

Smart Moves Technical Transit Workshop

Exercise 2: Developing Criteria for Choosing Priority Corridors

Kansas City, Kan.
Dec. 12, 2007

Group 1

Facilitator: Gerri Doyle

1. Provide service to low-income people
2. Serve employment centers and institutions
3. Saturday and Sunday transportation
4. Connectivity to exiting transit
5. Speed of travel
6. Serve high concentrations of people and jobs
7. Demand consistent throughout the day
8. Stop at all education centers and schools
9. Relieve existing congestion
10. Convenience
11. Access to most-used attractions and activity centers
12. Enhances tourism and access to tourist locations
13. Economic development potential

Group 2

Facilitator: Karen Clawson

1. Meets needs of tourists
2. Convenience
3. Connecting residents in areas of high density/poverty with areas of high employment/entertainment
4. Economic development by providing quick transportation
5. Travel time should not be important (*It was noted by the group that this is not a criterion*)
6. 30-minute travel time
7. Connecting under-served with places of high employment/entertainment centers
8. Connectivity from existing bus routes to activity centers

Kansas City, Mo.
Dec. 19, 2007

Group 1

Facilitator: Karen Clawson

1. Serves Tourists
2. Connect workers to employment centers
3. Connect Low-Income Population to jobs
4. Highest existing traffic volume corridors
5. Serves central point, downtown
6. Connect distant centers through central point
7. Serves low-income rapidly and inexpensively
8. Speed (as fast or faster than cars)
9. Connect to retail centers (economic development)

Group 2

Facilitator: Gerri Doyle

1. Ease of funding – Partners willing to fund
2. Put in corridors where can redirect traffic projects dollars to transit
3. Right-of-Way already available
4. Existing or proposed land uses could support transit
5. Where there are current and future nodes of interest
6. Population and Employment centers (Connect these)
7. Where there is potential for population and economic growth along a corridor
8. Positive cost-benefit analysis of environmental and economic effects and costs

Group 3

Facilitator: Julie Wittman

1. Commuter-specific (home to work to home)
2. Serve high density population areas
3. Serve activity centers (leisure, special events, recreation, entertainment)
4. Express to local service (less than two transfers from origin to destination)
5. Service that is secure (in terms of needing to evacuate people in case of disaster management)
6. Service promoting tourism (make connection to KCI)
7. Relieve congestion in high-traffic corridors

Group 4

Facilitator: Tom Gerend

1. Getting people to jobs
2. Resident usage
3. Corridors with highest ridership
4. Densities, high employment and residential
5. Economic development
6. Connects to activity centers
7. Serve tourists/visitors
8. Relieve congestion
9. Cost effectiveness, ridership/cost

Group 5

Facilitator: Stephanie Williams

1. Most congested
2. Currently available right-of-way
3. Connectivity (population centers to/from activity center/jobs) Traffic volume (demand)
4. Corridors with the most activity centers
5. Connecting economically depressed areas with jobs/education/activity centers
6. Highest benefit and ridership for lowest cost (cost-benefit analysis)
7. Decreases travel time

Group 6

Facilitator: Liana Riesinger

1. Funding present
2. Affordability
3. Practicality
4. Density Accessibility to roads
5. Commuter volume/jobs traffic
6. Proximity to entertainment potential
7. Underused rail corridors
8. Linking high density development

Priority Criteria from All Groups

Each group's criteria was combined and categorized by themes. The criteria in bold represent those that received votes in each group as high priority criteria. Each theme is listed in order by how many priority criteria it contains.

CONNECT PEOPLE TO EMPLOYMENT

- **Connect population and employment centers**
- **Commuter-specific (home to work to home)**
- **Commuter volume/jobs traffic**
- **Serve employment centers and institutions**
- **Connect workers to employment centers**
- **Getting people to jobs**

CONNECT TO ACTIVITY CENTERS

- **Connect distant centers through central point**
- **Serve activity centers (leisure, special events, recreation, entertainment)**
- **Connectivity (population centers to/from activity center/jobs)**
- **Access to most-used attractions and activity centers**
- Connectivity from existing bus routes to activity centers
- Stop at all education centers and schools
- Proximity to entertainment potential
- Corridors with the most activity centers
- **Connects to activity centers**
- Serves central point, downtown

SERVE CORRIDORS THAT HAVE ECONOMIC DEVELOPMENT POTENTIAL

- **Economic development by providing quick transportation**
- **Where there is potential for population and economic growth along a corridor economic development potential**
- Positive cost-benefit analysis of environmental and economic effects and costs
- **Economic development**
- **Connect to retail centers (economic development)**

SERVE ECONOMICALLY DEPRESSED POPULATIONS

- **Connect low-income populations to jobs**
- **Connecting economically depressed areas with jobs/education/activity centers**
- **Connecting residents in areas of high density/poverty with areas of high employment/entertainment**
- Provide service to low-income people
- Serves low-income rapidly and inexpensively

SERVE TOURISTS

- **Service promoting tourism (make connection to KCI)**
- Meets needs of tourists
- **Serves tourists**
- Serve tourists/visitors
- Enhances tourism and access to tourist locations

SERVE HIGH-DENSITY AREAS

- **Serve high-density population areas**
- **Density**
- Serve high concentrations of people and jobs
- Linking high-density development
- Densities, high employment and residential

FUNDING

- **Funding present**
- **Ease of funding – partners are available and willing to fund**
- **Put in corridors where dollars can be redirected from traffic projects to transit**
- Affordability

SERVE CORRIDORS OF HIGHEST DEMAND/TRAFFIC VOLUME/RIDERSHIP

- **Traffic volume (demand)**
- **Highest existing traffic volume corridors**
- Demand consistent throughout the day
- Corridors with highest ridership

CONGESTION

- **Relieve existing congestion**
- Relieve congestion in high-traffic corridors
- Most congested
- **Relieve congestion**

COST EFFECTIVENESS

- **Highest benefit and ridership for lowest cost (cost-benefit analysis)**
- **Cost effectiveness, ridership/cost**

AVAILABLE RIGHT-OF-WAY

- **Currently available right-of-way**
- **Right-of-Way already available**

TRAVEL TIME/SPEED

- 30-minute travel time
- Decreases travel time
- Speed (as fast or faster than cars)
- Speed of travel

OTHER

- **Saturday and Sunday transportation**
- Service that is secure (in terms of needing to evacuate people in case of disaster management)
- **Convenience**
- Convenience
- Express to local service (less than two transfers from origin to destination)
- Underused rail corridors
- Accessibility to roads
- Practicality
- Connecting under-served with places of high employment/entertainment centers
- **Connectivity to exiting transit**
- **Resident usage**