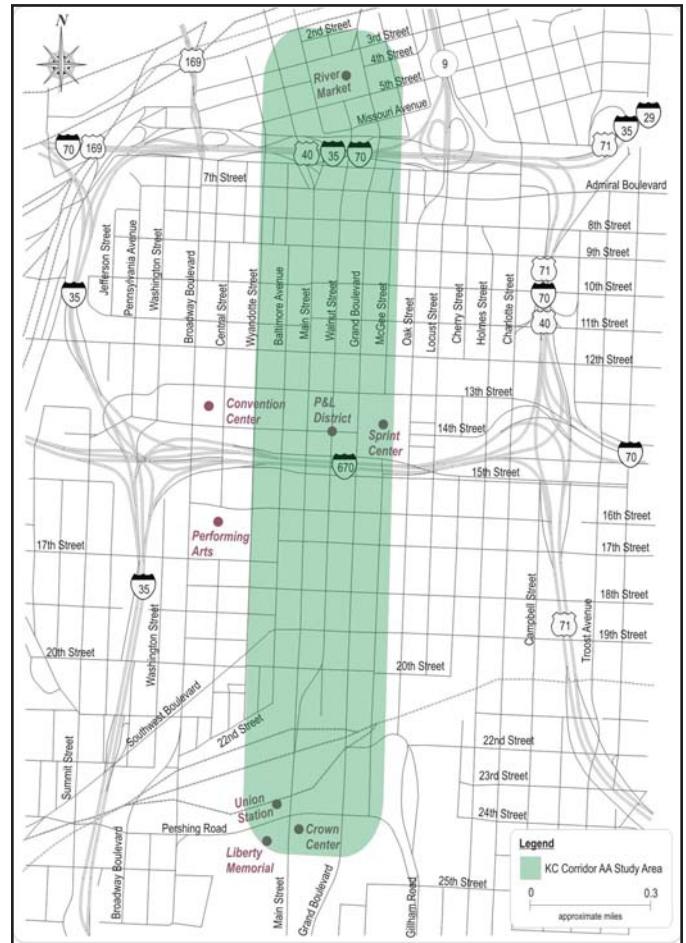




Fact Sheet #1

Study Area Map



Study Purpose

The Downtown Corridor Alternatives Analysis is a focused look at transit options in a narrow two-mile long corridor running from the River Market on the north, through the Central Business District and the Crossroads areas to Union Station and Crown Center on the south. This analysis is positioned to advance a Locally Preferred Alternative that supports Downtown goals, leverages existing investments and elevates the quality of our regional transit system, as well as provides continued growth of a strong, vibrant urban core. The Federal Transit Administration is funding the Downtown Corridor Alternatives Analysis, which is a required step in becoming eligible for federal funds for building a preferred project.

Why the Downtown Corridor?

A planning effort is underway - to be concluded by the end of this year - that will take Kansas City one step closer to realizing a possible starter line for an expanded regional public transportation system. This effort will build community agreement on a **single starter line**. Building on past study efforts in this corridor and case studies from other communities, the Downtown Corridor represents the best opportunity for developing a successful starter-line which could be a critical building block for more extensive regional transit system improvements.

The Partnership Team

Representatives from the City of Kansas City, MO; Kansas City Area Transportation Authority; Mid-America Regional Council; and Jackson County, MO; will work together throughout the process as a foundation of partners. This Partnership Team will continue to coordinate the Downtown Corridor Alternatives Analysis in conjunction with planning efforts for the future Commuter Corridor projects.





What will be analyzed?

The Federal Transit Administration requires the analysis of several alternatives - this analysis will compare modern streetcars with buses/Bus Rapid Transit (BRT) and “no build” alternatives, leading up to the identification of the Locally Preferred Alternative. The Locally Preferred Alternative will include selecting the type of transit the community wants in this corridor (bus or streetcar that interacts with existing bus system), the route that we want it to follow, and preferred financial strategies to support construction and operations. The study will be completed by the end of 2011. During this process, the Partnership Team will look to stakeholders and the community for comment in several critical decision-making steps:

- **June:** Identification of Alternatives
- **September:** Locally Preferred Alternative, Financial Strategies
- **November:** Draft Recommendations

What is the difference between “modern streetcars” and “light rail”?

A modern streetcar is a smaller, single car, electrically-powered vehicle. They are more local in scale than their light rail counterparts, providing circulation for downtowns and nearby districts. Streetcars typically run in a shared travel lane, like a bus does. Stops are usually three or four blocks apart. Streetcars in other U.S. cities have helped spur economic development due to the permanence of the track and the access they provide.

Light rail transit, on the other hand, consists of trains of two to four electrically-powered rail vehicles. These projects are usually more regional in scale, connecting central city destinations with suburbs. Light rail trains usually use one or two lanes of a street exclusively, and stops are typically a half-mile or a mile apart.



Example of modern streetcar



Example of light rail

Would you like more information?

Bookmark MARC’s KC Smart Moves website at:

www.kcsmartmoves.org, and check back often to find project-related materials, announcements, and upcoming events! You may also contact Triveece Harvey, AICP at Patti Banks Associates by email at **tharvey@pbassociates.com** or by phone at 816-756-5690 ext. 3038.

