

## CONNECTING REGIONAL CITIES WITH URBAN NODES THROUGH RAIL TRANSIT

Transform Kansas City, an International Call for Ideas, challenges us to view the possibility and prospect for a new transit vision for Kansas City, which could enhance our city's stature as a bi-state/regional destination. With an enviable central US regional location and inventory of diverse and livable communities aggregated within one sprawling metroplex spanning two states, numerous counties and legions of municipal communities, the lack of a regional transit prevents the Kansas City region

from becoming a national center for business, commerce, and recreation.

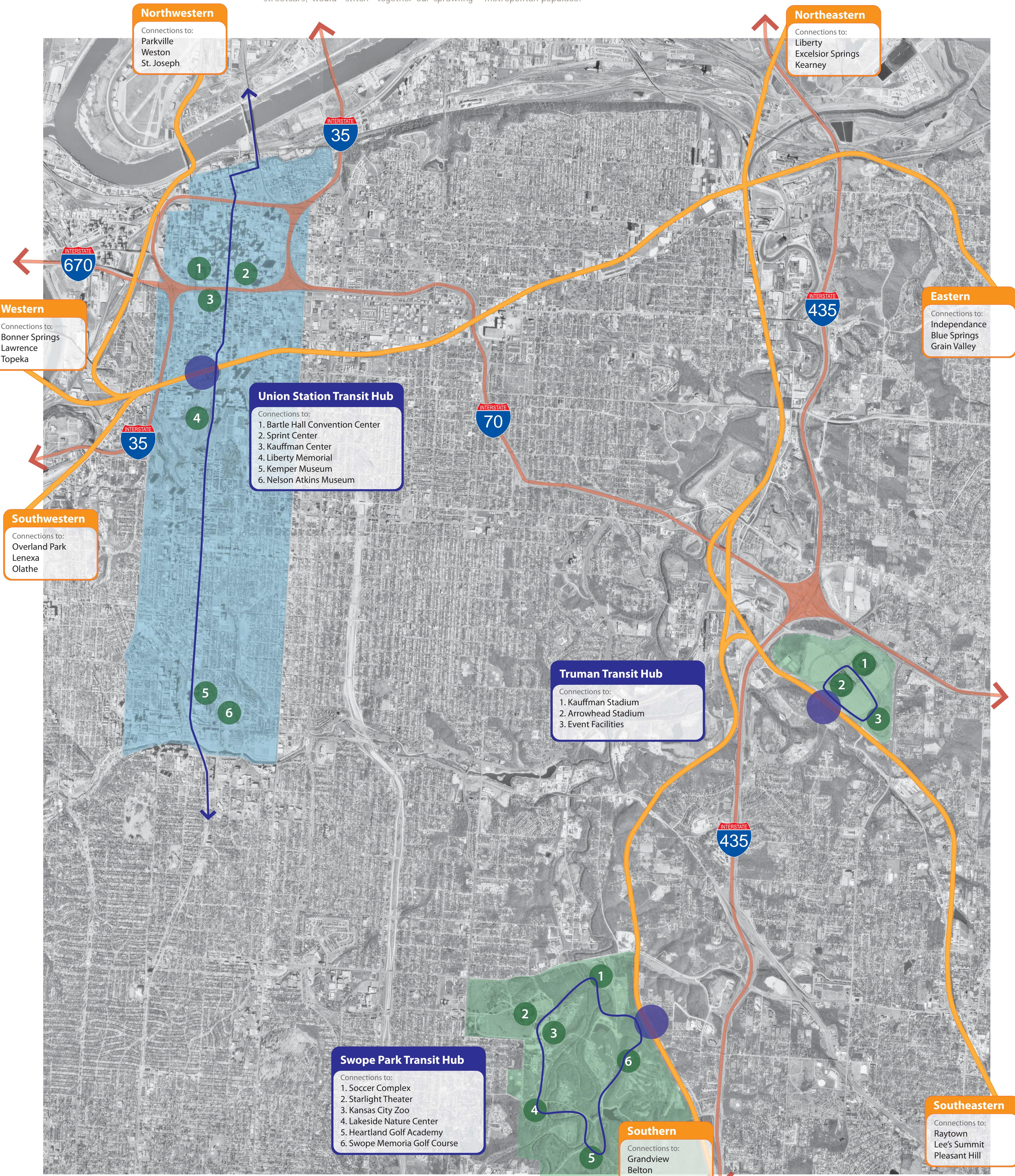
CP&Associates' presentation promotes a commuter rail based transit system that utilizes a wealth of existing rail corridors spread across the metroplex. Such a network would serve as the core component in connecting home, work and play. The system would serve two very important roles in our transit network. First, interconnected commuter rail hubs, served by locally oriented feeder buses and streetcars, would "stitch" together our sprawling

region. Second, these commuter hubs would focus new development and therefore serve as the catalyst for redevelopment of aging or under-utilized environs around them.

Kansas City's one great advantage? Railroads. Radiating from the downtown core, rail corridors enter and leave Kansas City, bisecting nearly every satellite community around the region. It's time for Kansas City to leverage this valuable resource to create dynamic new connections among the metropolitan populace.

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### 1 Stitching together our region ...

Currently, Kansas City's predominately roadway-based transit infrastructure, endows it with highest roadway miles per capita and least dense population per acre in the nation. Our suburban and rural life-style choices come at a steep price, one which taxes our time and our personal and corporate purses to sustain, while offering little in the way of payback for civic enrichment between work and home. The distance intrinsic with this roadway culture resonates in the detached nature of our housing and neighborhoods. While this culture of detachment has proven popular, it is not sustainable. There are significant issues facing us that require greater efficiencies and sharing of limited resources within our environment.

Kansas City is second in the nation in terms of railroad miles. This robust rail infrastructure already communicates through our states, counties, cities and neighborhoods. By leveraging it for passenger use to connect across the metroplex, we can significantly change our lives for the better. By moving commuters out of their cars and into trains, we reduce dependency upon our roadways for medium and long-range commuting, thereby freeing up roadway capacity for local traffic.

Rail transit hubs are spread out, linking the miles between distant communities in the regional landscape. As such, these hubs naturally gravitate to existing activity centers and often link cross-region commuters and travelers with local networks of buses

and streetcars, connecting not only employment and commerce centers but cultural and entertainment venues as well.

### Map One

The first map focuses on three strategic regional destinations that provide a natural opportunity to connect travelers from across the region to significant centers of activity through local bus, streetcar, bicycle, pedestrian or other means of secondary transport. The transit hubs represented here are as follows:

1 Union Station Multi-Model Transit Center, connecting to a dense core of business, commercial and cultural event destinations;

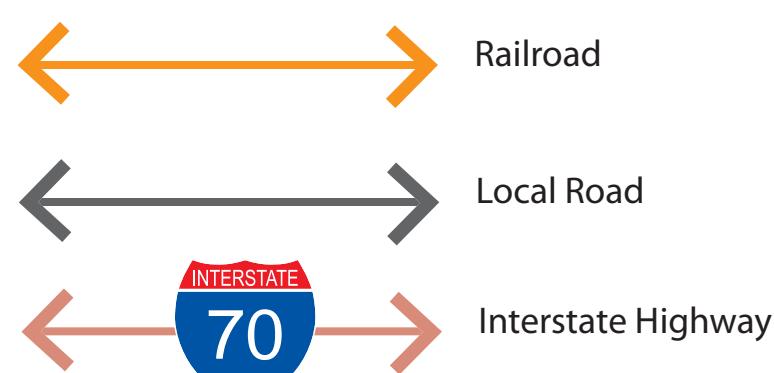
2 Swope Park Transit Center, connecting to some of the region's most significant entertainment and leisure destinations;

3 Truman Sports Complex Transit Center, connecting with the Royals and Chiefs, and future event centers that could support game-day and civic events.

By strategically aligning these three centers with regional rail transit, a robust bus system, streetcars, bikeways and pedestrian trails, we can create an attractive "urban" life in transit-oriented mixed use development centers.

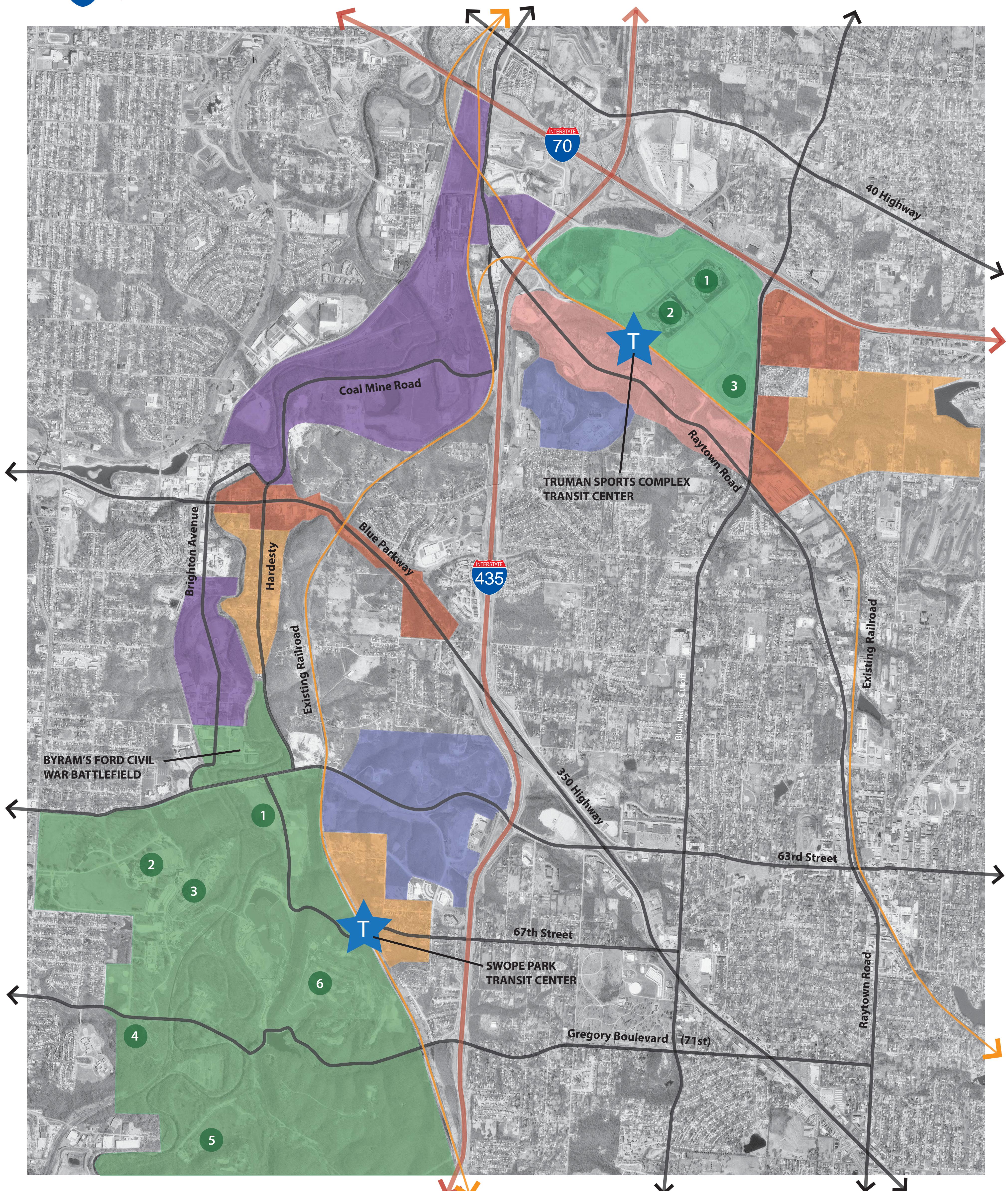
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## Legend



Mixed Use / Retail / Residential	Office / Research
Regional / Community Retail	Industrial / Manufacturing / Warehouse
Medium Density Residential	Civic / Parklands

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**2 Focusing development ...**

Rail-based commuter transit serves an important role in our multi-modal transit inventory. Kansas City's wealth of existing rail corridors link the many suburban communities and satellite towns with our regional core. Rail transit hubs are located at points where a concentration of people live or work and interchange with other modes of transit; bus, streetcar, auto, bicycle and pedestrian paths to get riders to and from their destinations.

This concentration of riders from many other transit modes to a single point creates the opportunity for development around these hubs. Businesses grow or relocate to be close to a hub. Retail shops, services, and restaurants locate nearby these hubs to take

advantage of the daily flow of commuters who will stop and patronize their businesses since they are a convenient source for goods and services at a point where they are transferring from train to a secondary mode of transit.

**Map Two**

The second map provides a detailed view of the area of our metroplex that exists between Swope Park, our great urban playground, and the Truman Sports Complex, with its ground-breaking sports venues.

Swope Park, initially a rural recreation spot on what was the southeastern edge of Kansas City, was made accessible to the citizens of the region by way of the

public streetcar line constructed from the city to the park. As the city grew around the park and the automobile became more prevalent the vast network of city streetcars disappeared.

Truman Sports Complex is one of the truly great venues for watching professional sports. However these two facilities are challenged to break the economic isolation that is forced upon it by the nature of their location. Miles from the urban core and isolated on two sides by interstate highways, they have failed to spur new investment in commercial enterprises that might leverage event day gatherings.

Commuter Transit Centers, located at both of these strategic civic centers, could once again link these great resources with hotel, commercial, entertainment, and

conferencing facilities in the downtown core. The low density and underutilized land bordering the two transit centers will be attractive for corporate offices, retail shopping, personal service providers, and dining and entertainment venues.

This efficient and attractive commuter rail venture, connecting home/work/life, will position the Kansas City region as an attractive location for both employers and employees in locating or expanding business and manufacturing facilities. It will create exciting and vibrant social and economic commerce adding greater value to Kansas City and the bi-state region.