

Station Location Virtual Public Meeting

November 9, 2023



East-West
Transit Study
RideKC®

Project Partners



**KANSAS CITY
MISSOURI**

RideKC[®]
Kansas City Area
Transportation Authority



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**THE UNIVERSITY OF
KANSAS HEALTH SYSTEM**

Agenda



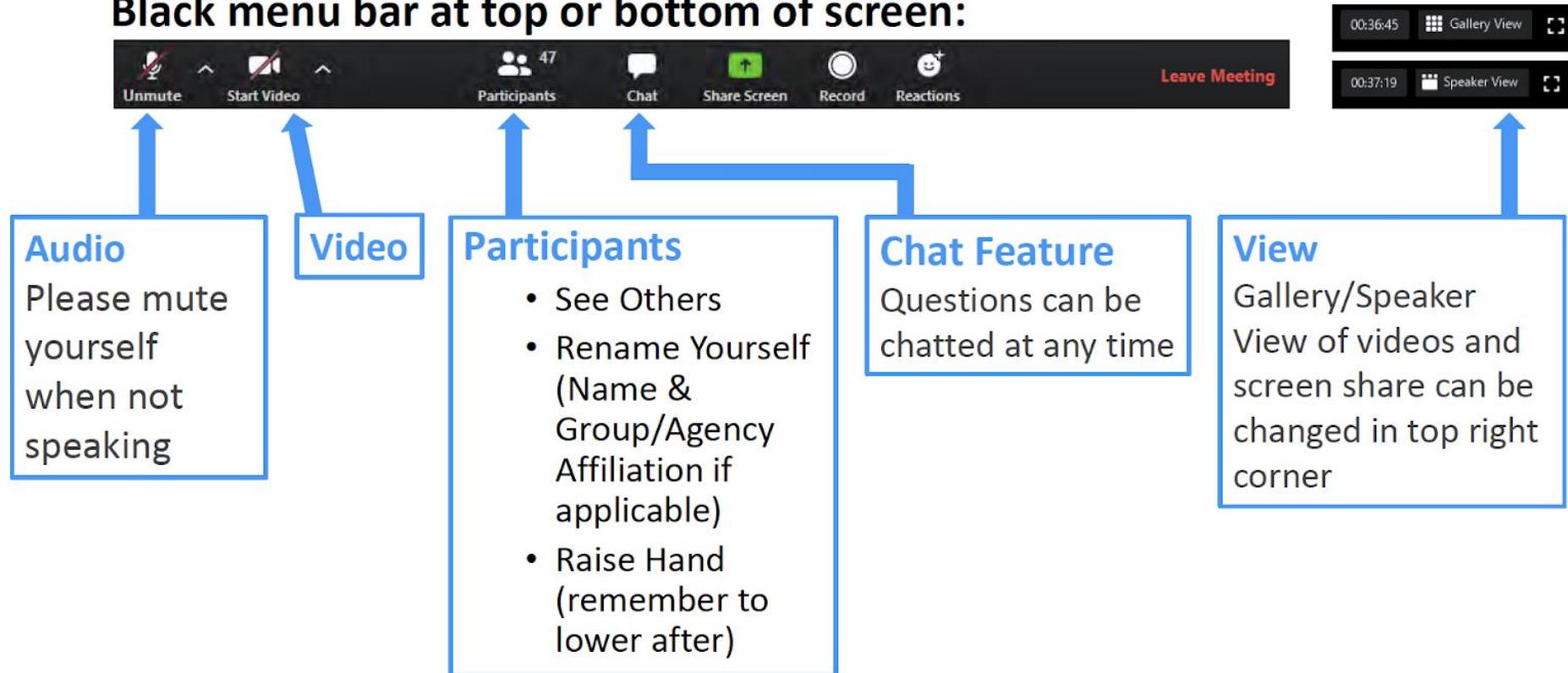
- Overview of East-West Study to date
- Purpose and Need
- Inputs Used to Help Determine Proposed Station Stops
- Proposed Station Stops along 39th St., Main St., Linwood Blvd.

- Cross Section Discussion
- Survey
- Next Steps
- Q&A

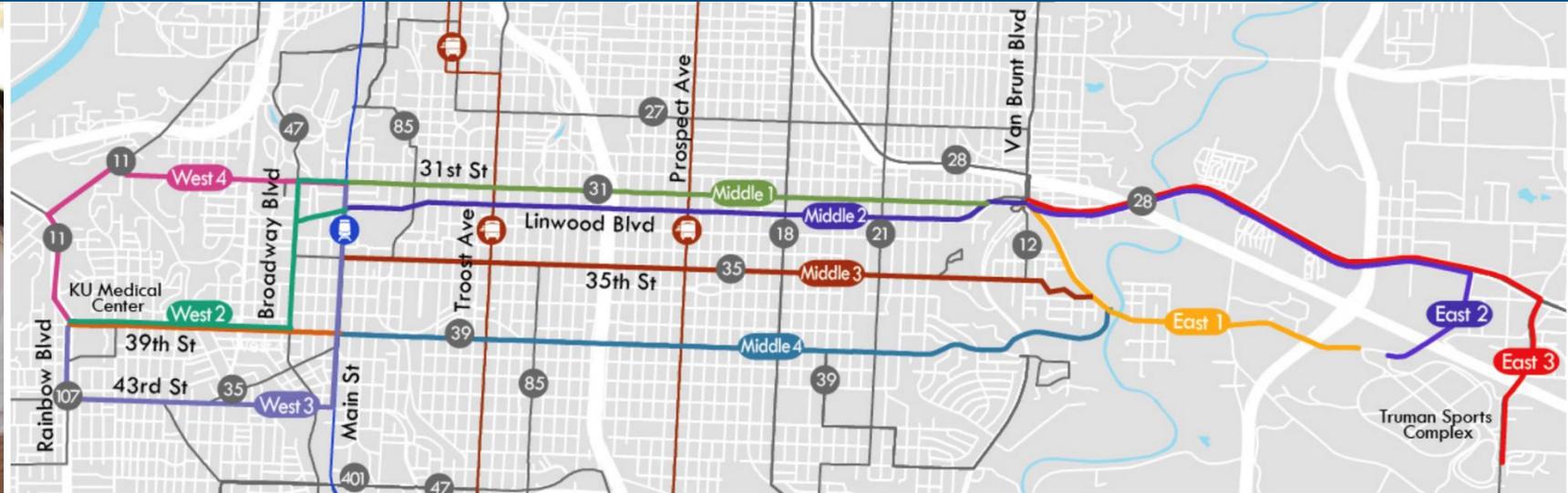
Zoom Tips & Tricks

- Q&A will be at the end of the presentation
- You can use the chat feature to ask questions throughout the presentation
- We will answer ALL questions at the end

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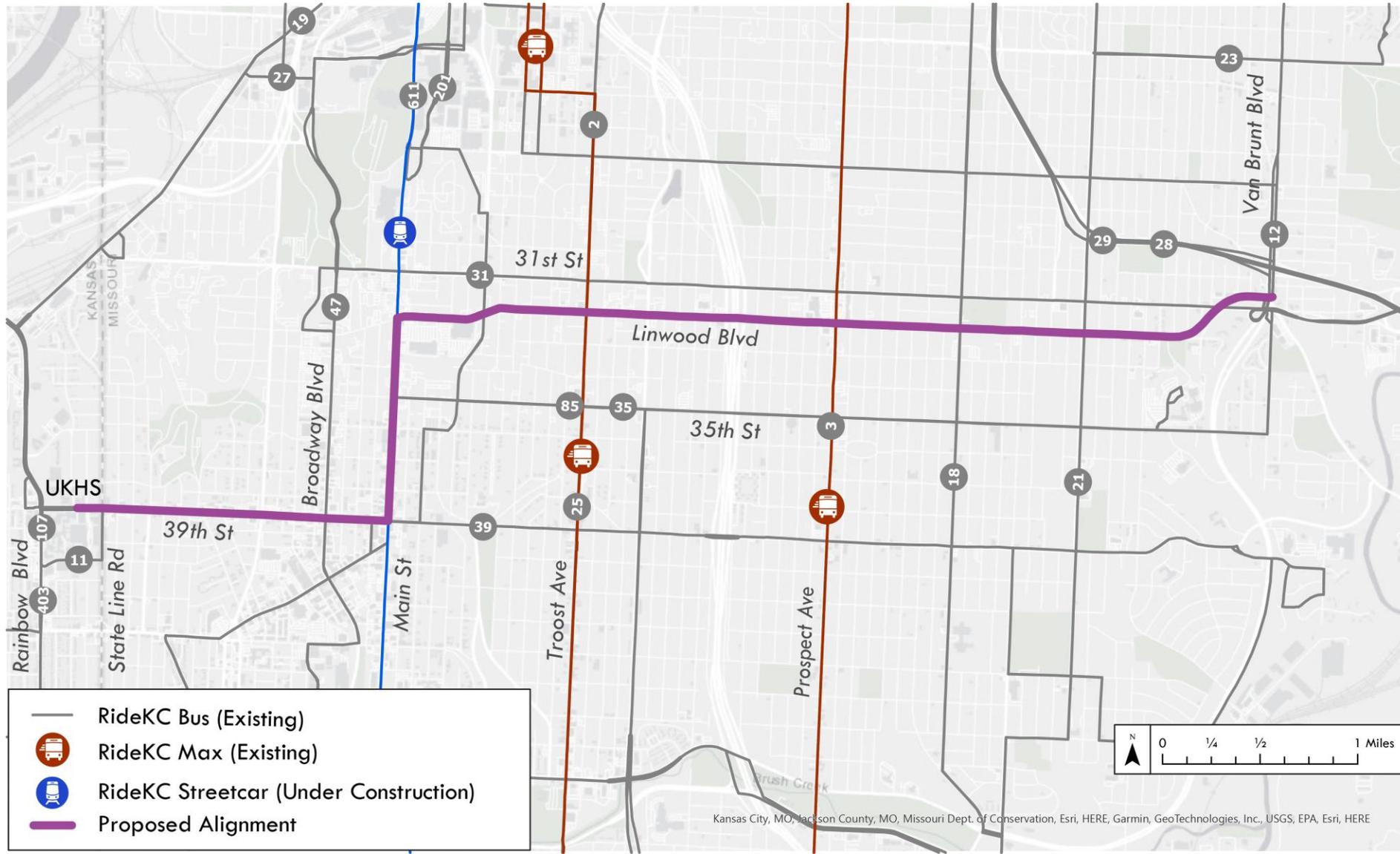


How We Got Here



- Study kicked off in the Spring of 2022
- Confirmed Purpose and Need
- Utilized public input via public meetings, one-on-one meetings, micro meetings, and digital engagement to help determine evaluation criteria/narrow down proposed route
- Proposed route narrowed to 39th St. to Broadway Blvd. OR Main St., Linwood Blvd. OR 31st St.
- Presented tradeoffs of Streetcar/High Frequency Bus
- Public input help determined Streetcar (high level of investment) is the preferred mode along the proposed corridor
- The East-West Study was awarded a RAISE Grant from the FTA to continue the Study

Proposed Route



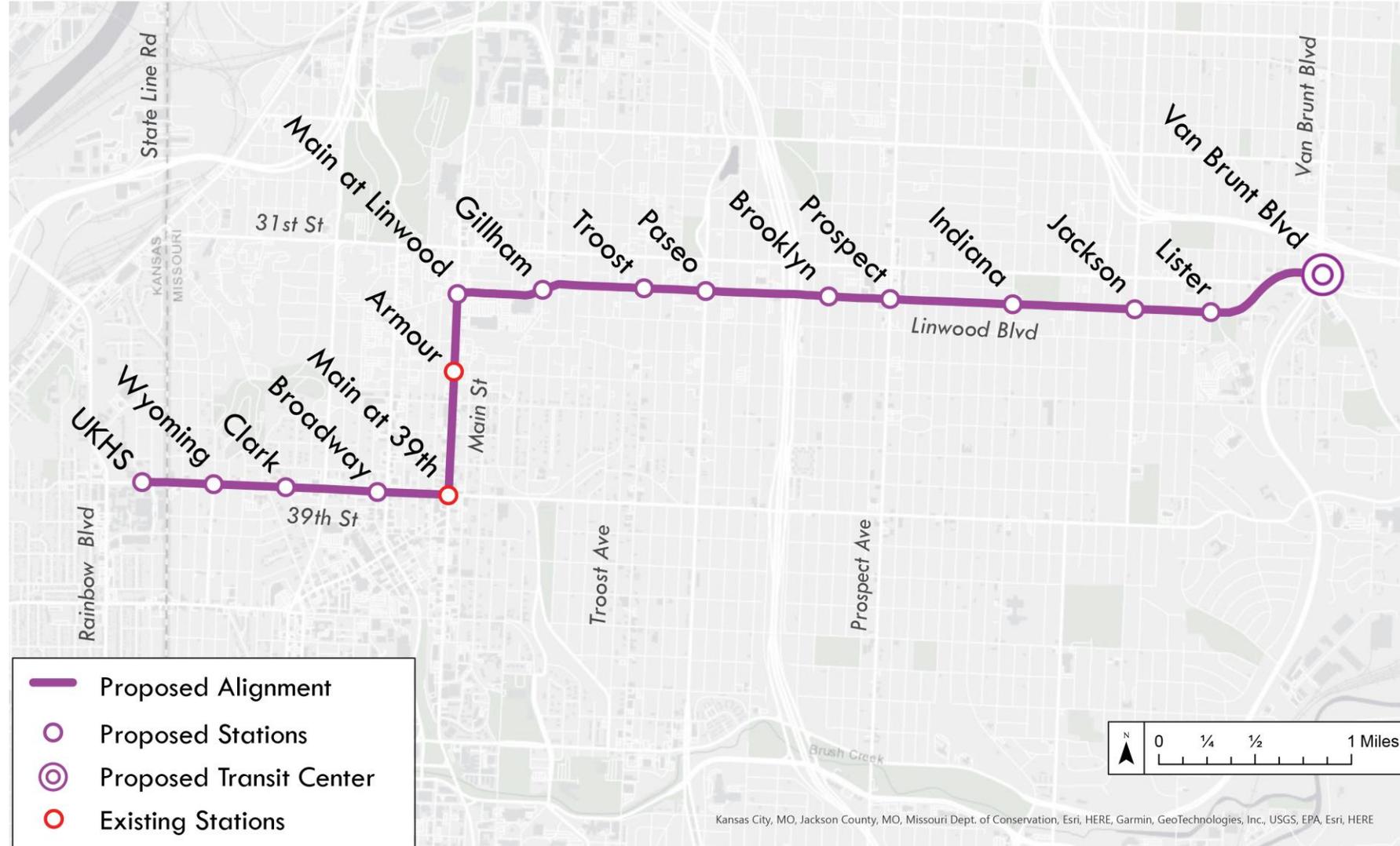
Kansas City, MO, Jackson County, MO, Missouri Dept. of Conservation, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA, Esri, HERE

Inputs for Determining Station Locations

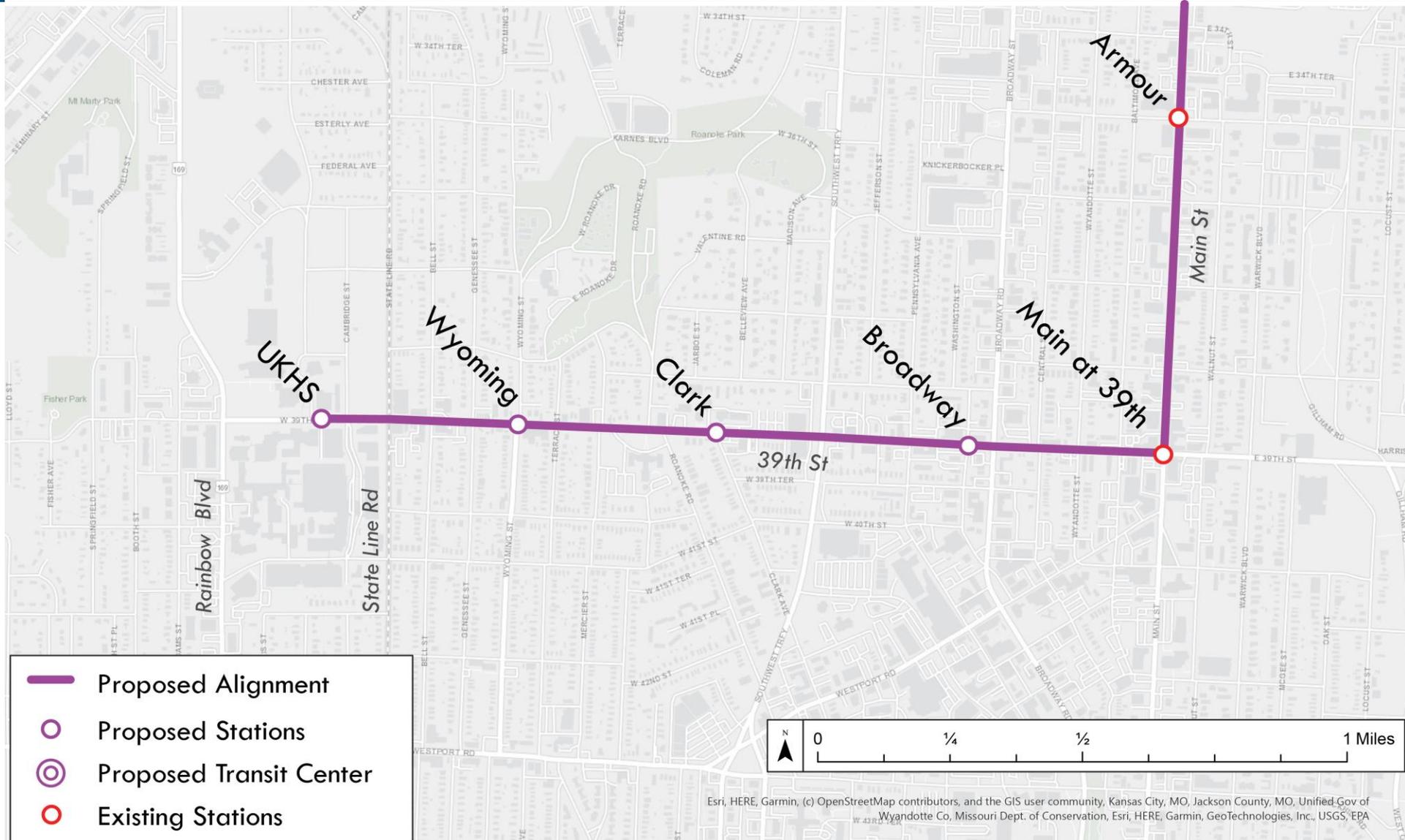
- Station Spacing Standards (1/4- to 1/2-mile)
- Previous Planning Studies
 - NextRail Streetcar Expansion Study (2013)
 - Linwood Corridor Complete Streets & Bikeway Plan (2020)
 - Midtown/Plaza Area Plan (2016)
- Presence of Justice 40 indicators (underserved/disenfranchised communities)
- Existing Transit Ridership
- Future Land Use

Proposed Station Locations

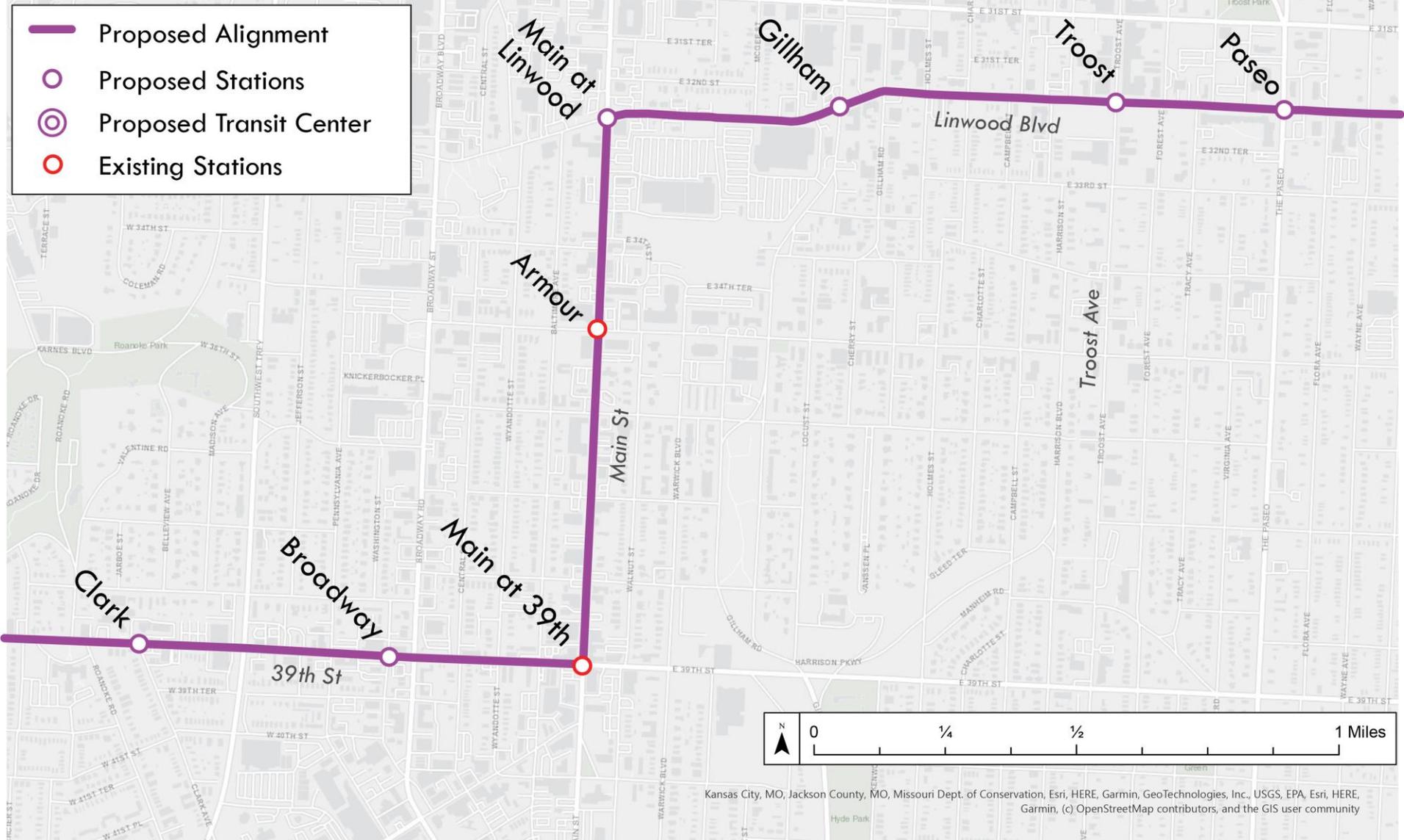
- 16 Stations
- Spacing between .25 and .5 miles
- Proposed Locations:
 1. UKHS
 2. Wyoming
 3. Clark
 4. Broadway
 5. Main at 39th
 6. Armour
 7. Main at Linwood
 8. Gillham
 9. Troost
 10. Paseo
 11. Brooklyn
 12. Prospect
 13. Indiana
 14. Jackson
 15. Lister
 16. Van Brundt Blvd



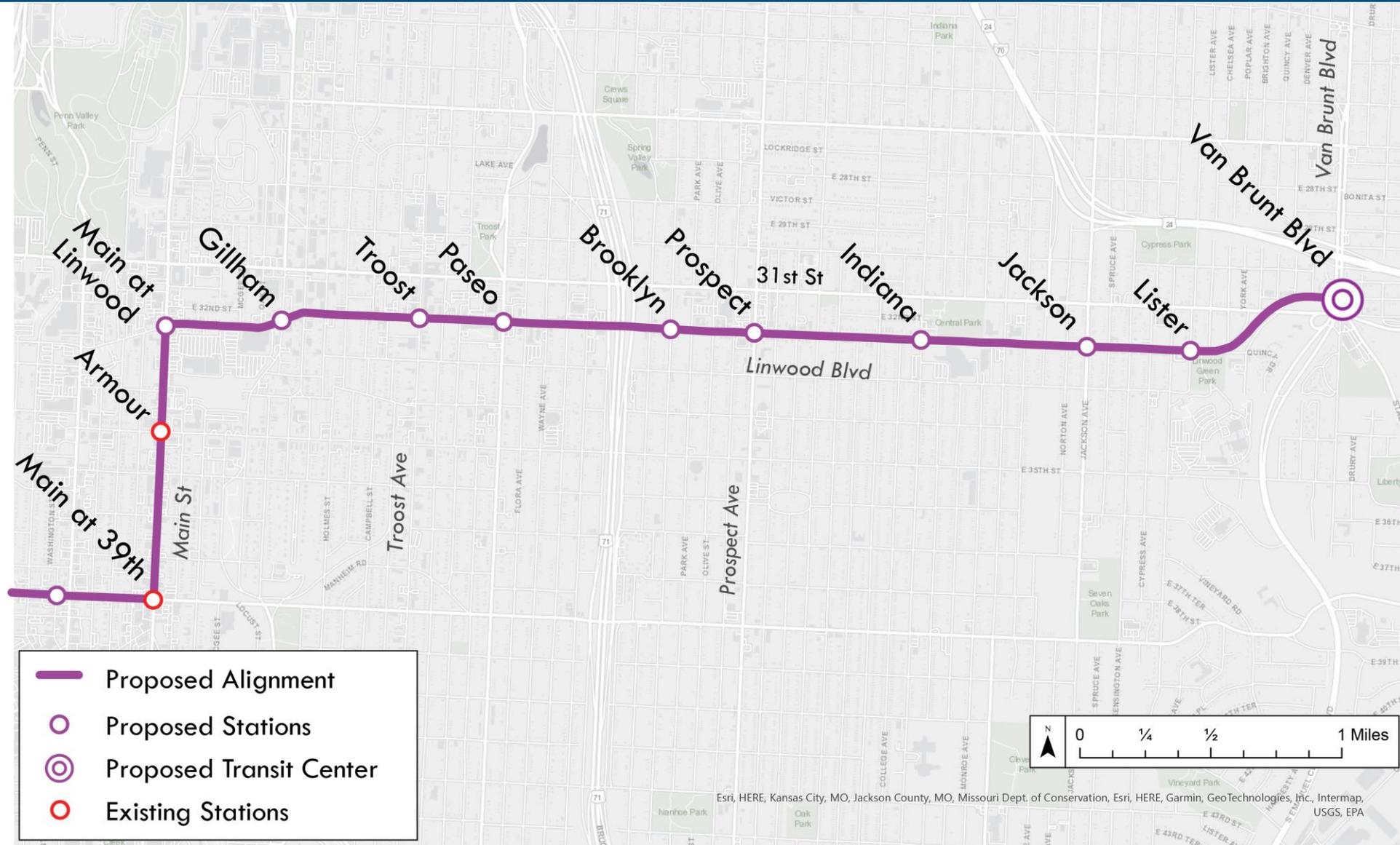
Proposed Station Locations – 39th St.



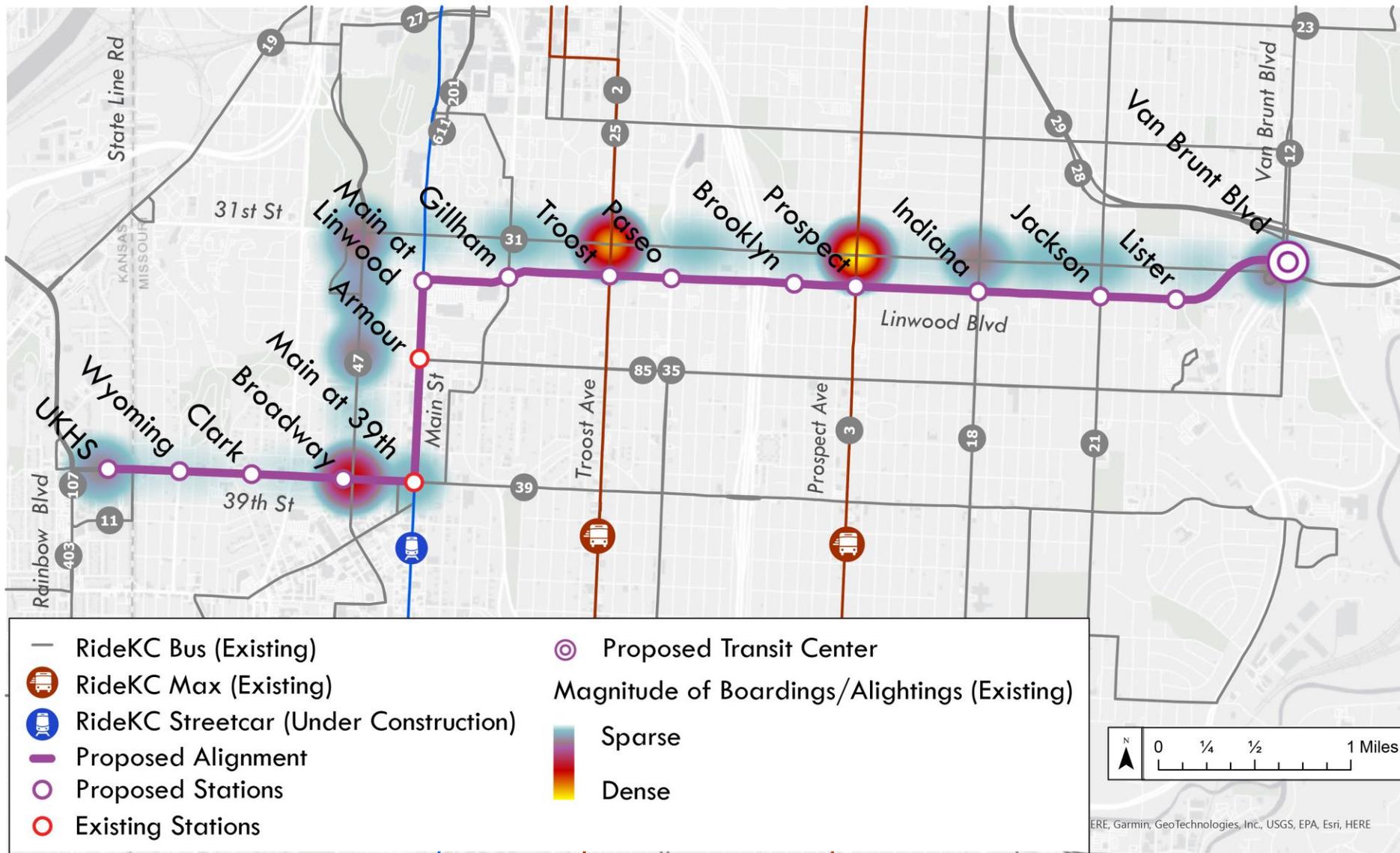
Proposed Station Locations – Main St.



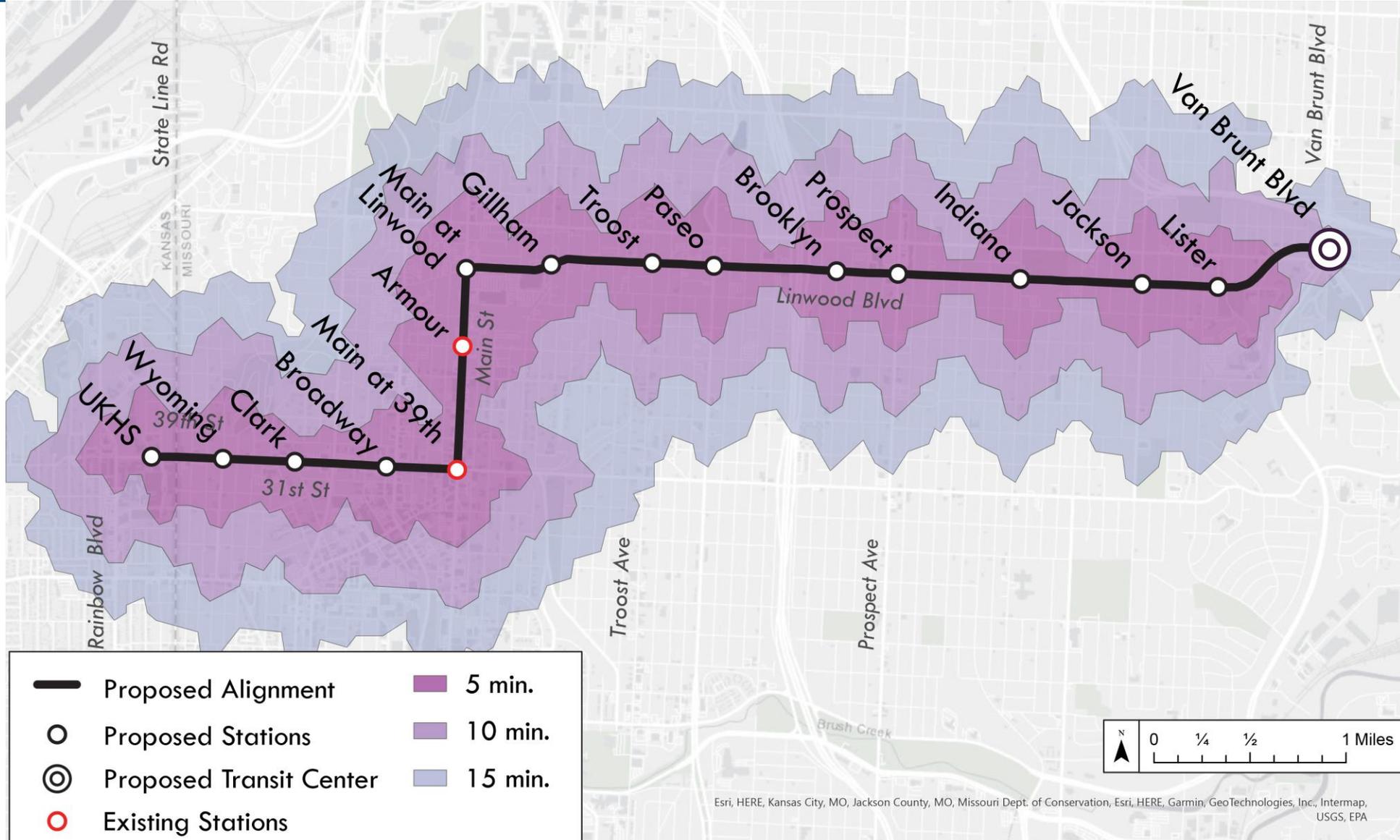
Proposed Station Locations – Linwood Blvd.



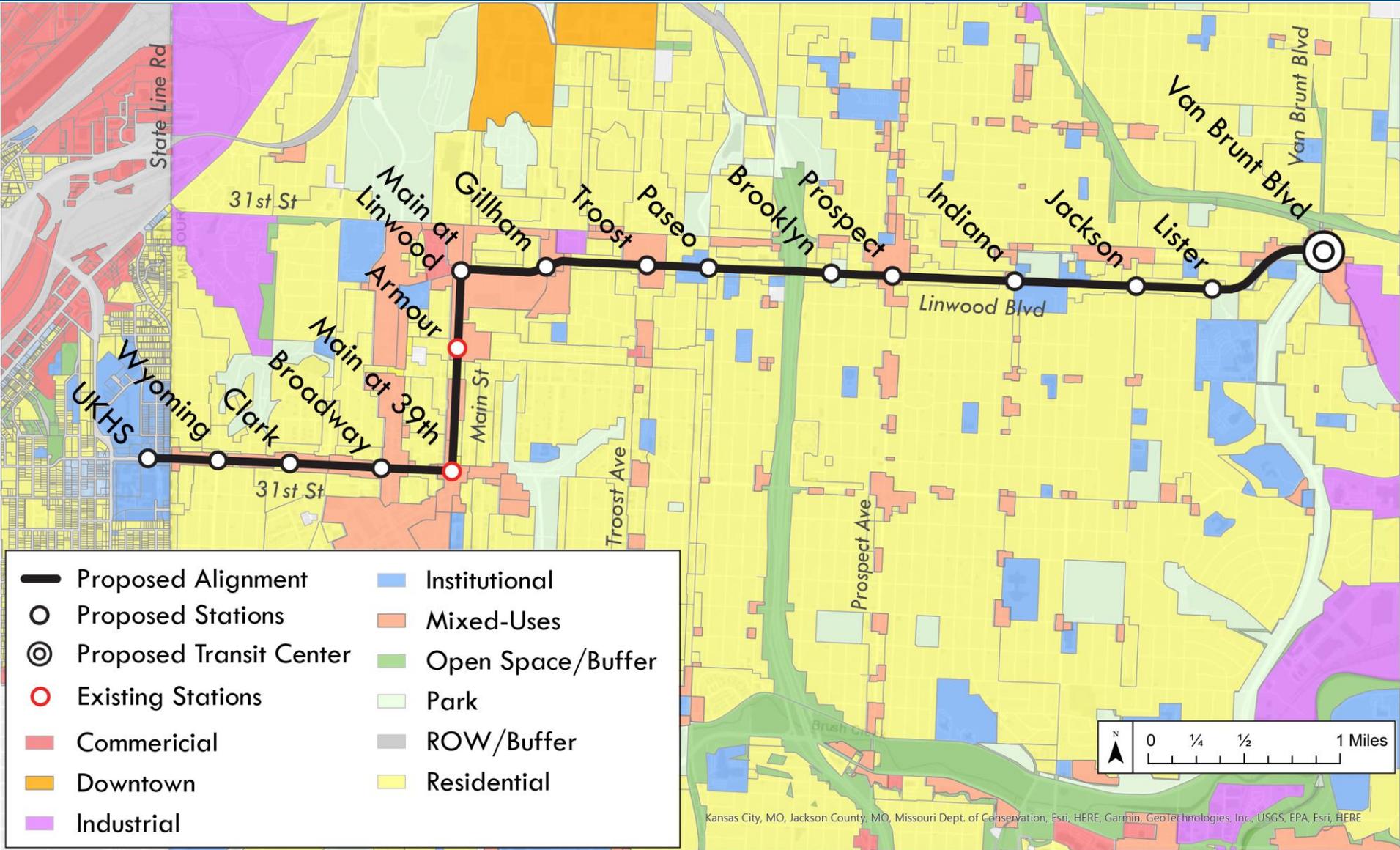
Proposed Station Locations – Nearby Existing Ridership



Proposed Station Locations – Walksheds



Proposed Station Locations - Future Land Use



Cross Sections & Street Layout

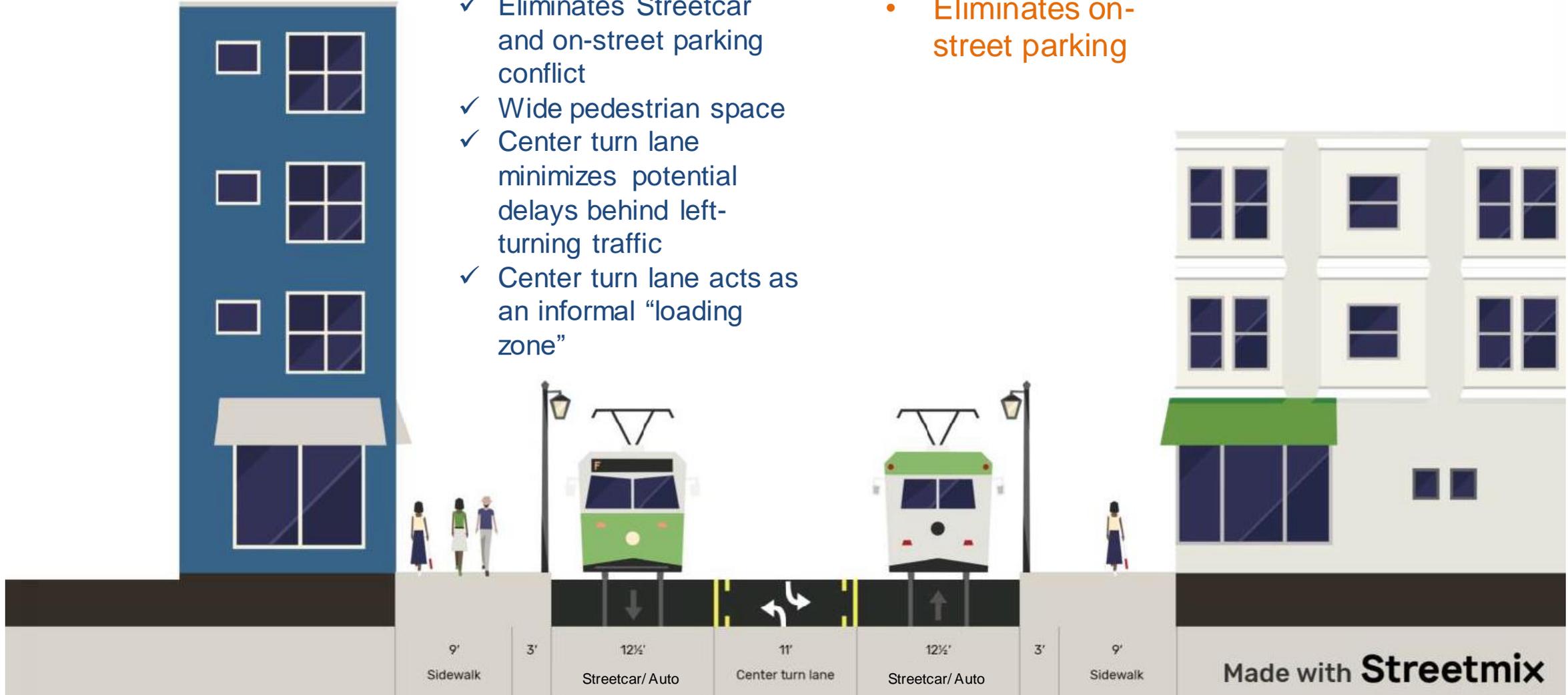
39th Street Layout Example 1: Two Shared-Use Lanes + Center Two-Way Turn Lane

Benefits

- ✓ Eliminates Streetcar and on-street parking conflict
- ✓ Wide pedestrian space
- ✓ Center turn lane minimizes potential delays behind left-turning traffic
- ✓ Center turn lane acts as an informal “loading zone”

Tradeoffs

- Eliminates on-street parking



39th Street Layout Example 2: Two Shared-Use Lanes + Single On-Street Parking Lane

Benefits

- ✓ Wide sidewalk space
- ✓ Opportunity for on-street parking or loading zone

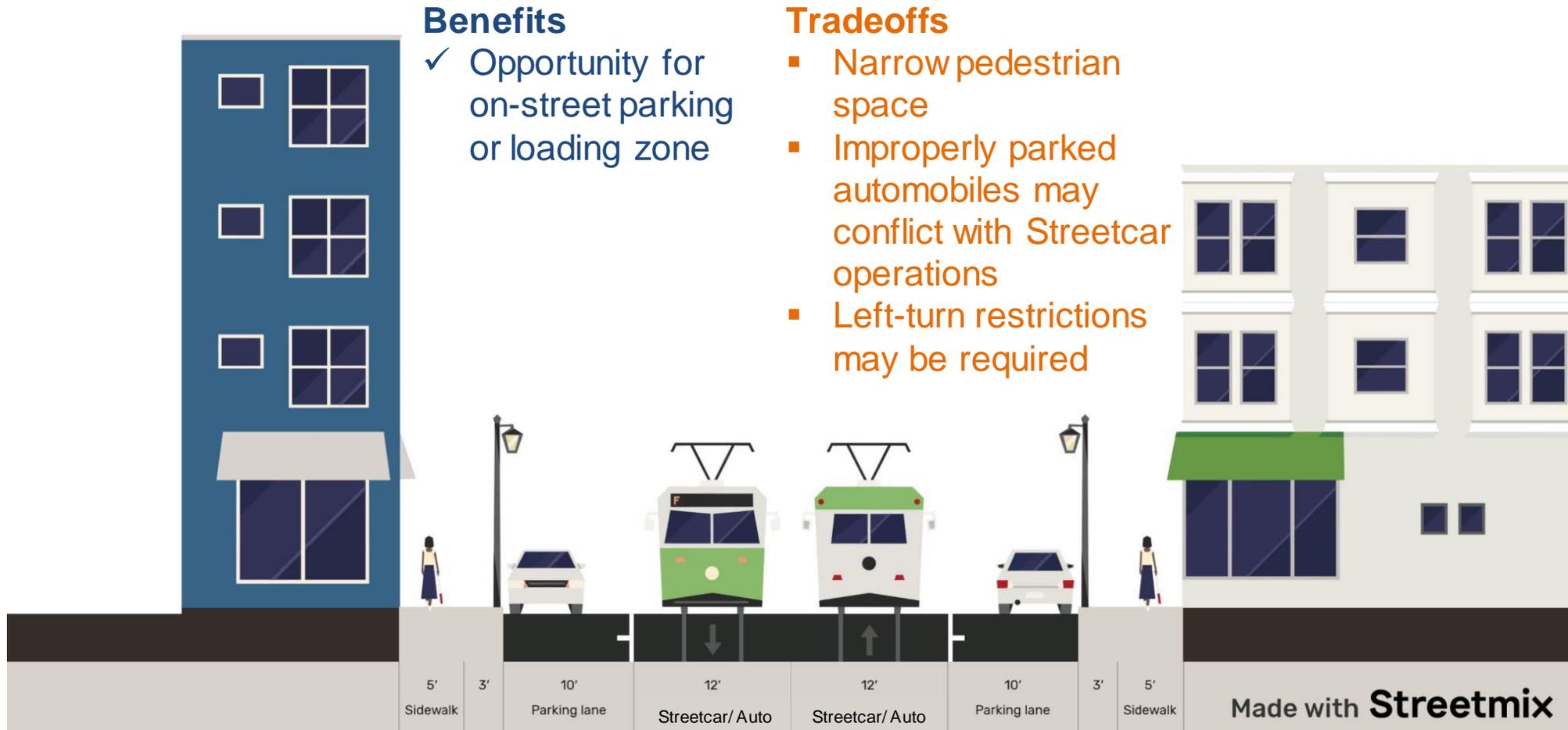
Tradeoffs

- Improperly parked automobiles may conflict with Streetcar operations
- Left-turn restrictions may be required



39th Street Layout Example 3:

Two Shared-Use Lanes, Two On-Street Parking Lanes, Modified Curbs



Preservation of both on-street parking lanes as shown requires moving the curbs to make each sidewalk approximately 4' narrower.

Linwood Blvd Layout Example A:

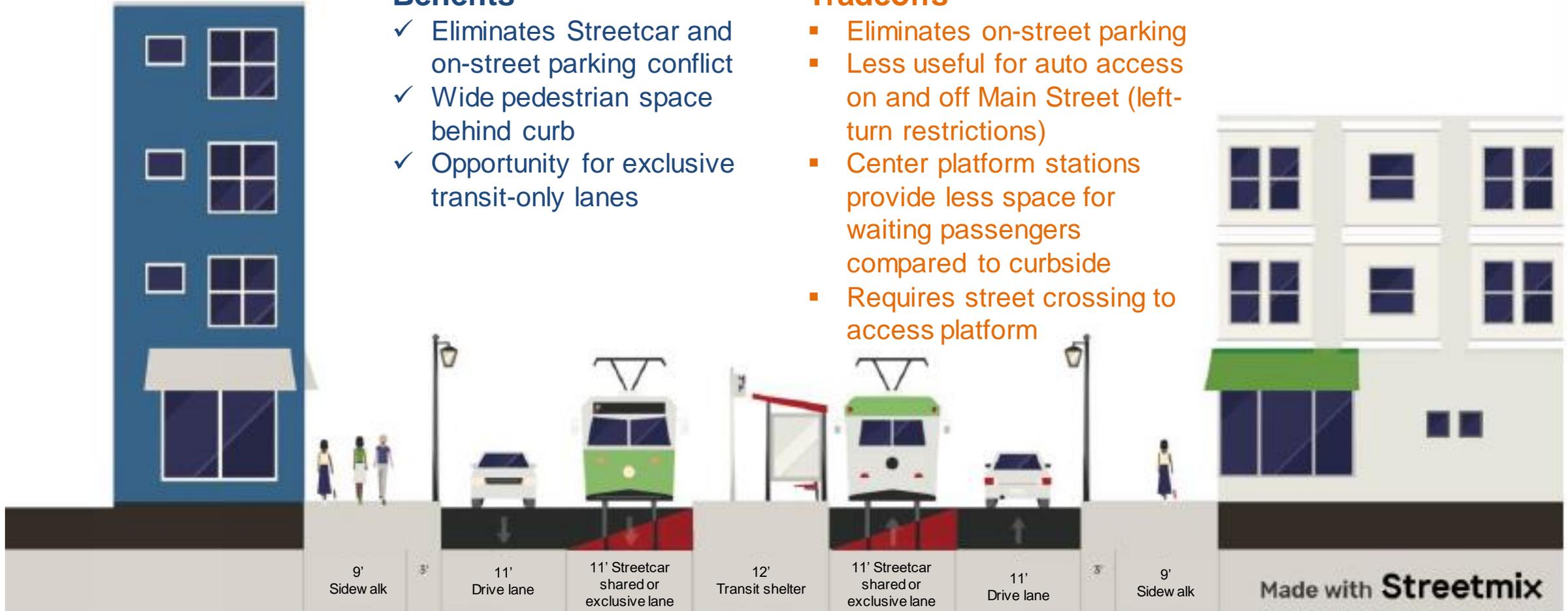
Two Center-Running Lanes (Shared or Exclusive) + Two Auto Lanes

Benefits

- ✓ Eliminates Streetcar and on-street parking conflict
- ✓ Wide pedestrian space behind curb
- ✓ Opportunity for exclusive transit-only lanes

Tradeoffs

- Eliminates on-street parking
- Less useful for auto access on and off Main Street (left-turn restrictions)
- Center platform stations provide less space for waiting passengers compared to curbside
- Requires street crossing to access platform



Streetcar schedule reliability can be further improved by the addition of exclusive Streetcar lanes.

Linwood Blvd Layout Example B:

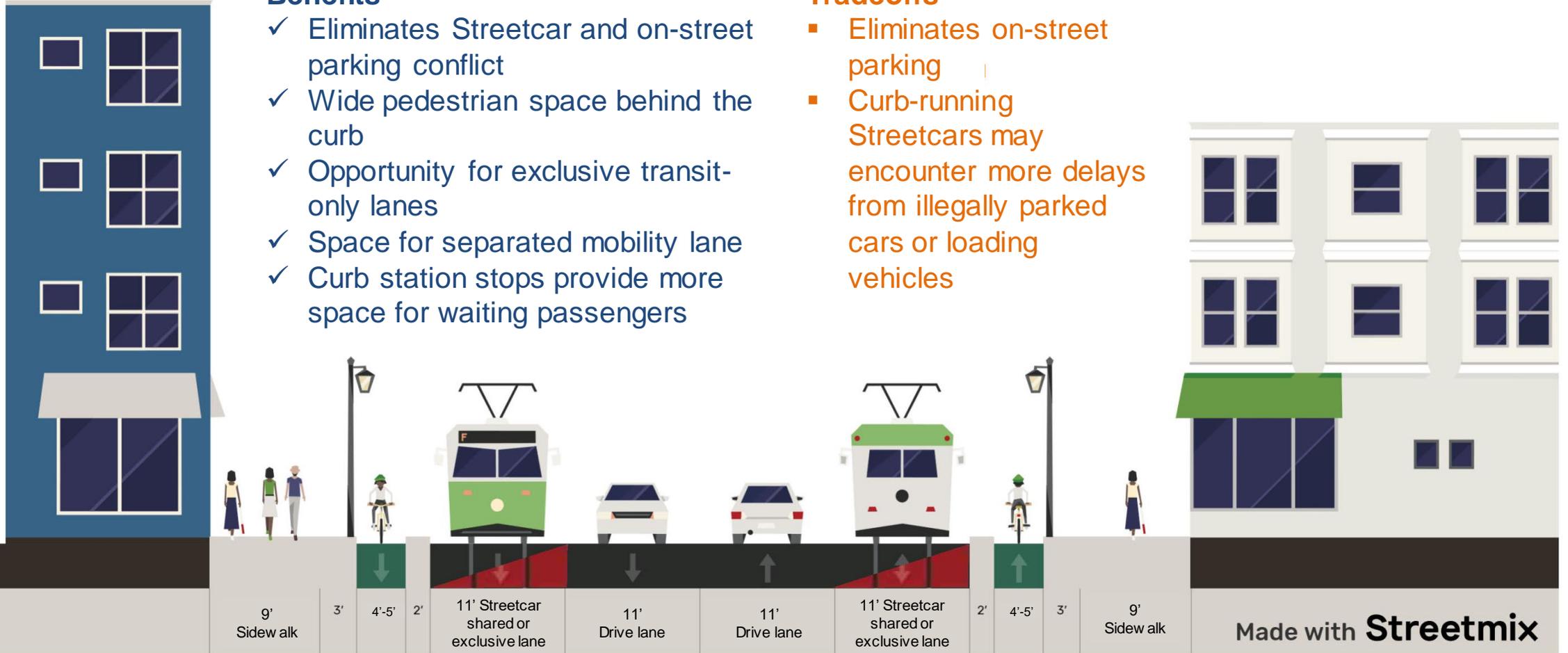
Two Outside-Running Lanes (Shared or Exclusive), Two Auto and Two Mobility Lanes

Benefits

- ✓ Eliminates Streetcar and on-street parking conflict
- ✓ Wide pedestrian space behind the curb
- ✓ Opportunity for exclusive transit-only lanes
- ✓ Space for separated mobility lane
- ✓ Curb station stops provide more space for waiting passengers

Tradeoffs

- Eliminates on-street parking
- Curb-running Streetcars may encounter more delays from illegally parked cars or loading vehicles



Streetcar schedule reliability can be further improved by the addition of exclusive Streetcar lanes.

Linwood Blvd Layout Example C:

Two Shared-Use Lanes with Single On-Street Parking Lane and Mobility Lanes

Benefits

- ✓ Wide pedestrian space behind the curb
- ✓ Space for separated mobility lane
- ✓ Opportunity for on-street parking
- ✓ Curb station stops provide more space for waiting passengers

Tradeoffs

- Improperly parked automobiles may conflict with Streetcar operations
- Curb-running Streetcars may encounter more delays from illegally parked cars or loading vehicles



This example cannot accommodate exclusive Streetcar lanes.

Project Next Steps

- ✓ Complete the development and adoption of the Locally Preferred Alternative (LPA)
- ✓ Enter next phase of planning
 - Includes environmental review, preliminary engineering, advanced planning and public engagement
 - Begin coordination with the Federal Transit Administration (FTA)
- ✓ Begin to identify capital and operating funding

A long-exposure photograph of a city at night, showing light trails from cars and buildings. The lights are blurred into streaks of white, yellow, and blue, creating a sense of motion and energy. The background is a deep blue, suggesting a clear night sky.

**We want your
feedback!**

Take the Survey!

Visit the project webpage and take the survey by December 1st!



ridekc.org/planning/eastwesttransit

Q & A

Stay Connected



ridekc.org/planning/eastwesttransit



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