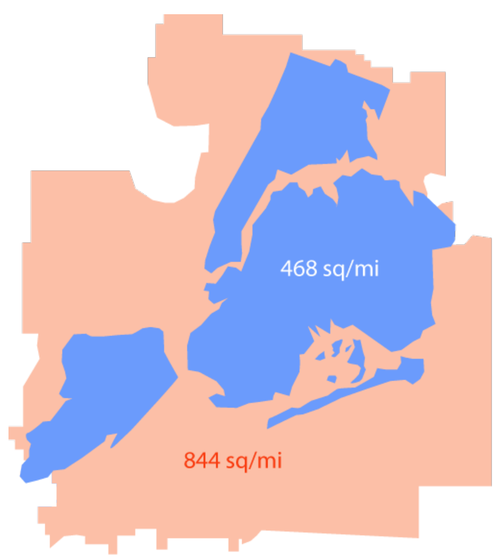
KANSAS CITY METRO AREA: CURRENT TRANSPORTATION SYSTEM



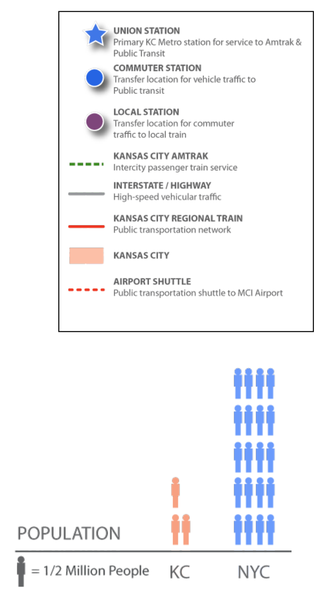
KANSAS CITY METRO AREA: PROPROSED TRANSPORTATION SYSTEM



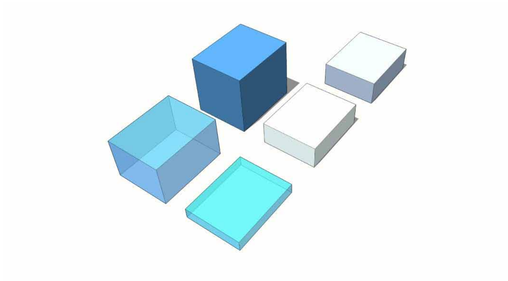
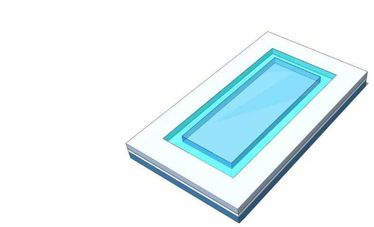
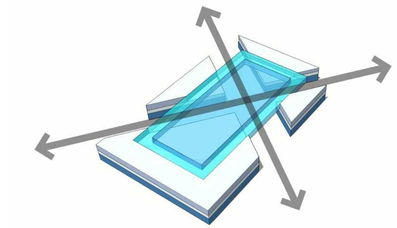
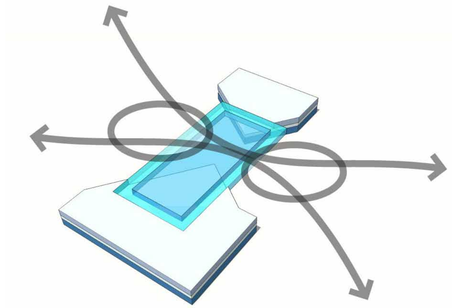
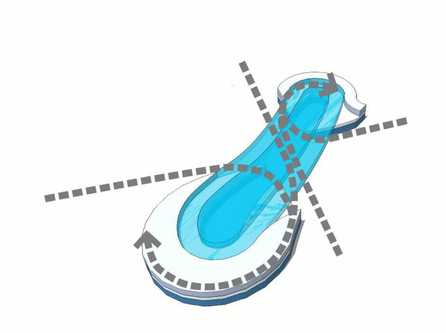
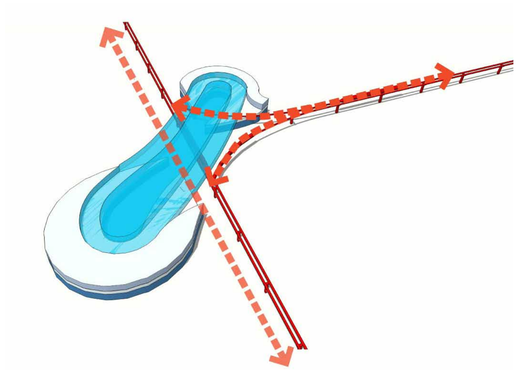
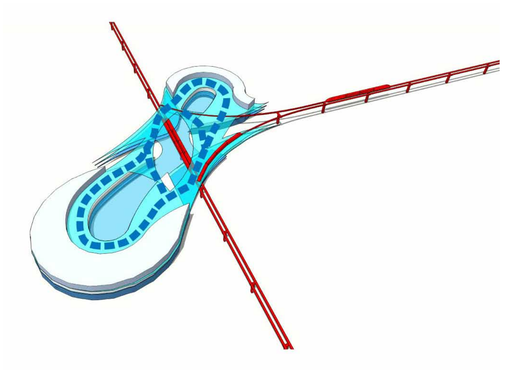
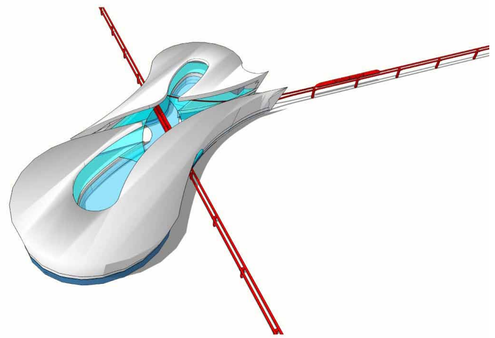
KANSAS CITY METRO AREA: PROPROSED UNDERGROUND HIGHWAY

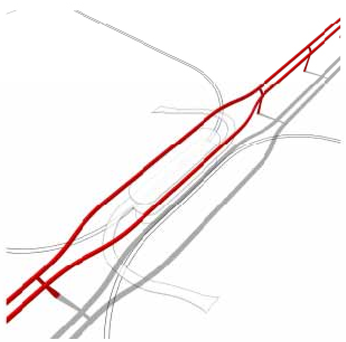
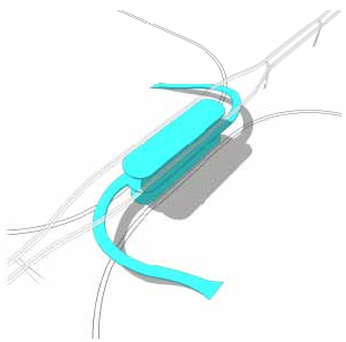
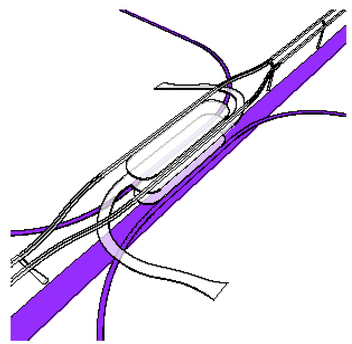
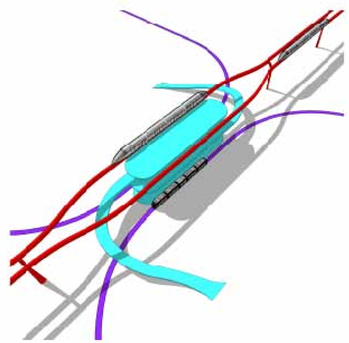
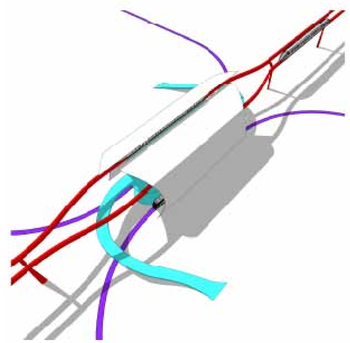


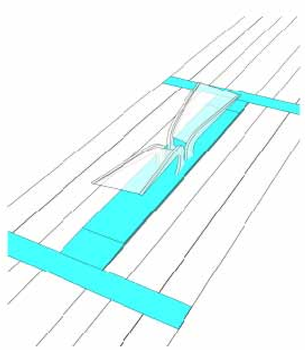
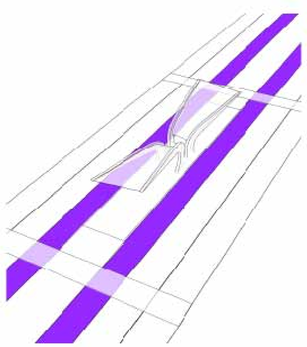
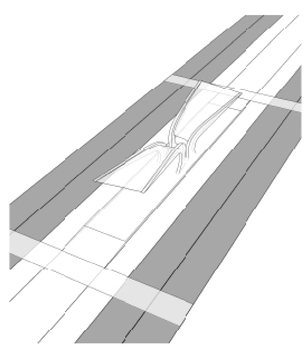
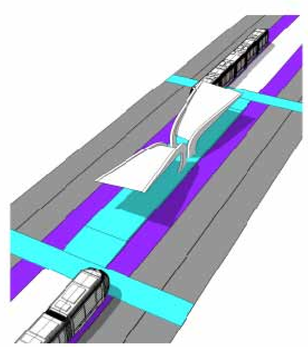
KANSAS CITY AND NEW YORK CITY: AREA AND POPULATION



KANSAS CITY DOWNTOWN: REDIRECTED TRANSIT LINES TO UNION STATION

TYPICAL TRAIN STATION PROGRAMS

- commuter/express train
- local/street train
- pedestrian circulation
- auto pathway
- enclosure

PORTAL STATIONS

- located at key points around outer ring created by former 435
- provides park and ride station and cross town service for commuters traveling from outside the urban core
- main junction points for relocated, underground interstates

TRANSFER STATIONS

- located at key points and important urban intersections along commuter rail path
- service as sub-stations for passengers to switch from the express rails to local and street trains

LOCAL STATIONS

- located at key points throughout city to provide access and close pedestrian proximity to residential, business, and entertainment districts

RE-DENSIFICATION OF KANSAS CITY PHASING

INTEGRATION OF NEW PUBLIC TRANSPORTATION SYSTEM REDUCES CURRENT URBAN PROBLEMS ASSOCIATED WITH A SPRAWLING CITY, PRIMARILY TRANSVERSABLE BY LARGE COMPLICATED HIGHWAY SYSTEMS.

ASSOCIATED PROBLEMS INCLUDE:
- urban sprawl and the destruction of natural habitats and farmland
- abandoning of useful urban core infrastructure
- physical fragmentation of city by highway mass disturbing continuity between neighborhoods, cultural districts, etc.
- pollution associated with mass auto mobile use and road construction
- traffic congestion and difficulty in navigating a city
-risk for auto related accidents