



# Fact Sheet #2

## Overview of the Study

Modern streetcars, expanded bus service/Bus Rapid Transit (BRT) and “no-build” alternatives are being studied as part of the Downtown Corridor Alternatives Analysis (AA). The AA will define a starter line for an expanded regional transit system that serves downtown, connecting employment and activity centers. The effort is a focused look at transit options in a narrow two-mile 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. Its purpose is to:

- Provide an attractive transit option that will more conveniently connect people and places within the Downtown Corridor.
- Support regional and city efforts to develop downtown Kansas City and the Downtown Corridor as a more vibrant and successful urban center.

The project is needed to help the Downtown Corridor **connect, develop, thrive and sustain**. The analysis included with the Downtown Corridor AA is positioned to advance a Locally Preferred Alternative (LPA). The LPA is a Federal Transit Administration (FTA) requirement, and is necessary in order to obtain funding for the starter line. The LPA will:

- Support Downtown goals.
- Leverage existing investments.
- Elevate the quality of our regional transit system.
- Provide continued growth of a strong, vibrant urban core.

## Evaluation Process

The FTA requires the analysis of several alternatives before a single preferred alternative can be identified. A Partnership Team, consisting of representatives from the City of Kansas City, Mo; Kansas City Area Transportation Authority; Mid-America Regional Council; and Jackson County, Mo; and consultants are conducting a very detailed analysis of the options for routes and types of transit. Analysis includes, but is not limited to, an assessment of:

- Ridership forecasts.
- Redevelopment potential.
- Costs for construction, operations, and maintenance.

The preferred alternative will recommend one type of transit (bus or modern streetcar) and the route (Grand Blvd. or Main Street) it will follow. A financial strategy to support the new transit line will also be developed. The study will be completed by the end of 2011. During the process, the Partnership Team will coordinate with stakeholders and the community to make decisions with the following schedule in mind:

- **June:** Development of Purpose and Need Statement plus identification of multiple alternatives.
- **September:** Detailed alternatives assessment, route and transit type recommendation, and financial strategy information.
- **December:** Detailed technical and financial analysis.
- **January:** Final report to Federal Transit Administration.





Example of a modern streetcar



Example of expanded bus service or Bus Rapid Transit (BRT)

**Questions/  
Comments**

Visit MARC's KC Smart Moves website at:

**[www.kcsmartmoves.org](http://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](mailto:tharvey@pbassociates.com)** or by phone at 816-756-5690 ext. 3038.