

FOR IMMEDIATE RELEASE

May 17, 2018

Media Contact:

Donna Mandelbaum, KC Streetcar Authority, 816.627.2526 or 816.877.3219

Nima Shaffe, KCATA, 816.946.0708 or 816.346.0258

PROJECT TEAM REFINES PROPOSED STOP LOCATIONS FOR KC STREETCAR MAIN STREET EXTENSION TO UMKC

(Kansas City, Missouri) – The KC Streetcar project team, consisting of the KC Streetcar Authority (KCSA), the KC Area Transportation Authority (KCATA), the City of Kansas City, MO (KCMO), and the consultant team led by HDR, Inc., has continued to advance the project planning for the Main Street Extension to UMKC, including work to refine streetcar stop locations, track alignments, and coordinated transit connections.

Since the first public meeting held in April, the project team has made refinements to the proposed stop locations based on additional technical analysis and community input.

Modifications to the original station stop recommendations include shifting the previously proposed Linwood stop to 31st Street and placing the Cleaver Blvd stop between Cleaver Blvd and Ward Parkway.

The refined list of transit stop locations is as follows:

- 27th Street
- 31st Street
- Armour Boulevard
- 39th Street
- 43rd Street
- 45th Street
- Cleaver Boulevard/ Ward Parkway
- 51st Street

The final station stop decisions are supported and reinforced by a strong data-driven and community-driven process. The final locations selected result in the following key outcomes:

- Provide for equitable access to streetcar service for the entire corridor (five-minute walk or better from anywhere on the alignment)
- Fill gap in coverage that existed in the initial recommendations
- Responds directly to public input received

- Serve a greater number of people and jobs within a five-minute walk than the initial recommendations
- Improve station stop spacing and route-wide operational performance
- Directly support initial evaluation criteria related to regional connectivity, bus integration, ridership, pedestrian demand, and economic development
- Define the approximate location of station stops that will be carried forward into the design

“The Main Street extension of the streetcar will provide great opportunities to improve regional transit connections by integrating streetcar and bus services into a comprehensive system,” said Richard Jarrold, Senior Vice President, Strategic Planning & Economic Development with the KCATA. “Using community input to establish streetcar stops is critical to developing the coordinated system,” continued Jarrold.

Initial station stop-screening efforts involved looking at essentially every intersection of public streets along the southern route. The analysis was conducted by the project team and also vetted by a working group composed of corridor stakeholders at several key project milestones. The criteria stops were evaluated against include:

- Regional Connectivity
- Bus Integration
- Potential Ridership
- Pedestrian Demand
- Economic Development
- Local Expressed Desire
- Spacing
- Curb Stop Need

“In order to build the best streetcar extension for Kansas City and position us to compete for federal funding, we are looking at closely at community needs, equitable access to service, and operational efficiency and cost as key system considerations,” said Tom Gerend, executive director of the KCSA.

Station-stop locations were just one piece of the overall information shown at the public meeting, which also presented an overview of the study process, the TDD, and the Best Lane analysis.

A full report about the analysis and design work for the proposed streetcar stop locations is located on the KC Streetcar website, www.kcstreetcar.org/mainstreet-extension.

For KC Streetcar media inquiries, contact Donna Mandelbaum with the KC Streetcar Authority at 816.627.2526 (office), 816.877.3219 (cell) or by email at dmandelbaum@kcstreetcar.org. For KCATA media inquiries, contact Nima Shaffe with the KCATA at 816.946.0708 or 816.346.0258 or by email at media@kcata.org.

###