

Best-Lane Matrix (Clever II - Pershing)






The following describes the key differentiators between the two streetcar concepts shown tonight. In addition to the characteristics described below, other factors will also be taken into consideration as the project advances into a design phase. Some examples include where underground utilities are located, a more detailed review of the topography of the corridor, and construction cost estimates.

GENERAL CHARACTERISTICS


	CENTER RUNNING <small>in Mixed Traffic</small>	OUTSIDE RUNNING <small>in Mixed Traffic</small>
Where does the streetcar run?	In the inside, or center lanes of the street. Tracks are separated from parking lanes and sidewalks by one or more lanes of vehicle traffic.	In the outside lanes of the street, next to the curb or on-street parking space.
Where are the station stops?	Station stops, or platforms, are in the center of the street and accessed via signalized crosswalk.	Station stops are usually "bumped out" from the curb. Stops are adjacent to a single flow of traffic.

CRITERIA & TRADEOFFS


HOW WILL IT AFFECT OTHER TRAFFIC?

 Turning On & Off Main Street	More restrictions on how cars can turn on and off Main Street. i.e., raised, concrete medians will be added and left turns will be restricted along much of the corridor.	Little restriction on traffic turning on to and off of Main Street. ★
 Driveway Access	90-95% of the driveways on Main Street would be restricted by a median.	1-5% of the driveways restricted by a median. ★
 Intersection Left-Turn Lanes	9 complete left-turn prohibitions.	No complete left-turn prohibitions; some time-of-day left-turn restrictions (similar to current conditions). ★
 Bikes & Trails	Bicyclists typically travel at the curb, or outside lane. Center-running track separates the streetcar from bicycles. ★	Bicyclists would be encouraged to use alternative designated bike routes.
 Bus Integration	Buses cannot share the station stop with streetcar because bus doors and the platforms are on opposite sides.	Streetcar stops can be designed to accommodate buses and bus bridging. ★



HOW IS ON-STREET PARKING IMPACTED?

 On-Street Parking / Loading	290-310 on-street parking spaces available.	350-375 on-street parking spaces available. ★
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HOW DO THE PASSENGER EXPERIENCES DIFFER?

 Pedestrian Needs	Platforms are in the middle of the street (accessed via crosswalk), and platform capacity is limited.	Passengers can "spill" onto the adjacent sidewalks, creating overflow capacity. Passengers access the platform directly from the sidewalk. ★
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HOW ARE STREETCAR OPERATIONS AFFECTED?

 Reliability	Turn restrictions permit the possibility of more efficient operations (e.g., no waiting behind a left-turning vehicle). Operating away from parked vehicles reduces potential for delay due to vehicles parked "over the line." ★	Vehicles parked over the white line will impact streetcar operations.
 Travel Time / Efficiency	One-way travel time from Union Station to UMKC: 15-17 minutes. Potential to convert to dedicated lane in the future.	One-way travel time from Union Station to UMKC: 15-17 minutes.

★ Alternative performs better in this category.