



# Know the FAQs!

## What is the purpose of the Downtown Corridor Alternatives Analysis?

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 helps to improve corridor accessibility through transit, better connect our major activity and employment centers, and elevate the quality and functioning of our regional transit system. A Partnership Team comprised of representatives from the City of Kansas City, MO; Kansas City Area Transportation Authority; Mid-America Regional Council; and Jackson County, MO has been established to carry forward this vision.

## This sounds familiar - how is this study different from previous transit studies?

This effort will grow 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 Federal Transit Administration is financially supporting the Alternatives Analysis, which is a required step in becoming eligible for federal funds for building a preferred project. Previous study efforts did not secure voter approval for picking a single starter project or a feasible financial plan. Important outcomes of the Downtown Corridor Alternatives Analysis are:

- Identifying the preferred **type of transit** (bus or streetcar) and the **route** it should follow.
- A locally supported **financial plan** for capital costs as well as operations and maintenance.

## Why are you only looking from River Market to Crown Center?

Experience from successful streetcar projects nationwide indicate that it is best to begin with a relatively short **"starter" line** connecting existing traffic generators with areas prime for redevelopment and infill. Downtown Kansas City is a great candidate based on these considerations. The City of Kansas City, MO Council members established this area as part of the resolution passed when applying for the Federal Transit Administration grant.

## Why is Kansas City considering a streetcar?

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 its route.

## Isn't it easier to run more buses instead of building a streetcar line?

Streetcars are about fueling economic growth while providing transportation choice. Buses satisfy transportation needs, but there is little or no economic return for the rest of the City as a result of redevelopment. Since bus routes change, they are not as effective at attracting developers who want to build along a permanent transit corridor. Streetcars do not work everywhere, of course. In many transportation corridors, buses are more cost-effective or appropriate. That is why this study will examine how streetcars would **interact with Kansas City's existing bus service**.





## How will streetcars operate in mixed traffic? Won't this cause more congestion?

Streetcars operate in a mixed lane of traffic in essentially the **same manner that buses do** today, but run along the rails embedded in the roadway surface. The streetcar vehicles are tied into a traffic signal priority that enables the streetcar to clear congested intersections and maintain schedule during heavy traffic. They can improve congestion because they can reduce the need for additional buses and will reduce automobile usage for short trips.

## How will the Locally Preferred Alternative support Transit-Oriented Development (TOD) and what I see Downtown today?

TOD focuses density, encourages a variety of land uses and housing types, creates an environment that is designed for cycling and walking, ensures convenient transit stops and stations, and promotes adequate facilities and attractive street conditions. Additionally, TOD can reduce parking requirements to be comparable with conventional development. The Locally Preferred Alternative and identified supportive transit development policies will encourage higher densities and strategic infill that is consistent with recommendations of the City's **Future Land Use Plan** and the **Greater Downtown Area Plan**.

## How much will it cost?

The Alternatives Analysis is focused on examining the alternatives and developing realistic capital and operating cost estimates to review after alignment alternatives and operating concepts have been developed. They will be based on recent experiences in other cities.

## Who will be paying to implement the Locally Preferred Alternative?

The Locally Preferred Alternative will be financed by sources other than the existing dedicated transit sales taxes and without sacrificing existing transit services. The preferred financing strategy will not be voted on city-wide, but by targeted groups along the corridor who are willing to invest and benefit. A range of options for financing the system will be explored in the Alternatives Analysis, and will be available to present to the public later in the process. With the help of you and the community, we will make a recommendation on the **most reasonable and logical combinations of funding** sources over the short run and long term. The federal government has several programs that can help pay for the construction of a streetcar system. Other cities have worked with local residents, property owners, and businesses to create special taxing or assessment districts to help pay for systems by capturing a portion of the revenue created by new development along streetcar lines. Leveraging public-private partnerships will be key to the successful implementation of a streetcar system.

## How do I get involved?

**Your input matters!** The study will be going out into the community to meet with various groups throughout different stages of the Alternatives Analysis planning process to give updates on the project status, and ask for feedback on various elements. A series of three public open houses will be held during the project, and will be announced as they are scheduled.

- Bookmark MARC's KC Smart Moves website **[www.kcsmartmoves.org](http://www.kcsmartmoves.org)**, and check back often to find project-related materials, announcements, and upcoming events.
- Other questions? Contact Sherri McIntyre, Assistant City Manager for Infrastructure by email at **[sherri.mcintyre@kcmo.org](mailto:sherri.mcintyre@kcmo.org)** or by telephone at: 816-513-6560.