

Thinking ahead to 2040

The Mid-America Regional Council is working with governments, transit providers, community partners and the public to develop a new long-range transportation plan for the

Kansas City region — Transportation Outlook 2040. Where will 500,000 additional people expected over the next 30 years live and work, and what should our urban form look like?

CURRENT GROWTH PATTERNS ARE NOT SUSTAINABLE.

For years, growth in the Greater Kansas City area has meant building new homes, retail and business centers — along with the sewers, roads and utilities needed to support them — on what used to be fields and farms. In many parts of the region, the cost of maintaining infrastructure in such low-density development grows faster than the tax revenues needed to pay for it. This kind of growth is unsustainable.



CHANGING MARKET FORCES WILL REQUIRE US TO ADAPT.

The current recession has forced a reevaluation of past development practices, making future practice uncertain. At the very least, we will need to respond to potentially higher energy prices and the demands of a more diverse population for additional housing choices — options that allow people to walk more and drive less, with less impact on the natural environment.



PHOTO COURTESY OF VISION METCALF

THROUGH FOCUSED DEVELOPMENT, WE CAN GROW SMARTER.

Development that meets diverse demands in an environmentally sensitive manner is not only possible, it is actively being sought by area local governments. Many area plans are calling for more sustainable development that provides greater density of activities and housing in key centers and corridors that exist in every community. Such a strategy makes walking, biking and riding transit more useful travel options.



PHOTO COURTESY OF VISION METCALF

HOW MUCH CAN WE ACHIEVE IN 40 YEARS?

Over the past year, policy makers and the public have discussed a scenario where changing market forces spur local plans to be carried out on a regional scale. In this scenario, 40 percent of the region's growth over a 40-year period is attracted to existing activity centers and corridors. This kind of adaptive growth has emerged as the consensus direction toward which the region should head. But how far can we get?

IT DEPENDS ON WHAT WE DECIDE TODAY.

Some shifting of the region's population growth to existing activity centers and corridors will naturally occur in response to market forces. However, local plans won't be completely successful — and the full benefits of the smarter, more sustainable growth in this scenario won't be achieved — without supportive local and regional policies.



JOIN THE DISCUSSION.

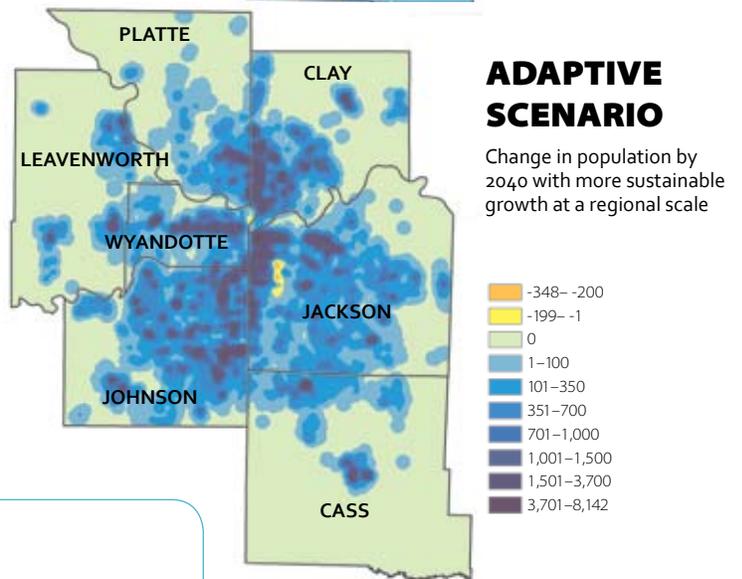
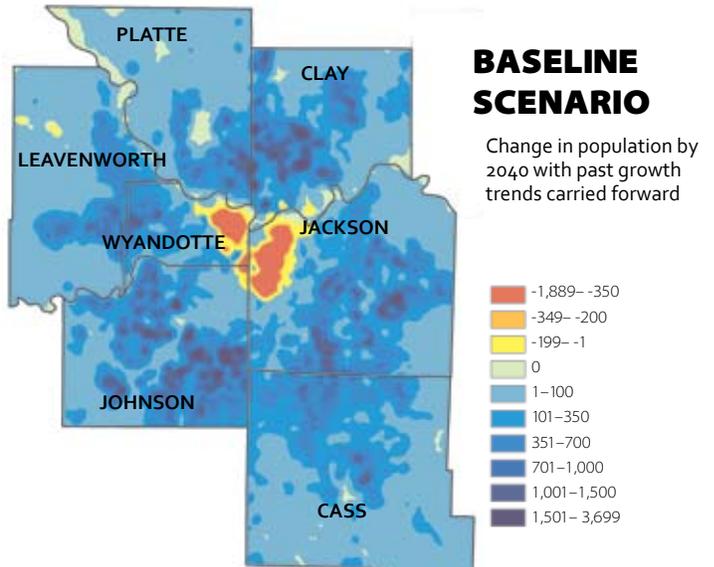
As we develop long-range plans and forecasts for the future, we need your input. What new policies do you think are most feasible? Which would you support? Which will have the greatest impact? What can we do together, as a region, to support positive change at the local level?

Growing smarter

By adapting to change and adopting policies that attract development to centers of activities and major corridors, the Kansas City region can change from one that is hollowing out in the middle to one where all parts share in the region's prosperity — where all parts are healthy.

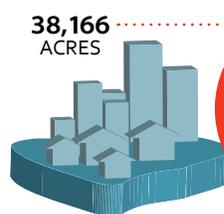
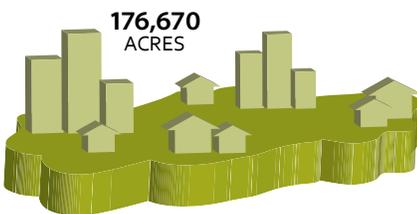
CHARACTERISTICS OF ADAPTIVE GROWTH:

- **40 percent** of the population growth expected by 2040 could be accommodated in **within existing communities**.
- Growth will shift from unincorporated areas to cities, requiring **less infrastructure** to be built.
- Activity centers and corridors can be better connected with **regional transit**.
- **Mixed land uses and higher densities** will reduce auto dependence, make transit more effective, and make walking and bicycling easier.
- High-quality **natural areas are protected** — including agricultural land — through stream buffers and MetroGreen® trails and greenways.
- The urban core's **loss of people and jobs can be eliminated** while virtually all existing areas grow, including center cities, first suburbs and older town centers.



LAND DEVELOPED

Acres of greenfield land converted to developed use between 2000 and 2040

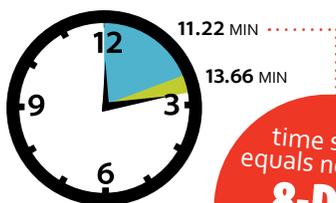


78%
less land consumed

■ Baseline 2040 ■ Adaptive 2040

TRAVEL TIME

Per capita trip travel time based on all trip types (commute, shopping, school, etc.) for an average weekday in the region



time saved equals nearly an **8-DAY** vacation from work each year

TRANSIT RIDERSHIP

Total daily passenger boardings in 2040 based on an average weekday in the region and today's transit service levels



57%
more riders

COST OF NEW INFRASTRUCTURE

Cost of new infrastructure through 2040 (e.g., streets, sewers, streetlights, water)



\$5.3 BILLION
fewer dollars spent