

Tell Us What You Think

Exhibits are on display today describing the recommended alternative for the Downtown Corridor AA. Take some time to review and talk with staff about them. Remember: Your input is important to the success of the project!

Name of Presentation Board	Information Described on the Board
Welcome	Includes information about today’s meeting.
Process and Schedule	Describes the planning process and time frame for the Downtown Corridor AA plus its connection to the Greater Downtown Area Plan and Smart Moves vision for expanded and enhanced transit in Kansas City.
Purpose and Need	Outlines key elements of the Downtown Corridor AA Purpose and Need Statement.
Modes of Transit	Describes the differences between two modes of transit: the modern streetcar and a bus with a dedicated travel lane.
August Alignment Alternatives	Maps spanning the area 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 and showing the two transit routes for the Downtown Corridor that were presented to the public in August.
Tier 2 Evaluation	Describes the detailed alternatives assessment that narrowed the AA’s route, type of transit, and “no-build” alternatives to a single recommended alternative.
September Recommended Alternative	Map illustrating the route the preferred alternative will travel.
How to Pay For It	Outlines the guiding principles and potential sources of funding for the starter line.
Next Steps	Involves the immediate next steps in the project schedule, including a detailed technical and financial analysis.
Stay Informed	Describes how to access additional project information and who to contact for the project.

Get More Information

For additional information, visit MARC’s KC Smart Moves website, www.kcsmartmoves.org, and check back often to find project-related materials and announcements!

You may also contact Triveece Harvey, AICP, at Patti Banks Associates to schedule a presentation for your stakeholder group. You can reach Triveece: by email at tharvey@pbassociates.com or by phone at 816-756-5690 ext. 3038



Review the Recommendation

Kansas City has a historical tie to the streetcar system, with streetcar operations beginning in the late 1800s and running through the 1950s. Modern streetcars similar to the one on display at the August 23 Streetcar Party, and recommended for the downtown starter line, are generally powered with electricity. They use a fixed-guideway (rail), share traffic lanes with automobiles, and carry up to 120 passengers.

Find out more about modern streetcars and the recommendation for the Downtown Corridor AA at today’s open house by:

- **Reviewing exhibits** that describe the planning process, schedule, purpose and need for the Downtown Corridor AA, as well as the transit mode and alignment alternatives currently under evaluation.
- **Discovering the differences** between the modern streetcar and a bus circulator that uses a dedicated travel lane.
- **Talking with staff** about the detailed alternatives assessment that narrowed the AA’s route (Grand Blvd. or Main St.), type of transit (streetcar or bus), and “no-build” alternatives to a single recommended alternative: a modern streetcar on Main St.
- **Filling out a comment card** before leaving the open house.

Open House #3

Streetcars Recommended for Main Street

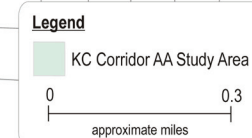
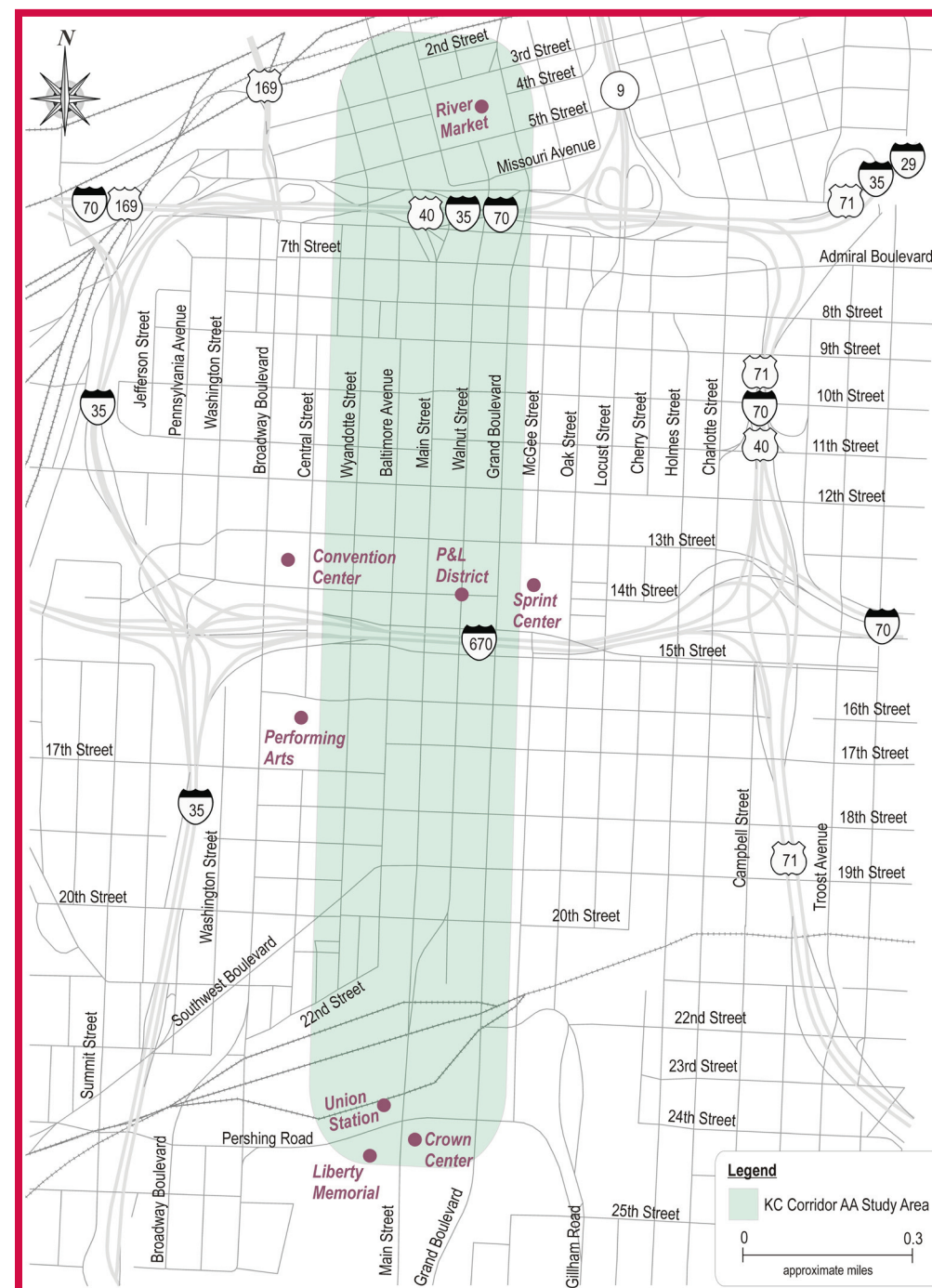
The preferred type of transit and route for the downtown starter line will be a streetcar on Main Street. The Partnership Team, consisting of the city of Kansas City, Mo., Kansas City Area Transportation Authority (KCATA), Jackson County, and Mid-America Regional Council (MARC) developed the recommendation as part of the **Downtown Corridor Alternatives Analysis (AA)**. Exhibits related to the recommendation are on display **September 20 at Arabia Steamboat Museum from 4 to 6:30 p.m.** for you to review during the open house.



Modern streetcar concept shared with the public at the August 23 Streetcar Party



The study area for the Downtown Corridor AA (shown on the map below) extends approximately two miles 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.



September Recommended Alternative

Streetcars in Kansas City

Walking along the sidewalks of downtown Kansas City you can still find remnants of the city’s historic streetcar system. As the Downtown fixed transit solution streetcars would promote density and intensity of uses, making them particularly effective tools to spur economic development, link jobs with daily activities and destinations, and create quality places.

Streetcars fuel economic growth while providing transportation choice, whereas buses typically satisfy transportation needs but are not as effective at attracting developers who want to build along a permanent transit corridor. Because streetcars will not work everywhere, the AA describes how they could interact with Kansas City’s existing bus service, such as the MAX bus rapid transit route and future Jackson County commuter rail opportunities.

The recent renaissance occurring in Downtown Kansas City will serve to maximize the opportunities for the success of the Downtown streetcar as “going Downtown” is once again becoming a major event like it was in the early 20th century, when people come to work, go to dinner, see a show, or experience any number of Kansas City’s tourist draws.

What’s more, there is a growing body of research that indicates there is a large portion of the population that wants to live and work in walkable urban areas. Streetcar transit allows people to live in an urban environment and make many of their daily trips conveniently without the use of an automobile, which will have a positive impact on air quality while simultaneously increase property values along the route.

Financing Main’s Streetcar

The recommended alternative on display today will be financed by sources other than the existing dedicated transit sales taxes, and without sacrificing existing transit services. In fact, an important component of the Downtown Corridor AA is development of a reasonable capital and operations financing plan to secure funding for implementation.

The financing plan may potentially be used to apply for federal funds through New Starts, Small Starts, or other federal programs. Creative leveraging of private funding options, public/private partnership options, and federal grant opportunities will be explored. Ultimately, the preferred financing strategy will be one with great local support—voted on not through a city-wide initiative, but by targeted partners willing to invest in strengthening the downtown Kansas City economy through this project.



RECOMMENDED ALTERNATIVE: STREETCAR ON MAIN ST.

