

3 – TRAILS TRANSIT STATION

Hillcrest Road and 93rd Street
Kansas City, Missouri
6th District

Feasibility Study

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Sponsors

3-Trails Community Improvement District
and
Kansas City Area Transportation Authority

Presented to

CITY OF KANSAS CITY, MISSOURI

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3 – Trails Transit Station Feasibility Study

The Final Report includes:

Part 1: Feasibility Study
Part 2: Environmental Analysis

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**Part 1
Feasibility Study**

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EXECUTIVE SUMMARY

The Kansas City Area Transportation Authority (KCATA) has been planning and developing transit centers as part of an ongoing effort to improve transit service, particularly in lower density suburban areas. This concept is part of the Smart Moves regional transit plan initiative.

Recently, the 3-Trails Community Improvement District (CID or District) was formed to promote economic activity and development within the District. The 266 acre District includes Bannister Mall and Benjamin Plaza. The CID takes its name from the Santa Fe, Oregon and California National Historic Trails which cross the District on a common alignment. Portions of the CID have been certified by the National Park Service for inclusion in the National Historic Trails pursuant to Act of Congress. Additional property certification is planned by the CID. The historic trails alignment, known as the 3-Trails Corridor, is a part of the Metro Green regional trails system. The CID is involved with strategic planning for the revitalization of the District and is very interested in taking better advantage of the area's transit service to support future economic activity in the District and the surrounding area.

Thus, the concept of developing a transit center within the District was conceived and KCATA and the CID commissioned a study of the feasibility of developing a transit center in the CID area.

The CID area is an important destination for KCATA and is a convergence point for several routes. In concert with plans to revitalize the area, the CID is interested in the development of an off-street transit center. The area is identified as a candidate for a local transit center in the Smart Moves regional transit plan. The existing "super stop" located on Hillcrest Road at 90th Street now serves as a transfer point, but is inadequate for this purpose.

The KCATA conducted a feasibility study of the potential for a more fully developed local transit center in the District. The objectives of the study included:

- Determine a site for the transit center acceptable to the CID and sufficient for KCATA needs.
- Prepare a conceptual design in sufficient detail to determine space requirements and an order of magnitude construction cost estimate.
- Prepare a cost estimate commensurate with the level of design and identify possibly funding options.
- Conduct a cursory environmental review of the site to identify any environmental "red flags."

An extensive site location analysis was conducted to identify and evaluate potential sites in the CID. The location analysis was based on criteria developed specifically for KCATA operations and included the following considerations:

- Size and shape adequate for the facility
- Access to the KCATA service area
- Safety and operations
- Site development costs
- Site acquisition cost
- Land use compatibility
- Environmental considerations

The location analysis concluded that the preferred site is the “Bannister Mall site”, just west of Hillcrest Road and 93rd Street on the north side of the former J.C. Penney building. This site was selected based on an evaluation of three candidate sites due to its location near the KCATA’s service area and excellent access to Hillcrest Road and connecting arterials including Bannister Road, 87th Street, Blue Ridge Blvd., Bruce R. Watkins Drive, Highway 71 and Interstate 435. In addition, the site is well suited for a transit center. An environmental analysis concluded that the KCATA transit center at this location would not have any significant environmental or community impacts.

The estimated cost to develop the transportation facility is approximately \$1.4 million. The project is eligible to receive up to 80 percent of this amount from the Federal Transit Administration (FTA).

The conclusion of the feasibility study is that the existing transit stop at Hillcrest Road and 90th Street is inadequate to meet the current and future needs of KCATA and does not stimulate future transit supportive mixed use sustainable development with the CID and surrounding area. It is recommended that KCATA pursue the development of a new facility specifically designed for KCATA’s needs in the 3-Trails Community Improvement District.