

SECTION V: CONCLUSIONS AND RECOMMENDATIONS

The fundamental purpose of the feasibility study is to provide KCATA with information upon which to base decisions regarding the 3-Trails Transit Station. This section summarizes the conclusions and recommendations regarding these facilities.

A. Project Benefits

KCATA, the CID, and the City of Kansas City will benefit from an investment in a transportation facility for the 3-Trails Transit Station.

- The project will provide an attractive passenger facility for KCATA to provide a hub for eight or more transit routes servicing the area. Without such a hub the routes cannot effectively operate as a system to provide seamless transit service in the South Kansas City sub-area.
- KCATA passengers will benefit because the project will provide an enhanced area for transferring passengers to wait for buses.
- The project will focus transit service to better serve area destinations, including Bannister Mall destinations. The project will elevate the profile of transit in the area.
- The project will serve as a connecting point for different transportation modes, including transit, shuttles, auto park & ride, bicyclists and pedestrians. A dedicated park and ride lot at this location is a very important addition to the KCATA's commuter system.
- The project will help foster transit supportive mixed use sustainable development in the CID and the surrounding area. Businesses, both private and public, will find the area's transportation center function attractive. Some businesses will benefit from the market represented by transit passengers.

B. Conclusions and Recommendations

The transit center feasibility study concludes that the current KCATA facilities at Hillcrest Road and 90th Street are inadequate and should be replaced. The major findings include:

- The current facility cannot function as a hub for the current service or planned service expansion.
- The proposed partnership with the CID combined with the offer to donate the site by the Bannister Mall ownership is an exciting opportunity for both transit and the community.
- The potential to use non-traditional funding, such as PIAC, CID, and National Park Service cost share grants for a transit center is an important precedent that can be applied in other parts of the metropolitan area.
- The development of a new transit center is clearly justified as a prudent long-term investment given the KCATA's plans to maintain present transit services and add new services. It is an important step towards achieving the ideals of the Smart Moves Regional Transit plan.

Recommendation: Accept the Feasibility Study and approve the 3-Trails Transit Station conceptual plan detailed in this report.

Recommendation: Proceed to develop the transit center on the preferred site, the Bannister Mall site on Hillcrest Road and 93rd Street.

Recommendation: Accept the proposed conceptual design as a basis for pursuing funding from the Federal Transit Administration, the CID, PIAC, and other sources.