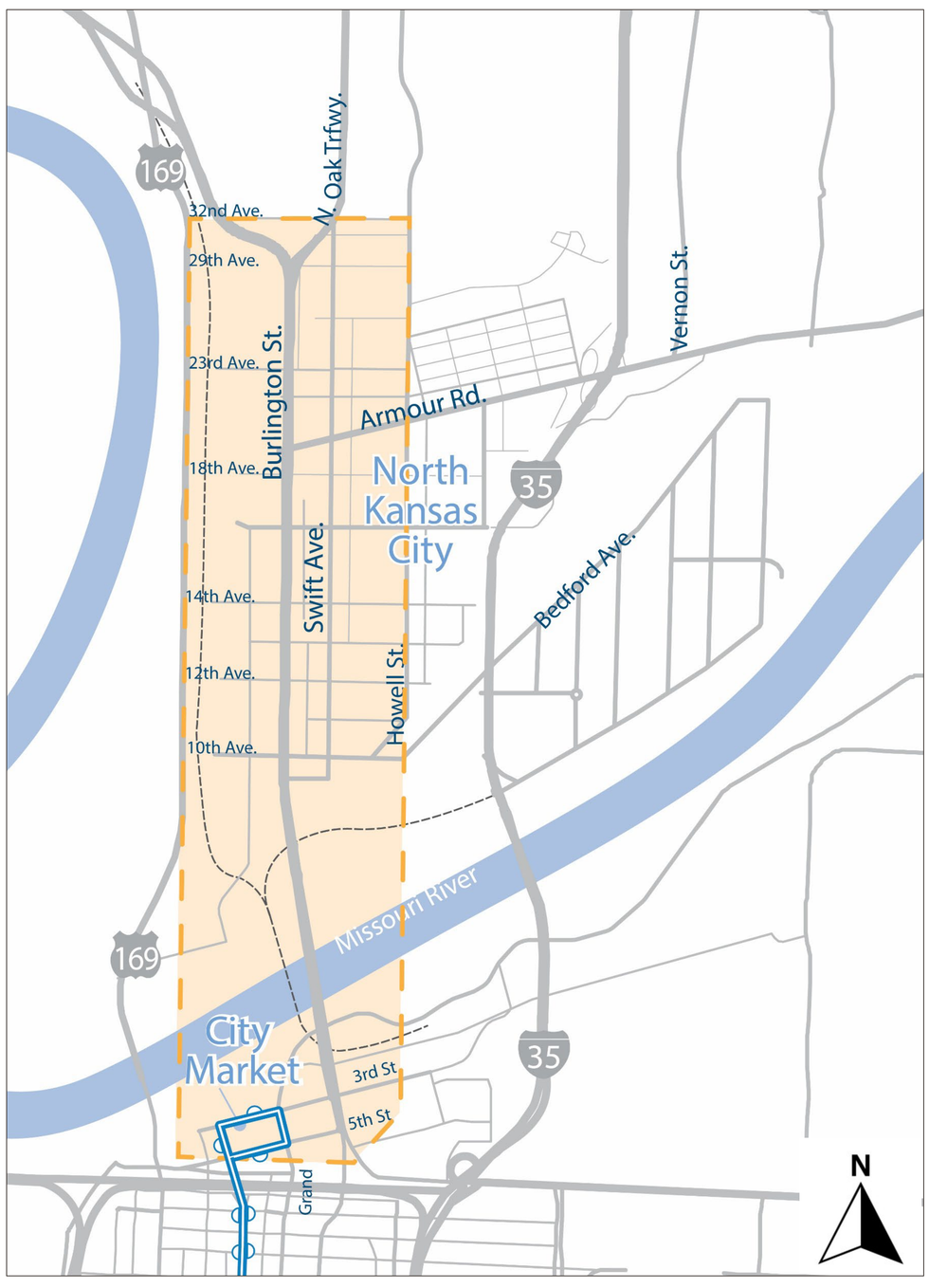
Welcome!

NorthRail Streetcar Extension Refresh Study Open House



At this meeting, you will have the opportunity to comment on different options along a potential streetcar expansion into North Kansas City. For each section, you will have the opportunity to provide feedback and then "vote" with a sticker on which option you would prefer.

The project has been divided into three segments:

1) <u>South of the Missouri River:</u> connecting the Heart of America (Route 9) bridge with the existing service in the River Market
2) <u>Missouri River Crossing:</u> from 3rd Street in Kansas City to 10th Avenue in North Kansas City
3) <u>North Kansas City:</u> from 10th Avenue to 32nd Avenue

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NorthRail Streetcar Extension Refresh Study

Tell us your thoughts!

South of River | Option 1: 3rd / 5th Couplet

Screening Criteria	Score	Notes
Technical Feasibility	−	5th and Delaware curve has complex curves
Operational Flexibility	+	Flexible Option with River Market Loop Allows Main Street service to split to River Front and NKC Allows NKC to Function Independently Provides Flexibility for Special Events
Multimodal Integration		
Transit Routes	+	Potential conflicts with bus stops at 3rd and Grand Accommodate Streetcar Extension East on Independence
Bicycle Facilities	−	Bicycle lanes parallel to tracks with no buffer Protected cycle track could be an option
Pedestrian Facilities	−	Narrow sidewalks on north side of 5th near Grand
Auto / Truck Facilities	+	Mixed traffic, but not a high-volume roadway
Economic Development Opportunities	+	Redevelopment potential for properties along 3rd Supports a stop near Columbus Park
Compatibility with Surrounding Land Uses	+	Compatible Mixed-Use Environment
Parking / Loading Impacts	+	No significant impact
Right-of-Way Impacts	+	No significant impact
Capital Cost	**$28.6M**	In current construction dollars (millions)

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Tell us your thoughts!

South of River | Option 2: 2-Way 3rd Street

Screening Criteria	Score	Notes
Technical Feasibility	−	5th and Delaware curve has complex curves
Operational Flexibility	+	Flexible Option with River Market Loop Allows Main Street service to split to River Front and NKC Allows NKC to Function Independently Provides Flexibility for Special Events
Multimodal Integration		
Transit Routes	−	Potential conflicts with bus stops at 3rd and Grand
Bicycle Facilities	−	Bicycle lanes parallel to tracks with no buffer
Pedestrian Facilities	−	No sidewalks on south side of 3rd Street between Locust and Cherry
Auto / Truck Facilities	+	Mixed traffic, but not a high-volume roadway
Economic Development Opportunities	−	Redevelopment potential for properties along 3rd Does not support a stop near Columbus Park
Compatibility with Surrounding Land Uses	+	Compatible Mixed-Use Environment
Parking / Loading Impacts	+	No significant impact
Right-of-Way Impacts	+	No significant impact
Capital Cost	**$25.7M**	In current construction dollars (millions)

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Which do you prefer? (place a dot)

South of Missouri River

Potential Stations

Potential NorthRail Alignment

Study Corridor

Existing Streetcar

3rd / 5th Couplet

Potential Stations

Potential NorthRail Alignment

Study Corridor

Existing Streetcar

2-Way 3rd Street

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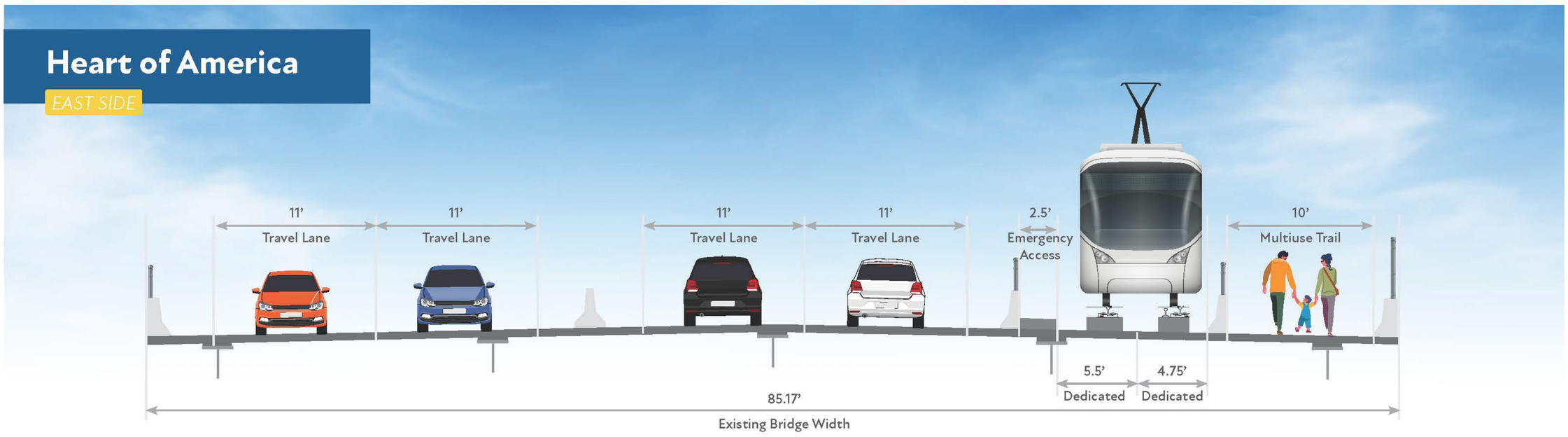
Tell us your thoughts!
HOA Bridge | Option 1: East Side Crossing



Screening Criteria	Score	Notes
Vehicular Impacts	+	Bridge would function at LOS D, under capacity Can avoid impacted traffic signal at 10th Avenue
Feasibility and Constructability	−	Clearance under Route 9 at 3rd and 5th, may restrict truck traffic
Operational Flexibility	+	<2 minutes to cross the bridge, allowing for 10-minute headways Allows MoDOT bridge inspection from both sides
Multimodal Integration		
Transit Routes	+	No impact to existing routes
Bicycle Facilities	+	No impact to existing routes
Pedestrian Facilities	+	No impact to existing routes
Capital Cost	**$32.9M**	In current construction dollars (millions)

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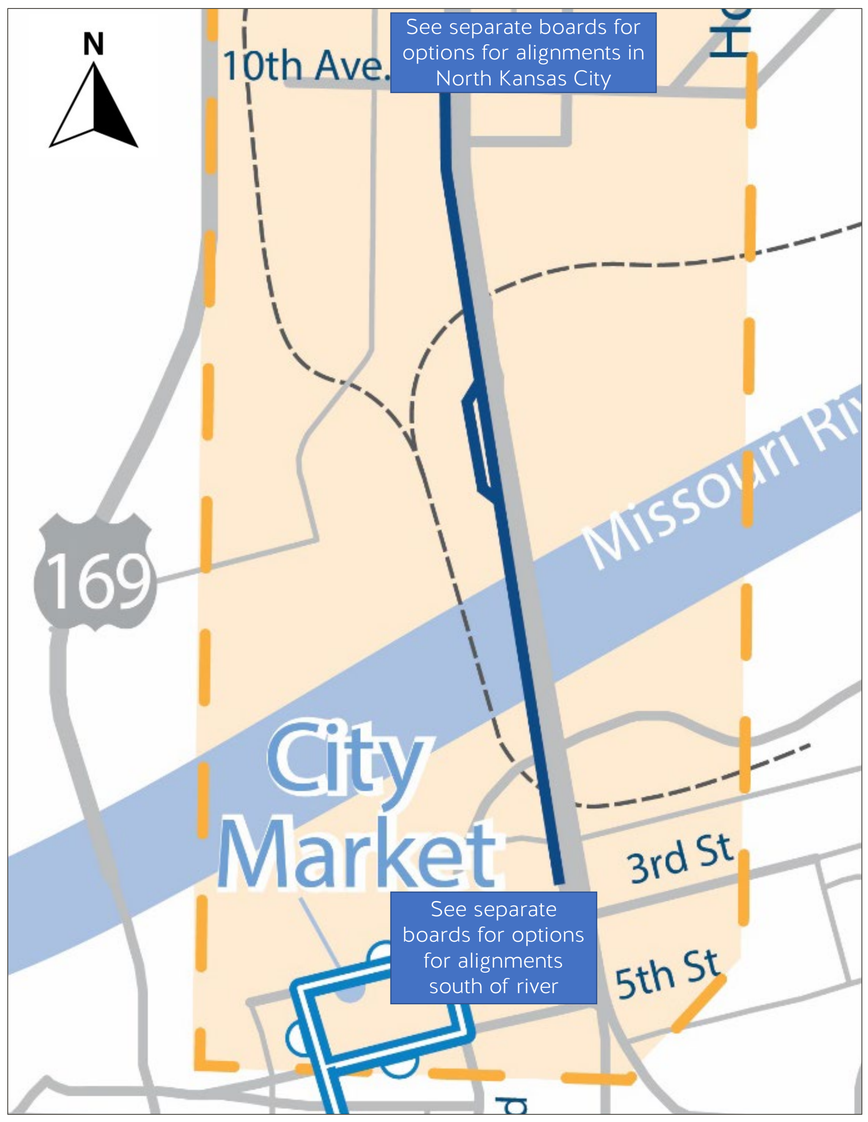
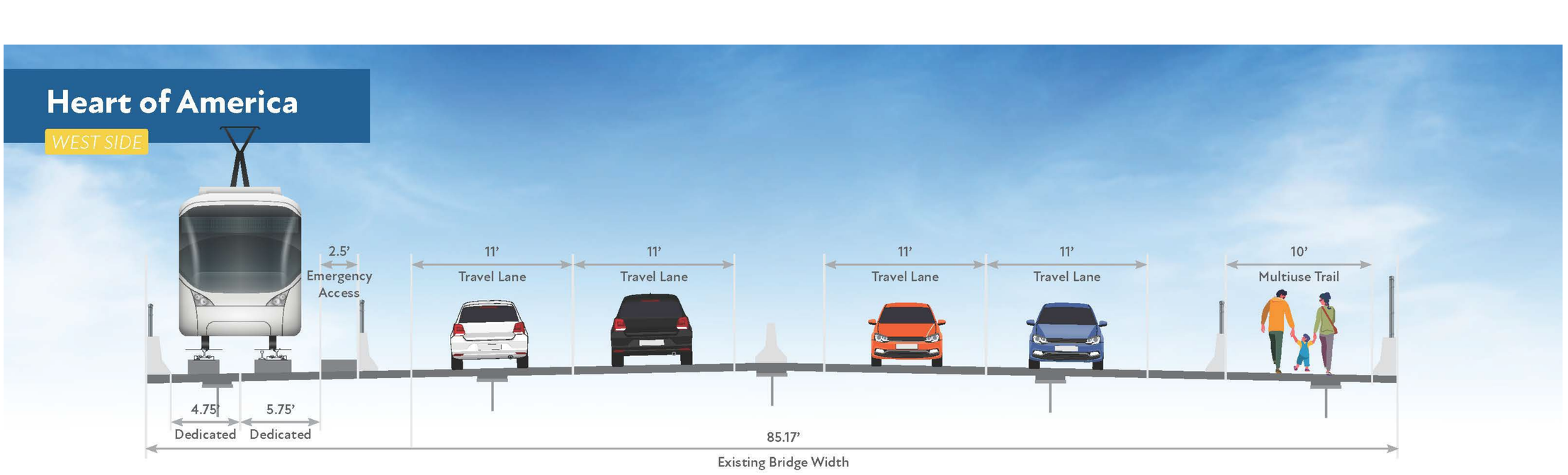
Tell us your thoughts!
HOA Bridge | Option 2: West Side Crossing





Screening Criteria	Score	Notes
Vehicular Impacts		Bridge would function at LOS D, under capacity May require new signalized crossing near 10th Avenue
Feasibility and Constructability	+	No significant issues
Operational Flexibility	–	<2 minutes to cross the bridge, allowing for 10-minute headways Restricts bridge inspection by MoDOT
Multimodal Integration		
Transit Routes	+	No impact to existing routes
Bicycle Facilities	+	No impact to existing routes
Pedestrian Facilities	+	No impact to existing routes
Capital Cost	**$22.0M**	In current construction dollars (millions)

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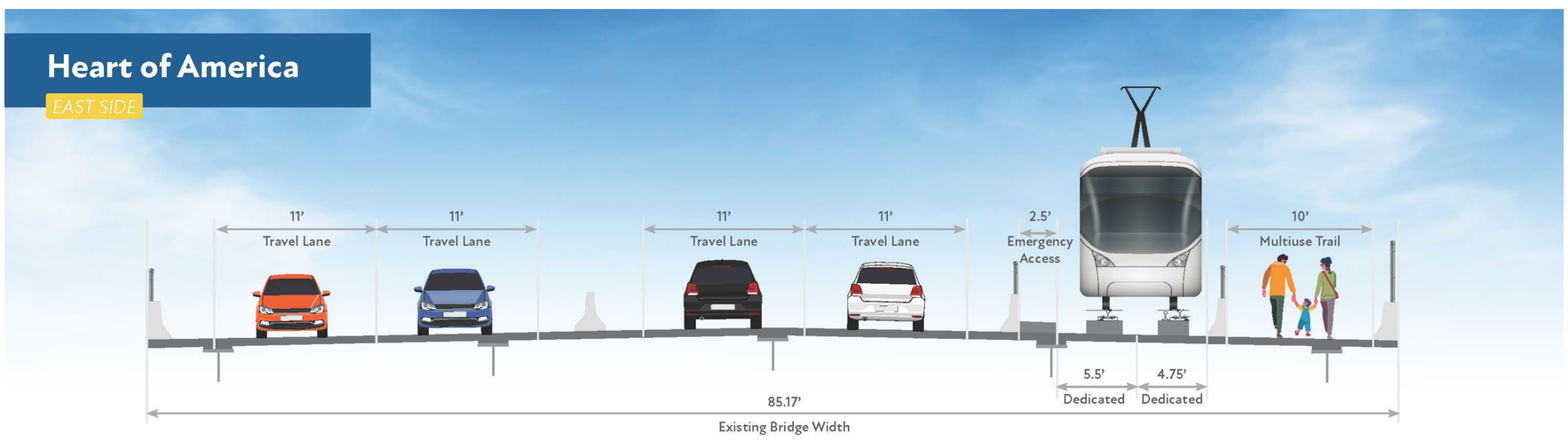
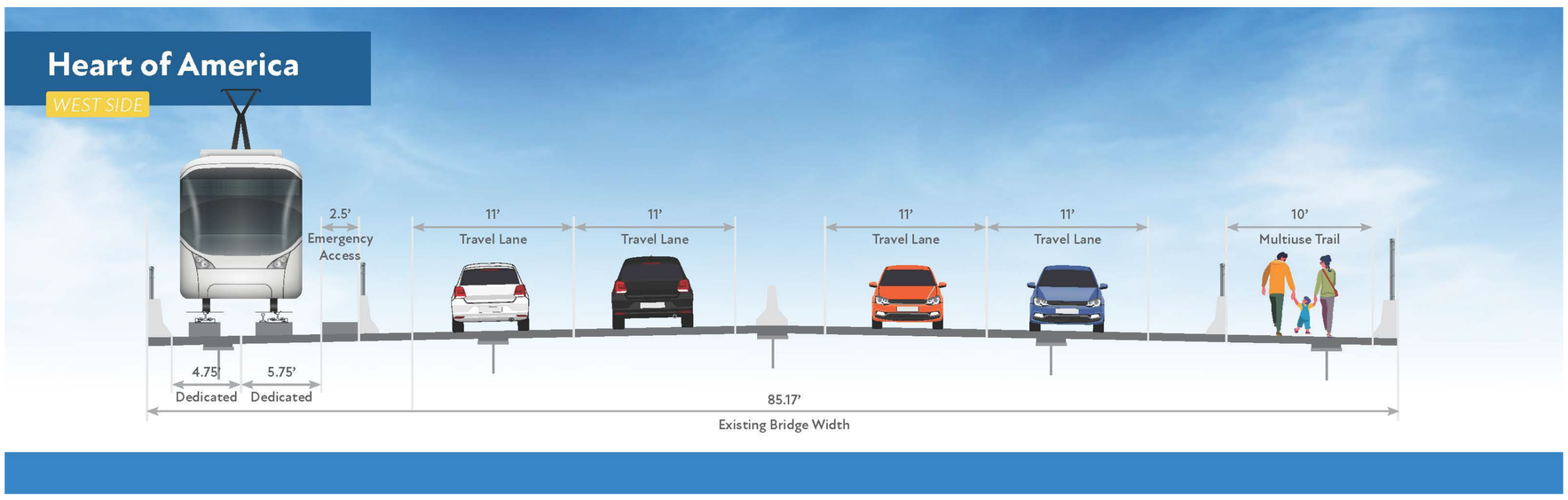
Which do you prefer? (place a dot)

Missouri River Crossing



East Side Crossing



West Side Crossing

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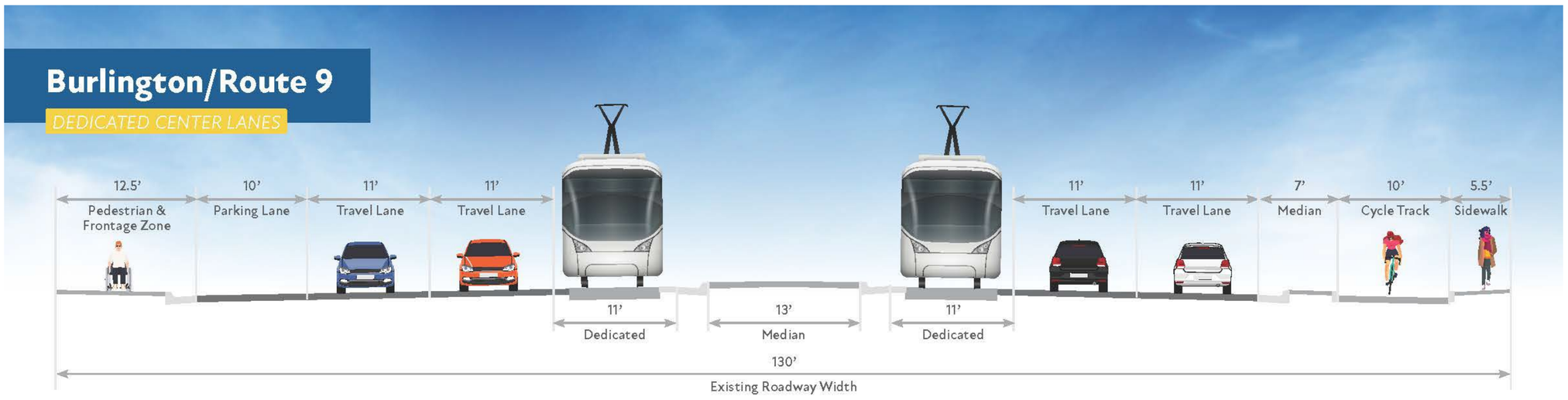
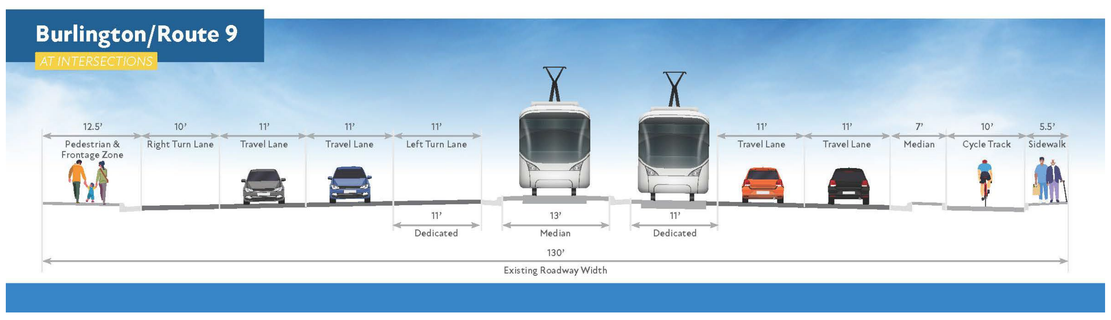
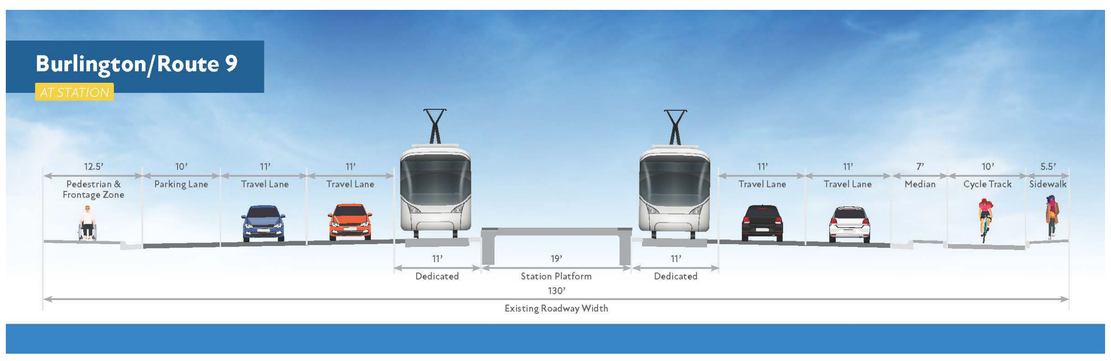
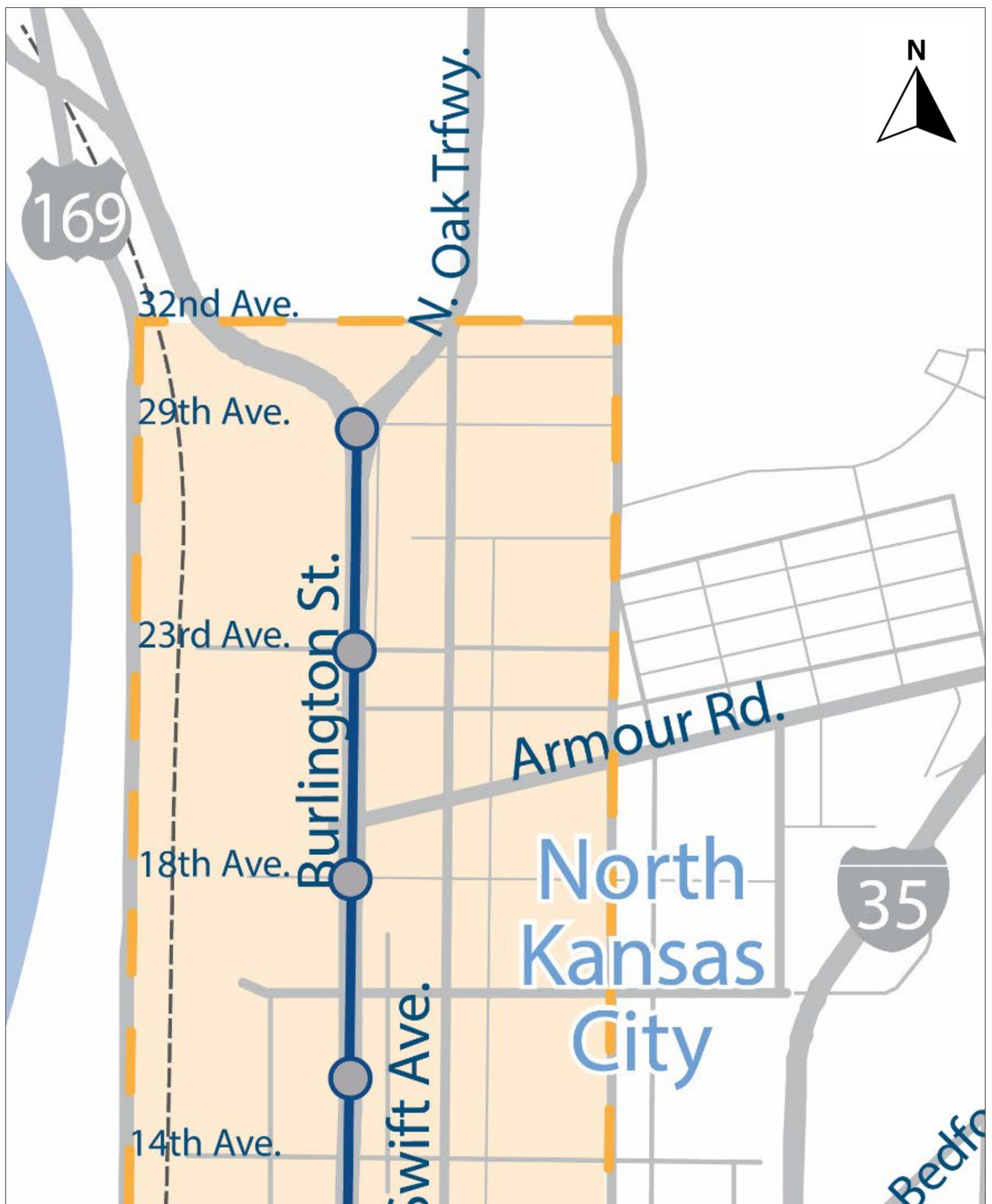
Tell us your thoughts!
North Kansas City | Option 1: Burlington Alignment







Screening Criteria	Score	Notes
Major Activity Centers Served	9	
Density Measures		
Employment	3,620	Estimated within ¼-mile
Population	1,475	Estimated within ¼-mile
Vulnerable Population Index	4	
Technical Feasibility	–	Permitting and Maintenance Agreements with MoDOT Required
Transit Running Time	12:55	Minutes : Seconds
Operational Flexibility	+	Dual track provides flexibility
Multimodal Integration		
Transit Routes	–	Increase in congestion could impact bus reliability
Bicycle Facilities	+	Protected cycle tracks provided
Pedestrian Facilities	+	Pedestrian crossings significantly reduced
Auto / Truck Facilities	●	Significant reduction in capacity – significant traffic volumes would divert to other paths
Economic Development Opportunities	+	The re-imagined streetscape would create significant opportunities to re-purpose existing buildings to more transit and pedestrian-oriented purposes
Compatibility with Surrounding Land Uses	●	Existing land uses focus on industrial, office space, car sales and maintenance, and utilities
Parking / Loading Impacts	+	Limited docks that utilize Burlington for truck maneuvers
Right-of-Way Impacts	+	Likely eliminates the need for ROW Acquisition
Capital Cost	$129.7M	In current construction dollars (millions) Includes Streetcar Vehicles
Operating & Maintenance	$6.3M	Annual Operating Costs



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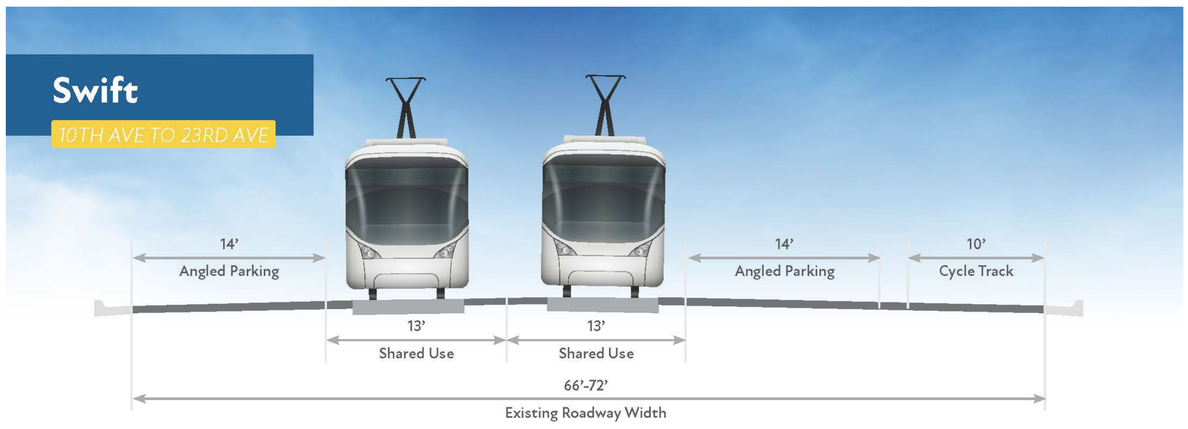
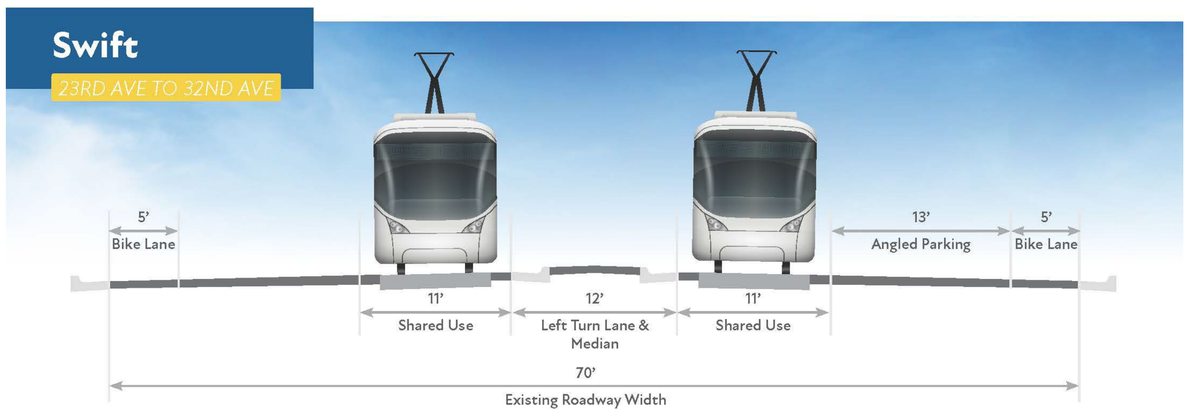
Tell us your thoughts!
North Kansas City | Option 2: Swift Alignment





Screening Criteria	Score	Notes
Major Activity Centers Served	15	
Density Measures		
Employment	4,020	Estimated within ¼-mile
Population	1,950	Estimated within ¼-mile
Vulnerable Population Index	4	
Technical Feasibility	+	No significant issues
Transit Running Time	12:30	Minutes : Seconds
Operational Flexibility	+	Dual track provides flexibility
Multimodal Integration		
Transit Routes	+	Connects with existing bus service
Bicycle Facilities	+	Options for protected / buffered bicycle lanes
Pedestrian Facilities	+	Pedestrian crossings distances minimized
Auto / Truck Facilities	+	Sufficient capacity to support
Economic Development Opportunities	+	Area master planned as Downtown District north of 12th, with pedestrian and transit-oriented businesses existing and encouraged
Compatibility with Surrounding Land Uses	+	Median and High Density residential along corridor combined with pedestrian scale businesses
Parking / Loading Impacts	–	Limited docks may need to be reconfigured
Right-of-Way Impacts	+	No significant impact anticipated
Capital Cost	$142.7M	In current construction dollars (millions) Includes Streetcar Vehicles
Operating & Maintenance	$7.9M	Annual Operating Costs

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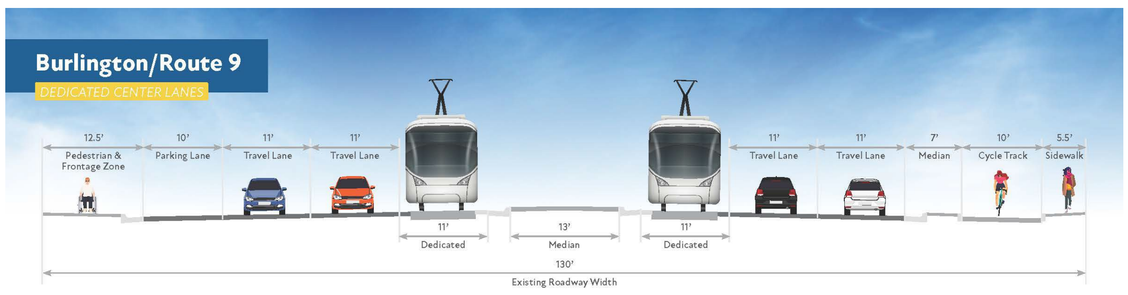
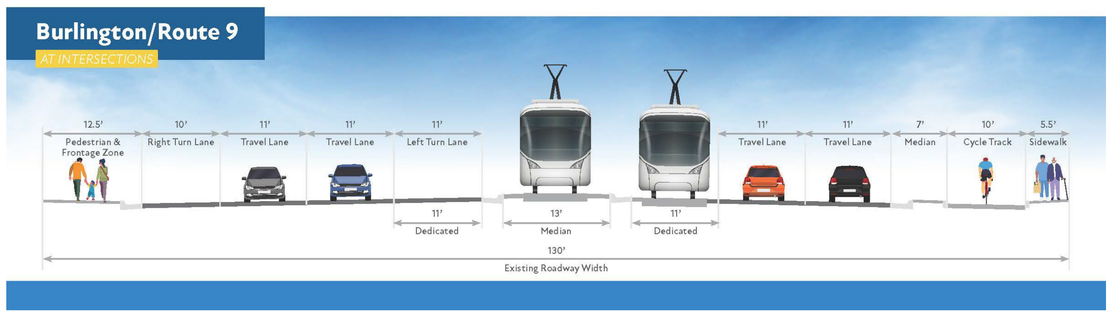
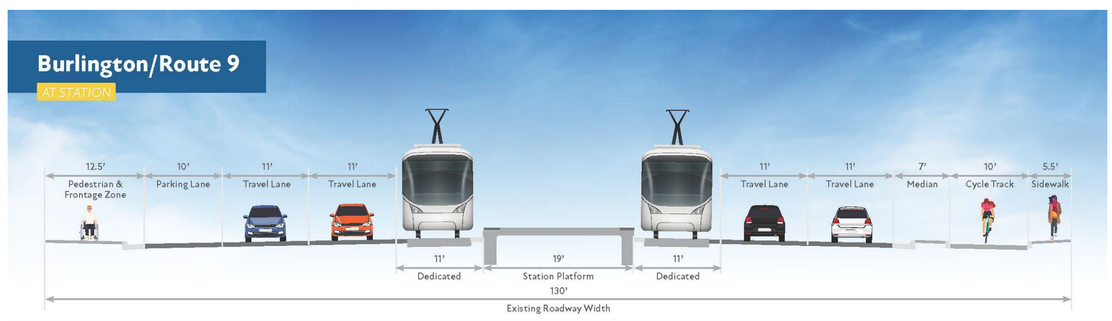
Which do you prefer? (place a dot)

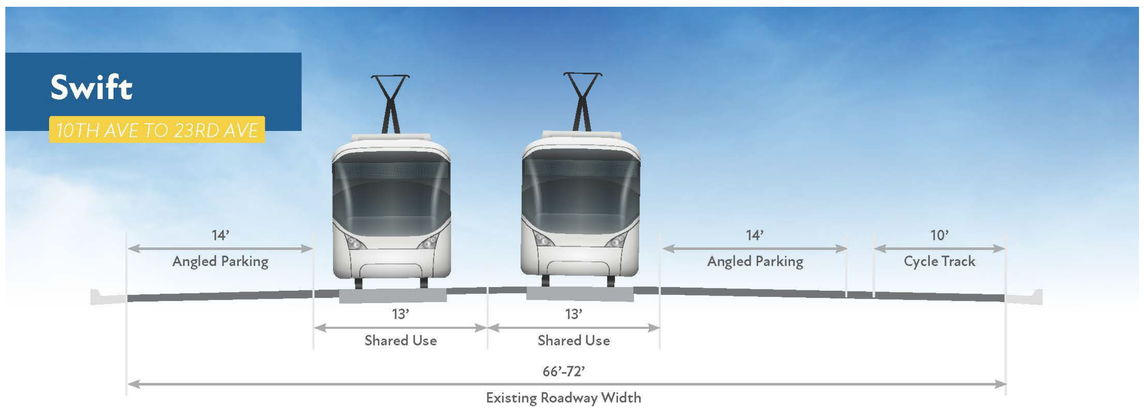
North Kansas City

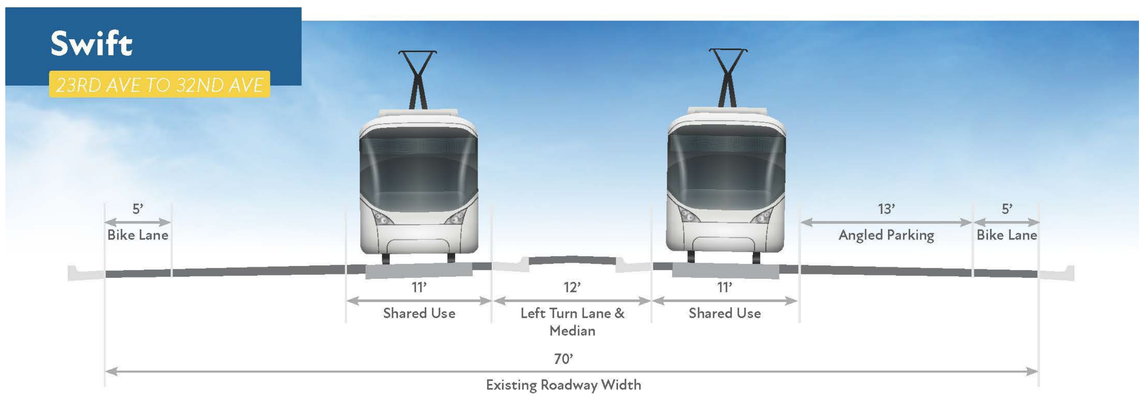






Burlington





Swift

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