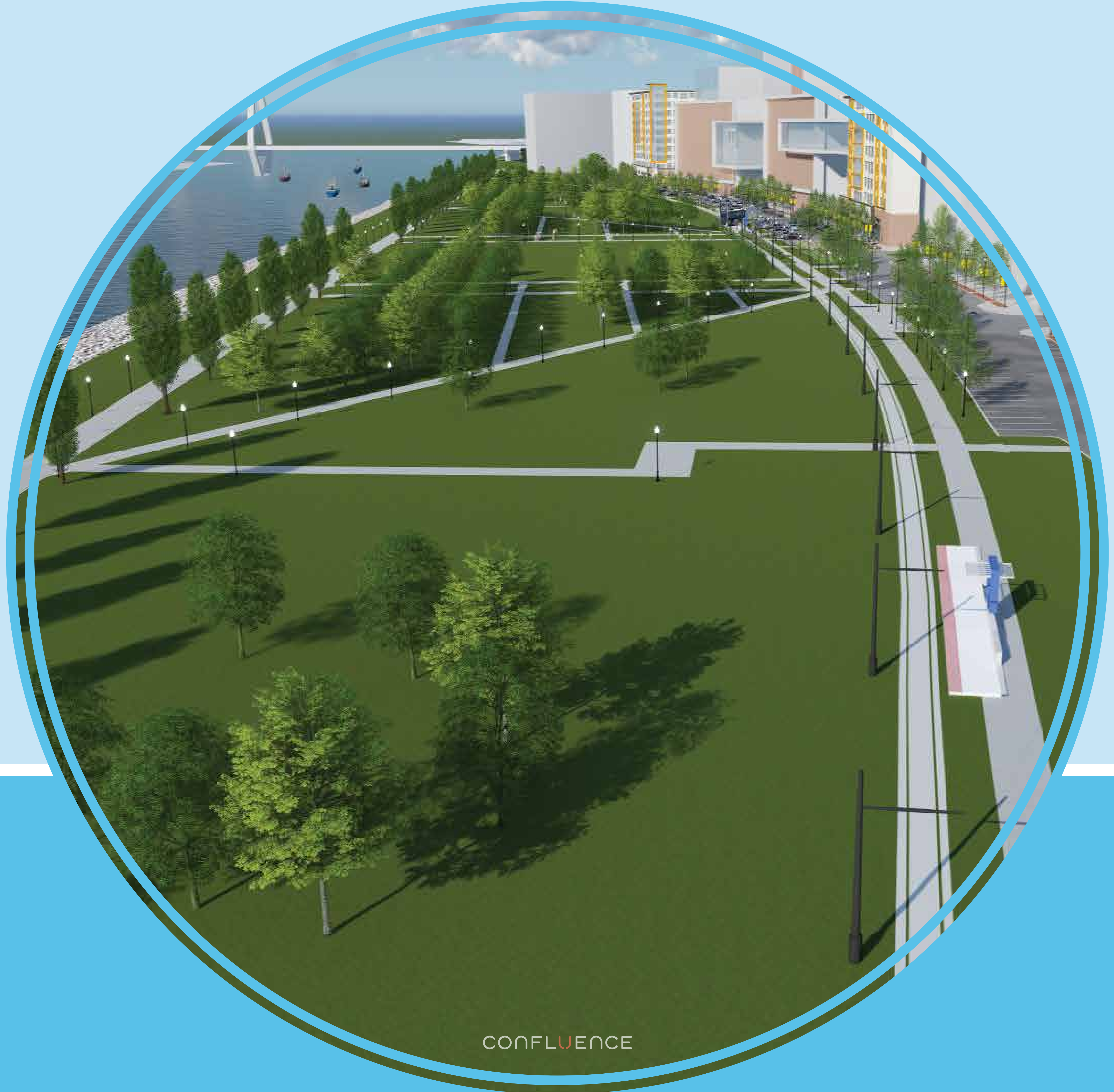


Connect. Thrive. Develop.

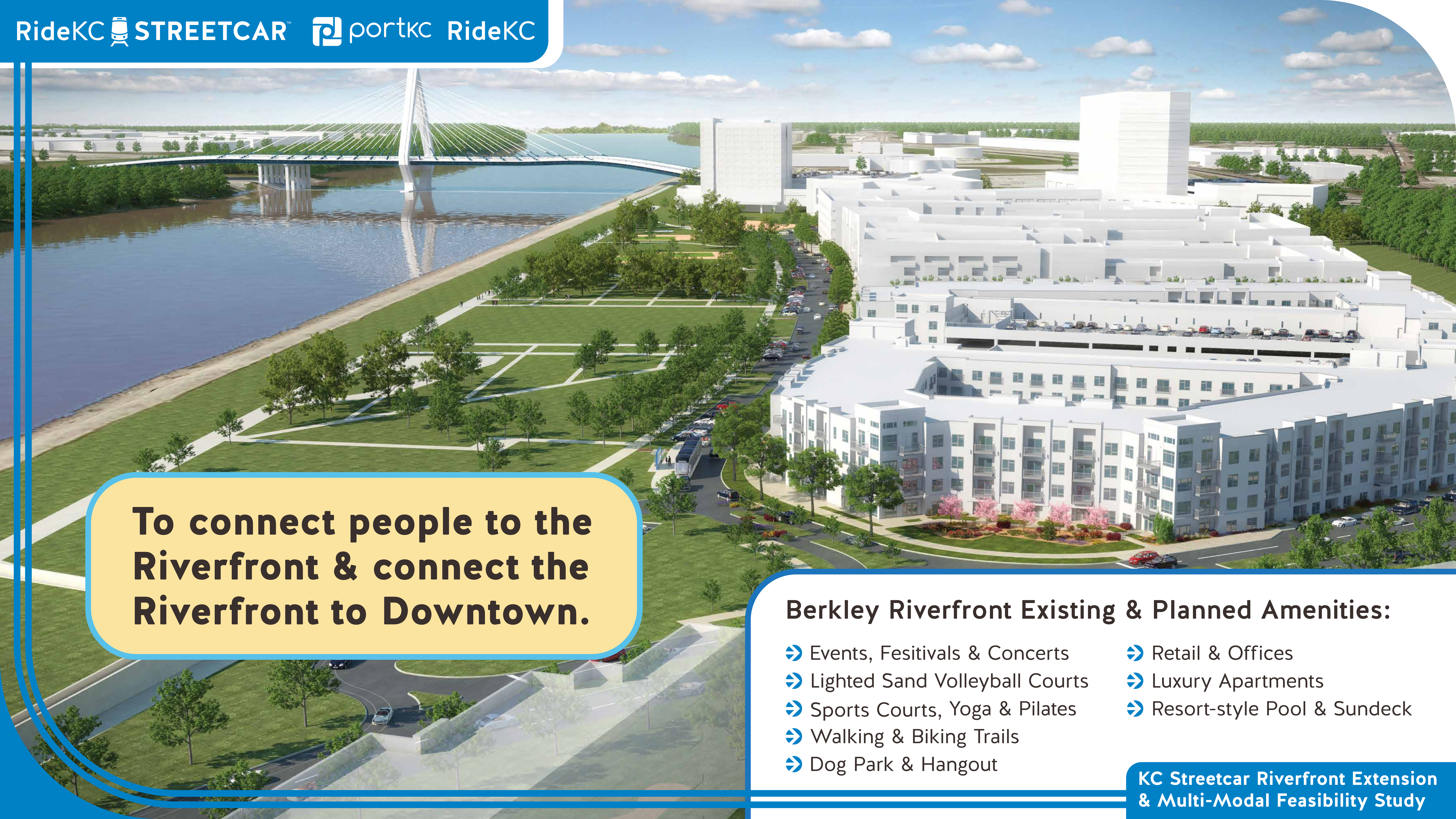


Why go to the Riverfront?

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







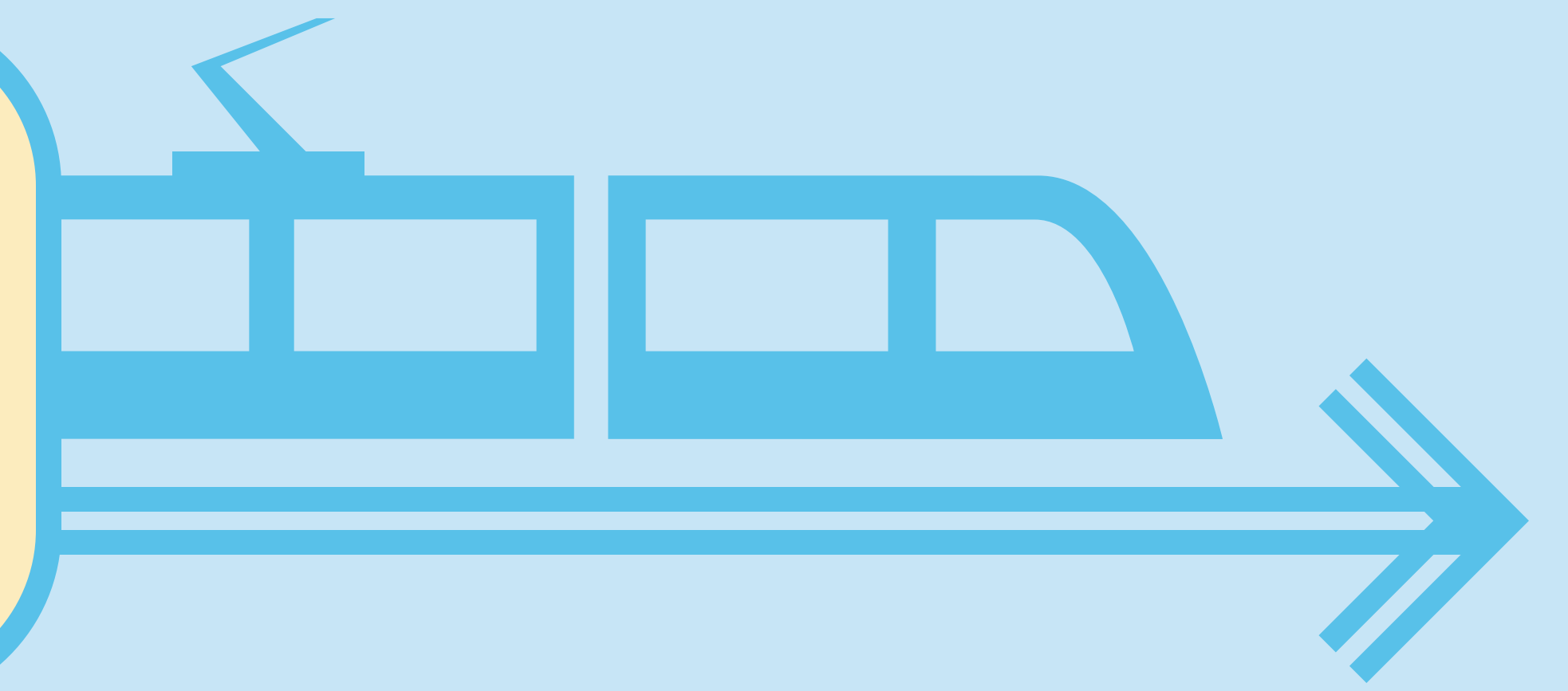


To connect people to the Riverfront & connect the Riverfront to Downtown.

- 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 

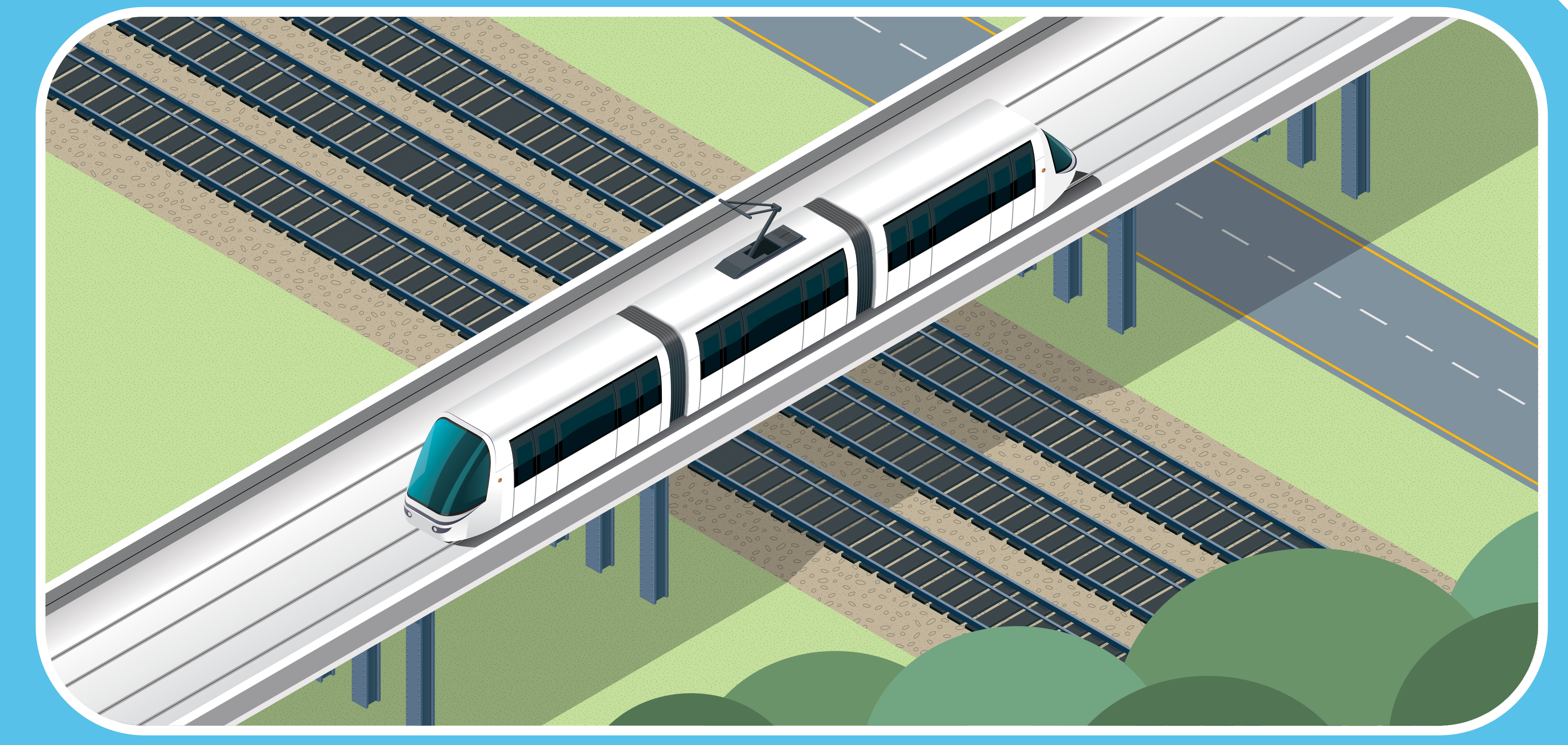
What makes a Streetcar route feasible?

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



Considerations



NEW BRIDGE

TRACK LENGTH

STEEP GRADE



SAFETY



TIMING



NOISE



USABILITY

Level of Difficulty

- Not Feasible
- Difficult
- Challenging
- Preferred

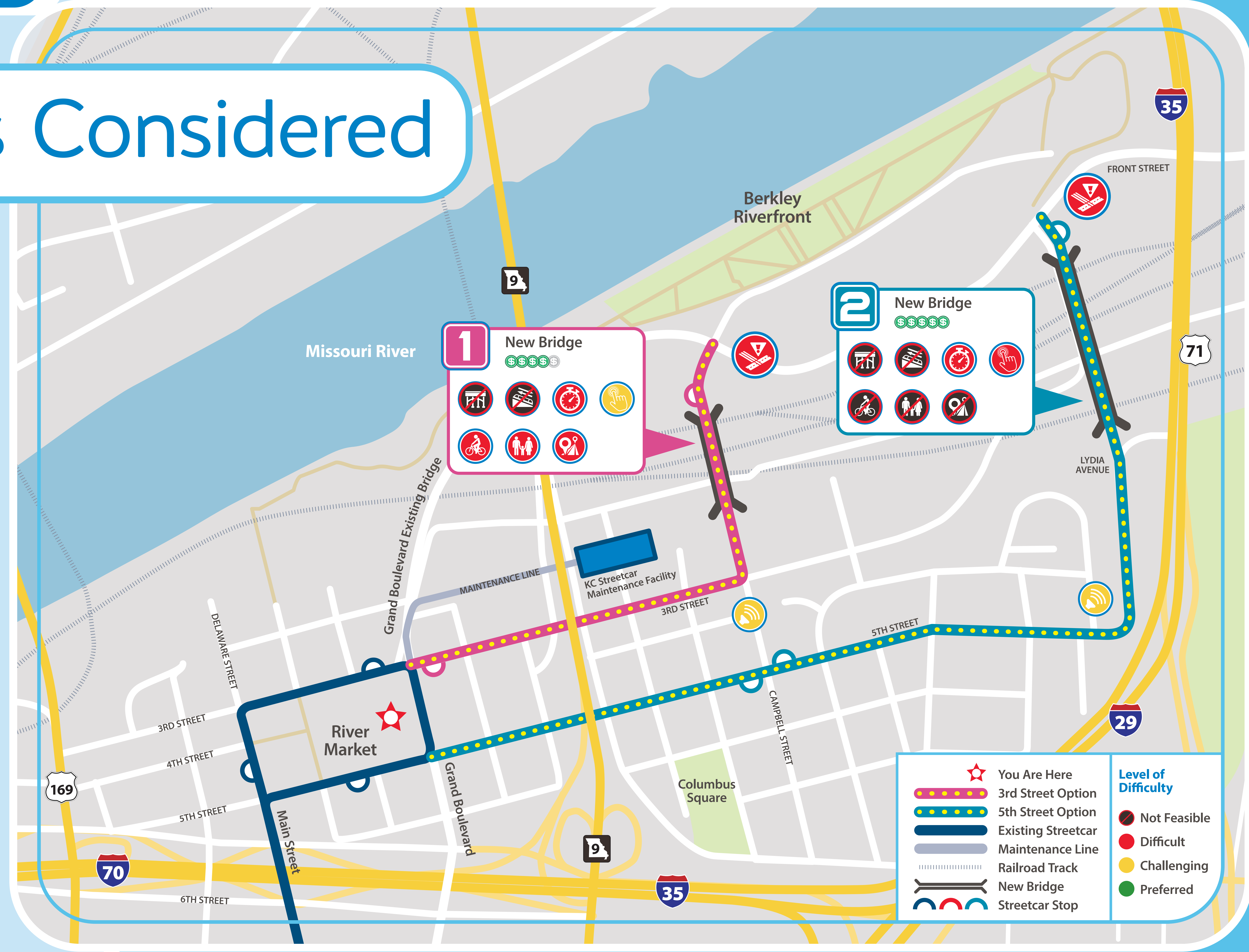
Streetcar Options Considered

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

- 3 Grand Boulevard**
 - ➔ Use of existing bridge is less expensive
 - ➔ Grades are manageable
- A 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





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





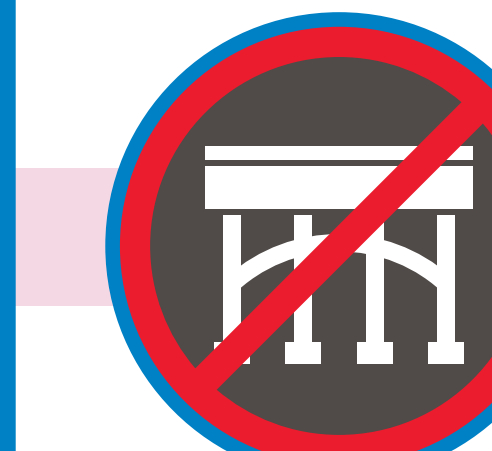
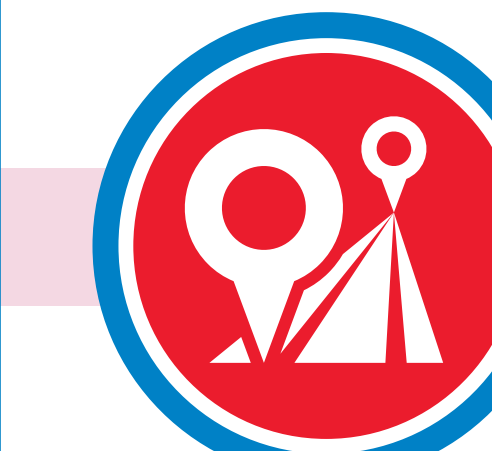

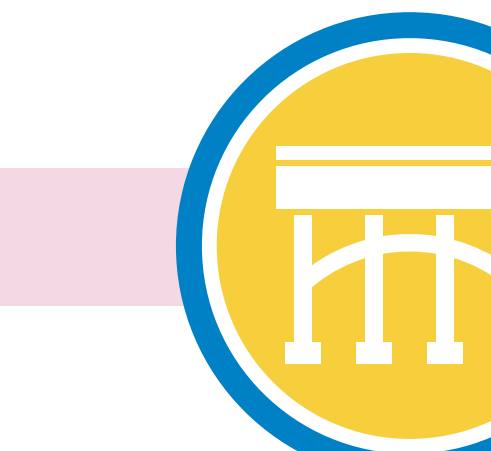
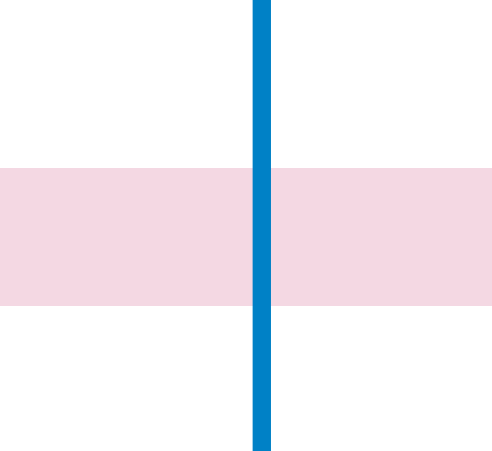








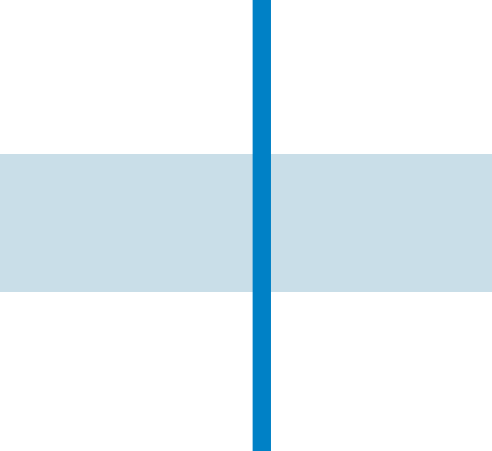








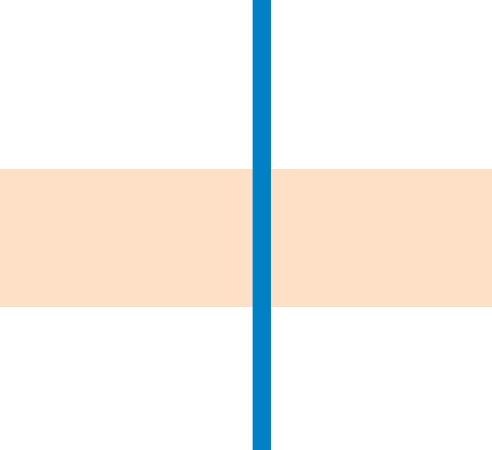








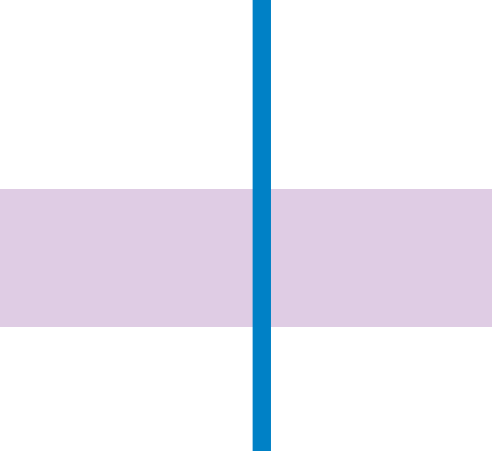
- B Stub End – Preferred Route**
 - ➔ Less track to construct
 - ➔ Easier to expand to the east in the future
 - ➔ Less noise



Streetcar Study Summary

Level of Difficulty

-  Not Feasible
-  Difficult
-  Challenging
-  Preferred

WHAT MAKES A ROUTE FEASIBLE?											
		OPERATIONS			SAFETY	COST			FUTURE EXPANSIONS		
		Usability	Maintain Timing	Steep Grade	Dangerous Condition	New Bridge	Track Length	Curved Track	Construction Schedule	Add On vs. Reconstruct	
3	1	3RD STREET (TO CAMPBELL)									
	2	5TH STREET (TO LYDIA)									
	A	GRAND BLVD. W/ LOOP END									
	B	GRAND BLVD. W/ STUB END									

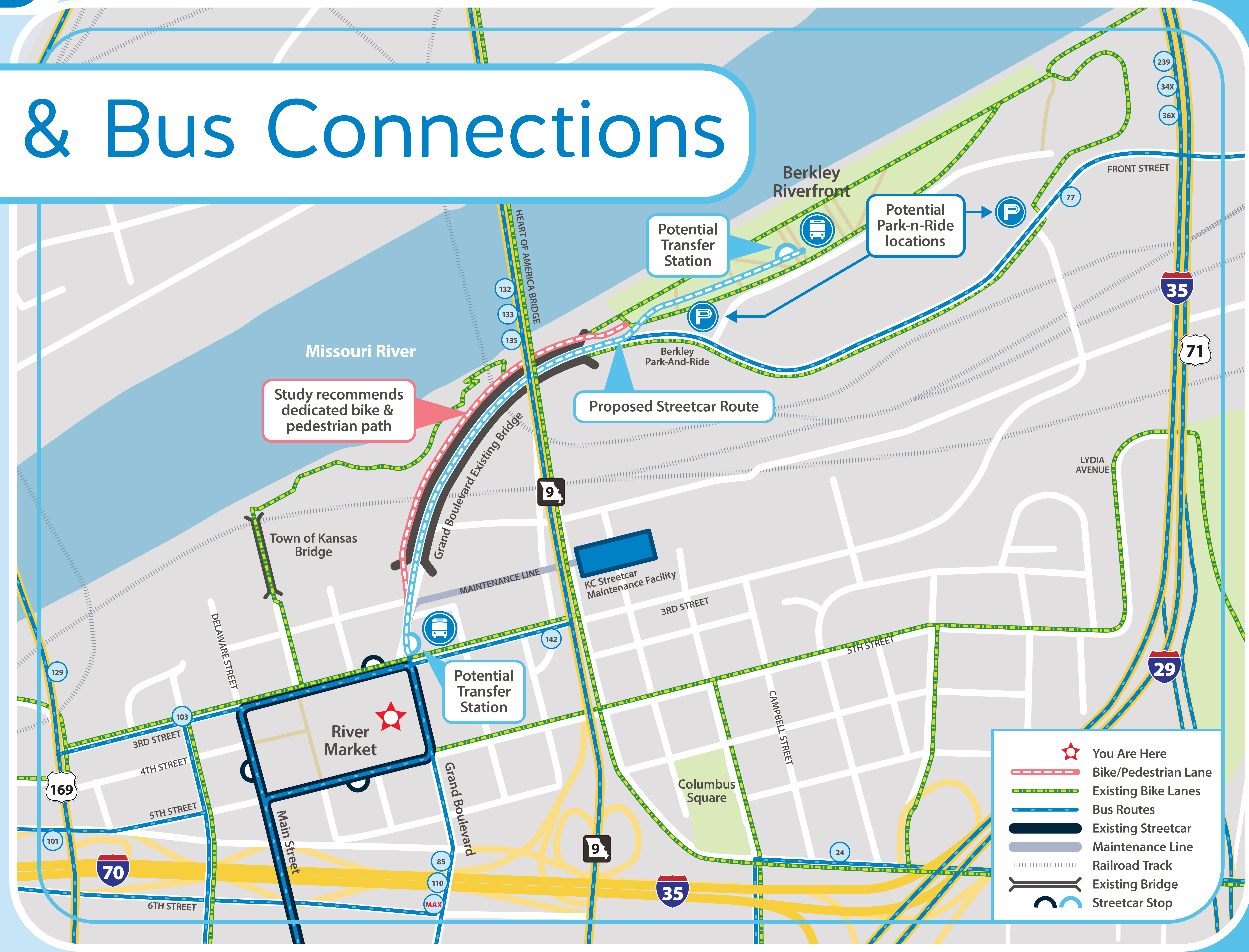
Bike, Pedestrian & Bus Connections

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



Funding strategy would not take away from other city services such as:
street maintenance,
bus funds, or
recently approved
GO Bond funds

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

Next steps: Streetcar to the Riverfront

