RideKC Smart Moves 3.0 Regional Transit & Mobility Plan is the region’s long-term vision for transit, including the expansion of streetcar as a near-term strategy.

Purpose + Need

Connect:
- **Strengthen** the spine of our regional transportation system
- **Improve** transit connections
- **Link** neighborhoods, businesses, institutions & employment centers

Thrive:
- **Advance** RideKC Smart Moves Regional Transit & Mobility Plan
- **Extend** the benefits of the Downtown starter line *(approaching 4 million rides)*

Develop:
- **Proven** catalyst for economic development
- **Support** goals of Main Street Overlay & Midtown/Plaza Area Plan
Extending the benefits of the Downtown starter line

WHO is Riding the KC Streetcar?

76% KC METRO RESIDENTS

24% VISITORS

65% of streetcar riders CHOOSE TO RIDE
(meaning they have a vehicle available but choose to take the streetcar instead)

More than 90% ARE RIDING TO A DESTINATION
(Joy-riding is at 3% on weekdays, 8% on weekends)

38% of riders LIVE DOWNTOWN

43% of these riders, ARE RIDING TO WORK

RIDERS are using the streetcar to CIRCULATE DOWNTOWN
(streetcar is connecting districts)

*According to an in-person survey conducted on-board the KC Streetcar in fall 2017.

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The goal of this project phase is to...

- Answer two fundamental questions about the Extension:
  1. Where should stops be located?
  2. Which lane(s) of the road should the streetcar run?
- Recommend transit connections and modifications to the bus system that support an integrated regional transit system
- Advance a request for federal funding

This extension will run from the end of the starter line at Union Station, south along Main Street to the vicinity of 51st Street.
The input received at tonight’s meeting will help the Project Team advance the extension into the Design Phase.

Proposed timeframes are approximate and subject to change.

Main Street Extension to UMKC
Transit Connections & Modifications

- Streetcar would operate from Downtown to UMKC
- Streetcar replaces Main MAX – strengthening the spine of our regional transit system
- New bus connector route would offer frequent service between the streetcar route, Plaza, Brookside & Waldo
- East/west connectivity through planned transfer connections
- Streetcar would provide connections to:
Station Stop Locations

Proposed stop locations were evaluated against key criteria:

- Regional connectivity
- Bus integration
- Ridership
- Economic development potential
- Pedestrian demand/Land use
- Spacing (cost + travel time)
- Equitable access to service (5 min. walk)
- Informed by previous studies
Data-driven Process Informed by Public Input

1a. DEVELOP STOP LOCATIONS
   By Intersection

   - REGIONAL CONNECTIVITY
     Does the location serve an existing or future regional transit need (e.g. east-west connection)?

   - BUS INTEGRATION
     Is there a need or desire to have a shared streetcar / bus stop or a nearby transfer?

   - RIDERSHIP
     Does the location have high bus ridership and/or would it have forecasted streetcar ridership?

   - PEDESTRIAN DEMAND
     Does the location serve high-pedestrian demand and/or pedestrian-oriented land uses?

   - ECONOMIC DEVELOPMENT
     Is there an opportunity for (re)development here?

   - LOCAL EXPRESSED DESIRE
     Have Stakeholders and/or the public expressed interest in a stop near this location?

   - SPACING
     Does a stop here provide a reasonable/desirable distance from adjacent stops?

   - PHYSICAL CAPABILITY
     Does the sidewalk and street allow for a stop to physically fit at this location?

1b. DEVELOP BEST-LANE ALTERNATIVES
   By Segment

   - ON-STREET PARKING / LOADING
     Is there a need for on-street parking and/or loading on one or both sides of the street?

   - THROUGH LANES
     How many vehicular through lanes are needed?

   - DRIVEWAY ACCESS
     Is there a need to access businesses between intersections (especially via left turns)?

   - INTERSECTION LEFT TURNS
     Is there a need to allow left-turns at intersections?

   - PEDESTRIAN NEEDS
     Does the segment allow space for pedestrians and waiting riders (if a stop is planned within the segment)?:

   - BIKE & TRAIL INTEGRATION
     What provisions are needed to integrate the Trolley Track Trail and bicycles?

   - UTILITIES
     Would utility issues create conflicts with streetcar tracks in a given lane?

   - CURB STOP NEEDED
     Do other factors dictate need for a curb stop (e.g. local development, shared bus stops or system considerations)?

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2. SYSTEM CONSIDERATIONS

   - OPERATIONAL EFFICIENCY
     Does the width of the sidewalk and street allow for a stop to physically fit at this location?

   - COST
     Does the width of the sidewalk and street allow for a stop to physically fit at this location?

   - CONSTRUCTABILITY
     Does the width of the sidewalk and street allow for a stop to physically fit at this location?

   - PUBLIC INPUT
     Does the width of the sidewalk and street allow for a stop to physically fit at this location?

3. COMPARE ALTERNATIVES
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

<table>
<thead>
<tr>
<th>Where does the streetcar run?</th>
<th>CENTER RUNNING in Mixed Traffic</th>
<th>OUTSIDE RUNNING in Mixed Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td>In the outside lanes of the street, next to the curb or on-street parking space.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Where are the station stops?</th>
<th>CENTER RUNNING in Mixed Traffic</th>
<th>OUTSIDE RUNNING in Mixed Traffic</th>
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<tbody>
<tr>
<td>Station stops, or platforms, are in the center of the street and accessed via signalized crosswalk.</td>
<td>Station stops are usually &quot;bumped out&quot; from the curb. Stops are adjacent to a single flow of traffic.</td>
<td></td>
</tr>
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</table>

### Criteria & Tradeoffs

#### How Will It Affect Other Traffic?

<table>
<thead>
<tr>
<th>Turning On &amp; Off Main Street</th>
<th>CENTER RUNNING in Mixed Traffic</th>
<th>OUTSIDE RUNNING in Mixed Traffic</th>
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</thead>
<tbody>
<tr>
<td>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.</td>
<td>Little restriction on traffic turning on to and off of Main Street.</td>
<td></td>
</tr>
</tbody>
</table>

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<tr>
<th>Driveway Access</th>
<th>CENTER RUNNING in Mixed Traffic</th>
<th>OUTSIDE RUNNING in Mixed Traffic</th>
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<tr>
<td>90-95% of the driveways on Main Street would be restricted by a median.</td>
<td>1-5% of the driveways restricted by a median.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>Intersection Left-Turn Lanes</th>
<th>CENTER RUNNING in Mixed Traffic</th>
<th>OUTSIDE RUNNING in Mixed Traffic</th>
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<tr>
<td>9 complete left-turn prohibitions.</td>
<td>No complete left-turn prohibitions; some time-of-day left-turn restrictions (similar to current conditions).</td>
<td></td>
</tr>
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<table>
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<tr>
<th>Bikes &amp; Trails</th>
<th>CENTER RUNNING in Mixed Traffic</th>
<th>OUTSIDE RUNNING in Mixed Traffic</th>
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<tbody>
<tr>
<td>Bicyclists typically travel at the curb, or outside lane. Center-running track separates the streetcar from bicycles.</td>
<td>Bicyclists would be encouraged to use alternative designated bike routes.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>Bus Integration</th>
<th>CENTER RUNNING in Mixed Traffic</th>
<th>OUTSIDE RUNNING in Mixed Traffic</th>
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<tbody>
<tr>
<td>Buses cannot share the station stop with streetcar because bus doors and the platforms are on opposite sides.</td>
<td>Streetcar stops can be designed to accommodate buses and bus bridging.</td>
<td></td>
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</tbody>
</table>

#### How Is On-Street Parking Impacted?

<table>
<thead>
<tr>
<th>On-Street Parking / Loading</th>
<th>CENTER RUNNING in Mixed Traffic</th>
<th>OUTSIDE RUNNING in Mixed Traffic</th>
</tr>
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<tbody>
<tr>
<td>290-310 on-street parking spaces available.</td>
<td>350-375 on-street parking spaces available.</td>
<td></td>
</tr>
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</table>

#### How Do the Passenger Experiences Differ?

<table>
<thead>
<tr>
<th>Pedestrian Needs</th>
<th>CENTER RUNNING in Mixed Traffic</th>
<th>OUTSIDE RUNNING in Mixed Traffic</th>
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<tbody>
<tr>
<td>Platforms are in the middle of the street (accessed via crosswalk), and platform capacity is limited.</td>
<td>Passengers can “spill” onto the adjacent sidewalks, creating overflow capacity. Passengers access the platform directly from the sidewalk.</td>
<td></td>
</tr>
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</table>

#### How Are Streetcar Operations Affected?

<table>
<thead>
<tr>
<th>Reliability</th>
<th>CENTER RUNNING in Mixed Traffic</th>
<th>OUTSIDE RUNNING in Mixed Traffic</th>
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<tr>
<td>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.”</td>
<td>Vehicles parked over the white line will impact streetcar operations.</td>
<td></td>
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<tr>
<th>Travel Time / Efficiency</th>
<th>CENTER RUNNING in Mixed Traffic</th>
<th>OUTSIDE RUNNING in Mixed Traffic</th>
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<tr>
<td>One-way travel time from Union Station to UMKC: 15-17 minutes. Potential to convert to dedicated lane in the future.</td>
<td>One-way travel time from Union Station to UMKC: 15-17 minutes.</td>
<td></td>
</tr>
</tbody>
</table>
Tell us **WHY** you prefer an outside-running streetcar
| CENTER RUNNING
| in Mixed Traffic |

Tell us **WHY** you prefer a center-running streetcar