

See What's on Display

We encourage you to walk around the Grand Hall and review the Downtown Corridor AA exhibits. As you do so, please provide your comments to the study team representatives who are positioned near each exhibit. Your input is important to the project, so please share your thoughts, ideas and concerns with us. We want to hear what you think.

Name of Presentation Board	Information Described on the Board
Welcome	Includes information about today's meeting.
Process and Schedule	Describes the planning process and timeframe for the Downtown Corridor AA.
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.
June 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 initial set of seven alignments for the Downtown Corridor that were presented to the public in June.
Tier 1 Evaluation	Describes the evaluation criteria and results of the process to narrow the seven alignment alternatives to two.
August Alignment Alternatives	Maps demonstrating the two alignment alternatives that will be analyzed in a more detailed fashion during the next few weeks to arrive at a single alignment.
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 single Locally Preferred Alternative for mode and alignment and a corresponding financial plan.
Stay Informed	Describes how to access additional project information and who to contact for the project.

Would you like more information?

Bookmark MARC's KC Smart Moves website, 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 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



Participate in the Open House

Modern streetcars like the one on display today, expanded bus service/Bus Rapid Transit (BRT) and "no-build" alternatives are being studied as part of the Downtown Corridor AA. The AA will define a starter line for an expanded regional transit system that serves downtown. The Regional Transit Alliance (RTA) is hosting the Streetcar Party to give you a "sneak peek" at the type of streetcar and bus alternatives that are currently under consideration through the Downtown Corridor AA.

The Downtown Corridor AA open house is open all day until 6:30 p.m. You are welcome to:

- **Review 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.
- **Discover the differences** between the modern streetcar and a bus circulator that uses a dedicated travel lane.
- **Speak with staff** about the Tier 1 evaluation process used to narrow the seven alignment alternatives shown to the public in June to the two on display today.
- **Learn about the detailed Tier 2 analysis** that will be applied during the next few weeks to determine a single, preferred alternative for alignment and mode.
- **Fill out a comment card** before leaving the open house.

Open House #2

Continue the Party in the Grand Hall!

The city of Kansas City, Mo., Kansas City Area Transportation Authority (KCATA), Jackson County, and Mid-America Regional Council (MARC) are displaying **Downtown Corridor Alternatives Analysis (AA)** exhibits related to transit modes and the two alignment alternatives for the downtown starter line in **Union Station's Grand Hall** on **August 23 from 8 a.m. to 6:30 p.m.** for you to review during the Streetcar Party.

Drop in any time – It's an open house!

Meeting participants reviewed exhibits



Meeting participants talked with staff





August Alignment Alternatives

Background

The Downtown Corridor AA 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 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.

What's Next

The Partnership Team and consultants will begin a very detailed analysis of the two alignments and two modal alternatives on display today. Analysis will include, but is not limited to, an assessment of:

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

The analysis will be completed within the next few weeks and will result in a Locally Preferred Alternative (LPA) for a transit connection between River Market and Union Station/Crown Center with a corresponding strategy to fund it by mid-September. The LPA and financing plan will be presented to the community at a public open house and a series of City Council presentations.

The new starter line will connect downtown activity centers such as the River Market.



The Federal Transit Administration is funding the study as a required step to a starter line becoming eligible for federal construction funds.

