



# Exclusive Lanes Evaluation

## KC Streetcar Main Street Extension



# COUNCIL RESOLUTION

- Council Resolution 230625 directing the City Manager to coordinate with the Kansas City Area Transit Authority (KCATA) and the Kansas City Streetcar Authority (KCSA) to produce design alternatives for transit exclusive lanes to be considered for incorporation in the streetcar extension from Pershing Road to 51st Street and requiring a report back to City Council within 90 days; and expressing Council's support for a vehicular design speed no greater than 30 miles per hour along the expanded Streetcar route.

# MAIN STREET EXTENSION BACKGROUND

- 3.5-mile extension between Union Station and 51<sup>st</sup> & Brookside (UMKC)
- Most of the extension is “curb” running with the Streetcar in the outside lane
- 22% of the extension is already designed for some level of transit exclusivity



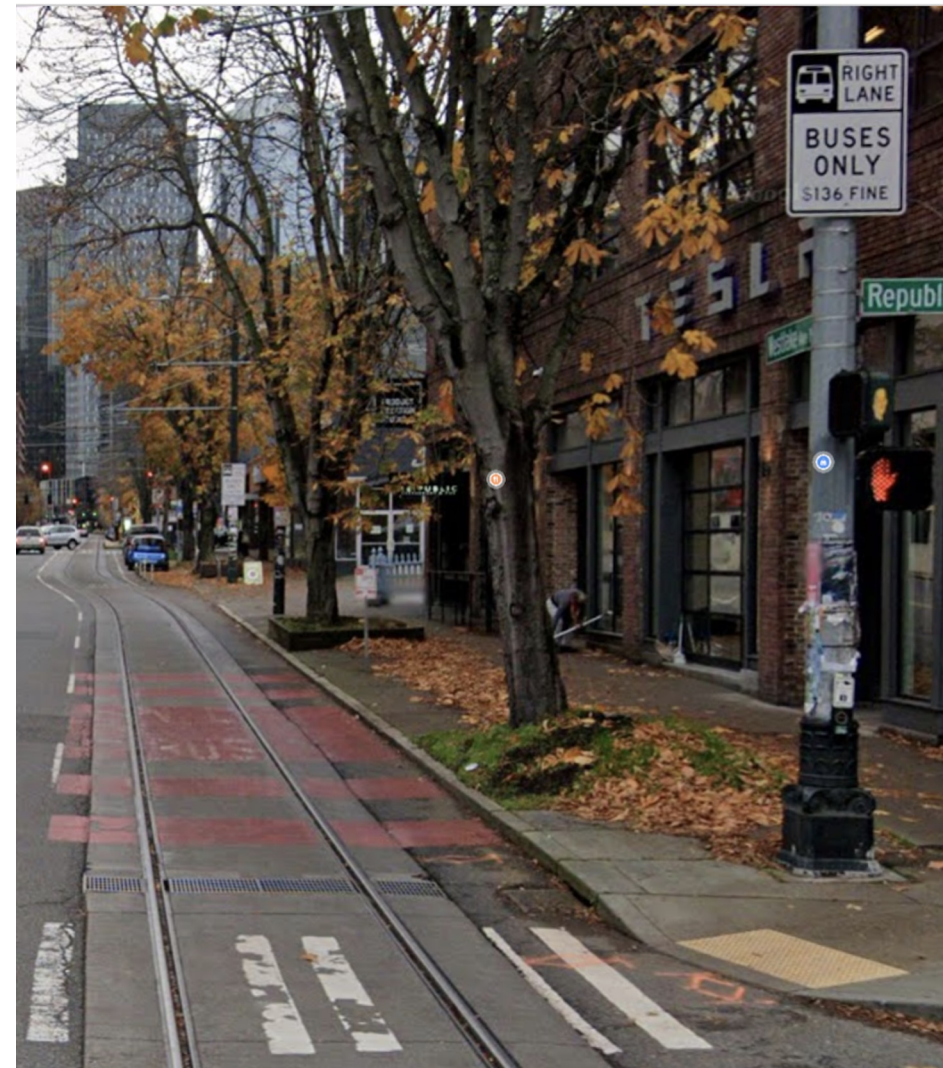
# EXCLUSIVE LANE STUDY PROCESS

- Main Street Extension design team asked to conduct a feasibility review
- Goals for Exclusive Lanes:
  - Improve efficiency and reliability of transit investment (for both streetcar and bus)
  - Calm traffic and improve the pedestrian environment in the corridor
  - Reduce vehicular speeds and improves corridor safety for all users
- Consultant reviewed national best practices and developed concepts and recommendations based on a technical review of the corridor
- Engaged with businesses and residents to communicate potential changes and solicit feedback

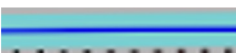


# EXCLUSIVE LANE - PROPOSED CHARACTERISTICS

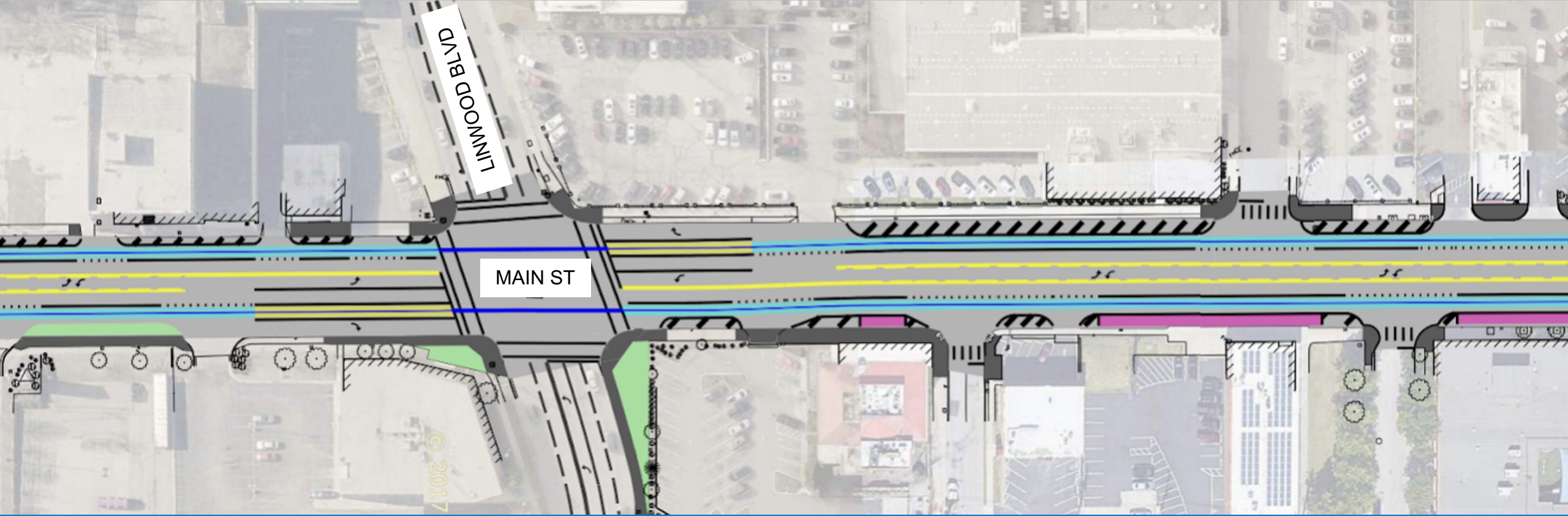
- Streetcar lanes become exclusive for transit use, with exceptions for auto access to parking and turning movements
- No restrictions to business access, parking, or turning movements as currently assumed (*additional review warranted*)
  - Maintain access to driveways, businesses, and left-turns
  - No modifications to on-street parking
- “Through” auto traffic on Main Street will primarily use inside lane
- Implement maintainable solutions to modify driver behavior
  - Signage, Striping, and Lane Markings
  - Use rumble strips to alert vehicular drivers
- Leverage and maximize and the benefit of Traffic Signal Priority (TSP)

# STREETCAR EXCLUSIVE LANE CONCEPTS



# EXCLUSIVE LANE STUDY FEASIBILITY

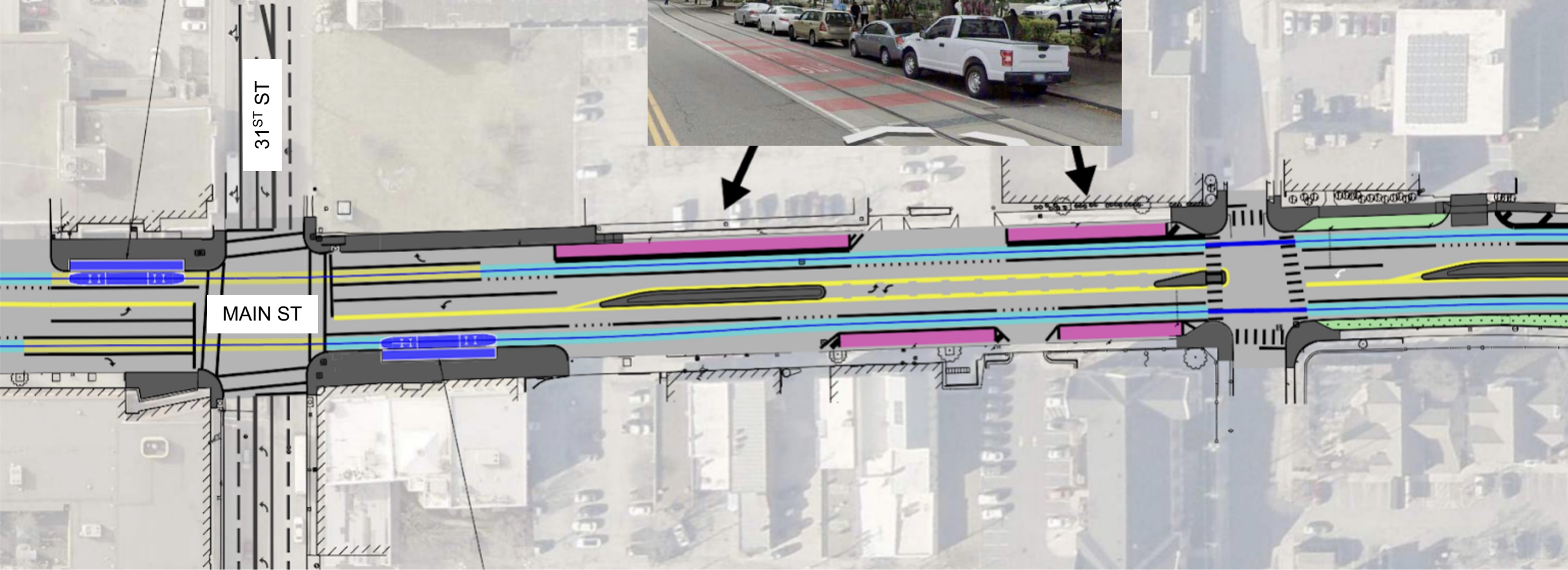
-  Transit Only Lane with Business Access and Parking Access Allowed
-  Transit Only Lane (semi-exclusive non-protected)
-  On-Street Parking Area



# EXCLUSIVE LANE STUDY FEASIBILITY



Example of exclusive lane adjacent to on-street parking





# Public Engagement Completed To-Date

Targeted Engagements have been conducted with the following. Engagement will continue alongside the Main Street Extension construction:

- KC Midtown Now
- Ability KC
- Union Station
- St. Paul's Episcopal Church and School
- Old Hyde Park Neighborhood
- Crown Center
- American Century
- Midtown KC Now Luncheon
- Foreign Language Academy scheduled for Jan. 3, 2024

# NEXT STEPS

- Advance formal design for exclusive lanes on the KC Streetcar Main Street Extension ASAP (signage, striping, and signals)
- Complete Safety Review
- Clarify enforcement capability (legal and functional) and define maintenance responsibilities
- Refine capital costs (\$2-3M estimated) and assess project financial capacity & feasibility through executive management committee.
- Advance for implementation

# Thank you

More information: [www.kcstreetcar.org](http://www.kcstreetcar.org)

