Connect. Thrive. Develop.
Why go to the Riverfront?

KC Streetcar is a proven catalyst for development & connecting people to Downtown.

- **$2 billion** in adjacent development: new businesses, hotels, apartments & amenities
- **10** surface parking lot conversions to new active uses
- **40% increase** in downtown residential density
- **2 million** passenger trips
  - 5,830 daily average trips
To connect people to the Riverfront & connect the Riverfront to Downtown.

Berkley Riverfront Existing & Planned Amenities:
- Events, Festivals & Concerts
- Lighted Sand Volleyball Courts
- Sports Courts, Yoga & Pilates
- Walking & Biking Trails
- Dog Park & Hangout
- Retail & Offices
- Luxury Apartments
- Resort-style Pool & Sundeck
Opportunities to Connect

- Integrate with bus routes & potential future bicycle / pedestrian connections
- Streamline Riverfront & Downtown access; offer parking alternatives
- Allow for future Streetcar expansions
What makes a Streetcar route feasible?

**COST TO BUILD**

- Will it require a new bridge?
- What is the length of track?

**COST TO OPERATE**

- Are riders going out of their way?
- Can we maintain route timetables?
- Travel time & number of streetcars required to support the route
Streetcar Options Considered

1. **3rd Street**
   - An 870 foot bridge over railroad tracks is expensive
   - The steep grade causes safety issues and excessive wear-and-tear on streetcars

2. **5th Street**
   - Additional track length increases costs
   - And a 1,350 foot bridge is even more expensive
Streetcar Options Considered

Grand Boulevard
- Use of existing bridge is less expensive
- Grades are manageable

Loop End
- More track required for loop around end
- Curved track is more expensive & can be noisy
- Additional stop requires more money
Streetcar Options Considered

**Grand Boulevard**
- Shorter distance with less track to construct
- Use of existing bridge is less expensive
- Grades are manageable

**Stub End – Preferred Route**
- Less track to construct
- Easier to expand to the east in the future
- Less noise
Streetcar Study Summary

### WHAT MAKES A ROUTE FEASIBLE?

<table>
<thead>
<tr>
<th>OPERATIONS</th>
<th>SAFETY</th>
<th>COST</th>
<th>FUTURE EXPANSIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usability</td>
<td>Maintain Timing</td>
<td>Steep Grade</td>
<td>Dangerous Condition</td>
</tr>
</tbody>
</table>

#### Levels of Difficulty:
- Not Feasible
- Difficult
- Challenging
- Preferred

1. **3RD STREET (TO CAMPBELL)**
   - Not Feasible
   - Difficult
   - Challenging
   - Preferred

2. **5TH STREET (TO LYDIA)**
   - Preferred
   - Difficult
   - Challenging
   - Not Feasible

3. **GRAND BLVD. W/ LOOP END**
   - Preferred
   - Difficult
   - Challenging
   - Not Feasible

4. **GRAND BLVD. W/ STUB END**
   - Preferred
   - Difficult
   - Challenging
   - Not Feasible
Bike, Pedestrian & Bus Connections

**Existing Connections:**
- Bike & Pedestrian: Safe access via Town of Kansas Bridge & Lydia Ave.
- KCATA Routes:
  - Route 77 over the Grand Blvd. Bridge
  - Many routes converge at 3rd & Grand
  - Routes 239, 34X & 36X pass near the Riverfront on I-29/I-35

**Study Recommendations:**
- Transfer stations between streetcar & buses on the Riverfront
- Dedicated pedestrian & bike path along Grand Blvd. Bridge
- Parking options on the Riverfront such as Park-n-Ride to connect via streetcar to downtown neighborhoods
How will the proposed Streetcar route be funded?

- Revenues generated from new development on the Riverfront
- State / Federal programs and grants
- Multi-modal grants
- Existing funding streams

Funding strategy would not take away from other city services such as: street maintenance, bus funds, or recently approved GO Bond funds.
Next steps: Streetcar to the Riverfront

1. Study Phase
   - Which route is more feasible?
   - How much will it cost?

2. Financial
   - Identify local & federal funding opportunities

3. Design
   - Where should station stops be located?
   - What type of shelter should be installed at each stop?
   - Where do power poles go?

4. Construction
   - Communication with those along the route who will be affected by the construction.
   - Utility coordination (such as electric, water, gas, cable, etc.)

5. Testing
   - Dry-run testing & careful consideration for rider safety.

6. Ongoing Operations
   - Riders are ready to board!
   - Ongoing maintenance is provided